

Re – Planning Application DM/26/1377 Proposal for 9 new build homes. Land At Mill Lane Sayers Common West Sussex

I am concerned about a number of things in this planning application. However, as I know our local Church PCC has covered many of my concerns in their submission, I will cover just two further aspects here:

- The Vehicle Access to the site and concerns about its safety
- The significant number of errors in the submission, some of which could lead to the substantial risk of wrong decisions being taken.

Vehicle Access to and from the site to the A23 Slip Road (Mill Lane)

1. There are concerns about the safety of the vehicle access point from the site to the highway (A23 slip road) particularly for vehicles turning right out of it. At this point in time the applicant has not submitted any visibility spray plans, swept path analysis or RSA reports to address these concerns. I await this information to be provided by the applicant to provide reassurance in this matter.
2. The only vehicle Access to and from the site is to be from the 60mph derestricted speed A23 slip road (Mill Lane) which is owned by National Highways. Their data shows that they also own the 10m or so strip of land between the site entrance and the roadway that vehicles would need to cross to access it.



Figure 1 National Highways Open Data Maps showing the extent of their land holdings(in blue) at the site access point with the A23 slip road (Mill Lane)

3. It is understood that the site owners' access to the highway is allowed over this strip of land by an agreement signed with the Department of Transport (DfT) following the building of the A23 bypass in the 1990s. It is assumed that MSDC/WSCC have confirmed with the DfT that such an agreement of access to the highway will be made by the DfT with the eventual new homeowners, for the new purpose of access to their residential properties across National Highways land. (See Figure 1)

4. I would also ask that any WSCC Highways response to this application is made based on a site visit and not just on a desktop approach which lacks true appreciation of the differences in heights and levels of the roads in question.

Errors in the submission

5. The arrow on the plan 1795_3.002_RevE_Proposed Site Plan to garages for plot 8 would involve cars driving on the footpath! Also does not show a garage building at that location. Is there meant to be one, or is the arrow and text a mistake? (see Figure 2)



Figure 2 : Confusing labelling of garage

6. In all the plans, and specifically in “1795_3.040_RevB_Surface Water Drainage Strategy Plan” The water flow direction on the ditch along old footpath is shown in the wrong direction. The slope drops towards Oakhurst Road. As this frequently floods at the Oakhurst Road end, blocking the footpath along Oakhurst Road, its direction, and any mitigation to avoid such flooding is clearly important. (See Figure 3)

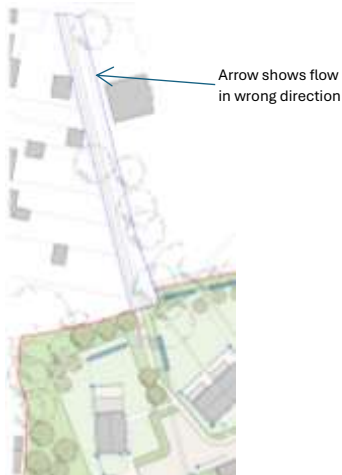


Figure 3: Direction of flow of water along ditch by footpath

7. In the Design & Access Statement, section 6.04 the document states “Water feature of pond proposed to communal garden to create additional habitat on site.” As part of the landscaping plan. No plan shows either a pond or any communal gardens. I am

concerned that these non-existent features may have been included in the biodiversity gain calculations so it may be biased by this error.

8.

stone pavers and hoggins are proposed. Both of these are convenient materials to excavate should additional services be required and can be replaced without any wasted materials.

The main landscaping and BNG strategy consists of:

Dense planting of native hedging to Western and Northern boundary.

Additional native hedging planted to roadside boundary to increase amount of hedgerow on site.

Water feature of pond proposed to communal garden to create additional habitat on site.

Continuous vegetation ribbon to surround site to encourage sustainable biodiversity.

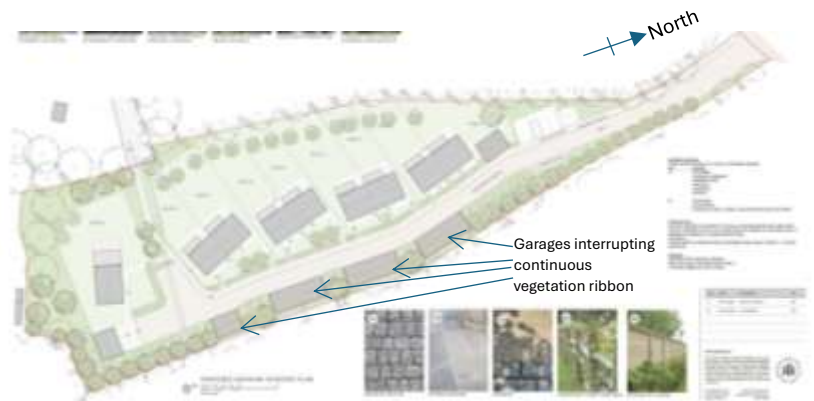


Figure 4: Location of garages which interrupt vegetation ribbon

9. In the Design & Access Statement it states: "Continuous vegetation ribbon to surround site to encourage sustainable biodiversity." This seems incompatible with the plan showing garages on the eastern side of the site adjacent to the A23. (See Figure 4)
10. In the Design & Access Statement section 6.04 it states: "Dense planting of native hedging to Western and Northern boundary." But there is no north boundary except the vehicle entrance, so I am a little confused as to what this can mean. (See Figure 4 for direction of north)
11. In the 1795_Planning Statement, section 4.7, it is stated that the Church is a Grade II Listed building. This is not the case, and it seems surprising that such a simple fact can be incorrect in such a key document. It is instead a non-designated historical and community asset.