

Comment for planning application WSCC/011/21

Application number	<input type="text" value="WSCC/011/21"/>
Name	<input type="text" value="Andrew David Gilham"/>
Address	<input type="text" value="PRIME CLOSE, 7, PRIME CLOSE, ARUNDEL, BN18 0PL"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>Traffic and Transport The site presents a number of potential traffic issues. The stated level of HGV movements is 120 in and 120 out per day. This gives 240 HGV movements per 14 hour period or 1 movement every 3.5 minutes. Immediate local roads are minor and the A259 to the south is already busy. The plan is for 275,000 tonnes of waste to be handled per year, a considerable amount. The North End Road (North of Ford Lane) traffic is shown as increasing yet the HGV increase is forecast to be zero. Yapton Lane, which is the continuation of North End Road north of the level crossing in Walberton Parish, has about 4% HGV traffic. Three of the possible offline A27 Arundel bypass routes cross the top of Walberton Parish enabling easy access to the A27. We therefore believe that the HGV increase on Yapton Lane will be considerable. There will be added conflict with the extra traffic from the new housing estate - 1500 houses could give 3000 extra cars to conflict with these HGV movements. HGVs will generate pollution - including noise and diesel particulates - near to residential areas. No mitigations for the impact of construction or operational traffic on residents or other road users have been proposed despite the requirements of Clymping Neighbourhood Plan Policy CPN 14 - Traffic and the Environment. The proposed A259 / Church Lane roundabout change - widening the westerly A259 entrance - will not be fit for the intended purpose. CM/1/17/OUT and the WSCC A259 Options Study are relevant here. HGV movements along Church Lane will generate vibration. This will have an adverse impact on Grade I and II buildings and would therefore fall foul of WLP Policy W15 - Historic Environment. The location of the site is poor in terms of transport sustainability. All waste movements will be by road which is contrary to WLP Strategic Objective 7 "to maximise the use of rail and water transport for the movement of waste and to minimise lorry movements and the use of local roads for the movement of waste." The proposal is also in conflict with WLP Policy W18.</p>
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Attachments	