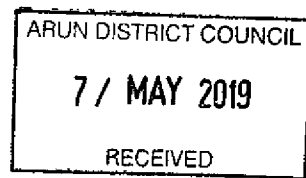


**Posted at Rose Green Post Office
on 3rd May 2019
To ARUN DC**

3rd May 2019



***4 Seabrook Close
Aldwick
Bognor Regis
West Sussex
PO21 3UT***

Planning Application P/30/19/OUT

The Attached Letter was submitted in 3 parts via your COMMENT entry system in order to comment on a live Planning Application. That comment due to its length was submitted in three parts between 4.50 and 5.05 PM on Friday 3rd May.

This is identical – no variation has been made but it provides by Royal Mail in the original form that we sought to write to you as the Planning Authority.

I noted the numbers of two of the submissions made and believe these were 22654 and 22655

M J Hampton

*4 Seabrook Close
Aldwick
Bognor Regis
West Sussex
PO21 3UT*

Group Head of Planning
Arun District Council
Council Offices
1 Maltravers Road
Littlehampton
West Sussex BN17 5LF

3rd May 2019

Dear Sir/Madam

Objection to Planning Application P/30/19/OUT

We write to object strongly to the proposed development within the Application P/30/19/OUT.

This development is almost identical to one seriously considered by your Authority at its Planning Committee and refused. The Application is also of a similar nature to one considered in 1999 at a Planning Appeal Inquiry at which the independent Inspector confirmed that the Application should not be allowed to proceed. The reasons given still remain valid and indeed time has only made the case for refusal greater.

Our Objection relates to the following, which also relate to the original reasons the 1999 scheme was dismissed at Appeal.

1 The area is subject to flooding, and nothing has been done to overcome this long standing concern that relates to actual flooding events.

2 The traffic on the one road to Chichester, the main town in the area and the route for all traffic wishing to join the main road network has increased vastly. It is a minor road not given an A or B grade category code from Pagham, is narrow, windy and prone to Accidents. The peak period flow of vehicles reaches over 1650 on occasion and frequently exceeds 1500 per peak hour. This is an historic count which takes no account of the further housing now proposed and which can be expected to probably generate a further 0.6 of a trip per property in the peak hour. This could very easily reach a demand for a further 600 vehicles of which 400 - 450 would use Pagham Road, which the road just cannot take as it would be a demand on that road for 1900 - 2000 vehicles per peak hour; being a 25per cent increase which is quite unsustainable. The Road just will not be able to handle this level of traffic without stop-start queuing. The fact is that in the peak period (AM in particular) Hunston Road, north from the roundabout of B2166 with B2145 is a continuous slow-moving queue as the road and junctions cannot cope with the present traffic, let alone more traffic demand. Because of the congestion and low speeds achieved the AM peak flow is limited to around 1200 - 1300 vehicles per hour (two-way) and more traffic will only increase the queuing as the delays are due to volume of traffic, the conflicts of turning movements at the Free School and delays at the A27. There are no viable alternatives as the alternative of Vinnetrow Road already has queues of up to 20 vehicles which generally can only access the A27 roundabout with the A259 when a vehicle turns off the roundabout into Vinnetrow Road. At other times any gap in flow on the roundabout is filled by traffic entering immediately prior to Vinnetrow Road from the A259 dual carriageway from Bognor. Here on the A259 the queue to join the A27 often extends back some 500 - 600 metres to and east of the access to Brickiln Garden Centre. A queue of this length on two lanes of traffic would involve potentially over 150 vehicles all stationary or moving very slowly and wasting much time whilst giving out an enormous amount of harmful waste gases!

