

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF

To register to receive notification of planning applications in your area please go to
<https://www1.arun.gov.uk/planning-application-finder>

Sign up to our newsletter [here](#)



Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

Sign up to our newsletter [here](#)



To register to receive notification of planning applications in your area please go to
<https://www1.arun.gov.uk/planning-application-finder>

From: Ronald Flitter [REDACTED]
Sent: 21 March 2022 10:17
To: Claire Potts <Claire.Potts@arun.gov.uk>
Subject: BN/11/22/OUT - OBJECTION

CAUTION: This email originated from outside of the organisation. You should take extra care when clicking links or opening attachments - if you are unsure the content is safe contact the IT Helpdesk before clicking or opening.

Dear Claire,

Please post as an **OBJECTION** to Planning Application BN/11/22/OUT

Ronald Flitter, 7 Pine Close, Westergate, Chichester PO20 3AE. Tel: 07710 411594

INFRASTRUCTURE MUST COME FIRST, BEFORE ANY HOUSES ARE BUILT

Granting Outline or Full Planning Permission for this Application **WILL NOT GUARANTEE** that the southern section of the realigned A29 will ever be completed, as Planning Permission only sets a Start Date - there is no Finish Date. People in Arun will remember that the Bognor Relief Road/Charles Purley Way took about 33 years to complete. The people of Arun, particularly those in Barnham, Eastergate, Fontwell, Walberton and Westergate **DESERVE** to know how the road will be funded and when it will be completed. The number of houses proposed in the BEW Development (4,200) **WILL NOT** provide SUFFICIENT funding for the complete southern road which, as can be seen from the current cost projection for the northern section, is likely to cost twice as much as when proposed in the made Arun Local Plan. Arun District Council **MUST** be open and honest and make it known how the road will be funded and when it will be completed.

There is insufficient time allowed for general public comments on this Application due to the high number of documents submitted in support of it. Most people do not have the facilities to download/view many of the documents submitted because of their size.

It is essential that ADC imposes a moratorium on all Planning Application decisions regarding SD5 (and others) in its Local Plan until the following issues are resolved:

ROADS

The proposed A27 design has been developed in isolation from the Arun Local Plan and does not reflect actual traffic volume growth from the new developments in Arun, where it appears that Highways England have based their projections of local traffic growth on 780 houses pa when Arun is supposed to deliver 13,000 by 2031 (1,300 pa). Lack of access points (e.g from Ford) to the A27 means that traffic from existing and new developments (such as this) will have to congregate at the limited number proposed, thereby causing congestion and generating rat-runs along unsuitable roads, particularly in Aldingbourne and Fontwell. The congestion around Arundel will be relocated to the Fontwell Roundabout where the A29 and A27 converge, but no improvements to this junction appear to be planned. Arun's plans mean that the realigned A29 will eventually be surrounded by at least 4,200 new houses, and both this and the existing A29 will become the North/South links for all of these to the A27, however, without building this infrastructure before the housing developments the existing routes will have to bear the brunt of the increase in vehicular movements for tens of years to come, if not forever, and one of the primary reasons for realigning the A29 is to overcome these congestion points. New roads and planned improvements to existing roads must be shown to give Value for Money. Philip Andrews, Head of Road Investment, Policy and Pipeline Development at the Department of Transport, recently wrote to Local Authorities to say that the Government "will not have sufficient funding to continue to fund all the [major road] schemes currently in the programme to the current scale or timing"; he also said that the "the importance of decarbonisation has increased since May 2019 so consideration of whether the scheme is likely to make carbon worse and lead to lower VfM", so there is no likelihood of Government funding because of cutbacks, lack of a Business Case that shows Value for Money, and lack of any likelihood of being able to show a reduction of carbonisation because of the number of additional vehicles will bring to the area, and the delays caused by the ridiculous number of roundabouts on the proposed road

INFRASTRUCTURE

It is vitally important that infrastructure is delivered before housing. This particularly applies to schools and medical facilities as the housing proposed to be delivered against this Application will be of little benefit to local people because of cost, and the majority will be taken-up by people/families relocating to this area (population increase). It

appears that a new school in Ford will now not be provided within planned development there, so will increase the burden on already full schools in Aldingbourne, Eastergate and Barnham, and will increase road traffic because of transporting children to school.

CLIMATE CHANGE

The United Nations Intergovernmental Panel on Climate Change (IPCC) WG II Sixth Assessment Report, Climate Change 2022, Impacts, Adaptation and Vulnerability, can be found at <https://www.ipcc.ch/report/ar6/wg2/> Chapter 13: Europe https://report.ipcc.ch/ar6wg2/pdf/IPCC_AR6_WGII_FinalDraft_Chapter13.pdf highlights at Key Risk 4 that:

"Due to warming, changes in precipitation and sea level rise, risks to people and infrastructures from coastal, riverine, and pluvial flooding will increase in Europe (high confidence). Risks of inundation and extreme flooding will increase with accelerating pace of sea level rise along Europe's coasts (high confidence). Above 3°C GWL, damage costs and people affected by precipitation and river flooding may double. Coastal flood damage is projected to increase at least 10-fold by the end of the 21st century, and even more or earlier with current adaptation and mitigation (high confidence). Sea level rise represents an existential threat for coastal communities and their cultural heritage, particularly beyond 2100."

The report forecasts that the South Coast of England will experience a sea level rise of circa 30cm by 2050 and a rise of 60+cm by 2100.

Land projected to be below annual flood level in 2050 is visualised in a relocatable/zoomable map at

https://coastal.climatecentral.org/map/8/-0.8389/53.2796/?theme=sea_level_rise&map_type=year&basemap=roadmap&contiguous=true&elevation_model=best_available&forecast_year=2050&pathway=ssp3rcp70&percentile=p50&refresh=true&return_level=return_level_1&rl_model=gtsr&slr_model=ipcc_2021_med and this will progressively increase northwards over time.

The planned southern connection point of the realigned A29 with the existing A29 already floods regularly and the above map indicates that this will get worse by 2050 - just 18 years after the Applicant claims to be able to deliver the 1,250 houses on this Application Site if it starts construction in 2023. Ultimately it appears that housing south of the railway line on the proposed SD5 development will be liable to regular flooding and those in this Application will also experience frequent flooding, causing home owners to experience stressful situations and probably will eventually not be able to insure their properties. The whole of each of the Strategic Development Sites within the Arun Local Plan must be assessed against the latest UN IPCC Sixth Assessment Report as a single entity, NOT as stand-alone Planning Applications. The Arun Coastal Plane is included in the area from Portsmouth to Worthing to be at most risk from rising sea level.

ADC HAS DECLARED A CLIMATE EMERGENCY AND MUST NOW BE SEEN TO BE DOING SOMETHING ABOUT IT

LOSS OF AGRICULTURAL LAND

This planned development is all on high quality cultivated agricultural land. Currently 30% of wheat comes from Ukraine and Russia, and it must be considered that this year and for an unknown time to come this will not be the case. Increased flooding will degrade or eliminate coastal agricultural land in Arun and we must stop building on such land and make the country more self-sufficient by producing more of our own food. Building on agricultural land causes unacceptable loss of wildlife habitat. Even though this land is shown as approved development land within the Arun Local Plan it is now time to reconsider this in light of the harm its loss may cause to future generations.

The Arun Local Plan is badly out of step with the current environmental situation and information, and it must be revised to show evidence that each and every Strategic Development is sustainable and will reduce Carbon emissions and reduce climate impact in-line with, or better than, Government targets.