

1/6

Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning
Sent: 14 September 2012 13:12
To: Planning.Responses
Subject: FW: Planning Application A/82/12 - 150 houses East of Roundstone Lane
Rep.

From: Derek Rawle [REDACTED]
Sent: 14 September 2012 10:51
To: Planning
Cc: [REDACTED]
Subject: Planning Application A/82/12 - 150 houses East of Roundstone Lane

Dear Sirs,

Re: Planning Application A/82/12 – Roundstone Lane

I wish to object to this planning application for the following reasons.

1. Congestion

The major roads, A259 and A27, are already heavily congested in this area. Evidence can be found in the frequent travel warnings on the local radio stations.

Locally, Station Rd, Arundel Rd and Roundstone lane are all extremely congested at peak and school hours. As a factual example, on Thursday 13 Sept 2012 at 08.45am, it took me 8 minute to travel 200m to join the roundabout on the A259 at the end of Station Road. To add more houses that would need to access the major roads via Roundstone lane or through the village is completely unreasonable and contributes to the detriment of village life.

2. Schools

When Bramley Green built, there was the intention to build a new school on the edge of Bramley Green. This was never done and demand for local schools now exceeds the supply and local children, in some cases, cannot find places in the local schools.

Another 150 houses will only compound this problem.

3. What it does to us.

We have lived in the area for 8 years and in that time the traffic congestion has steadily increased. We now have to add considerable time to any car journey around the busy hours to counteract the time we know will be spent sitting in stationary traffic.

In addition, there has been a steady increase in the time taken to obtain a doctors or dentist appointments.

4. Conclusion

There seems to be a desire to replace the green areas of a desirable village with housing estates, giving no consideration to the definition of village life or the existing infra structure and it's ability to cope.

Sincerely,

D. Rawle
59 Mill Rd Ave
Angmering

17/09/2012

Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning
Sent: 14 September 2012 13:12
To: Planning.Responses
Subject: FW: Save Angmering Village
Attachments: letter- abf1.doc

Rep.

From: [REDACTED]
Sent: 14 September 2012 10:52
To: Planning
Cc: admin@angmering-pc.gov.uk; nick@nickherbert.com; saveangmering@hotmail.co.uk
Subject: Save Angmering Village

Please find attached our letter of objection to the current proposed development by Barratts.

A B & A Ford

1 Oakwood Drive, Bramley 1/6
Green, Angmering, West Sussex

BN16 4GB

17 September 2012

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

Dear Sir or Madam,

We hereby object to the Planning Application from Barratts to build 150 plus houses east of Roundstone Lane reference A/82/12. The infrastructure cannot sustain this huge development, the increase of traffic to the High Street, Weavers Hill and especially Roundstone Lane would be catastrophic. As you can see from our address we live on Bramley Green which already has a problem with parking, thereby reducing the width of the roads causing difficulties for emergency vehicles, delivery trucks and residents.

The "promised school" should take priority in being built before any more houses are considered.

Where is the guaranteed employment for the Angmering residents who would earn the wages enabling them to afford these new houses? Do the residents of Angmering need employment? Has a demographic survey been done of the village based on the 2011 census?

On average an appointment at the surgery takes a week and at the local hospitals 3 months plus. Only recently there were plans were to close all the local hospitals, making our nearest A & E in Portsmouth.

Other community services are under constant threat of closure, one example being the village library.

Should this development be passed Angmering would cease to be a village and just become a continuation of the urban sprawl from Brighton to Chichester.

With the other developments along the A259, traffic is already a major factor and there is no evidence of any intention to relieve this situation, only to make it worse.

Yours faithfully

1 Oakwood Drive, Bramley
Green, Angmering, West Sussex

BN16 4GB


Andrew & Anita Ford

Copies to : - Angmering Parish Council, Nick Herbert MP and Save Angmering Village

1/5

Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning
Sent: 14 September 2012 13:13
To: Planning.Responses
Subject: FW: Planning Application A/82/12, Roundstone Lane
Attachments: 120914 L Arun DC re Rstne Lane planning appln A-82-12.pdf
Rep.

From: Jeremy Partington [REDACTED]
Sent: 14 September 2012 12:04
To: Planning [REDACTED]
Cc: [REDACTED]
Subject: Planning Application A/82/12, Roundstone Lane

Dear Sir or Madam,

Please find attached my letter of objection to the planning application for 150 homes to the East of Roundstone Lane, Angmering as referenced above. As is clear, I have copied this letter to Nick Herbert MP and to Angmering Parish Council. I have also posted a copy to West Sussex County Council.

Yours faithfully,

Jeremy Partington

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161a Shardeloes Road
London
SE14 6RT

Your Ref: A/82/12

14 September 2012

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

1/6

Dear Sir or Madam,

Planning Application A/82/12

I object to the above planning application for houses to the East of Roundstone Lane, Angmering for a number of reasons. I have summarised these below.

Arun District Council acknowledges this proposed development on Roundstone Lane is outside the scope of the Council's current development planning strategy. Further, it does not form part of the contiguous village envelope of Angmering and encroaches on a greenfield location when policy is to make use of brownfield sites. The development will be detrimental to Angmering and its residents as well as those that live and travel in the environs of Angmering. Overall, the proposed development is contrary to several policies of Arun District Council and West Sussex County Council.

Location

The proposed location East of Roundstone Lane is neither close to shops, schools, health facilities nor other amenities and infrastructure. Government and Council policy is to reduce car dependence, reduce carbon emissions, increase public transport use and promote developments on brown-field sites that better offer opportunities for local regeneration by maintaining vibrant town centres. The location of this development is unlikely to benefit businesses in the centre of Angmering as it is not practical to walk there. With no local facilities within walking distance, residents East of Roundstone Lane will be likely to drive for even small items such as milk meaning that supermarkets will benefit more than businesses in Angmering. The current proposals – both in location and street layout – have not made any apparent allowance for the provision of public transport to this proposed housing. To provide a bus service (assuming one would be) to the planned site would cause congestion as buses turn on and off Roundstone Lane and would also extend journey times for existing bus users making the already limited village bus service less commercially viable.

Local Employment

Local employment growth in Arun District over the next seven years is expected to be the lowest in Sussex. The 2010 Network Rail Sussex Route Utilisation Strategy (page 95) shows growth in local jobs from 2008-19 in the 12 districts in the study area, which includes all of Sussex. Arun is the only District expected to see local job growth by less than 8%. Chichester, Adur and Horsham Districts have local job growth of between 8% and 9%, just below the average of 9% predicted for the South-East region. All other Districts in Sussex are

expected to see local jobs grow by over 10%. Local employment levels in Worthing and Lewes are expected to grow by 10% with jobs in Hastings and Eastbourne expected to rise by 11%. Brighton & Hove is the only authority area expected to see growth of over 12% in local jobs.

The strategy also shows that over 2% of the working population of Chichester District travels to work in London, by train. In Arun, Worthing and Adur Districts less than 1% of the working population do this, the lowest figure in West Sussex. Therefore, Arun is probably the District of West Sussex least able to afford houses that will be marketed at prices near those of Surrey or London.

Arun is the District predicted to experience the slowest growth in local jobs over the next seven years which suggests that a more appropriate housing policy would be to concentrate new homes on brown field sites near where the most jobs are expected to be created – in towns. This will help reduce car dependence and the need for long distance commuting and the detriment to family life this brings. Providing homes close to centres of local employment will also reduce traffic congestion, pollution and carbon dioxide emissions. Providing homes on brown field sites near to urban centres will help encourage regeneration of town centres and reduce loss of green field sites. Developers may desire green field sites because it is where they make their greatest profit but it is to the detriment of society as people have to make longer, slower journeys on more congested roads to find jobs needed to pay expensive mortgages.

Schools

The proposed location is not practical for children to walk to school. Taking children from the far side of Roundstone Lane to the schools at the north of Angmering by car would cause further congestion in the village centre, the narrow hill at the west end of the High Street and on Arundel Road to the detriment of the whole village. Any current or future development of housing in Angmering needs to take account of where children are to go to school in the village and provide school places prior to planning permission being granted. A new school was promised as part of the development of Bramley Green but this has yet to be delivered. A further increase in the village population will make the necessity for a new school even more urgent as the expansion of St Margaret's and St Wilfred's cannot go on indefinitely. Further loss of playing space at both schools would be against the policy of encouraging sport and exercise in children to promote lifelong health and reduce obesity in children and adults. Without a guarantee of funding from West Sussex County Council to build and run a new school, housing in Arun should be prioritised at locations from which children can safely walk to and from an existing school each day.

Water Supply and Climate

Thinking ahead for residents of Angmering village (rather than a house builder's short-term financial aims), planning decisions need to give careful consideration to water and energy usage, carbon emissions and waste disposal over future decades. Sussex is one of the drier counties of Great Britain and the coastal plain of Sussex has even lower rainfall than the Downs. The climate of South-East England is far drier than the popular perception; much of the region has under 750mm of rain per annum which is similar to much of the Mediterranean. London receives less annual rainfall than Sydney, Girona, or Rome. Over recent years, increased population has led to hose-pipe bans across Southern England during several summers. Further population growth in West Sussex will lead to further strain on the limited water resources without requiring compulsory reductions in individual water use.

for all. The increasing average temperatures over the past few decades means that more rain is – and will continue to be – lost to evaporation. More frequent extreme weather events such as downpours or snow mean that reducing greenfield land could lead to more frequent flooding as runoff to rivers becomes faster. To develop existing brownfield sites would reduce this risk. With more population growth, the management of waste disposal will become more challenging and expensive as land-fill locations reach capacity and incineration is a less practical option.

