

[REDACTED]

From: Nicola Spencer on behalf of Planning
Sent: 29 June 2017 14:16
To: Planning Scanning; Planning.Responses
Subject: FW: Objection. A/99/17/OUT Land South of Water Lane.
Attachments: Planning 1.pdf

Nicola Spencer | Technical Support Manager, Planning Department, [Arun District Council](#) | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

[REDACTED]

Visit Arun's web site at [REDACTED]

 Save the environment - think before you print.

From:
Michael
Coates

[REDACTED]

[REDACTED]

Sent: 27 June 2017 21:53
To: Planning
Cc: Cllr. Paul Bicknell; Cllr. Andy Cooper; Cllr. Dudley Wensley; Nick Herbert; SAV; Angmering PC
Subject: Objection. A/99/17/OUT Land South of Water Lane.

***The Malt House
Weavers Hill
Angmering
West Sussex
BN16 4BE***

Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

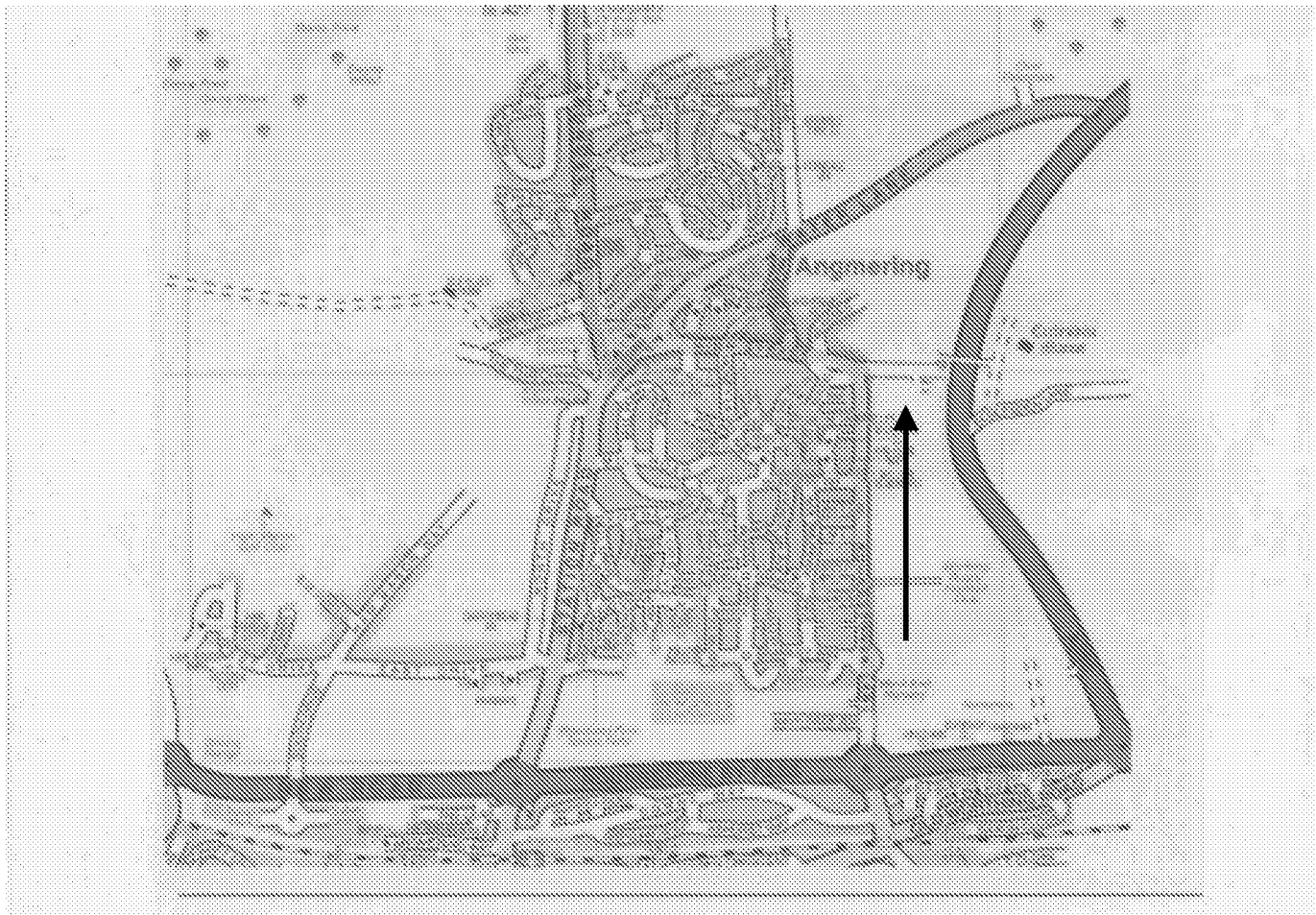
Dear Sir / Madam,

Planning Application A/99/17/OUT: Land South of Water Lane.

