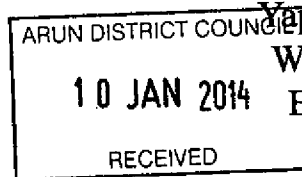


Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN18 5LF



16 St.Mary's Meadow
Yapton, Arundel
West Sussex
BN18 0EE
3rd January 2014

OBJECTION TO PLANNING APPLICATION NO.Y/99/13

Dear Mr Cronin,

I am writing to you to register my objection to the "St Mary's Park" proposed housing development.

- 1.The site does not comply with either the saved Local Planning Policy or National Planning Policy and ignores the findings of both the options for Growth and the 2009 2012 SHLAAs.
- 2.The site lies outside the clearly defined North Eastern settlement boundary.
- 3.The site is currently used as prime agricultural land and its development as housing is detrimental to the Conservation area of the old village setting.
- 4.Forty years of housing development has chiefly targettted the southern part of the village turning it from a small rural environment into a large village with few sustainable resources and inadequate infrastructure.
- 5.Surely it is time the village was left alone to develop its own proportionate housing needs as set out in its own comprehensive Local Plan.

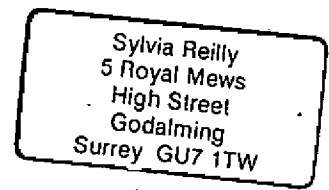
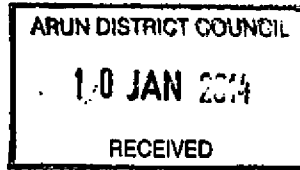
Thanking you in anticipation of a resounding "NO" to this proposal.

Yours sincerely,

A solid black rectangular box used to redact the signature of Sean B. Murphy M.B.E.

Sean B. Murphy M.B.E.

For the Attention of the Commr
Arun District Council
Arun Civic Centre



8. Jan 2014.

Dear the Commr, Re Planning no 7/99/13.

I am a regular visitor to Tapton, and I wish to place an objection to this proposal on two counts.

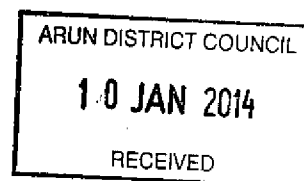
(1) It is in the area of rich, fertile agriculture land which should be retained for this purpose. It is wrong to jeopardize food production when the population is growing. Surely more desirable to be self sufficient rather than import from abroad, who knows what the future holds?

(2) The environment needs to be seriously considered. The building of a large estate of houses is not appropriate. It will destroy the quiet of a rural village, turning it into a town. Firstly, there are far too many houses for the area, where perhaps a few might be acceptable. 250 homes will not be aesthetically pleasing nor in keeping with the village, ~~but~~ such building will make a huge impact on the amenities already in existence, causing an overload on roads and local services.

Finally I would urge the planners to consider well what they decide because once the land is gone it's gone for good.

Yours Sincerely

Rumford House
Church Road
Yapton
Arundel
West Sussex BN18 0EW



Mr Cronin
Arun District Council
Arun District Centre
Maltravers Road
Littlehampton
West Sussex BN18 5LF

9th January 2014

Planning application ref: Y/99/13

Dear Mr Cronin,

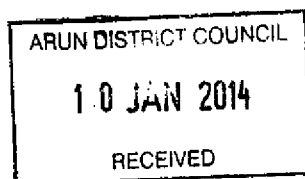
From the experience of a lifetime in public service (in the Corps of Royal Engineers and as a Director General of a national charity) I cannot find anything to commend this proposal to build 250 homes on the northern outskirts of our village. It strikes me as going against all aspects of best practice in town and Country planning.

If it is beyond your power to dismiss this application out-of-hand, I urge you to recommend rejection by your Council, without reservation. Any approval either in whole or in part would set a dangerous precedent for the future of this already over-populated district.

Yours sincerely

A large black rectangular box redacting the signature of Andrew Brearley-Smith.