The proposed development to the East of Roundstone Lane is contrary to the policy of minimising use of greenfield land and to West Sussex County Council's objectives of reducing energy use and carbon dioxide emissions, developing sustainable transport and infrastructure, maintaining and improving environmental quality and better managing use of water and natural resources. Increased carbon emissions from what will be a car dependent housing development East of Roundstone Lane will make it harder to meet the County Council's objective of reducing carbon emissions by 50% by 2025. Providing housing in Arun that is nearer to town centres and closer to schools and other amenities will better able to deliver this goal than the proposed development. Brown-field sites and town centre locations that have already been granted planning permission should be developed prior to granting planning permission for any greenfield locations in Arun.

A developer considering the future (rather than their shareholders' profit) could and would have designed homes on a brown field site with features that make housing more sustainable such as rain water harvesting, reuse of domestic grey water, solar panels and electric vehicle charging points. Instead, the proposed houses are copies of houses built anywhere else in the UK elsewhere using designs from 2008 with no apparent consideration for their practical sustainability or long-term impact on the environment.

Traffic Congestion

Roads in and around Angmering are already busy at peak times with queues being common on Station Road and Roundstone Lane. Adding these proposed houses and around 200 cars with access only to and from Roundstone Lane will make congestion and journey times worse across Angmering. The hill at the West end of the High Street is already a bottleneck as it cannot take two-way traffic due to the lack of parking controls there. It is already difficult to see oncoming cars prior to driving down the hill. Increased traffic (driving children to school for example) will make this more of a bottleneck as well as increasing the inherent risk. Additional traffic from the new development to Water Lane would make the existing bottleneck on Weavers Hill even busier, increasing risk on the blind bend. An increase in traffic on Arundel Road and congestion at the roundabout on Station Road will worsen, reducing air quality and increasing traffic danger adjacent to the adjacent to the three schools in Angmering.

The proposed design of the junction onto Roundstone Lane suggests that drivers will have a limited view of oncoming traffic in either direction due to the trees. The single access point also means that traffic queues from within the development are very likely in the mornings leading to potential waiting drivers' frustration and risk taking when turning. Traffic on Roundstone Lane is likely to be delayed when larger vehicles such as dustcarts, buses or fire engines are attempting to make a tight turn from or onto Roundstone Lane. This will lead to a local degradation of air quality and increased journey times for motorists.

Increased car use that will result from this development will also make traffic congestion on the Roundstone by-pass worse. There is little to support earlier suggestions that a housing

developer would pay towards the widening of the by-pass between Roundstone and Station Road and there is no guarantee that to do so will be beneficial anyway. Permitting the Roundstone Lane development will mean residents of Angmering will find it more difficult to drive out of the village as queues increase in length at Roundstone Lane and Station Road.

Affordability

The liberalisation of planning legislation recently announced by the Government suggests that many developers will consider reducing the amount of "affordable" housing that is provided within developments. Even if this does not occur to make the Roundstone Lane development more "viable", the proposed development does not provide appropriate housing for current residents of Angmering or Arun. I have seen no evidence that there are large numbers of homeless people in Arun who have chosen Angmering as their only choice for social housing.

Given the designs within the proposed development it is fair to expect house prices to be similar to other locations where David Wilson Homes or Barretts' have built recently. Local developments in Bognor and Ashington advertise prices that are similar to (and indeed above) those in parts of South-East London. To give two examples, a three bedroom property near Bognor (one is a single child's room) is advertised at £240,000. The developer suggests an income of between £55,000 and £60,000 would be required to purchase this property. At the development in Ashington, two bedroom flats start at £200,000 and houses at over £300,000, above affordable levels for many, let alone local first time buyers.

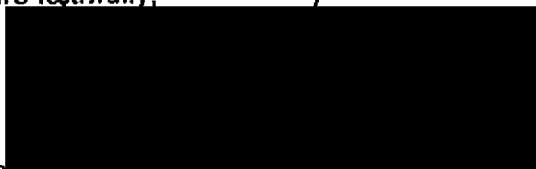
There is no reason to believe properties East of Roundstone Lane will be within the reach of many local people. Around a third of the properties proposed are four or five bedroom homes. Properties of such a size are clearly not aimed at families with local jobs. To afford the four and five bedroom homes would – according to the developer themselves – require an income of over £100,000. Clearly this is well beyond the means of most people even when calculated, as the developer does, on the basis of a deposit well below the 25% often asked by lenders. The proposed development will clearly be well out of the range of almost all first time buyers and many local people. As an example, Natwest will lend £127,000 at 4.5% APR to a first time buyer with a £30,000 salary and a 10% deposit.

The ONS stated that in November 2011 the median salary in Arundel and South Downs constituency was £20,426. The figure for Chichester is £19,890 and it was £17,175 in Littlehampton and Bognor constituency. The national median salary was above all these at £21,326 meaning around half of the population of Arun earn less than median national earnings; indeed less than the median in Rhondda and other areas of South Wales. Clearly these median salaries are nowhere near those that developers suggest buyers need to buy homes similar to those proposed for East of Roundstone Lane.

Even if people with salaries commensurate with purchasing these expensive proposed homes move to the new development at Roundstone Lane rather than to other cheaper homes available in Arun, the developer clearly expects them to drive to their workplace making congestion worse in Angmering and across Arun. The proposed Roundstone Lane development does not meet local needs for housing which should be prioritised in areas (such as town centres) where there is easier access to local jobs and children can walk or cycle to school. It has been acknowledged this month that developers already hold many plots that have planning permission. These sites should be developed before further planning permission is granted.

In conclusion, the proposed development does not meet the appropriate Council planning policy criteria; indeed permitting it would be completely contrary to the County Council's environmental and sustainability objectives. The development is outside the village envelope and Angmering would suffer the detriment of worse traffic congestion, reduced air quality (including near all three schools) and residents would suffer longer journey times and increased risks at the narrow sections of the High Street and Weavers Hill. The development does not provide housing that local people can afford to buy near to employment centres. Indeed those living East of Roundstone Lane would have to commute to employment elsewhere which given the likely house prices, the jobs may not even be in West Sussex. The development will be isolated so children cannot walk to school and there will be very little benefit to shops in Angmering. West Sussex County Council would need to fund a now overdue new school and Arun District Council provide other essential amenities prior to further large developments being permitted in Angmering. Affordable homes on brown-field sites with sustainable access to jobs, schools and amenities that are not detrimental to traffic levels or the environment should be prioritised over any developments on this scale at such an unsuitable location.

Yours faithfully,



Jeremy Farrington
(former pupil of St Margaret's School)

Cc
Nick Herbert MP
West Sussex County Council
Angmering Parish Council
Save Angmering Village

Siobhan Honney-Bayes

From: Sue Bowley on behalf of Planning
Sent: 14 September 2012 16:40
To: Planning.Responses
Subject: FW: Planning Application A/82/12
Attachments: Barratt's Planning Application - Ailsa's ltr 14-9-12.doc

Sue Bowley | PA to Assistant Director, Planning & Economic Regeneration, Head of Legal & Administration & Head of
~~Neighbourhoods, Arun District Council~~ | ~~Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17~~
5LF

Internal: 37533 | External: +44 (0) 1903 737533 | E-mail: Sue.Bowley@arun.gov.uk

Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

Sent: 14 September 2012 14:52
To: Planning
Cc: [REDACTED]
Subject: Planning Application A/82/12

I attach my letter objecting to Barratts' Planning Application A/82/12

Ailsa Adams

Woodlands
Dappers Lane
Angmering
Sussex
BN16 4EN

14 September 2012-09-14

Planning Department
Arun District Council

1/6

Dear Sir or Madam

PLANNING APPLICATION REF. NO. A/82 12

I am writing to object to Barratt's Planning Application A/82/12 for the following reasons:-

1. Angmering already suffers from serious flooding problems (as evidenced again recently) and future development will increase the concrete footprint and further reduce green field drainage areas and thereby exacerbate this issue.
2. Drainage and sewerage pipes are already inadequate and this is in spite of the fact that some existing properties in the area are not even currently utilising the main drainage system. Further development would create an untenable situation.
3. Over the recent past, Angmering has grown by around 30% (i.e. in particular at Bramley Green and on the A259 east of Sainsbury's) resulting in many services and facilities already being over-stretched, i.e. serious and hazardous congestion on local roads, overcrowded schools, not enough parking areas in order to access the village shops and businesses, and inadequate medical facilities.
4. I fail to understand the justification for further development whilst new and existing houses in the area remain unsold.
5. I moved to Angmering in order to enjoy what I believed would be a better way of life than living in a concrete jungle. I fervently hope that the Government's stated policy in relation to sustainability and quality of family life will be upheld by Arun District Council.
6. As Angmering's Neighbourhood Plan has not yet been finalised and presented, I am surprised that the above Planning Application is even under consideration at this point in time.

