

Comment for planning application WSCC/052/20

Application number	WSCC/052/20
Name	Sandra Hulley
Address	FLAT 18, CAEN STONE COURT, QUEEN STREET, QUEEN STREET, ARUNDEL, BN18 9FE
Type of Comment	Objection
Comments	<p>VISUAL AMENITY This major road infrastructure is being constructed through a gap between Fordingbridge industrial site and long-established housing; a space too narrow to allow for a noise and pollution earthworks barrier to be built. If further land is acquired, an adjustment of 10m in the line of the eastern boundary would be sufficient to allow local residents the pleasure of their homes. Springfield Nursery was compulsory purchased so why was the industrial site not part or fully purchased? Consultation on noise mitigation between WSCC and affected residents was a 'fait accompli' presentation of a noise barrier selected by WSCC. The design is an eye sore, out of character with the local environment and is more suitable to a suburban motorway setting. It is not compliant with DMRB standards. Better alternatives exist Misleading Information In Planning drawings, the road rises to 2.4m at the Eastern end which would prohibit landscape planting from establishing in dry periods. Residents were advised by WSCC video call that the barrier would be 3m high and in various places the road could rise up to 1m above ground decreasing in height towards Barnham Rd In the 'Fly through' video presented by WSCC, the barrier does not appear to be that height as second story windows from local rear gardens can be readily seen above the barrier. The video also fails to show a close up of the barrier or a view from the rear of impacted properties. Road sections carefully avoid the worst-case situation which is closest to residential housing and show existing ground level as flat when it falls west to east towards the Barnham Lane ditch. This understates the severe harm that will be experienced by the local community in terms of blocked westwards views from their rear gardens. Questions from the Local community received evasive replies with the advice that all the information would be in the Planning Application which proved to be difficult to follow and incorrect. Detailed plans show uncontrolled crossings however, residents were led to believe through public notices that controlled crossings were planned. This indicates that WSCC plan to install the cheapest option until accident statistics demand improvement. The RSA requires that priority is given first to pedestrians and cyclist within the scheme and local area but safety considerations in busy areas and local lanes has been ignored. Flooding risk concerns ADC advised the developer that an ongoing EIA is required for the road and housing construction including SUDS requirements. However, WSCC are claiming exemption discounting the risk to new and local housing by designing mitigation to solely protect the road and some homes near to the Eastern end. Note Section 2 of Appendix 11.1 states "Due to uncertainty of the GWL in the area of the infiltration units, additional soakaway testing will be undertaken in winter 2021, prior to finalising the design Proper monitoring must be undertaken to provide reassurance to adjacent existing householders who have suffered from a history of failed SUDS schemes. ADC must not compromise its Barnham SUDS regulation standard (of 1m water level clearance) to secure the approval of this substandard road design. Road Safety & Assessments Evidence to substantiate WSCC traffic modelling and benchmark assumptions are not available for public review. The Design Manual for Roads and Bridges requires a detailed assessment of the levels and types of all road users and road crossings in order to decide what type of crossing is required. This assessment must be independently conducted and acted on. The RSA site visit was conducted at an unrepresentative time of day with Covid 19 restrictions in place and Barnham Rd closure. BEPC report that conclusions of the traffic analysis flout any 'common sense' test ignoring realistic housing and traffic growth from Bognor Regis The A27 Fontwell roundabout at peak times is near to capacity and with the projected housing growth this will reach grid lock with denser traffic on local roads resulting in increased travelling times. New homes in the local area will significantly increase traffic. WSCC projects 1000 additional peak time journeys per day but fails to consider comparable increase in housing in adjacent areas where 5500 new homes will be built in Aldingbourne, Barnham and Eatergate. Given the significant underestimated traffic volume noise and air quality benchmarks undertaken by WSCC cannot be considered viable. Ecology assessments fail to encompass the impact of new associated housing and how this will devastate local wild life and irreversibly change the character of the local area. Planning Application notices advise a charge of 300 for copies of the Environmental Statement. The public has already paid for this work through taxes</p>
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Attachments	