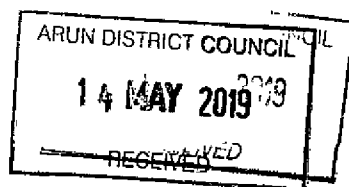


ADC Planning

Civic Centre

Littlehampton

11th May 2019



20 Elbridge Crescent

Bognor Regis

PO21 4JQ

OBJECTION TO APPLICATION REF. P/30/19/OUT

Dear Sirs,

I would like to register my strongest objection to this development based on the following material considerations and anecdotal evidence which should not be ignored.

The above development has been re-submitted to ADC for consideration in an almost unchanged form to P/6/17/OUT which whilst it is not against planning law is a cynical attempt by the developer to force this through before a Government led planning inquiry is held in October 2019. It is furthermore irrational to suggest that this development should be approved when in 1999, a similar planning inquiry was held where the developer then was refused an application for 175 properties. It should be noted that the reasons for refusal then were quite clear, yet we are being led to believe that the conditions of approving such a development have changed. Things have certainly changed for the worse, traffic, doctors surgeries at capacity, hospital issues, bus services being scaled down (a strange situation where WSCC are effectively stating that new builds should make less use of cars and more use of public transport but another section of WSCC is withdrawing subsidies to run these much needed public services), Barfoots ramping up production as its packing facility is finished leading to an impact of at least 40,000 additional vehicle movements a year which WSCC were clearly aware of yet seem to be ignoring when traffic volumes are being assessed (as they tell us its an existing condition).

It is starting to become clear that the developer is desperate to avoid a planning inquiry as supplementary evidence will come to light that will discredit statements that have been made and show a complete lack of joined up thinking between the main bodies i.e. WSCC, HE, CDC and ADC who are all pushing out an evidence base that does not show any master planning whatsoever. One example is Highways England repeat letter to ADC on the Planning Portal on the 7th. May 2019 where it 'offers no objection' and that 150 dwellings can be occupied before any S278 need be paid to them for mitigation aligned to the Whyke Rd. signalisation of that A27 junction. If the builder feels that only 30 properties a year can be realistically sold due to fluctuations in the property market, saturation et al then it could take 5 years minimum to see any movement to improving that junction. In October 2018, Highways England spoke in public at a ADC SDCC meeting and informed all present

that they were considering re-routing Vinnetrow Rd. to exit at a signalised junction further away from the Bognor Bridge roundabout (A259 > A27) to coincide with a planned development at Cathedral Park, to also include a fast 'slip' turning left onto the A27 as well. ADC's own planning chairman Mr. Ricky Bower was incredulous and asked why Arun had not been informed of this yet 'we' the 'residents of Pagham' understood that CDC were informed of this. To add even more confusion to the situation, the Bognor Post reported at a later date that the relevant Authorities, WSCC etc etc. were considering a bus lane running up the final stretch of the A259 onto the A27 junction which in light of the HE statement could not possibly happen.

It further reinforces the point that this development like others planned for Pagham and the surrounding areas cannot possibly take place without a serious infrastructure master plan being secured with strong cooperation between the main statutory bodies (which must include Chichester District Council) that seriously addresses the flaws that exist at present, because although supposed cumulative traffic surveys have been presented by developers, they are not representative of the reality that exists for existing problems that are manifesting themselves.

Chichester District Council have reiterated through a objection on the ADC planning portal (18th. May 2019) from Kayleigh Taylor, Senior Planning Officer, that they are still concerned about potential traffic impacts from this development affecting their Local Plan which is under review at the moment. This is in addition to the original warning/objection received from Naomi Langford Senior Planning Officer Development Management - Majors and Business (a post that ADC sees fit not to replicate within their planning team) which was a clear criticism dated 2nd. June 2017 on the Hook Lane application P/6/17/OUT.

Regardless of any protestations from WSCC, the new Free School at Hunston is causing severe traffic issues at certain times of the day, the morning being the worst period considering the B2166 from Bognor Regis and the East hits traffic joining it from the B2145 at Selsey and the additional developments that have occurred there recently. This is having a serious impact on drivers commuting to work or to St. Richards Hospital, the only respite being at School holidays etc.

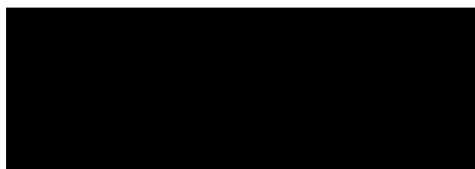
I must further point out that WSCC sent a conclusive email to ADC which allowed Ian Gledhill to give his verdict on the cumulative traffic assessments that had been undertaken by the 4 developers (dated 27th. September 2017) where he had decided that a contribution of £373,000 was reasonable to overcome severe impacts at the Royal Oak public house junction (B2166 to Pagham Rd.) but then decided that as some of the land necessary to construct a roundabout was not available, then the money would be diverted to improving the A259 assuming that the traffic would by default use that route instead. He also states and acknowledges that there are existing slow moving delays on the B2166 but as they are existing it is not the applicants problem, therefore whose problem is it ? There were also issues over the recommended trigger point for S106 payments to be at the 200th dwelling occupation and therefore suggested as the Pagham sites were different sizes, that

50% would be a better trigger point, which then mirrors the criticism of this figure per the HE statement above with S278 monies. This infrastructure should be in advance of such large building projects to enable a smooth transition as houses are built not a long drawn out period of time where cumulatively everyone suffers and the delays get worse.

Finally Arun commissioned a traffic sensitivity analysis on the proposed developments at Pagham from DBA Consultants in Scotland which was a desktop analysis presented 30th. January 2019. It came up with a radically different set of proposals with respect to the junctions that required mitigation, which is difficult to comprehend ... just who is in control of the Highways scenario's, WSCC as LHA or ADC via DBA Consultants ... no answer has been forthcoming on that.

It is small wonder that CDC are especially worried at the way ADC are treating them with disdain, after all they have the most to lose by Arun positioning a large proportion of its strategic sites on the Western most edge of its District boundary.

This second attempt to bulldoze through effectively the same application must therefore be REFUSED.



Mrs. P. K. Hickey