Yours faithfully

Ailsa Adams (Mrs)

1/6
Siobhan Honney-Bayes

From: Sue Bowley on behalf of Planning
Sent: 14 September 2012 16:40
To: Planning.Responses
Subject: FW: Objection to Planning Application Reference A/82/12

<p><u>Sue Bowley</u> PA to Assistant Director, Planning & Economic Regeneration, Head of Legal & Administration & Head of Neighbourhoods, Arun District Council Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF Internal: 37533 External: +44 (0) 1903 737533 E-mail: Sue.Bowley@arun.gov.uk Visit Arun's web site at www.arun.gov.uk  Save the environment - think before you print.</p>
--

Sent: 14 September 2012 15:03
To: Planning
Subject: Objection to Planning Application Reference A/82/12

From:

Ian Pears
27 Mill Road
Angmering
West Sussex
BN16 4HT

Date 14.09.2012

Objection to Planning Application Reference A/82/12 by Barrett David Wilson Ltd for a residential development of 150 dwellings to the east of Roundstone Lane.

Objection is based on :
Decision Timetable.

Arun Local Plan and Angmering Neighbourhood Plan should be concluded and the local referendum held before any decision is taken, as the developers are in the process of negating the local democratic process as envisaged in the Localism Bill.

Greenfield Land Usage.

The development will be on a Greenfield site.

If necessary any development should be on available Brownfield sites in the Angmering built-up area.

To set a precedent, with acceptance of this development, would open up all of the land to the east of Roundstone Lane to potential developers, to include Worthing Rugby Club, Manor Nurseries and the VHB site with the loss of a major leisure facility and current employment opportunities.

It is already known locally that Persimmon Homes have entered into financial negotiations to develop the site currently occupied by Worthing Rugby Club, presumably if future planning permission is granted for this site.

17/09/2012

At Variance with Draft Neighbourhood Plan

It does not echo what our draft Neighbourhood Plan wants.

Of the 40% of people who returned their Survey, 75% wanted 100 houses or less over the lifetime of the plan .

The building in the Local Plan for Angmering goes against its policy of not building on greenfield sites.

The sites are "outside the built up area "and should remain green.

The Local Plan states brownfield sites should be built on before on greenfield ones, so why it this not the case for Angmering?

In April 2012 local volunteers delivered voting forms to every house in Angmering parish. Of the 5,882 registered voters, 38.4% (2261) responded to the question

"Do you support new large-scale housing developments in the parish of Angmering such as the one currently being proposed by Barratts/David Wilson Homes?"

7 voted "for" and 2,254 "against" Therefore 99.69% of those voters were against large-scale housing developments in Angmering.

Sites chosen by developers are wrong for Angmering on the basis of:

Flood Risk (Water Lane, Station Road and Village Green flooded in 2012)

Water supplies Drains and sewerage unable to cope.(Hose pipe ban 2012)

Overcrowded schools

Medical services at near capacity

Local leisure facilities at near capacity

Inadequate infrastructure.

Village roads unsuitable for the extra traffic

Houses too expensive for our local people to buy.

Lack of local jobs with sufficient wages to pay the mortgages (if you can get a mortgage).

There are unsold properties in Angmering. These new properties may well remain unsold or occupied by people who have to commute long distance to work increasing CO2 emissions.

Job Opportunities

Development of housing needs the availability of jobs either locally or within a reasonable commuting distance, unless it's for retired people.

The current and future economic climate does not suggest that business has or will establish in the Angmering

Parish or surrounding areas.

Without the incentive for businesses to settle here, it seems pointless to allow large housing estates to be built

if the jobs are not available and empty business units are already available in the surrounding district.

Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning
Sent: 14 September 2012 13:13
To: Planning.Responses
Subject: FW: planning application

Attachments: SAV.docx



SAV.docx (11 KB)

Rep.

-----Original Message-----

From: Simon Palmer [REDACTED]
Sent: 14 September 2012 10:58
To: Planning
Cc: [REDACTED]
Subject: planning application

please see this attatchment that will be here !

1/6

Farthings

The Thatchway

Angmering

West Sussex

BN16 4HJ

September 14 th 2012

I object to planning application A/82/12 for the following reasons:

We moved to Angmering over 10 years ago as we wished to live in a village in order to raise our family. We did not wish to live in a town or we would have looked to live in Worthing or Chichester.

However we fear Angmering is changing at a fast rate into a small town with large supermarkets , there is NO need for these proposals to be implemented.

With the bypass road being introduced to ease traffic using our village it seems this has in effect laid down the way to increase housing around the village.

Currently the roads are congested and with the level crossing at East Preston being shut and the lane restrictions on the A259 for Asda creating more traffic using the village road (Station Road and Water Lane) this adds to our quality of life being compromised and is therefore against Government policy regarding these issues. The increase of houses will add a huge burden of overcrowding on the current inadequate roads, car parking at train stations, village shoppers car parks etc.

Obviously all village amenities will also be pressurised further, overcrowding in schools is a current problem when Bramley Green was built the promised extra school did not arrive but with new houses new schools will be required and more cars more road users and generally unwanted overcrowding. West Sussex is overpopulated as it is and more large scale building work is detrimental to the beauty of our village.

Regards Mr and Mrs Palmer

Post 1/6

Charlotte Burrows

From: Sue Bowley on behalf of Planning
Sent: 17 September 2012 08:51
To: Planning.Responses
Subject: FW: Save Angmering Village
Attachments: P1010246 (2).JPG

Sue Bowley | PA to Assistant Director, Planning & Economic Regeneration, Head of Legal & Administration & Head of
 Neighbourhoods, ~~Arun District Council~~ | Location: First Floor, ~~Arun Civic Centre, Maltravers Road, Littlehampton, BN17~~
 SLF
 Internal: 37533 | External: +44 (0) 1903 737533 | E-mail: Sue.Bowley@arun.gov.uk
 Visit Arun's web site at www.arun.gov.uk  Save the environment - think before you print.

Sent: 14 September 2012 17:57
To: Planning
Cc: [REDACTED]
Subject: Save Angmering Village

Mrs J Hutchings
 Cottrell Close
 Angmering.

14th September 2012

I am writing to strongly object to Barratts' Application Reference Number A/82/12.

The reason for this email is to put forward my concerns, as many have already, about the building of 150 houses to the east of Roundstone Lane in Angmering. My reasoning for this objection is not only a worry for the infrastructure of the Village itself, but the fact that in the last few months we have had a drought which meant that the hose pipe ban was put in place and when the question of where would the water come from for the new buildings, it was stated by the Water Board that there was plenty of water for all the new buildings if they were to go ahead....HOW? Then when we did have rain the Village was then flooded (SEE ATTACHED)....WHY?

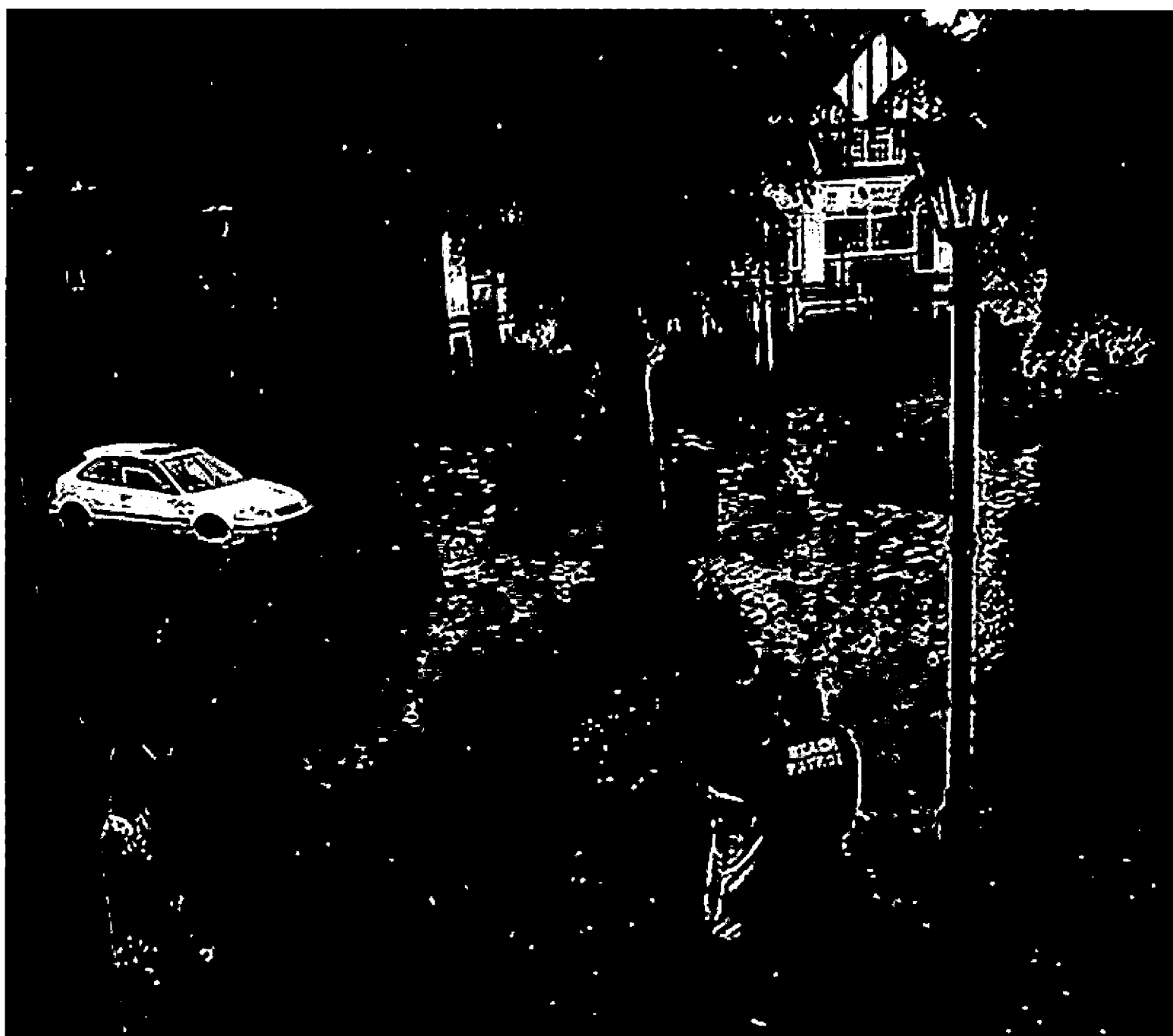
The roads out of Angmering are all but at a standstill which has happened many times in the last few months. The number of times the road through the village has been gridlocked, due to the A259 and A27 being jammed. The fear that one has that with further building which

could possibly increase the amount of residents cars to a further 200 plus cars on narrow roads is an enormous concern let alone the safety aspect. Can the schools cope with further an increase of children, let alone the amount of traffic that will bring?