Andrew Brearley-Smith , OBE , M Inst RE



Flat 8
61 Cadogan Gardens
London SW3 2RA

The Assistant Director Planning and Economic Regeneration
The Arun Civic Centre
Maltravers Road
Littlehampton BN17 5LF

27 December 2013

Planning Application Y/99/13
Land to the North & East of St Mary's Church Yapton

Dear Sir,

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

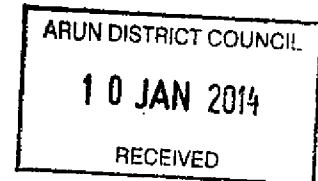
1. The site lies outside the clearly defined north eastern Yapton settlement boundary.
2. The site fails to comply with either saved Local planning policy or National Planning policy and ignores the findings of both the Options for Growth 2009 and the 2009 2012 SHLAA's.
3. The site is adjacent to the St Mary's Conservation area and fails to enrich or enhance this designation – in fact the proposal is detrimental to the setting of the Conservation Area.
4. The site is currently used as highly productive prime agricultural land.
5. The site is not sustainable. The 2012 Sustainability Assessment paper concludes this area as poor in infrastructure, local facilities, employment and highly sensitive on ecological grounds due to its open landscape.
6. Yapton is a small rural village and cannot accommodate 250 new houses which will change its character and place more stress on the village's limited facilities and already over congested road network.
7. The proposed vehicular access to the site from Ford Lane is highly dangerous being on or close to blind bends on a road that already takes a large amount of private and commercial traffic.
8. The provision of 250 new houses is totally beyond the local housing need. Yapton already has developed a Neighbourhood Plan which will accommodate the village's housing requirements for the next 15 years. The proposed site has never been put forward for genuine full Community consideration.

Yours faithfully,

A large black rectangular box redacting the signature of Hannah Roberts.

(Hannah Roberts)

24 St. Marys meadow,
Yapton,
Arundel
BN18 0EE



Dear Mr C Cronin,

Planning application number Y/99/13

I wish to object to the above planning application on the following grounds.

The site fails to comply with either saved Local planning policy or National Planning policy and ignores the findings of both the Option for Growth 2009 and the 2009, 2012 SHLAAs. The site lies outside the clearly defined north eastern settlement boundary.

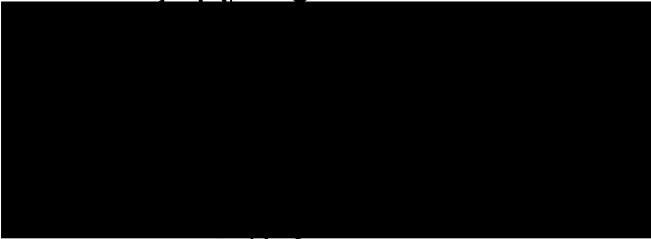
The site is currently used as prime agricultural land which is highly productive and versatile producing both cereal and horticultural crops.

The site has no existing vehicular access points onto North End Road or Ford Lane, both of which are B roads nearing over capacity and with flow problems generated by the North End Road level crossing.

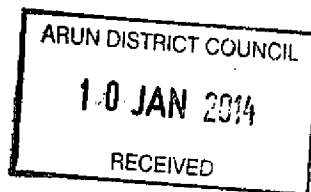
The site falls within the designated SHLAA 2012 Site71 - Ford Eco-town but does not form a comprehensive development of the whole site. Both the 2012 SHLAA and recent agreed interim ADC Planning Policy confirm that Site 71 must be treated as one comprehensive scheme in order to ensure adequate infrastructure benefits to enable the sustainability of the new settlement. Piecemeal development within this site will fail to be sustainable in terms of infrastructure, employment and community for the new settlement.

The applicant has mentioned in his application that the field in question is too small for commercial farming, yet the answer would be to join to the adjacent field to make it more viable. If granted, when will the next field cease to be viable and another planning application be applied for.

I consider this application to be purely speculative by the landowner and I urge the planning committee to reject it.



N. Clark



Holly Cottage
Church Lane
Yapton
West Sussex, BN18 0EH

6th January 2014

Mr C Cronin

Planning Department
Arun District Council
Arun Civic Centre
Maltravers Road
LITTLEHAMPTON
BN17 5LF

Dear Mr Cronin,

Planning reference Y/99/13

Proposed housing on Land to the North & East of St Mary's Church Yapton

We would like to express our objection to this proposal.

1. The proposal appears to run contrary to the planning process expressed in the National Planning Policy Framework, and to bypass the decision makers in the Arun District Council and the Yapton Neighbourhood Planning Group. There has been no serious consultation with the village, contrary to the statement in the application: the meeting in the village hall amounted to a presentation of intent by the developers, and a noting down of the many objections so they could be rebutted piecemeal in the application.