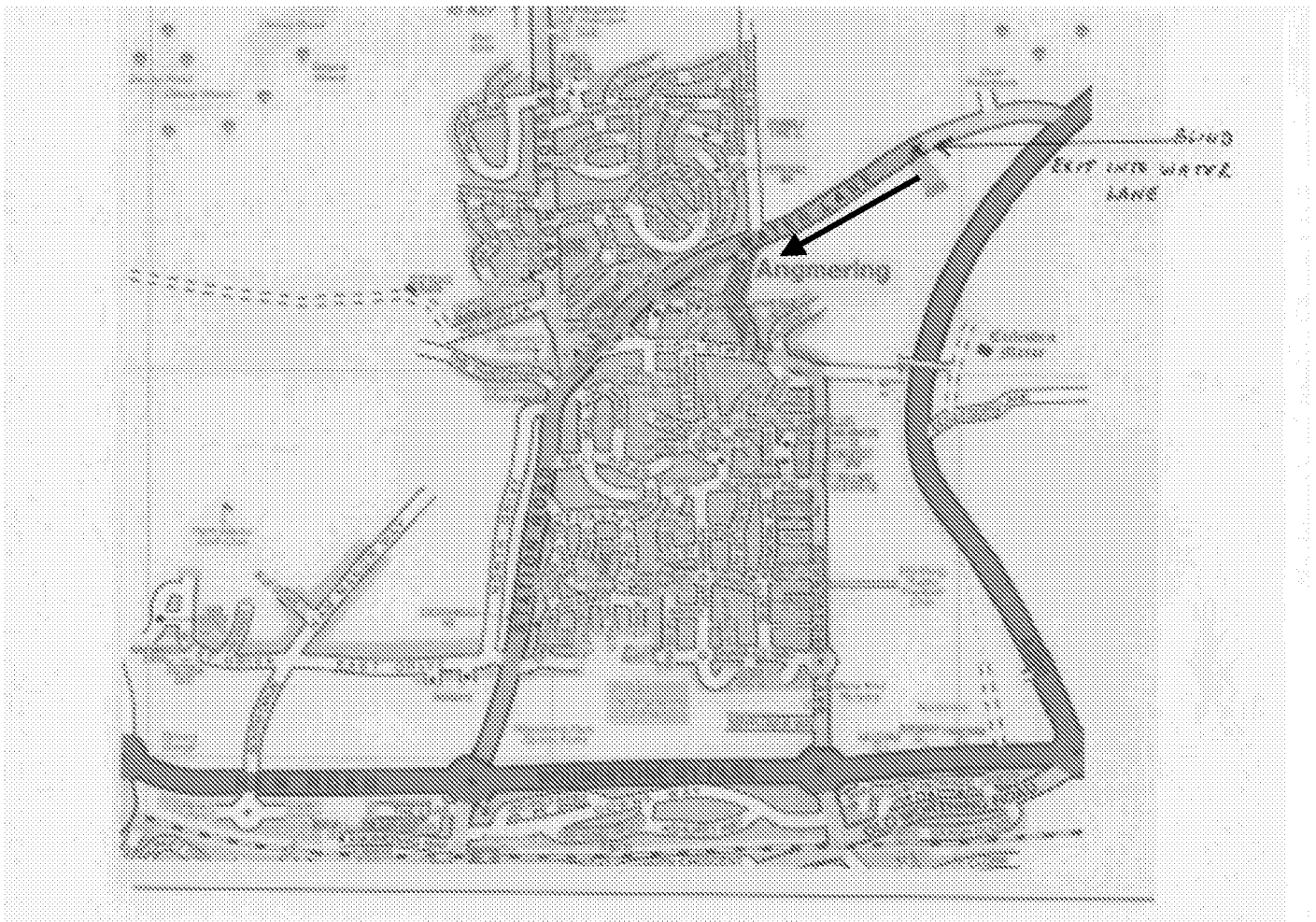
I wish to record my objection to the above Application. You have already received objections from many residents, highlighting that this site has been rejected for development in the Angmering Neighbourhood Local Plan. Other issues raised include lack of local infrastructure, schools, Medical Surgeries, noise, pollution, flood risk, etc. etc.

However I would like to focus on the damaging effect of traffic, which is already being experienced, and will be greatly increased by the proposed development.

The developments in Roundstone Lane and Bramley Green all direct traffic onto Roundstone Lane. The A259 is saturated at most times of the day. It would have been expected that residents wanting to travel north to Arundel, Worthing or routes to London would have first headed south, and then up the by-pass, this is the "expected route". However, it is clear that a large majority are saving time by using High Street and Weavers Hill as a 'rat run', the route shown in green on the plan below.