I do realise that houses have to be built but surely the worry of the roads, utilities, schools, medical amenities count, and if they are already lacking for the current occupiers, surely it is ridiculous to add further to the housing.

Yours truly

Mrs J Hutchings



Siobhan Honney-Bayes

From: Sue Bowley on behalf of Planning
Sent: 13 September 2012 17:53
To: Planning.Responses
Subject: FW: Planning Application A/82/12
Attachments: ADC Planning.doc

<p><u>Sue Bowley</u> PA to Assistant Director, Planning & Economic Regeneration, Head of Legal & Administration & Head of Neighbourhoods, <u>Arun District Council</u> Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF Internal: 37533 External: +44 (0) 1903 737533 E-mail: Sue.Bowley@arun.gov.uk Visit Arun's web site at www.arun.gov.uk  Save the environment - think before you print.</p>

Sent: 13 September 2012 16:59
To: Planning
Cc: [REDACTED]
Subject: Planning Application A/82/12

Dear Sirs,

Please find attached letter re above.

Grahame Carr.

116.

Walmley
North Drive
Angmering
Littlehampton
West Sussex
BN16 4JJ

13th Sept 2012.

Arun District Council
Planning Policy & Conservation Team.

Dear Sirs,

BARRATTS PLANNING APPLICATION A/82/12

I wish to object to the above planning application for the following reasons :-

1. The roads in and around Angmering are inadequate for the existing volume of traffic and any additional traffic arising from these additional proposed houses would lead to a grid lock situation at peak times.
2. Angmering does not have the Schools or Medical facilities to support an increase in population.
3. The existing infrastructure for water supply, drainage, and sewer pipes is not sufficient to support the additional needs.
- 4 The loss of green fields will add to the existing flooding problems.
5. Further loss of quality of village life, which has been compromised over the past twenty that I have lived in Angmering.

Yours faithfully,

Grahame Carr.

1/6.

Siobhan Honney-Bayes

From: Sue Bowley on behalf of Planning
Sent: 13 September 2012 17:53
To: Planning.Responses
Subject: FW: ***OBJECTIONS TO PLANNING APPLICATION A/82/12***

Sue Bowley | PA to Assistant Director, Planning & Economic Regeneration, Head of Legal & Administration & Head of Neighbourhoods, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

Internal: 37533 | External: +44 (0) 1903 737533 | E-mail: Sue.Bowley@arun.gov.uk

Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

Sent: 13 September 2012 16:59

To: [REDACTED]

Subject: ***OBJECTIONS TO PLANNING APPLICATION A/82/12***

Copy Of My Letter Dated 13th August 2012

To The Planning Department of Arun District Council

As a resident of Angmering Village I object to planning application A/82/12 for the following reasons:

The infrastructure surrounding the current village is overloaded already.

Roads are barely adequate for the traffic that passes through the village via Station Road, Water Lane, Roundstone Lane and The Arundel Road, especially as a fair amount of this traffic is neither returning to or leaving the village by the current residents. In fact some time ago someone actually wrote to the Littlehampton Gazette to state that 'he' does not use the By-pass as the traffic is restricted to 60mph and it is impossible to overtake!!

During the time that people are taking their children to the schools at St Margaret's or St Wilfred's, both on the Arundel Road, it is virtually impossible to get in or out of any of the roads leading on/off the Arundel Road eg Bewley Road where we live. This includes the 'moving' traffic and the parents parking to take their children into the schools, often in extremely dangerous positions - corners of roads, near road narrowing [north end near St Margaret's] traffic calming.

Then of course there is the complete chaos during these times for those trying to exit/enter the village via Water Lane and the Station Road with students travelling to Angmering Comprehensive - more gridlock greatly helped with the 'traffic-control' road narrowing turning the Village into a 'car-park'.

Also in the unfortunate event that there is an accident on either the A25 or the A259 [in itself an overloaded road which will only get worse with e opening of the new Asda Supermarket] the traffic is often diverted along the various roads in and out of the village once again can cause total dead-lock with nothing moving. This of course is really helpful if you are trying to exit the village for an appointment.

inadequate

Add to this the fact that both the Village and Water Lane [as the name denotes] is liable to flooding, causing more traffic chaos let alone the devastation for the residents whose houses and damaged. The building of even more large housing developments within the Village will require more concreting over green field, this in turn will reduce the surface area for rain to soak away, therefore

17/09/2012

vastly increasing the problems.

This will also create another problem in reverse, in times of drought and therefore water shortage the supply will be under even more strain than it has at current times as the hosepipe ban demonstrated earlier this year when there was a general water supply shortage.

This then leads on to water 'wastage involving drainage and inadequate sewer pipes inadequate. The Dell, an estate built in fairly recent years, already has a problem with collapsing drains.

The current infant/junior schools are already at bursting point. This is of course could have been a lot worse as the 'powers that be' tried to close St Wilfred's School TWICE when our children were pupils there, luckily the Teachers and Parents fought hard to keep it open and as everyone is now aware it has been extended at a cost of the loss of playground area and the Catholic Church.

Angmering grew by 27% when Bramley Green (600 houses) was built. The new school to take the additional pupils that was promised when planning permission was given for this development was never built, and no explanation for this was ever given to the residents.

Roundstone Lane has already been built on the western side putting a huge strain on the local services and why aren't Arun District not adhering to their own policy of building on brownfield sites before greenfield sites, and to avoid building outside the built-up areas - Angmering is hardly a 'built-up' area at present!

There have already been a great many 'extra' houses built within the Village perimeter and there does seem to be any need or demand for another huge housing development. Also there is the obvious fear that allowing a 'small' development to be built will open the 'flood gates' to any further applications being passed.

The people buying these houses will not be Angmering people on local wages. When my own children wanted to purchase a property within the community that they had grown-up in the costs were completely out of their financial status.

We do not have enough local jobs for these people and even if jobs were created, the wages would not be high enough to pay the huge mortgages, the people would have to commute out of the area, adding to the already congested roads as the public transport is inadequate. I know this from personal experience of having to travel by car to work for over 30 years as the buses do not run to even local areas or towns at the correct times to get you to or from work at the appropriate times, or tie-up with train times to use that mode of public transport. Therefore there will be even more 'air' pollution added to a rural area, this in turn will compromise the existing residents' right to a reasonable quality of life, which in itself is against the Government Policy regarding sustainability and the quality of family life.

Having already stated the huge problems with the roads and traffic problems in the Village there is the further problem of Public Transport due to the lack of an adequate bus service. Currently one bus an hour.

Then of course there are fairly inadequate medical facilities for for existing residents, Doctors' surgery, hospitals, hospices already being overstretched especially when trying to get appointments.

