

TO ARUN DISTRICT COUNCIL.

ES. ANGMERING PARISH COUNCIL

"NICK HERBERT M.P.

"SAVE ANGMERING VILLAGE

21. DELL DRIVE

ANGMERING

WEST SUSSEX

BN16 4HE

4 SEP 12

1/6.

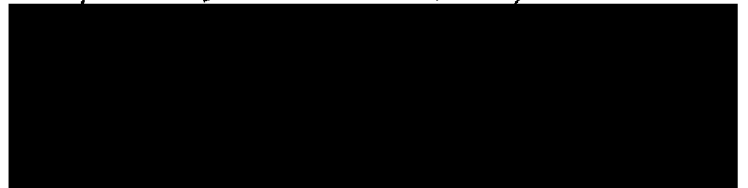
DEAR SIR,

REF:- BARRATT'S PLANNING APPLICATION REF NO A/82/12

I STRONGLY OBJECT TO THE BARRATT'S
PLANNING APPLICATION REF NO A/82/12 FOR THE
FOLLOWING REASONS:-

- 1) THE EXISTING INFRASTRUCTURE OF ROADS, SEWER
PIPES AND DRAINAGE IS ALREADY OVERWORKED
AND CANNOT COPE.
- 2) THERE IS NO LARGE LOCAL EMPLOYER IN THE
AREA TO PROVIDE REGULAR EMPLOYMENT
- 3) THE LOCAL HOSPITALS AND DOCTOR SURGERIES
ARE CURRENTLY STRETCHED TO THE LIMIT
- 4) PARKING IN THE VILLAGE CENTRE IS TOTALLY
INADEQUATE NOW AND WILL ONLY GET WORSE.

YOURS SINCERELY



J. A. HARRIS.

1/5.

6 Bramley Way
Angmering
Littlehampton
West Sussex
BN16 4GA

ARUN DISTRICT COUNCIL

5 - SEP 2012

RECEIVED

2 September 2012

Dear Sirs;

Re: Barratt's Planning Application Ref. A/82/12 – Roundstone Lane, Angmering

I fail to understand why it is necessary to build a further 150 houses as proposed by the Barratt's development off Roundstone Lane, particularly as here in Bramley Green, and around the village, there are dozens of houses which have been on the market for months, yet remain unsold !!

Traffic congestion in and around the village has reached a critical point where during peak times it is not uncommon for Station Road to be at a standstill particularly if one is driving from south to north when the schools come out. Chicanes sited around the village perhaps served a purpose some 10 to 15 years ago, but now compound the traffic situation. It is probable that the Barratt development could bring a further 200 – 250 vehicles to the area. Parking in the village is at a premium and rarely can one find a place to park and use the local shops. More and more houses will lead to the village becoming a vast sprawling urbanisation with little thought having been given to the effect this will have on the local infrastructure and environment, let alone the quality of life. Our local senior school has only just been enlarged and would certainly not be able to cope with scores of extra pupils without having to accommodate more pupils in each class with an inevitable effect on standards.

Already one has to wait two weeks for an appointment with one's own doctor, and requiring a repeat prescription can take up to a week to dispense.

Roundstone Lane is already full of potholes, extremely narrow, and can be a driving hazard when confronted by a bus or large lorry coming in the opposite direction. It certainly is not conducive to being the main access point to a large development.

Any local resident using Roundstone Lane will verify that for the most part, it is virtually impossible to join the A259 going east without relying on the good will of drivers coming from the west, letting one in. Clearly, the new massive Asda Store due to open in November this year will have a further huge impact on the congestion on this road as, no doubt, many people from far afield will come to shop !! The development at Haskins Garden Centre has proved this point to a lesser extent.

With the foregoing in mind, I must register my total objection to such a large scale development as that proposed by Barratts.

cc. APC, Nick Herbert and SAV

5 - SEP 2012

RECEIVED

1/6.

Mrs P Mayes
Flat 23
St Margarets Court
Arundel Road
Angmering
LITTLEHAMPTON
West Sussex
BN16 4NQ

2.9.2012.

~~DEAR~~ ^{SIR} / ~~MADAM~~

I OBJECT TO BARRATT'S
PLANNING APPLICATION REF. NO. A/82/12.
WE DO NOT WANT OR NEED THESE
EXTRA HOUSES. THERE IS ENOUGH
TRAFFIC CONGESTION ALREADY ON THE
A259 AND SURROUNDING RDS. WITHOUT
ADDING TO IT. ANGMERING IS A VILLAGE
AND MORE HOUSES WILL TURN IT INTO
A TOWN, WHICH IS SOMETHING WE DO
NOT WANT.

I WAS ONE OF THE FIRST RESIDENTS
IN BRAMLEY GREEN AND CAN THEREFORE
SPEAK FROM EXPERIENCE. THAT IN ITSELF
IS A CARBUNCLE - (A GHOST TOWN) -
ATTACHED TO A LOVELY VILLAGE. IT HAS
NO HEART. DON'T MAKE THE SAME MISTAKE
AGAIN. SAVE ANGMERING VILLAGE



5 - SEP 2012

RECEIVED

1/6.

