

94 The Fairway
Bognor Regis
PO21 4EW

26th March 2017

Assistant Director of Planning
Arun Civic Centre
Maltravers Road
Littlehampton BN17 5LF



Re: Outline planning applications: P/134/16/OUT Seftor Road
P/140/16/OUT Pagham Road
P/6/17/OUT Hook Lane

I am writing to object to all three planning applications for the reasons given below, and believe that these applications need to be considered together as they are cumulatively a very large development in a rural and moderately developed area, close to the highly sensitive SSSI and Ramsar site of Pagham Harbour.

The already busy (particularly in summer) Pagham road is the main route north out of Pagham and west Aldwick and cannot sustain the additional traffic that will ensue. Traffic from these developments would all need to use this route, with increased danger on the junctions. Congestion on the B2166 will lead to more traffic on the A259 and the very busy junction with the A27. There is the added complexity of unknown future changes around the A27 junctions; accessing the A27 is already dangerous and time consuming. These developments are also in conflict with development of the food packing plants whose large heavy goods vehicles use the B2166. Additionally the roundabout at the junction of the B2166 and the B2145 from Selsey will become a bottleneck as traffic going north will have priority over traffic from Selsey, thus also affecting the residents and businesses of the peninsula. The proposed care homes will also generate more traffic. The topography of the B2166 prevents easy upgrade. Basically the area will grind to a halt.

The water table is very high in this area, during the winter the fields are often flooded, and this water will need to go somewhere. The proposed developments are in close proximity to EA flood zone 3 areas. Hook Lane is in a medium risk area for surface water flooding. Pagham Harbour is one the most important wetland sites for birds in the UK and must be protected from pollution that could result from nearby flooding.

The infrastructure to support so many new houses in this area does not exist. Health and education services and also the few local shopping facilities and parking are already stretched, this additional burden will be unsustainable.

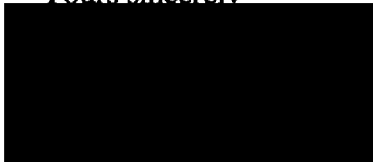
Outline applications should not be approved as they are likely to change, e.g. reducing the level of affordable housing promised and not providing the community services proposed while increasing the number of houses.

If these developments do go ahead the damage to the local environment will be enormous, both from the loss of farmland and hedgerows and from damage from the

construction traffic, plus severe congestion due to the road closures that are bound to occur.

I believe that this scale of development is contrary to the neighbourhood plan for Pagham and is inappropriate to the area, completely changing the nature of Pagham from a small semi-rural village to a large modern housing estate (with no services). Arun DC lacks a cohesive plan for this area and no further development should take place until a plan exists. While Arun DC may have a duty to allow housing development, this is a disproportionate number to put in one small area with limited services and will be unsustainable

Yours sincerely

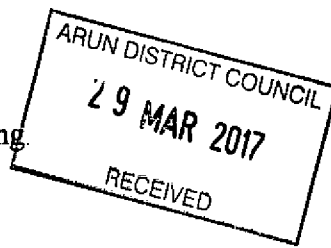
A large black rectangular box redacting the signature of Dr Kevin O'Grady.

Dr Kevin O'Grady

94 The Fairway
Bognor Regis
PO21 4EW

26th March 2017

Assistant Director of Planning
Arun Civic Centre
Maltravers Road
Littlehampton BN17 5LF



Re: Outline planning applications: P/134/16/OUT Sefter Road
P/140/16/OUT Pagham Road
P/6/17/OUT Hook Lane

I am writing to object to all three planning applications for the reasons given below, and believe that these applications need to be considered together as they are cumulatively a very large development in a rural and moderately developed area, close to the highly sensitive SSSI and Ramsar site of Pagham Harbour. While Arun DC may have a duty to allow housing development, this is a disproportionate number to put in one small area with limited services and will be unsustainable.

The already busy (particularly in summer) Pagham road is the main route north out of Pagham and west Aldwick and cannot sustain the additional traffic that will ensue. Traffic from these developments would all need to use this route, with increased danger on the junctions. Congestion on the B2166 will lead to more traffic on the A259 and the very busy junction with the A27. There is the added complexity of unknown future changes around the A27 junctions; accessing the A27 is already dangerous and time consuming. These developments are also in conflict with development of the food processing plants whose large heavy goods vehicles use the B2166. Additionally the roundabout at the junction of the B2166 and the B2145 from Selsey will become a bottleneck as traffic going north will have priority over traffic from Selsey, thus also affecting the residents and businesses of the peninsula. The proposed care homes will also generate more traffic. The topography of the B2166 prevents easy upgrade. Basically the area will grind to a halt.

The water table is very high in this area, during the winter the fields are often flooded, and this water will need to go somewhere. The proposed developments are in close proximity to EA flood zone 3 areas. Hook Lane is in a medium risk area for surface water flooding. Pagham Harbour is one the most important wetland sites for birds in the UK and must be protected from pollution that could result from nearby flooding.

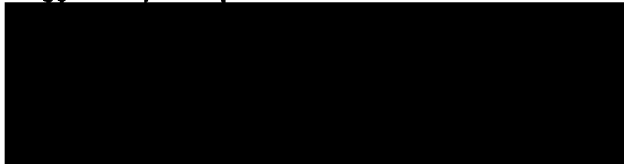
The infrastructure to support so many new houses in this area does not exist. Health and education services and also the few local shopping facilities and parking are already stretched, this additional burden will be unsustainable.

I believe that this scale of development is contrary to the neighbourhood plan for Pagham and inappropriate to the area, completely changing the nature of Pagham from a small semi-rural village to a large modern housing estate (with no services).

Outline applications should not be approved as they are likely to change, e.g. reducing the level of affordable housing promised and not providing the community services proposed while increasing the number of houses.

If these developments do go ahead the damage to the local environment will be enormous, both from the loss of farmland and from damage from the construction traffic, plus severe congestion due to the road closures that are bound to occur.

Arun DC lacks a cohesive plan for this area and no further development should take place until a plan exists.



Dr Dorabella Northcott