2. There is no current or anticipated need for these 250 houses. We understand Arun District Council's proposal is for 100 homes in 20 years as part of the emerging Local Plan; if so that makes more sense:

3. Arun District Council's Options for Growth states that the village has a fairly limited range of facilities, that the immediate vicinity is not an area of high housing need, and that it offers little availability of employment. It states that much of the surrounding landscape is relatively sensitive to change and there are areas of flood risk meaning the wider area was not considered suitable for major development, particularly piecemeal development.

Traffic

4. The proposed development will greatly increase the flow of traffic. There are no significant demands for new employees in Yapton, certainly not to the scale reflected in this number of houses. The new housing will mostly attract commuters, as well as or including the 30% taking up the low cost houses. The great majority of new traffic will drive via Yapton or Ford:

- to the A27 east or west via Ford or Yapton railway crossings,
- to workplaces in Bognor Regis and Littlehampton,
- to Barnham or Arundel rail stations, and to Ford rail station at certain times,
- to the supermarkets around Littlehampton and Bognor Regis.

5. The railway crossings in Yapton and especially in Ford already involve long delays; the data on this in the application document stating the opposite is absolutely not our experience. The proposed exit into Ford Lane would be problematic, given the narrow and twisting nature of the road. Traffic access for people going to and from work would come up against already serious delays not only at the two level crossings, but also at the Arundel end of the Ford - Arundel road where it approaches the A27 roundabout; the stretch of road just south of the roundabout is already a black spot for delay, with only single lane traffic possible for a crucial 50 meters (there is an unofficial shuttle system, without benefit of road signs or traffic-light management), and a further delay for traffic trying to enter the roundabout itself at rush hour. New traffic going to Littlehampton via Ford will exacerbate existing delays at the A259 Climping roundabout, although this is less serious than at the Arundel end.

6. Traffic turning south along North End Road to get to Bognor Regis town or to Barnham station in the mornings will exacerbate an already difficult traffic problem at Yapton primary school. The parked traffic already backs up north of the school sometimes as far as Orchard Business Park, and south of the school down to the Avisford surgery, as well as down Church Lane to St Mary's Meadow. The surgery itself is a source of over-congestion at that time of the day. Although the children in the new houses would mostly walk or cycle to school, the accumulation of traffic plus parents and children on foot crossing the North End Road (and back in the afternoons) would present an increased hazard. Drivers coming from elsewhere are already surprised by people appearing between cars and getting off buses while their attention is taken up by negotiating their way past the lines of parked and parking cars, and this accident risk would be made worse.

7. Note that there are old peoples' care and residential homes in North End Road between the school and the roundabout at the southern end: some elderly people drive cars in and out, but many are taken along the narrow pavements in their wheelchairs, and it is not unusual to see people in motorised or pedal powered disability vehicles on these roads.

8. There is a significant amount of heavy goods vehicles using the roads around the proposed development, especially Ford Lane, North End Road and Lake Lane, none of which are wide enough for many of these vehicles to be contained in their lane; this already presents a hazard, with cars coming in the opposite direction having to stop or pull into the verge to allow them by, especially in the mornings and evenings. Cyclists are particularly at risk. Extra traffic will increase the risk of accidents of various sorts. Note that the school buses for Chichester and other towns also use the road outside the primary school for collection and drop-off.

9. Further, the proposal makes much of the facilities for cyclists. There are cycling paths in the area, but not where they would be needed. The proposed new east - west cycle paths would be good for cycling from one side to the other of the new estates, and for getting from there to the village shops, but not for cycling to where people would want to get to at busy times. These places would be the railway stations at Barnham and Arundel, plus Ford station at certain times, the Avisford surgery, and the schools in Yapton, Barnham and Eastergate. There are no cycle paths to these places. Also, the North End Road south of the school does not even have a continuous pedestrian pavement on both sides of the road.