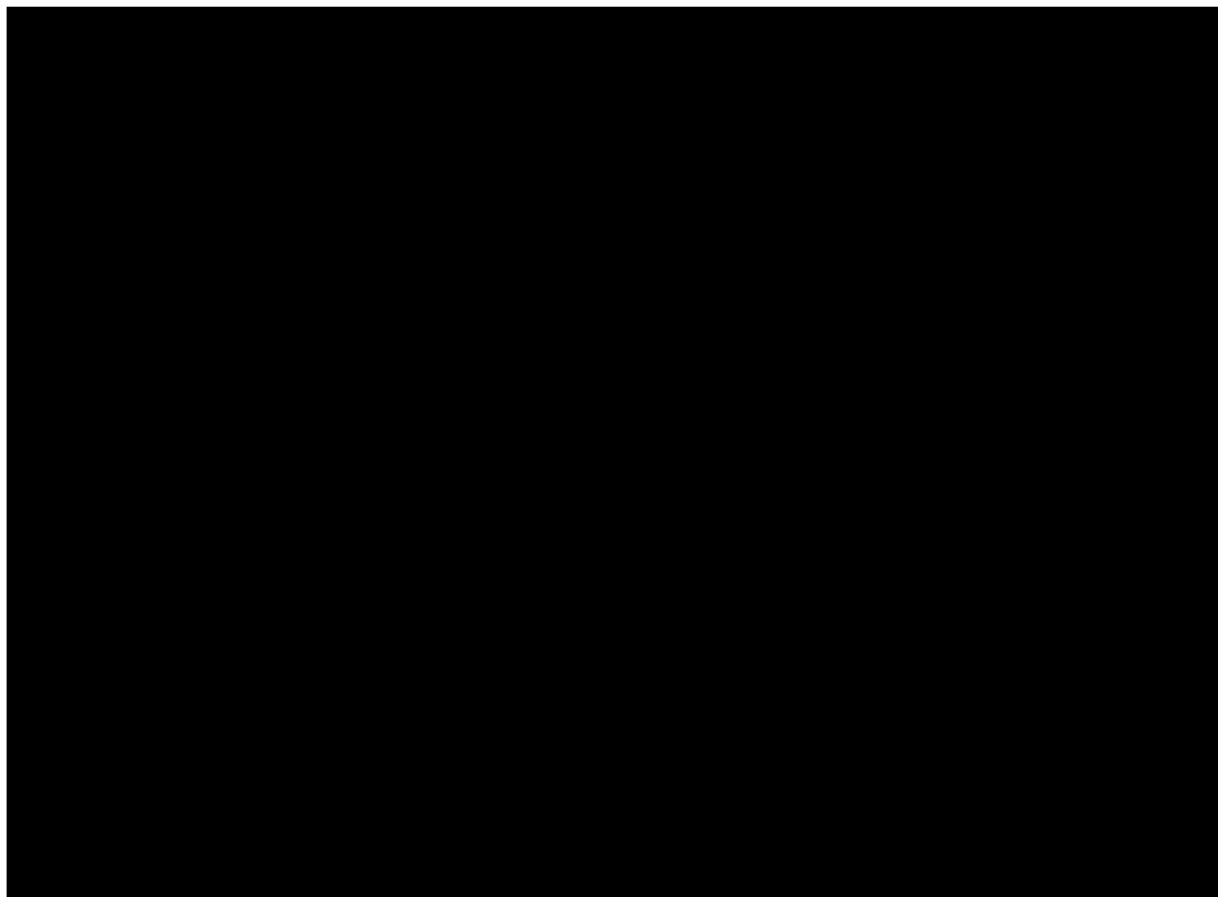
Finally, it is my understanding that there are already new and existing houses in the Arun

District area that remain unsold.

Arun should not decide on this application while their own draft plan and Angmering's draft Neighbourhood Plan are so far along in the making.

Yours faithfully

Mrs P A Wells



Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning
Sent: 14 September 2012 09:44
To: Planning.Responses
Subject: FW: Planning Application A/82/12 Objection

Attachments: Save Angmering village letter.docx



Save Angmering
village letter....

Rep.

-----Original Message-----

From: Christopher Lynch [mailto:christopher_lynch@sky.com]
Sent: 13 September 2012 20:03
To: [REDACTED]
Cc: [REDACTED]
Subject: Planning Application A/82/12 Objection

Please find attached our letter of objection to the above planning application

Thank you for your attention.

CJ & JS Lynch

8, Weavers Hill
Angmering
BN16 4BP

13th September 2012

Dear Sir/ Madam

1/5.

RE Planning Application A/82/12

We strongly object to the planning application for 150 houses opposite to Flint Cottage in Angmering on the following grounds:-

- **Through traffic:** The amount of traffic through the village is already an issue at peak times. With the reopening of Haskins the A 259 has slowed to a snail's pace between the two Angmering roundabouts, sending noticeably more traffic through the village. With the imminent opening of Asda we foresee yet another increase in traffic as vehicles seek an alternative "quicker" route. And that is before the 150 + cars generated by the above number of houses.
- **Flooding:** We have all experienced the effects of local flooding this year, whether having to drive through or divert to avoid floods, or seeing our near neighbours having to discard flood soiled goods in their front gardens and deal with the consequences or at worst (as in my elderly aunt and uncle's case) being evacuated from their home of 50+ years and still not knowing when they will be able to get back home. Building over yet more soak away soil will compound these problems we already face and possibly result in more people being evacuated not to mention increasing our anxieties which we all now experience when the water courses rise.
- **Annihilation of wildlife:** Our flora, fauna and wildlife will inevitably suffer as you destroy their habitat. Has an ecological survey been done to see if we have any endangered and therefore protected species such as orchids, bats, owls etc?

You will argue that all these concerns are not insurmountable but what about the questions raised by such an increase in the village population?

- Can our schools support the extra school aged children? We have a specific interest in the current lack of youth provision after school in the village as it is.
- We hear in the news that hospitals are currently at breaking point. This will not help.
- Are there local jobs to support the extra increase in adult population or will they be stretching our benefit system? We hear a great deal about young people who are not in employment, education and depend on the state.
- If they plan on travelling to jobs, schools, colleges outside the village again the traffic volume will increase or will they add to the number of passengers on our trains. I already have to stand on the train travelling home of an evening!

Please do not grant this planning application just because we 'need to stimulate the economy' as we fear this may be the thin end of the wedge.

Thank you for your attention to this letter and we sincerely hope you will heed our very real and frightening concerns.

Yours Faithfully

C and J Lynch

Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning
Sent: 14 September 2012 09:52
To: Planning.Responses
Subject: FW: Objection - Barratts' Planning Application A/82/12
Attachments: Letter Angmering Planning 13.9.12.docx

Rep.

From: Tim Sorensen [REDACTED]
Sent: 13 September 2012 23:26
To: Planning
Cc: [REDACTED]
Subject: Objection - Barratts' Planning Application A/82/12

Dear Sirs

I attach my objections to the Planning Application A/82/12 being proposed by Barratt and David Wilson Homes.

Kind regards

Tim Sorensen FCMI

13th September 2012

Tim Sorensen
22 The Cottrells
Angmering
West Sussex
BN16 4AF

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

1/6 .

Dear Sirs
Re. Barratts' Planning Application A/82/12

I wish to object to planning application A/82/12 in the strongest terms for the following reasons:

I have lived in the village with my family since my daughter was born seven and a half years ago. We wanted our daughter to experience the village life that we both enjoyed whilst growing up. In the intervening time we have seen severe challenges to the overall village infrastructure, including congested, and often dangerous roads, insufficient school capacity – my daughter has just started in Year 3 in a class of 37 and the consequences of recent flooding.

Whilst not ignoring the reality of (some) new housing stock we cannot be subjected to another Bramley Green scenario. This application is but one part of a slide towards that end. There can be no local justification for another 150 houses all in one place – and who exactly is going to buy and indeed afford them? There similarly can be no argument on the basis for more 'social housing' in one place – recent investigation identified less than 20 local families with any additional need.

Opportunities for local employment are minimal and likely to be low wage. These are not going to be people with the budget to afford these houses. Those that can will be forced to commute elsewhere adding to existing problems! There is already unsold housing stock elsewhere in the Arun area that should be exploited first.

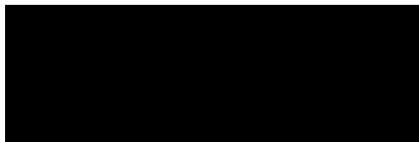
The concentrated development on one side of the village would inevitably create even more traffic problems in terms of access to A27, capacity of A259 (and unknown consequences of new Asda build), schools and access to shops – including parking. Living off the High Street we are already subjected to a grid locked road and speeding traffic through a designated conservation area.

It seems to me that all this leads to a direct compromise of the very reason why anyone would choose to move into our village and is a definite threat to our right as existing residents to a reasonable quality of life. This demonstrates a blatant disregard for the Government Policy regarding sustainability and quality of family life.

Finally, and by no means least, the timing of this application is very strategic and should not even be considered whilst Arun contemplates its own plan together with Angmering's draft Neighbourhood Plan.

I would hope that common sense will prevail and that the decision will be taken to protect this village so that my daughter can continue to enjoy it and grow up safely appreciating the quality of life that she deserves.

Yours faithfully



Tim Sorensen FCMI

CC: Nick Herbert MP
Angmering Parish Council
Save Angmering

Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning
Sent: 14 September 2012 09:47
To: Planning.Responses
Subject: FW: [REDACTED]
Attachments: arun.doc

Rep.

From: Anne Evans [REDACTED]
Sent: 13 September 2012 20:33
To: Planning
Subject: [Mailwall-Spam:]barratts' planning application a/82/12

Dear Sirs,

Re the above, please open attachment to this email

Mrs Anne Evans

1/6.

Re: Barratt's Planning Application A/82/12

I object to the above for the following reasons.

I note Arun's policies, namely, to build on brown field sites before green field ones, and to avoid building outside the built up area of Angmering, which should be prioritised.

The need for the proposed building development has not been demonstrated. Shortage of water and adequate drainage will be problems.

It should not be overlooked that the village was flooded during this year's August rains as in previous years.

Six hundred houses built in Bramley Green and development along the A259 cause great traffic problems particularly between about 7.00 and 9.30 am and around 3.00 to 6.00 pm, which the planners should experience. The recent developments further west along the A259 aggravate the problem greatly funnelling traffic into the A259 which will have to service any proposed developments.

Angmering schools are overcrowded and children are driven to schools outside the area. A new school was promised with the Bramley Green development but it was never built.

Arundel road, like all the small roads through the village is very narrow and is not safe for children on foot or bicycles going to school, due to traffic congestion from the village to the A27 caused by cars being parked all day.

At present the parking in Angmering village for shops and business is entirely inadequate.

I propose that there can be no further development in Angmering apart from the on small brown field sites, Also to relieve the traffic through the village that the badly sited traffic "calming" obstructions should be removed in Station Road to allow two-way traffic flow. Also that, to remove the bottleneck, the A259 is made into a dual carriage way from Station road to the roundabout at the Angmering by-pass.

The existing residents rights to a quality of life will be compromised, which is against government policy sustainability of quality of life.

