

Edwin Jones
10 Brooklands, Pagham
Bognor Regis
West Sussex
PO21 4QH

Your Ref: OWPC22926
Our Ref: P/30/19/OUT 26-03-2019
Please ask for:
Mr D Easton

13th May 2019

Dear Sir/Madam

Town & Country Planning Act 1990 (as amended)

Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 5

Outline application with some matters reserved for the construction of up to 300 No. new homes, a care home of up to 80 beds, D1 uses of up to 4,000 sqm including a 2 form entry primary school, the formation of new means of access onto Hook Lane & Pagham Road, new pedestrian & cycle links, laying out of open space, new strategic landscaping, habitat creation, drainage features & associated ground works & infrastructure. This application may affect the setting of a listed building (resubmission following P/6/17/OUT).

Land north of Hook Lane Pagham

Thank you for your internet representation made on 11th May 2019 which has been recorded as **'an objection'** with the comments as follows:

Dear Sirs

Re P/30/19/OUT Land North of Hook Lane, Pagham

I write to make formal objection on behalf of my organisation CTC Bognor Regis and Chichester (part of Cycling UK) to this application. Although there are many reasons for objection which have been dealt with in other comments I will confine this letter to issues relating to the safe use of bicycles in the area both by our members and other residents in the local area especially Aldwick, Rose Green, Nyetimber and Pagham.

This development of 300 homes at Hook Lane will inevitably lead to a substantial increase in traffic volume on the Pagham Road and B2166 and other local roads. Now that the other 2 applications for the area have been approved the traffic increase will be very substantial.

Increased local traffic will affect the safety of cyclists and decrease still further the inclination of people to use cycling as an alternative and sustainable means of transport . This applies to both the route to Bognor Regis town centre and the route to the A259 cycle route reached by the already very busy and fast Chalcraft Lane. The extra traffic will have a considerable affect on the route to Chichester via the Pagham Road and B2166

As well as living in Pagham I have been cycling in the area for 40 years. I can therefore bring some real world experience to the issues as opposed to the theory in the Transport Statement. The route along Pagham Road to Chichester exceptionally unsuitable for cycling even with current traffic levels. The road is very busy, very narrow and with numerous bends. It is very difficult for cars to overtake cyclists requiring them to pass too close due to constant oncoming traffic. The road is well used by HGV's which cannot overtake, often for a long time, due to the bends and oncoming traffic. Despite being an experienced cyclist I avoid using the road except when traffic levels are much lower such as early Sundays and evenings. I only use the road at other times if time constraints make it unavoidable. Going from Pagham to Chichester via the A259 cycle route is much further

and takes much longer. This is probably the reason why some cyclists use the Pagham Road.

The completion of the proposed cycle route from South Mundham to Pagham via Honer Lane and Summer Lane which is the preferred route for Sustrans National Cycle Route 2 would substantially alleviate the affect on local cycling of this development. If the Council decides to grant Planning consent it should only be with a s106 agreement to provide the funds for route completion and jointly with the other developments mentioned

Work would be required to create a paved cycle path across the 2 fields from Summer Lane to Honer Lane. It should be noted that paving is essential. Although technically not permitted I and some other cyclists have used this route for the last 40 years but only from April to October. It is unusable in the winter because the soil creates a sticky thick mud. This forms a thick coating on tyres and blocks mudguards and if you get off the bike covers the shoes. Deep ruts are formed from tractors. The problems have been exacerbated in recent years since the creation of the reservoir with water draining from it and flooding the lower part of the field in recent wet winters to a depth of about 2 inches. The path here would have to be raised about a foot for part of the route

It should be noted that the currently assessed contribution total from all 3 developments of £100,000 to the new cycle route is unlikely to be sufficient for an upgrade to the relevant paths including raising in areas because of flooding and to a quality to allow all year cycling

Edwin Jones

Hon Secretary, CTC Bognor Regis and Chichester

Unfortunately it is not possible for the council to respond to each representation individually but your views will be considered before the application is determined and I shall write to inform you of any decision made.

If the application is to be determined at the Development Control Committee and your letter has been received after the agenda has been published, you will not receive a separate letter notifying you of the date of the meeting and the procedures for public speaking. In such circumstances, it is recommended that you track the progress of the application on the website or telephone for further information. Please be advised that any comments received after the the Development Control Agenda has been produced will be reported to the meeting. Please also note that only a small number of all planning applications are determined at the Development Control Committee, most are determined by officers under delegated power.

All representations are published on our website so please make sure your views are clear and only include information that you are happy for the public to view. Do not include personal information or information from third parties unless you have their permission to do so. If a complaint is received that permission has not been given for comments included about a third party, the Council reserves the right to redact/remove all relevant information. Do not include information that is defamatory or breaches equality or other legislation. If you do not wish your comments to appear on the website and on the file, please confirm this in writing and I will arrange for it to be destroyed, although this does mean that its contents will be disregarded. For details of what we do with your personal information please refer to our privacy statement comments on planning applications which is available on our website www.arun.gov.uk/planning-privacy-statements.

In the event of a subsequent written representations appeal, against a refusal of planning permission on a householder application, any representations made on the application will be automatically forwarded to the Secretary of State. Unlike all other types of appeal, there will be no further opportunity to comment at the appeal stage.

Yours faithfully

Neil Crowther
Group Head of Planning