10. The plans do not address the significant knock-on effect on traffic safety or delay in this tightly contained environment. Paragraph 8.6 of Langmead's Transport Assessment summarises this part of their argument as follows, and our comments are added:

	Langmead's assessment (paraphrased)	Our comment
10.1	Location of the site accords with planning policy	This is true only in a technical sense that exploits an alleged loophole in Arun DC's formal planning, that ignores other statements the DC / Yapton Neighbourhood have made, and that does not conform to a true democratic process
10.2	There is a sustainable transport network + alternatives to private cars	There is not a sustainable transport network; there is a transport network that is stressed and that will be worsened by the extra housing. See 10.6 below re alternatives to cars
10.3	Injury accident data show no significant issues	There have been deaths and injuries on the surrounding roads over the last few years. Even if these are within accepted norms, our argument is that the risk to the community, existing and proposed, would rise considerably and the collected data does not properly address that risk
10.4	Appropriate provision of access, parking and servicing	Such provision, as described, is likely to be successful inside the development area, and does not recognise the adverse effect outside it
10.5	Increase in vehicles will have no material impact on local highway network	Increase in vehicles will have a considerable material effect on the local highways. The tables that support the developer's arguments are based on high level guidelines and norms that do not (and could not be expected to) recognise the actual local circumstances and road design
10.6	Residential travel plan leads to encouragement of more sustainable modes of transport	We see no validity in this argument. There is nothing in the application that supports such cause and effect. <u>Bus</u> The new houses will not encourage bus use any more than buses are used currently by the existing community, except that there will be a proportional rise in demand. There has been no market research to show that the extra demand will result in more or more frequent buses, or even that the existing limited service will be used more. <u>Rail</u> There will be more rail use by virtue of there being more people with a demand. Getting to and from the stations will cause more road traffic and risk of accident and congestion. There has been no market research to show that the extra demand will be met by extra capacity on the rail network or lower fares, thus encouraging its wider use. <u>Cycle</u> Other than on the cycle ways inside the development, and the cycle route from the development to the Yapton shops, there are strong reasons to believe that cycling will become more hazardous and difficult, not less so. Neither is there any evidence that more cycling by the new community would lead to more cycling by the wider one.

Sustainability

11. The proposed housing would increase the population of Yapton considerably, on top of the increase from the many houses currently approved. The impact on the already stretched infrastructure would be high. Increases in schools, doctors' surgeries, and facilities for elderly people are not planned. Arun District Planning Policy has accepted that land forming part of the previous proposals for the Eco Town could not be developed piecemeal, since it would not be sustainable in terms of infrastructure, employment and community facilities.

12. From a sustainability point of view it is very relevant that the plan removes a significant area of grade 1 agricultural land at a time when the country imports 25-35% of its food. It is clear, without being political, that demand for locally produced food will increase while that for resource-intensive imports will decline. The long term interests of our area are much better served by conserving our agricultural capability: if that results in higher demand for houses then that would be the right time to build them. This is the last type of land we need to use for houses right now, and our Neighbourhood Plan, which is virtually complete, is based on smaller, more appropriate developments on land of other categories, which can be assimilated naturally into our village.

13. The application is not driven by local, regional or even national need, but by the opportunity to sell land at a profit. There is nothing wrong with profit; and the housing will certainly attract people who need housing as there is a shortfall in the region. However, new housing should reflect realistic demand as well as provision of employment, and an associated and fulfillable demand for provision of new amenities, infrastructure, quality of life and safety. This plan will create the demand for those things that follow on from new houses, but not an associated supply; neither is there the market research or political strategy, local or otherwise, to suggest they might be supplied.

14. The people who stand to suffer are not only those currently living in and around Yapton, including those near the Yapton recreation ground (area of Downview, Goodhew) who are already experiencing significant loss of quality of life from new developments around them, and not only those on the north side of Church Lane, but also the 30% who will live in the new, low-cost housing. They are unlikely to find jobs in Yapton, or be able to afford the rail fares or petrol to where the jobs are in Southampton, Worthing, Brighton, Crawley and inside the M25; meanwhile the commuting patterns of the remainder leave them isolated with inadequate amenities, safety or support.

Risk analysis

15. The tone of the application (see Strutt & Parker's summary at p.3 of the planning statement) is that the lack of a local council plan robust enough to satisfy the developers validates their proposals, and negates both the wider concerns of the existing and future community and the need to carry out a proper risk analysis of the total effect of the plan, and not just a partial, selective one.

16. It implies that local planning and economic development can be driven by the introduction of hundreds of houses, since on their own and without any underlying strategy they will result in more opportunity and employment for locals and newcomers. That is a very simplistic approach that makes no attempt at a professional risk analysis. We believe that approach to be unacceptable.

Joan and Richard Lovell-Knight