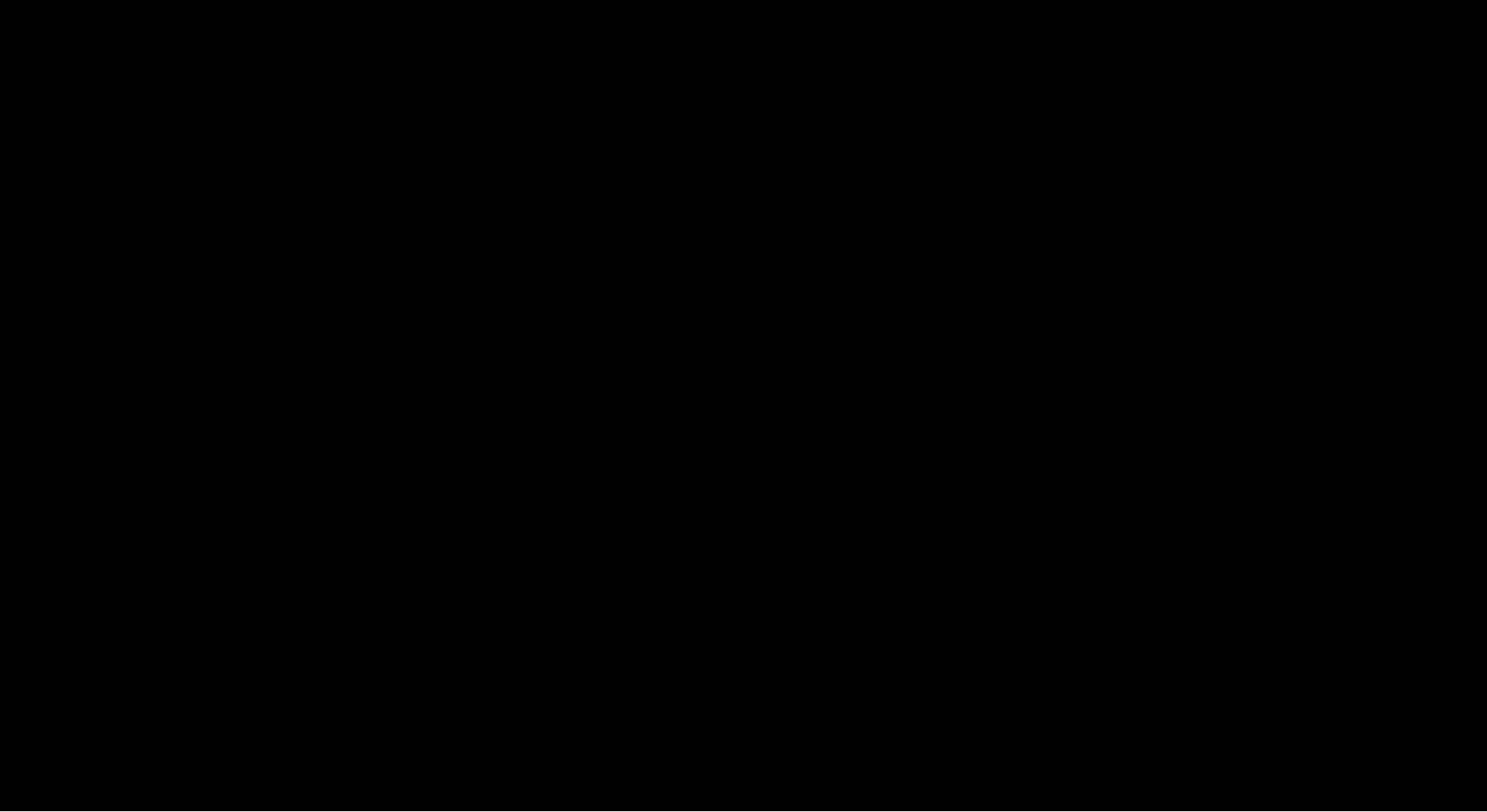




From: David Eels [REDACTED]
Sent: 09 February 2017 18:51
To: Planning
Subject: P/104/16/OUT Land south of Summer Lane, Pagham

74 Harbourview Road

Pagham

West Sussex

PO21 4RH

Dear Sirs

P/140/16/OUT

Land South of Summer Lane & West of, Pagham Road, Pagham, West Sussex

Please accept the following as an objection to the above application as I feel the proposal is not sustainable and has not fully explored the impact it will have on the existing community and its infrastructure.

I accept the need to build housing in order to keep a community sustainable and to enable younger generations to get on the property ladder. It also offers the opportunity for them to stay within their locality should they wish. It also helps with the diversity of the housing stock and local population. However, the 400+ housing proposed at this location along with the other 400+ at the 2 other sites proposed at Sefton Lane and Hook Lane are far in excess of the less than 200 identified in the Pagham Neighbourhood Plan as being sustainable for this community. In addition the reality is that most of what is being proposed for the 3 applications received is of a housing type which will be beyond what is affordable for those local people wanting to get on the property ladder or young families. Increasing the likelihood of second homes or for rental which isn't as has shown elsewhere the ideal for a sustainable community.