Housing stock new and existing in the Angmering area remains unsold.

I therefore oppose Barratts' Application A/82/12

Mrs Anne A. Evans

Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning

Sent: 14 September 2012 09:47

To: Planning Responses

Subject: FW: [REDACTED]

Attachments: arun.doc

Rep.

From: Anne Evans [REDACTED]

Sent: 13 September 2012 20:33

To: Planning

Subject: [Mailwall-Spam:]barratts' planning application a/82/12

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Mrs Anne Evans

1/5.

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Housing stock new and existing in the Angmering area remains unsold.

I therefore oppose Barratts' Application A/82/12

Mrs Anne A. Evans

Siobhan Honney-Bayes

From: Carolyn Nysingh on behalf of Planning
Sent: 14 September 2012 09:54
To: Planning.Responses
Subject: FW: Objection to planning application A/82/12: Residential development comprising 150 no. dwellings at land to east of Roundstone Lane, Angmering.
Attachments: Objection to Barratts development Sept 12.doc
Rep.

From: Ellen Waters [REDACTED]
Sent: 14 September 2012 09:03
To: Planning
Cc: [REDACTED]
Subject: Objection to planning application A/82/12: Residential development comprising 150 no. dwellings at land to east of Roundstone Lane, Angmering.

Dear Sirs,

Please find attached my objection letter to the above planning application.

Yours faithfully,

Ellen Waters

1/6.

4 Cumberland Road
Angmering
West Sussex
BN16 4BG

14th September 20012

Mr P Stack
Senior Planning Officer
Arun District Council
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Dear Mr Stack,

Application A/82/12: Residential development comprising 150 no. dwellings including 30% affordable with access, landscaping, open space & associated works at land to east of Roundstone Lane, Angmering.

I am writing to express my strong objections to the above proposed development and would wish to draw your attention to the following:

- The Government has been clear that a bottom-up approach in making decisions should be adhered to. The overwhelming majority of Angmering's residents are against large scale development such as this, as has been shown in the results of a survey conducted by Save Angmering Village - of the 5,882 registered voters targeted, 38.4% (2,261) returned the forms. Of these 99% voted against further large-scale housing developments in Angmering (see <http://www.saveangmering.co.uk/?s=survey&x=0&y=0>).
- The proposed development site is one of the last remaining areas of undeveloped land within Angmering village.
- The proposed development forms part of the gateway between the National Park at Highdown Hill and the remainder of the South Downs National Park. Any development of this magnitude so close to the boundary of a designated National Park would set a worrying precedent, particularly coming so soon after the park's designation.
- This proposed development contradicts your policy to build on Brownfield Sites before Greenfield Sites, and to avoid building outside the built-up area. If approved, this development will set a worrying precedent for other parts of Angmering and the Arun district.
- Within the last 10 years, the large Bramley Green development in Angmering has seen around 600 new houses built, which has resulted in an increase of thousands of residents in Angmering. This has had an impact on the local schools, roads and amenities, the effects of which would be exacerbated with this proposed development.
- Angmering does not have the schools, medical or amenity infrastructure to support another large development.

- Angmering's schools are now at full capacity, and St Margaret's CE Primary School has already been extensively extended as much as it can over the past few years to cope with the extra influx of children from Bramley Green.
- I am concerned that a development of this scale would adversely affect the traditional and increasingly rare village status to the extent that Angmering's village characteristics would be destroyed.
- Whilst the Angmering by-pass has alleviated some of the traffic passing through Angmering, the village does not have the highway infrastructure to cope with this development and the resulting increase in traffic. Many drivers still use Angmering as a cut-through, making Roundstone Lane, Weavers Hill, the High Street, Water Lane and Station Road very busy, particularly during rush hour. Indeed, at the moment, if the A27 is closed or has roadworks as per a few months ago, Angmering grinds to a halt with the sheer number of cars using the village as a cut-through. The extra cars this development will bring to Angmering is simply not tolerable.
- Furthermore, the A259, which this proposed development is situated near to, is extremely congested now, with traffic crawling at a snail's pace during rush hour and at weekends. The high number of dwellings proposed and the associated extra traffic will cause havoc at these already busy times.
- The noise and disturbance from the development, whilst being built and after, will be detrimental to the nearby residents at Bramley Green and other neighbouring properties.
- The widespread flooding experienced in Angmering a few months ago clearly demonstrates that any large scale development such as this, particularly on existing fields, will only exacerbate the risk of flooding in the future. Given the devastation experienced by the families whose homes were flooded, it is hard to believe that any large scale development such as this is being considered in Angmering.

I hope the above objections have made it clear that this proposed development would be a disaster for Angmering and must not go ahead. There is no demonstrated need or requirement for this housing development in Angmering.

It is most disappointing that such a prominent and important open space is being considered for development ahead of more suitable alternatives.

Yours sincerely,

Ellen Waters
BA (Hons), MSc, MCLIP

cc. Angmering Parish Council
Nick Herbert MP
Save Angmering Village

To: Arun Planning Department
From: Jackie Walker 15th September 2012

Subject: Objection to Barrett's Planning Application Reference A/82/12

I would like to formally object to Barrett's Planning Application A/82/12 siting it as not a suitable or sustainable site for development, particularly in light of other plans/studies that have been carried out alongside the current Draft Plan. It also doesn't comply with the Development Plan or the new Draft Local Plan and goes against Government Planning Advice.

The following points will substantiate my reasons for objecting to this development:

Building on Greenfield

Point 4.53 of your Draft Plan says, *"Arun will need to accommodate substantial new development over the next 15-20 years. New development needs to be planned to minimise impacts on the countryside and environment and, where possible, make best use of available Brownfield land and buildings. At the same time it is important to preserve the individual character and identity of Arun's towns and villages, avoiding over-development or the merging of settlements."*

The current application for 150 houses by Barratts is on Greenfield site not Brownfield and outside the "Built-up Area", so should not even be considered as a viable site for any houses. 150 houses is also over the current allocated 100 houses for Angmering. Numbers of houses may change after the Local Draft Plan has been put in place, but at present 100 houses is Angmering's allocation.

Your Draft Local Plan states Brownfield sites should be built on before on Greenfield ones, so why are you trying to build on a Greenfield site in Angmering? The site is "outside the Built-up Area" and should remain green.

Policy DM 8 – Soil further substantiates this Point

"Unless designated by this Plan or a Neighbourhood Development Plan, the use of Grades 1, 2 and 3a of the Agricultural Land Classification for any form of development not associated with agriculture or forestry will not be permitted unless need for the development outweighs the need to protect such land in the long term. Where development is permitted it should, as far as possible, use the lowest grade of land suitable for that development."

The Barratts Development goes completely against Section 13.1.14 of your Plan which clearly states:

"The development of land that has not previously been developed (Greenfield) should only be considered where Brownfield land cannot be developed."

Any further large scale development on Greenfield sites outside the existing Built-up Area Boundary will result in Angmering losing its village character, and fail to meet the Plan's objective (Section 3.9) that: "The special qualities of the District's natural, built and historic environment which make up Arun's towns, villages, coast and countryside will have been protected and enhanced."

Policy SP 2 – Built-up Area Boundary - below reiterates the above policy.

"Development will be permitted within the area defined as the Built-Up Area Boundary on the Proposals Map, subject to all other policies in this Local Plan. Outside the Built-Up Area Boundary, the countryside will be safeguarded against inappropriate development in line with the policies set out in the Local Plan."

Allowing this development would go against your own policies and objectives. There is no point in setting up built-up boundaries and creating a Green Infrastructure Corridor unless you adhere to it? This Corridor has been created to preserve the integrity of this village and should be respected.

Your plan point 1.3. also states *"It also protects our much valued landscape including the coastal plains, the setting of Arundel and the land between existing settlements. This is part of our new Green Infrastructure policy where we set out the functions of space between settlements."*

Green Infrastructure Corridor

SP 21 "Green Infrastructure and Development" states:

"This is new and important because there is a Type B Green Infrastructure Corridor (GIC) allocated to Angmering (see Map 4). Policy DM 25 says the following: 'Within the Angmering Green Infrastructure Corridor, community and road infrastructure growth (not housing) will be permitted.....'"

The Barratt site should not even be considered as a prospective building site if you are to follow this policy.

Any new development will be seen from the footpath/bridleway across the A280 that connects Angmering to the South Downs National Park and higher up i.e the views on the way to Highdown and should not be permitted.

This is substantiated in your current proposed plan where it says *"preserve Angmering's landscape setting, by protecting the long sweeping landscape views from the Conservation Area towards Arundel and the Downs"* - building here will go against this policy.

Point 17.0.7 says, "The aim of Green Infrastructure policy is to maintain and enhance the existing:

Network of Green Infrastructure assets, and protect and manage the strategic green infrastructure corridors which have been identified for their environmental value to the district. The policy will also aim to ensure that these assets provide multiple functions and benefits and help to protect and enhance the distinctive character of the district Rifes, rivers and the coastline."

and

Policy DM27 which says:

"Any development that is subject to the preparation of an Environmental Impact Assessment shall include a Landscape Character Assessment and Visual Impact Assessment. In this regard all proposed development either adjoining or in close proximity to the South Downs National Park planning authority boundary (see Proposals Map) shall have particular regard to the views in to and out of the South Downs National Park. Developments shall only be permitted where it can be demonstrated that there will be no or a minimal negative visual impact on either the landscape character of Arun or the South Downs areas."