3 Whilst the delays and damaging gases are a significant issue of concern so is SAFETY. Suppose for a moment that there were no motor vehicles on the Pagham Road, Hunston Road or Vinnetrow Road approaches to A27, then one would expect the injury (including fatal injury) impact on cyclists would be zero or minimal. Then examine the present position based on data supplied by the Transport Consultant for the developers at Pagham (the Consultant being Highgate Transportation in

Report TA/02 of July 2017). This Report states that 12 per cent of casualties in the Study Area (largely on the section of road from Pagham to A27 via Vinnetrow Road or B2166) were cyclists. I give the full text of that paragraph from page 15 of the Report here:

2.17 *Appendix 7 contains a copy of the accident records, which have been obtained for the whole study area – see Figure 1.2 – for the five year period of July 2011 to June 2016. This shows that there were 173 collisions recorded – with 223 casualties -, 83% of which were slight and only one accident - in 2011- was recorded as a fatal [one fatality accident]. A further summary is provided as follows:*

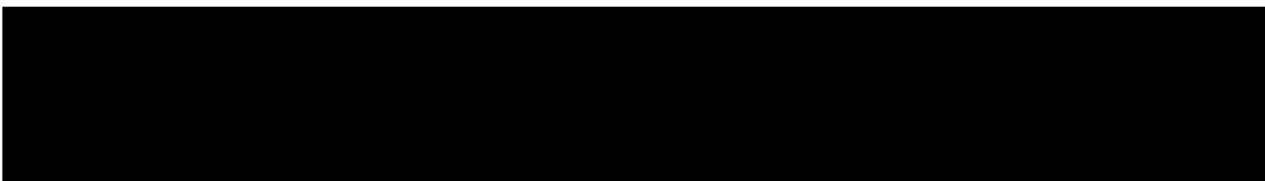
- *Of the 173 collisions 72% occurred at a junction (70% at a Give Way arrangement);*
- *7% of collisions involved pedestrians;*
- *The weather was recorded as 'fine' in 87% of collisions;*
- *81% of collisions occurred during daylight hours;*
- *12% of collisions were pedal cyclists.*

It is of particular note that whilst 12% of injury accidents involved cyclists; figures for the traffic counts at the time showed that from 3 count locations, on Pagham Road and Hunston Road the total flow of all vehicle counted (at all 3 sites) was 14,498 and of these the total cyclists were 47. Thus 47 cyclists formed 4700/14498 per cent of the total flow and this is 0.324 per cent of the total traffic. Yet the Report records that this minute percentage were involved in 12 per cent of the injury accidents. This clearly shows the road is unsafe at present let alone with more traffic added by further development. **The cyclists' accident rate being over 35 times the percentage of cyclists on the road.** I fail to see how anyone can find other than this suggests an unsafe road for those using a cycle. Yet there are a good number of agricultural and horticultural business establishments on these roads that people earning at low wage levels need to travel to for work and at all times of the day and night as goods vehicles collect from these sites at all times in order to get fruit and vegetables to shops and supermarkets quickly and in prime condition. These people to a degree use cycles as the only viable option for them to access their work.

4. The site proposed for further housing is an important contributor to our domestic food production. We have a growing population with more people migrating into the Country than emigrating away to foreign lands and with natural births our population continues to increase. The more mouths to feed means there is a need for more home grown produce, otherwise it is a larger and continuing drain on our foreign currency and adds to the need to increase yet further our exports, of goods or services. This area, unlike much of the UK, due to its location in a mild area close to the coast, which helps to minimise the extremes of temperature and particularly to limit the extent of frost damage in Springtime, enables much of the local land, which is highly fertile, to produce two or even three crops pe year. The location at the southern extremity of the Country also provides more sunlight than achieved elsewhere in the Country and hence this land should be reserved for what it can produce in the way of food crops which cannot be similarly achieved over most of the UK countryside.

5. The current level and impact of traffic on the local School at North Mundham should be of great concern to all. There is regularly slow and standing traffic along the stretch of road between the Vinnetrow Road roundabout with B2166 and the bends on the western edge of the school site. This standing traffic produces dangerous waste gasses that due to the amount of traffic present may exceed and certainly already get near the maximum approved level of waste gas contamination of the atmosphere. Further development will only make this worse and risks greater damage to the health of the young children at the North Mundham School.

For all the above reasons we seek to object strongly to the proposed development as outlined in P/30/19/OUT.



Mr M J Hampton and Mrs S A Hampton