With the additional housing proposed on the scale of all 3 applications, there needs to be a commitment to improve the infrastructure surrounding the community and I believe this application does not address fully or give a firm commitment to delivering the improvement required to accommodate the level of housing all 3 proposed applications require to be sustainable. It's offered but can it be delivered as it also involves commitment from other authorities. Please see my comments below relating to each key area.

Road and Transport – Anyone travelling to work at peak times along the Pagham Road and B2166 to Chichester will vouch for the level of traffic. One journey to work last week at 7.45am led to a 1h journey just one way. The road is also well used by agricultural vehicles and HGVs. In the summer there is the increase in local traffic of visitors to Church Farm. There is a lack of cycle provision even though the B2166 is part of the South Coast Cycle route, on a road which can be fast, has bends and is busy. There are frequent tail backs behind cyclists as there are limited places for cars to pass the cyclists safely.

Has the combined impact on the road network from all 3 developments been properly accounted for, modelled and assessed? There appears to be some discrepancies in the data provided. There is also the impact of any current or future development of the traffic in and out of Barfoots (there was recently a planning application here), with increases in HGVs, tractors and worker movements; combined with all 3 Pagham Applications, has this been accounted for modelled and assessed ?

Have the junctions of Church Way onto Pagham Road, Sea Way and Barton Close been assessed and accident data been explored as these 3 are junctions which will be affected by an increase in traffic?

There is an obvious traffic pinch point through Nyetimber on the Pagham Road from the Lamb north until you get out of the village. This is a concentrated area with cars parking to get to shops and pubs, it's also the bus route and HGVs deliver to Tesco. There are also regular park ups by overseas HGVs on the road. Has this section been accounted for, assessed and accident data explored for the effect of an increase in traffic?

The application also recognises that a number of the road junctions onto the Pagham Road, B2166 and in the villages are either at or will be at capacity with or without the traffic from the their application. What measures are they going to explore to ensure the sustainability of the road network? A commitment and a financial contribution from the applicant should be required to deliver any improvements before any application is consented to.

Furthermore has the impact of the increase in traffic from the combined 3 proposed planning applications in Pagham been modelled and assessed for the impacts at the junctions for Whyke Roundabout and Bognor Bridge roundabout at the A27?

Another factor for consideration is the unknown outcome regarding which route will be the chosen option for the A27 Chichester Bypass.

There is a proposed cycle route to take users over to Honer Lane and then onto lighter trafficked roads toward Chichester. However, the proposed link uses FP100, FP104 and FP106 which have the status currently of footpaths so a legal change to increase its status to Bridleway would be required to allow cycling. The applicant also proposes to set the land aside for the cycle link within the applicants control however, to complete the link the route would need to be secured beyond into land not within their control. The applicant should ensure that the whole of the link be secured even on land not within their control otherwise this cycle way reaches a dead end.

Schools – When would a school be built at the start, middle or end of the building process? As the current local Primary School is at capacity/or over then it would need to be built at the start or it will further increased car journeys to schools further afield or stretch the existing school. Have the LEA committed to the building of the school and its funding into the future? If they haven't then then the application is not sustainable and will overburden the existing infrastructure.

Health – The existing surgery serving this area is Grove House the application makes reference to it being West Meads. Grove House is already at capacity and it is a struggle to get an appointment at this busy surgery with a large percentage of the local population being above 60. The satellite surgery at Arthur Griffiths in Pagham has had limited hours of operation as the surgery has struggled to recruit new GPs. Recruitment and retention of GPs being a nationally recognised challenge for the National Health Service. Whilst a new Doctors Surgery has been agreed as required for this application has the local CCG agreed to the build and committed to the onward funding of a new additional surgery into the future? If they haven't then then the application is not sustainable and will overburden the existing infrastructure

Flood and Drainage – As I understand the soil is of a clay type which means water does not easily drain away but lies and runs. I took the photos below after just 4 days of rain when we have had a comparatively dry January; these are of the 2 ditches which immediately bound this proposal. The local water table is high and there has been flooding of properties around Rookery Farm. I live not far from the proposal and if you dig a hole it rapidly fills with water. Water from both the ground and surface has to have somewhere to go. This proposal also is right on the edge of the current flood plain map although I understand in the past the flood plain has been deemed to include the area of this proposal. The need to have an effective flood plain is important as the Pagham Rife is part of the Chichester Flood Alleviation. This importance will increase with the effect of predicted rising sea levels. There are is also the issue of the Harbour itself and the shifting dynamic shingle. The Pagham Rife empties at low tide into the Harbour then flows out to the sea. If the Harbour mouth closes or changes in a way to restrict that flow this will increase the risk of flooding, has this been modelled and the risk of flooding assessed.

Loss of farm land and Countryside – This application is a loss of farm land which provides not just food crops but a home for wildlife such as overwintering birds Lapwing and Brent Geese. In the summer Swallows and Sand Martins feed on insects from the crop. Deer can also regularly be seen in and on the boundary to the fields. The applicants view is that these fields are not part of a Strategic Gap, I disagree this is a Strategic Gap and these gaps especially on the coast are important as we are squeezed due to having the sea to the south and National Park to the north.

I trust you will give my comments due consideration

Kind regards

David Eels