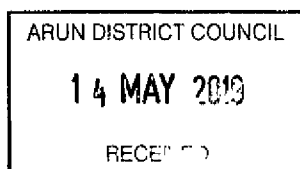


ADC Planning

Civic Centre

Littlehampton

11th. MAY 2019



20 Elbridge Crescent

Bognor Regis

PO21 4JQ

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

Dear Sirs

Please find below my strongest objection to the Hook Lane development, the contents of which are being constantly and resolutely ignored by the ADC Planning Team. ADC are also failing in their statutory duty to explore the air pollution that will occur if this or any other of the larger Strategic Sites are allowed to come to fruition (particularly at a cumulative level). The Local Plan 2011-2031 is not a one fit solution with many areas of its makeup untested or proved adequate and robust enough to resist detailed examination. The information and statements detailed below are robust and I strongly agree with its content.

TRANSCRIPT OF SPEECH AT SDCC ARUN DISTRICT COUNCIL 13TH. NOVEMBER 2018 2.30PM. SEFTER SLOT BY MR. A. J. PIVETT, THE CONTENTS OF WHICH ALSO APPLY TO THE LATEST HOOK LANE DEVELOPMENT

REPRODUCED FOR OBJECTION TO P/30/19/OUT

THIS STATEMENT HAS NO COPYRIGHT ATTACHED TO IT AND IS FREELY AVAILABLE IN THE PUBLIC DOMAIN AND PERMISSION HAS BEEN OBTAINED TO USE THIS AS A VALID MATERIAL CONSIDERATION AGAINST SUCH DEVELOPMENT.

"WSCC et al have stated that SD1, 2 & 3 plus the 130 allocated approved homes in the village as well as the projected 40000 yearly vehicle movements to and from Barfoots 24/7 .. mostly HGV 24/7 will have little impact on our road network. Tell that to the commuters stuck in traffic jams every day on their way to Chichester and the A27. Air pollution from this traffic is supposedly covered in the Local Plan Policy QE DM3 Statement 'd' .

In Dec. 2016 the RAC Foundation published a report about traffic and air pollution, specifically NO2 Nitrogen Dioxide and PM's 2.5 and 10 Particulate matter which is the major emission from diesel vehicles that contributes on average to 44,750 deaths annually with a impact on the economy of £25.3 billion pounds. NO2 and PM's can contribute to a loss of life of 12 years (life expectancy) Deaths are indirect whereby a person with asthma or respiratory problems could have their life shortened by such pollution.

On 4th. April 2017 in the Guardian a report on air pollution and its effects had additively a statement by Chris Griffiths , Professor of Primary Care and Public Health at Barts and the London School of Medicine said "The research on exposure to traffic fumes and children's lung growth is pretty consistent. It shows that such exposures reduces lung growth, produces long term ill health and can cause premature death. We should be outraged that we are exposing our developing children to these obvious problems".

PAGAM (Pagham and Aldwick Greenfields Action Movement) have installed at various times diffusion tube air quality kits at obvious pinch points we all dread, the Coop at Rose Green Rd. (rat run heaven courtesy of Site 6/Bersted) the T Junction at the Royal Oak B2166/Pagham Rd. and finally North Mundham School with the S bend that slows down traffic producing higher emissions.

All recorded figures were exceptionally close to the legal limit BEFORE all this additional development hits the roads. In 2018 Chichester District Council produced an Air Quality Annual Status Report (ASR). No data appeared available for traffic flows past the school at North Mundham at any time and it can be assumed that localised high levels of pollution will occur at specific times at the Free School as well.

Air pollution is not confined to cities and towns, it occurs at rural pinch points as mentioned above, and never forget car occupants are equally at risk. Before these developments are allowed even at Outline planning level, air pollution should be robustly assessed by independent consultants (University of Brighton are conducting ground breaking research into this area and may be able to assist) as the risks far outweigh the profits that will be gleaned by developers. This is not scaremongering, this is reality ... the subject of research by leading Universities and hospitals which MUST NOT be ignored.

THERE IS NO JOINED UP THINKING BETWEEN ARUN DC, CHICHESTER DC, WSCC AND HIGHWAYS ENGLAND WHICH MUST BE ADDRESSED, CHICHESTER DC ARE BECOMING THE DUMPING GROUND FOR ARUN'S TRAFFIC ISSUES".

Research is emerging almost weekly over the impact of air pollution on children whose bodies at such an early age are at greatest risk from diesel vehicle emissions, eminent consultants from internationally acclaimed British children's hospitals, and some of our highest ranking Universities are warning of the dangers, yet ADC can find no suitable coverage in their brand new Local Plan to accommodate such warnings, they seek to ignore or offload such concerns to other statutory bodies in the hope that it absolves them of culpability yet time might prove this to be wrong. It is clearly said that developers do not have to mitigate for existing problems, i.e. slow moving or stationary traffic yet their developments additively might contribute to children's health problems. NOT ONCE has this been mentioned by any of the developers in their realms of documentation because in reality they know that this is a problem that will not go away. North Mundham school is at a serious pinch point being on a double bend, with a lights controlled pedestrian crossing, and a bus stop exacerbating the emissions being output by vehicles (both HGV and car) due to the stop start situation that is present. The school playground is within a stone's throw of the road and thus at the start of school will come under the threat of high levels of air pollution.

Arun District Council will no doubt dismiss this objection as irrelevant as North Mundham school is outside of the ADC boundary, falling into Chichester's domain and control, but it is Arun not Chichester that is allowing potentially a massive increase in the housing at Pagham and the surrounding area's which will contribute towards thousands more car movements if these developments come to fruition. This must stop, and ADC should realise that CDC have a legal right to understand how Arun can sensibly push these large developments through without more detailed and adequate consideration.

My objection stands as it did so before



Mrs. P. K. Hickey