MR PETER BULFIELD
17, ST. MARGARETS CT.
ARUNDEL RD.
ANGMERING.
BN16 4NQ

2.9.12

Dear Sir/Madam,

I object to the planning application A/82/12 by Barnatts. More houses means more people - more cars and more pressure on the health service. Everything we have now will be affected by the lack of infrastructure i.e. roads, drainage, schools, health services etc. Hence this means undermining the pleasant village atmosphere we have in Angmering.

We already have volumes of traffic that cannot be sustained. If this plan is allowed to go ahead it will be opening the floodgates for more developments to go ahead.

This would be extremely detrimental to Angmering Village.

Yours faithfully,



ARUN DISTRICT COUNCIL

5 - SEP 2012

RECEIVED

The Planning Department
Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

1/6 .

2 September 2012

Dear Sir/Madam

re : Barratts' Planning Application Reference Number A/82/12

I am writing to object to Barratts' Planning Application Reference Number A/82/12. Although I am completely in agreement with all of the points that are urged on my behalf by the Save Angmering Village campaign, I will draw particular attention to two matters of which I have particular knowledge and experience before addressing the underlying national planning policy, which I believe to be ill-founded.

Health Service infrastructure

I work as a GP in three capacities – as a part-time partner in Loxwood, as an out of hours doctor based at Worthing, Chichester and Horsham, and as a locum GP for surgeries south of the Downs. This means that I have experience of dealing with hospitals in Guildford, Chichester, Worthing and Redhill. Despite the best efforts of dedicated and well-intentioned staff there is no doubt in my experience the most overstretched and under-resourced service is at Worthing. Review of the number of times that e-mails are sent to GPs asking us to avoid emergency admissions to Worthing in the course of a year will bear this out. As a consequence of that, the greatest difficulty in accessing services for patients arises when dealing with Worthing. A&E, Medicine for the Elderly and Acute Medicine are particularly problematic. I stress again that this is a feature of overstretch and not a criticism of staff whose dedication in the face of adversity I admire.

To permit any development in the catchment area of Worthing Hospital before hospital services are significantly improved would be very unwise.

Roads

I travel to my practice in Loxwood by road and with many others endure the lack of a flyover at Washington. When travelling to Chichester at any time other than at night, I have taken to using a circuitous country route (and in doing so adding to A259 congestion and driving through small villages) in order to avoid the Crossbush because Arundel lacks a by-pass. As a south coast locum I am reluctant to travel as far as Lancing and beyond because of delays on the A27 and the A259, thus restricting the surgeries and patients to whom I might be of use.

Development in Angmering can only add to the congestion and consequential environmental impact of the present wholly inadequate road system on this part of the South Coast.

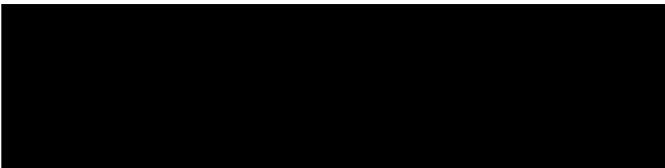
Underlying national planning policy

The change to a presumption for development is, I believe challengeable on a number of grounds.

- (a) At least part of the alleged demand for housing arises from sections of the population who will understandably return to their country of origin as the recession deepens, leaving vacant accommodation. Reversal of migration patterns was one of the factors that contributed to the sudden collapse of development in Ireland as the economy imploded. With some practices reporting as much as 35% of patients of Eastern European origin, this is no small contributor to the population requiring accommodation.
- (b) Development is normally funded by borrowing – initially by the developers and then by buy-to-let landlords and owner-occupiers with mortgages. Borrowing has become more difficult and we are already doing too much of it as a country. There is a danger that the silent cranes of Spain and Ireland will before long be seen in this country since we are only shielded from seeing our economy as it is by being outside the euro, but otherwise share many of their economic fundamentals.
- (c) The infrastructure arguments that I raised in my first two points would fall if the non-local tax revenues created by economically active new occupants were able to be applied locally to upgrade the infrastructure around new developments. However existing tax structures produce entirely the reverse effect, with areas of development suffering all of the disadvantages while enjoying none of the tax revenue advantages.

I therefore argue that the presumption for development is something that will only be well-founded when accompanied both by economic recovery and a change in tax revenue streams to ensure that local population increases result in local infrastructure improvements rather than degradation. I consequently oppose the application.

Yours sincerely



Brian Goss

cc

Nick Herbert, MP, House of Commons, London SW1A 0AA

Angmering Parish Council, The Corner House, The Square, Angmering, BN16 4EA

Save Angmering Village, 3 Cumberland Road, Angmering, West Sussex BN16 4BG

Save Angmering Village, Cave Canem, The Avenals, Angmering, West Sussex, BN16 4AN