A new development on the proposed site will only exacerbate the traffic problem. The application offers 175 new dwellings. Presuming an average of 1.5 vehicles per household, each vehicle moving at least four times a day, (twice out, twice in) will create over 1000 vehicle movements per day. A right turn from the development into Water Lane is made onto a blind bend. Any traffic wanting to travel south to the A259 will not journey to the top of the by pass and then back, but will automatically use the routes shown green on the plan below.

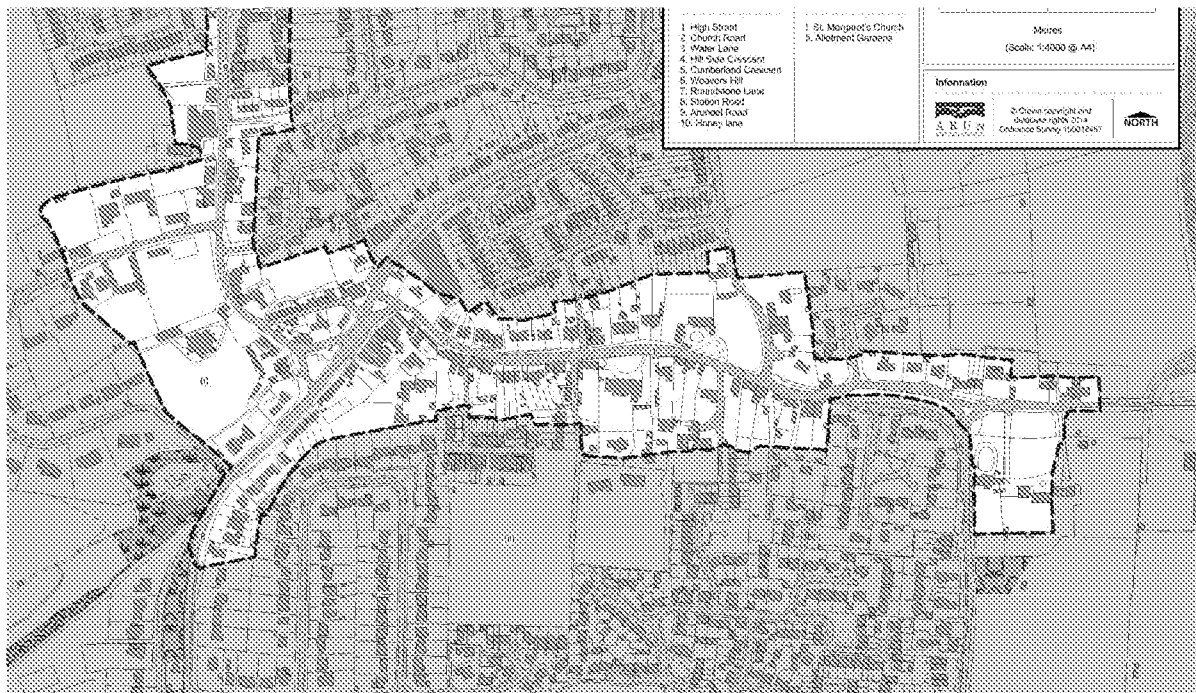


This extra traffic, on top of the existing, (much of which are vehicles avoiding the jams on the by-pass). will now have to pass down Water Lane, which, because of on street parking is basically single lane.

There is a dangerous blind spot on the corner of High Street and Water Lane, and pedestrians in The Square will be faced with traffic volumes totally unsuited to a Village environment.