This development is going totally against these policies.

This statement also supports the objectives of **"The South Downs Management Plan"**, which says:

"Policies need to ensure the protection of the setting and character close to the National Park, as well as helping ensure the conservation and management aims of the National Park."

The proposed development, which will go along the edge of the A280, is totally going against point 1.3 and the above objective.

Your Plan's objectives are to *"continue to separate Angmering from the villages to the south in order to maintain its "sense of place", and character as a village"*.

The plan also says: *"The outstanding identifying feature of Angmering is its non-coalescence with other residential areas, which defines its identity and strong community spirit. As well as the softer landscape edge between the Conservation area that is defined by fields and hedgerows that abut the South Downs National Park in the north and west of the village. This needs to be conserved to preserve both Angmering's character as a "village", and gateway to the South Downs National Park."*

This excessive development will destroy the character of this village, create a sprawling village which will erode the countryside and encourage further development, thereby destroying its integrity and individuality as a village. A development of this size will be overbearing and effect the neighbouring occupiers, with houses overlooking each other. They will also have an impact on the conservation area and more than likely be in conflict with same.

Need for this size of housing development in Angmering?

Where is the proof that this number of houses are required in Angmering? Angmering has had more than its fair share of houses built over the last few years (it grew by 27% when Bramley Green was built) and has already grown beyond it's "natural" sustainable boundary and does not need to grow any more, as pointed out in **point 4.10 of your Draft Plan**.

Currently there are still houses in Bramley Green that have not sold because people can't afford to buy them. This development hasn't been completed as there is no one likely to buy them, further demonstrating there isn't a need for more houses in Angmering. Even all the Section 106's still haven't been carried out, so how do you justify the need for 150 more houses? You would have to bring in people from outside the area to fill these houses and that in itself would bring its own problems (see Traffic below).

People buying these houses will not be Angmering people on Angmering wages. There aren't the jobs available and even if local jobs were created the wages won't be high enough to pay the huge mortgages that these new houses would command and therefore they would have to out-commute.

Also, some of the new houses recently built at Lymminster still remain unsold which substantiates the above point. We don't need any more houses in the area, let alone a further 1,000 they intend to build in and around Toddington and the 600 at Littlehampton.

Neighbourhood Plan

The Prime Minister has stated: *"Our vision is one where we give communities much more say, much more control. The fear people have in villages is the great big housing estate being plonked down from above. Our reforms will make it easier for communities to say 'we are not going to have big plonking housing estate landing next to the village, but we would like 10, 20, 30 extra houses and we would like them built in this way, to be built for local people."*

This resulted in the introduction of the Neighbourhood Plan.

The **"Communities and Local Government Introduction to Neighbourhood Planning"** states:

"Neighbourhood planning is a new way for communities to decide the future of the places where they live and work. They will be able to:

- * Choose where they want new homes, shops and offices to be built*
- * Have their say on what those new buildings should look like*
- * Grant planning permission for the new buildings they want to see go ahead"*

A Neighbourhood Plan survey (carried out by Angmering Parish Council) had a response rate of 41.68%. Of those who responded, the initial findings of the AIRS report (July 2012) shows that:

- * 78.46% identified a preference for 'up to 100 new homes' in the Parish spread over the next 17 years*

- * 15.06% wanted 100-250
- * 4.71% wanted 250-500
- * 1.8% of those that responded want more than 500 homes
- * 71.15% indicated that the number of housing units on individual development sites should not exceed 10 units

It is quite clear from this survey that Angmering villagers have told the Parish Council that they wish to see incremental, appropriate, natural and sustainable growth in their village and welcome in particular, the requirement for development to take place within the Built-up Area Boundary on small sites rather than one big lump of housing.

Allowing this development to go ahead would be completely against the villagers comments/views and destroys the purpose of a Neighbourhood Plan.

Point 13.3.5 of the Draft Local Plan says, *"It is important that housing schemes should be needs led, the starting point being that a need for housing exists in the parish, rather than the availability of a particular site. Proposed developments must be based on sound evidence of housing need and must fulfil the criteria as stated in the policy below"*

Also **Point 13.3.6** says, *"The ability of the proposed scheme to meet identified local housing needs must be clearly demonstrated to the satisfaction of Arun District Council. This will be assessed using the Council's Housing Register and other available up-to-date housing needs assessments. It should also be demonstrated that the proposal is financially viable and deliverable."*

Barratt's proposal fulfils none of the above and goes against the Governments intentions!

Sustainability

According to your Draft Plan *"all new development should be sustainable"*:

The "Settlement Sustainability Study – July 2007 Section 2.8: Policy H3 of the South East Plan", explicitly requires that *"future development be located in settlements that are sustainable"*.

"Settlement Sustainability Study – July 2007"

"To enable a site to be sustainable the following facilities should be in place: Free flowing road systems, appropriate schooling and Further Education Institutions, easy access to a Bank, easy access to Petrol Stations, an adequate bus service, easy access to a train station with adequate parking, provide enough water etc - Angmering already have an existing water supply shortage, adequate drainage and sewer pipes - currently these are inadequate with a collapse in The Dell, and not able to provide local Employment."

You will see from my more detailed comments on these issues that Angmering is unsustainable with inadequate infrastructure and services for a development of this size and should not be allowed to proceed.

Roads, Traffic and Transport

Your **Sustainability Report 4.9 point 8** says:

"Sustainable travel - the district currently lacks good overall public transport and suffers from congestion. An increased level of services and improvements to the road system will therefore be vital to its sustainable development into the future."

If the Barratt's development were to go ahead there appears to be no details of how, where and when funding would take place for improvements to be made to the A259, A280 or particularly the road through the village, to cope with the increased traffic caused by the development.

Increased heavy traffic through the village will cause damage to the buildings in the conservation areas let alone cause increased noise and air pollution. Goodness knows what it will do to protected trees.

Currently all roads leading onto the A259 at Angmering, which is a single carriageway, are bottlenecks, particularly at Roundstone Lane, where there are always large queues. Whichever route cars try to take to avoid the bottleneck problems e.g. driving through the narrow village lanes to escape, using the A280 or A27 to Arundel etc, they hit a bottleneck in one direction or another, i.e. Worthing, Arundel and Littlehampton.

However, even with improvements to the A259 there is nothing in the Barratt's proposal to improve traffic movement in and out and through the village, which can be a nightmare particularly during school hours, rush hours and weekends. Imagine the chaos in the village if these new houses are built and more children are going to school, more people going to work or the station, let alone the problems that will arise when it floods!

Traffic congestion through the village is bad enough now, particularly at busy times of the day. The traffic build up is so bad that people from places like The Dell can't get out, it is dangerous for parents with children to cross safely, let alone the elderly who have trouble finding a safe place to cross to avoid being knocked down by cars speeding through the village. Safe places to cross should be implemented now, let alone waiting on a new development. More houses means more cars and more children, probably two of each of these, leading to further traffic problems and increased risk of accidents. Highway Safety has not been considered adequately by Barratts!

With Asda opening soon and Morrisons at Wick not far behind means there is going to be even more pressure on these already overcrowded roads full of bottlenecks. On top of this there are to be new developments at Lyminster, 1,000 houses, Courtwick Green, 600 houses, Yapton 200, plus more development likely at Barnham and Eastergate and potentially another 800 hundred houses built at Titnore Lane, all generating a further overload on the already overcrowded roads, where are all these extra cars going to go? When they are built and the new residents are using these new supermarkets, let alone going to Sainsburys and Tescos to shop and travelling outside of the area to go to school and work, how is the current road system going to cope? It won't and all that is going to happen is increased congestion and pollution. Vehicles will find it even more difficult to get out of Angmering onto the A259 because of all the extra traffic on the A259.

These roads as they are now just cannot cope with the increase in traffic.

Added to the overload of traffic on the A259, particularly at weekend and busy times, this development would also have an impact on the A280. Currently this road is another area for concern, particularly at rush hour, school time and weekends. Sometimes at the weekend, the traffic gets so bad it can back up to the bridge at Ecclesden Lane. This is a regular occurrence now and will get worse with more cars from the Barratts development.

One of the problems is due to there being no proper filter onto the A259 from the A280 at the Haskins roundabout to enable traffic travelling eastwards to get onto the road, without waiting for the traffic wanting to turn right/ go straight ahead which is blocking their way, causing an unnecessary build up of cars on the A280. This problem is only going to get worse once Asda is open for business. Unless all there are planned improvement to these roads no development in the village should be even considered.

Also there is no mention of how Barratt's are planning to avoid disruption to the village caused by site traffic, lorries and cars moving through the village while the development is built. There will be noise pollution, traffic pollution and further congestion to an already congested village for the duration of the build, however long that it. It is unacceptable!

Village Shops

There just aren't enough shops in the village to sustain a development of this size. There don't appear to be definitive plans in Barratt's proposal for more shops or an improved shopping facility to service more houses. Equally no mention has been made to improve and enhance/support these local services. The only identified improved transport link is the A259, and improvements to this road have been pushed back into the medium to long term range, with no funding identified which means there is no guarantee that anything will happen because of lack of funding and no definite timescale to get the job done. Improvements to these roads would be imperative before any development should even be considered - the village and surrounding roads can't cope now!

If the proposed new development was built there would be more traffic on the A259 and A280 and through the village, as people will be using cars to go outside of Angmering, to places like Asda, Morrisons, Sainsburys and Tesco's, because there isn't enough parking or quality of shops in the village to service a larger community, causing more bottleneck, pollution and congestion problems. The proposed new development is not really close enough to walk to the village shops easily to do a big shop so people will use their cars.

