

Comment for planning application WSCC/011/21

Application number	WSCC/011/21
Name	M.Murray-Brooks
Address	BARNHAM ROAD, 128, BARNHAM ROAD, BOGNOR REGIS, PO22 0EH
Type of Comment	Objection
Comments	<p>Responses to the following point are made; for which council/planning response are kindly requested. M.Murray-Brooks Lorry journeys - the amount of additional lorry journeys on local roads, with existing articulated lorries from the nurseries; this will compound the issues of congestion, with existing users of this road; furthermore lorries could approach the Ford site from all directions, not just on the main road from Arundel north of the site. The narrow village roads to the west near Yapton and Barnham are not suited to take yet more heavy traffic of this size/frequency; more so if the presumed A29/A27 re-configuration is enacted, which will in-turn lead itself to additional heavy lorries using the road during school start/closing times, not to mention any other times during the day/week/weekends all year round and during the night! Are the return journeys of empty lorries being considered in calculations/timings/pollution numbers? Parked vehicles/Single lane road use - the Ford Road approach to the A27 round about, near the Ford Fire Station, has a large section of very narrow road with a restricted single lane access which already represents an excessive choke point for ordinary vehicles e.g. cars, there is NO spare passing room for cars, let alone larger lorries - larger vehicles may need to mount pavements to pass any on-coming cars and/or large vehicles - that would make it less safe for use of pedestrians. Barnham/Yapton/Walberton villages also have a number of very narrow passing spots, in the centre of Barnham village near the Co-Op and Barnham Fish Bar/shops, this is already very difficult for ordinary cars and the odd number of large tractors+trailers from the nurseries. A number of other sections of roadway are unsuited to large vehicle use - being narrow/small RAB's/sharp corner/blind corners - which will entail large lorries using/turning onto on-coming lanes of traffic! Cut through Walberton by large vehicles? Diesel Exhaust/Noise Pollution is already an issue, and likely to get worse due the additional lorry journeys and in particular the queues of vehicles trying to pass through narrow sections of road - this would not be safe and/or beneficial to health of local residents, in particular those living and walking in close proximity to enhanced through put of traffic - including local primary and secondary schools in Barnham/Yapton/Eastergate. Amount of Excess Waste/Pollution from new Ford site itself? Lorries parking up - could this lead to excess rubbish/litter and safety/health issues with use of lay bys, etc for parking? Disabled road users - a number of local disabled people in electric buggies/tricycles use local Barnham roads Excess Vibration/road noise - on Barnham road is already an issue that affects local residents/houses/Health premises; this would likely be exacerbated with more lorry journeys being undertaken; which could affect detrimentally the road surface/sewerage pipes and local housing in close proximity to the roads. Low Railway bridge - is there a risk of an incident at the low bridge in Barnham where high vehicles may contact the low arch height, having chosen their routes incorrectly?? Expansion Plans - are there any further plans for expansion of this site; that has been replicated/borne out at other Incinerator sites? Council Funding/Rates - are there any benefits to council funding underlying the siting and continued use of the Ford site Waste water from site - could this affect the local waterways/fields? What Hazardous Chemicals are being brought onto site/handled/stored on site? What is the safety track record of the company - can they assure the continued safe operation of the site, together with the business use journeys made by its and private vehicles? Climate Change/Environmental use of the site - will site use match the intended environmental credentials of government/local councils - be it existing and /or future requirements - is it being built with/to meet future Climate Change requirements; if so to what degree or margins 90% solution, 120% or a basic 101% ' limited' future perspective. Council Funding - assuming NO council funds/future subsidies are required in lieu of this development and its future use? will the company make contribution to future road repairs, from its heavy vehicles use of local roads?</p>
Received	16/05/2021 18:04:52
Attachments	