

## **AN OPEN LETTER TO THE HEADS OF PLANNING AT WSCC AND ADC**

Dear Sirs

### **PROPOSED A29 EXTENSION AT EASTERGATE/BARNHAM.**

As a director of Chantry Mead Management Company Limited (CMMCL), I write not only as a concerned house owner in Chantry Mead, Barnham but also on behalf of all other affected house owners in Chantry Mead, Murrell Gardens and Ewens Gardens and those potentially affected even as far as Eastergate Lane.

Despite a written assurance to the contrary, I am concerned that WSCC/ADC/Developer may have taken a decision, without proper public consultation, to increase the height of the rusted steel barrier on the new Lyminster road development by a further metre. BBC South Today very recently highlighted this issue. I, and others, are horrified that you should be responsible for erecting a huge steel barrier so close to local houses. Just what “consultation” took place and why did original planning not pick up on it and solve the problem before it turned into a disaster?

My immediate concern therefore is that WSCC/ADC may now try to do exactly the same by sleight of hand without any proper public consultation in respect of the proposed barrier to be erected closely alongside the gardens abutting to the proposed A29 realignment, which will similarly affect us all greatly, adversely impacting our lives and property values. Our trust in planning officers has been reduced to zero.

The quite dreadful so called “public consultation” that took place last year, hosted by Elaine Martin, resulted only in a *fait accompli* for the rusted steel barrier to be the only available option for noise abatement. Whilst this is patently untrue, I seek your assurances that no such increase of height of any proposed barrier will be imposed without proper and visible public consultation as regards this entirely unwanted and ill-thought-out scheme to be imposed on local residents.

For comment, I attach photographs of the rusty barrier that has just been erected on the A27 and it is quite clear that the current proposal is more akin to an urban motorway solution rather than the other options available (and so discourteously discarded) for consideration by and for those who have to live with it. The current proposal illustrates perfectly the confrontational nature of the current scheme. The appearance as seen from both sides of whatever is finally proposed will be important to our rural village setting and the current scheme provides nothing meaningful in terms of mitigation of landscaping.

The frontagers and members of CMMCL whom I represent are in consensus that the current scheme is far below that which should be expected, and of which you and your teams are doubtless capable, in respect of a future revised application, and they I ask that you specifically write to me to confirm that the WSCC/ADC A29 team will do the following:

1. Initiate early design discussions with the local community in respect any forthcoming noise barrier and ground levels design solution. Such consultation is prescribed under several DMRB road design guidance sections and in other recognised environmental planning guidance. Any new solution must not be presented as a ‘*fait accompli*’, as was the case at last year’s noise barrier project team/local community design discussion.

2. Provide the local community with actual evidence of any suggested noise barrier design's rural village suitability by providing examples of completed projects in similar situations, particularly with similar 'man made' raised road levels changes running through a local community.

3. Additionally, provide better clarity and details of both the extent of achievable mitigation landscaping on both sides of any barrier, and particularly surface water drainage impact details concerning the NE of the new A29 road as it runs beside residential properties and grazing fields by the high-risk flood zone. The last scheme showed minimal landscaping in this vicinity, possibly as a result of inadequate space provision for land drainage maintenance access. To demonstrate respect to the existing local community, we ask that all such design constraints are fully and clearly explained in any revised application and not hidden in the depths of technical reports.

We are aware that WSCC Highways has agreed to re-submit in July and my neighbours and I feel that early community liaison will be the best way forward to developing an amicably designed solution. I will be keeping our immediate impacted neighbours informed about any liaison forthcoming on this very contentious and environmentally damaging planning issue. Without doubt, if it continues to be badly designed it will adversely impact all our lives and properties.

I would be obliged that you treat your response with some urgency.

Yours faithfully

Mrs L Wale

Director

Chantry Mead Management Company Ltd

The peaceful and idyllic vista that many of us can see from our homes at this current time.



The two pictures below depict a view that we may be looking at in the future (albeit that we will view the barrier from behind).