Parking

Currently parking in the village is virtually impossible and there doesn't appear to be any provision made to park in the centre of village to cater for all the extra residents. There isn't any room in the centre of the village to park more cars!

Angmering station is not in easy access to the village which means commuters are likely to take their cars to the station and probably have difficulty parking when they get there as the Station Car Park is already overfull, causing more traffic pollution and congestion in the process. Walking to the station easily isn't really an option from most places in the village.

Surely easy access to a station, which Angmering Village has **not** got, is the sustainable option to avoid traffic pollution and congestion.

Would extra parking be created in the village? Would it be a part of a developer's Section 106 agreement and would it be in place before any development has taken place? If the answer is no to these things, then this is a further demonstration of lack of sustainability.

Buses

Currently there is a limited bus service through the village, but the very useful 700 bus service which goes along the coast does not go through the village. The nearest pick up point for the 700 is near the station or on the old Worthing Road which aren't easily walkable from the village.

This service is not sustainable to support 150 new families.

Doctors and Dentists

Doctors' surgeries, even with the new health centre, are struggling to cope with the patients they have got let alone handling more patients. Non urgent patients currently can wait anything from one week up to sometimes two to get an appointment. How are doctors and surgeries to deal with an increase in patients, let alone the hospitals and in particular the Emergency Departments. Equally there are no provisions for new hospices or nursing homes to be built to take the extra number of people.

Just to add to this, the new "flood proof" surgery managed to flood this summer!

Equally there is no mention of how Dentists will cope.

Surely you cannot allow a development to go ahead when you don't these vital services aren't in place to look after the people who are going to live there, let alone the current residents.

Schools

Angmering primary and secondary schools are already at or near capacity, with some families having to send their children to different schools in the area as there is no room in Angmering. The same applies to children of different faiths having to go outside Angmering.

With these 150 extra houses and resultant extra children how can Angmering schools possibly cope as they currently stand? It is a proven fact that pupil numbers are going up over the next few years after a short lull, according to birth rates in the area. This means there are going to be capacity problems anyway which will be increased further by increasing the school population of Angmering through building the Barratts development.

So what provision will be made to build/enlarge the existing schools by Barratts? There is nothing in their plans for improvement and they seem to think things are fine as they have no plan for helping deal with this problem.

Although a school was provided for in the plans for Bramley Green, at the time WSCC said the number of houses (600) did not justify a new school. so the promised school was never built. Does this mean that the extra 150 houses planned, if built, would then add to the already built Bramley Green homes and automatically qualify for a new school? Bearing in mind Bramley Green didn't qualify for more school space, what is the guarantee the schools will be enlarged, replaced or new ones built?

If the current secondary and primary schools are enlarged will it be to the detriment of the land used as playing fields/green space etc and will Barratt's be contributing to the building cost? Also, what allowances will be made for extra parking for parents and how will the over congested village cope with the extra traffic during the school runs as not everyone will be able to walk to school?

Barratt's proposal has not addressed any of these issues which must be considered high priority so these houses should not be built. Equally if the houses were to be built there appears to be no provision made to ensure any of the above, including road improvements, will happen before the houses are built.

Water – Existing Sewage and Drainage Network

Note draft Local Plan **Point 20.1.4**, *"Public wastewater networks and treatment facilities are the responsibility of Southern Water throughout the whole of Arun district"*

There needs to be an assessment done by Southern Water on the wastewater network capacity of the village, as evidence that the existing sewage network is able to cope - or not – with the predicted increased use resulting from a development of this scale. It appears Angmering is already struggling with the existing network.

Until this assessment is complete it is very difficult to say whether Angmering has in fact got the capability to sustain an efficient wastewater network. If it hasn't more houses shouldn't even be considered.

On Barratt's current application it shows the Sewage System going through the Manor Nurseries site, which was originally part of their original development plan for 310 houses. This has not changed on their new plan and is obviously no longer viable situated there.

Flooding

The **"Strategic Flood Risk Assessment – Arun District Council – Volume IV – Assessment of Sites of Search – February 2008"**, provides the following assessment for Angmering that both North

and South Angmering have "High potential for groundwater flooding". This includes both flooding from the sewers and groundwater flooding, as demonstrated by the flooding in the village this summer.

It also says:

Possible Strategic Solutions: *"None identified. Strategic solutions are unlikely to reduce groundwater flood risk. Site specific measures required".*

Surface Water Management: *"Land is generally Greenfield therefore development of the site is likely to lead to increased runoff. Surface water runoff will need to be restricted to the existing rates".*

Part of Point 4.35 says: *".....The Arun Strategic Flood Risk Assessment shows that large parts of Arun are already susceptible to flood risk from the sea, rivers, watercourses, groundwater, and other sources, and this will increase with climate change. Care must be taken to ensure that development is not inappropriately located in terms of flood risk, and does not exacerbate flood problems."*

Angmering suffers serious flooding regularly. Equally with the emergence of climate change the weather is now becoming more unpredictable, example this summer's rain, which has caused massive flooding in the south and particularly Angmering. Is this a sign of things to come and if this is the case Angmering will be under severe threat of flooding on a regular basis which makes it totally unsuitable for major development.

Again if you allow this development you are going against this Risk Assessment and suggesting development in Angmering, across an area of predominantly Greenfield land, where the Background Assessment states that probability of groundwater flooding is considered high.

Allowing the proposed scale of development put forward on Greenfield, groundwater emergence sites is likely to lead to an increase in incidents of flooding, by removing the ground's natural capacity to dissipate run-off from the Downs where the water enters at Water Lane. Concreting over green fields will reduce the surface area for rain to soak away, increasing problems of flooding and sewage overflow, which proves this site is not sustainable for development.

Community Facilities

Again referring to Point 3.15 & 4.1 "providing an enhanced range of shops, employment, housing, community facilities and local services, supported by improved transport links ..."

There appears to be nothing specific in the Barratt's plan to address the issue of any of the above facilities, let alone any mention of funding. Angmering currently needs larger community facilities and more activities and clubs etc (see the sort of things mentioned in my next sentence) to all the village to thrive and grow.

150 houses will mean a substantial increase in the number of children in the village so where are they going to go to keep them off the streets? Provision for funding or dedicated spaces to incorporate more parks with children's play areas, woods, improved sports facilities, youth clubs, gym facilities or enlarged community halls etc, has not been made.

Lack of provision for any of the above is yet another reason to object to this development.

Employment

Currently there is a lack of local jobs so if this development was to go ahead where are the people going to find employment I ask? Well outside the village of course, which means the new residents would all have to commute to their workplace therefore causing even more traffic congestion and pollution through the village spilling onto the neighbouring A259 and A280 causing even more pressure on these already overcrowded roads.

Funding for Infrastructure

Point 13.1.18 says, "If the funding for infrastructure is not available we would; Monitor the provision of infrastructure through the Implementation Development Plan and the Council's monitoring reports in order to help phase development"

Surely before any planning permission is given, the financing for infrastructure and development to deliver road improvements, schools, improved doctor and dentist surgeries, water, drainage, sewage and flood prevention etc, should be in place to support any new development otherwise the development is not viable. Currently none of these things are in place and not likely to happen in the foreseeable future which makes it imperative this development does not go ahead.

Lastly there is the question of quality of life.

Quality of Life: The existing residents' right to a reasonable quality of life will be compromised, which is against the Government Policy regarding sustainability and the quality of family life

A Final Note to my Objection

It is quite obvious Barratts have slipped this application in before either the Neighbourhood Plan or the Local Draft Plan have been accepted/adopted hoping it will slip through the system. This development should not even be considered let alone granted planning permission until both the Draft and Neighbourhood plans have been passed and accepted and Arun has a blue print identified for development now and in the future.

Allowing this application to go through will open the flood gates for other developers to follow suit. We are already aware there are developers lined up in the wings to submit further planning applications for more developments, which will no doubt be higher in numbers than the 590 on the Draft Local Plan.

Barratt's original presentations for their proposed development to Angmering Villagers and the Parish Council was for over 300 houses on a larger site in the same place. So it is quite obvious, if they get permission on this site, they will submit another application to incrementally achieve their original numbers on the rest of the adjacent land on which they hold options. Their plans currently include future link roads into other parts of their original planned site.

Please take note of the Angmering Neighbourhood Plan to ensure the integrity and character of Angmering as a village is not abused by allowing big developers to run roughshod over the people's wishes for their own ends.

Protecting the Greenfield sites on the east side of the village along the A280 to maintain a green buffer zone adjacent to the National Park is vital to "... *preserve the individual character and identity of Arun's towns and villages, avoiding over-development.....*" as stated in **Point 4.53**. You, as councillors, should respect this policy and not allow this development to take place.

If Arun is going to take notice of the people who have taken time to respond to your plan and comply with the Localisation Agenda it would be appreciated that they read and digest everyone's objections thoroughly and give them the attention they deserve to see their true worth. I would urge you to take note of the people's comments and give the people a chance to be listened to by respecting their wishes. Angmering does not want this development, the Neighbourhood Plan backs this up. This Plan has been developed for a reason and should be thus respected!

To protect Angmering from overdevelopment and destroyed countryside, please refuse this Application. Thank you.

**Jackie Walker
Manor Farm House
Ecclesden Lane
Angmering
West Sussex**