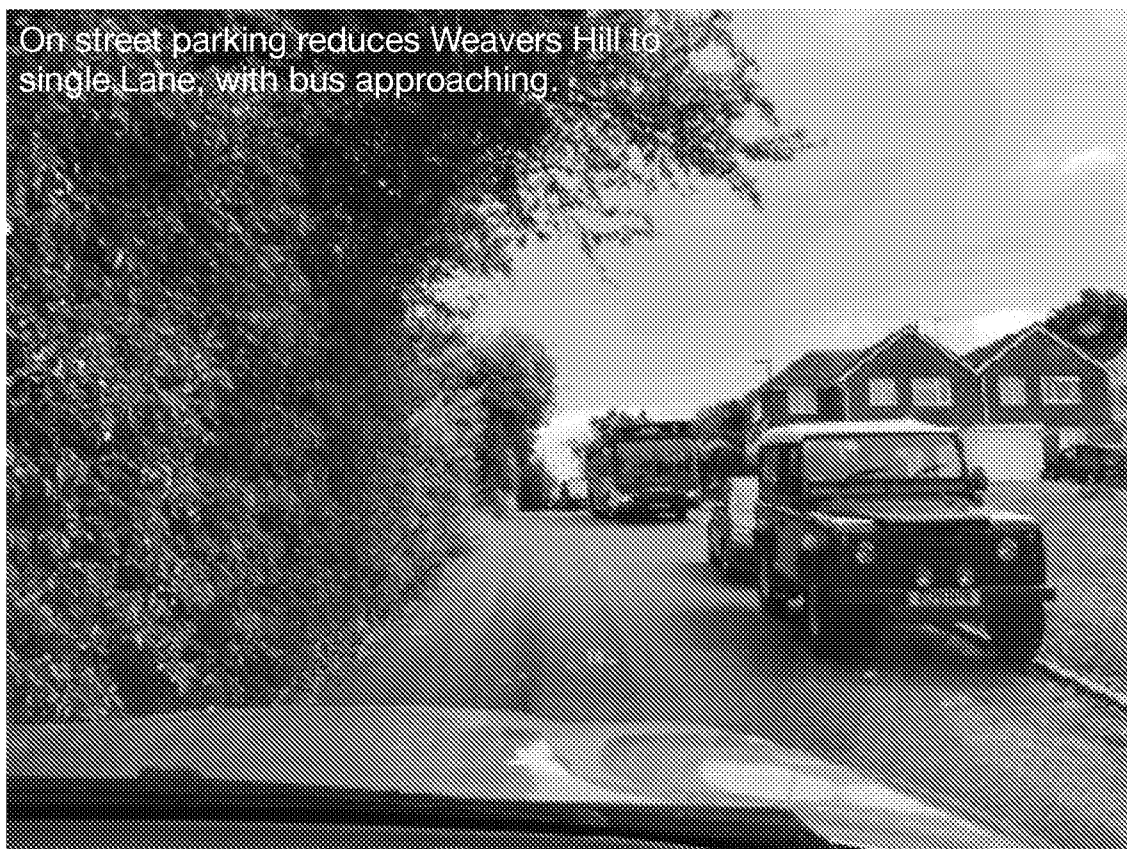
Both of the plans above show the effect of housing developments creating traffic through the Angmering Village Conservation Area, shown on the plan below.

There are plans to introduce a 20 mph speed limit and traffic calming measures in the Conservation area, but this will not have any effect on the volumes.



I will now refer to Weavers Hill particularly. Details of the traffic numbers are shown in the tables below, which clearly show the unacceptable volume in what is basically a country lane.

There are no pavements, and nearly half the road is single file due to on street parking at all times of the day and night. There are several blind bends, and it is on a bus route. There are no weight restrictions, which result in any size of Lorry using the road.





Entering Weavers Hill from Water Lane, a blind bend masks on street parking.





To make a turn from Weavers Hill into Water Lane, turning right, requires the vehicle to be half way out into Water lane to ensure the way is clear.



Outside Cressingham Cottage in Weavers Hill, two vehicles cannot pass in opposite directions.



The table that follows below shows vehicle movements in one hour periods taken on June 23rd and 26th.

Direction of travel south is from Water Lane to High Street. North is from High Street to Water lane. This clearly shows the unacceptable volume of traffic in one small lane before any further developments are considered. All this traffic will also be moving in and out of the High Street. Both of these highways are in a Conservation area.

As an aside, on Monday 26th between 5.00pm and 6.00pm can be included two horse riders and three dog walkers.

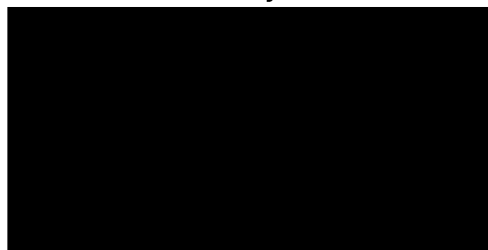
Date	Time Period	Direction	Cars	Vans	M/c	Bus	Total
Fri 23	6.00am-7.00am	South	32	11	2	1	46
		North	86	19	1	1	107
		Total					153
Mon 26	8.00am-9.00am	South	64	19	0	1	84
		North	108	7	1	1	117
		Total					201
Mon 26	9.00am-10.00am	South	40	10	0	1	51
		North	40	5	0	0	45
		Total					96
Mon 26	3.00pm-4.00pm	South	84	15	0	1	100
		North	55	12	0	1	68
		Total					168
Mon 26	5.00pm-6.00pm	South	126	16	4	1	147
		North	46	5	1	1	53
		Total					200

All working papers available if required

To conclude. It has always been patently obvious that there should have been a road connection from the new developments in Roundstone Lane to the Angmering by pass. The single carriageway on the A259 south of the village should have been dualled years ago. The south end of the Angmering by-pass should have a slip road for traffic heading East. The poor road infrastructure has forced local traffic to find any way it can to keep moving, at a great environmental cost to the local residents. Until such time as this is remedied, no further permissions for any more residential development should even be considered.

I trust that all the elected members who represent us will give us support, and object to this and any other further applications.

Yours sincerely



Michael J Coates.