



Founded 1973

THE ANGMERING SOCIETY

Patron: Lady Sarah Clutton

2 April 2009

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

Dear Sir

Arun Core Strategy – Options for Growth

The Angmering Society applauds the extensive consultation currently in progress, welcomes the opportunities for provision of information and discussion at your mobile unit together with the comprehensive background of the Council's Local Development Framework.

The Society's constitutional objectives include the preservation, protection and improvement of Angmering's historic buildings and the natural environment. Understandably, our members do not welcome suggestions that more new houses should be built in the village particularly, outside the current built-up area boundary. They guard the adjoining countryside, not only for its own good, but as forming part of Angmering's Parish Heritage. This is particularly important at the eastern end of the built-up area where many older structures are located.

When giving comments on proposals for growth, some of our members may well adopt a "not in my back yard approach", whilst others, could maintain that so many additional homes were not really needed. They may quote experience gained when they questioned the building of 600 homes at the Roundstone Area of Change some years ago. No sooner the houses were built they were on the market for sale. This suggested the original estimated number was excessive.

There is no doubt that our 600 members will have differing views on your three Spatial Options for Growth and the number and location of homes in Angmering. However, they have been advised to investigate your proposals in depth and seek assistance before giving you their comments. Our comments, on those matters specifically applicable to Angmering, are given in the attachment to this letter.

We do not consider Angmering should have to provide any sites except for small scale developments. The large numbers such as 1,500 or even 500, would be completely out of character with its village status, would necessitate development outside the built-up area boundary and would be unacceptable. The proposed site for new housing adjacent to the Angmering By-pass would be most unsuitable. It would not permit access to or from the A.280; it would encourage ribbon development on both sides of the bypass encroaching on the countryside and would create safety problems/ congestion of traffic to the west and centre of the village.

Any large development will require infrastructure provision which should include making good the shortfall that currently exist, because it has not kept pace with previous housing. Generally, we think Angmering's contribution could best be made by small scale sites and include the infrastructure provision required.

Yours faithfully

Terence Kay
Chairman
The Angmering Society

cc: Planning Services, Arun District Council
Chairman, Angmering Parish Council,
District Councillor Julie Hazelhurst,
District Councillor Paul Bicknell
District Councillor Dudley Wensley

THE ANGMERING SOCIETY
COMMENTS ON ISSUES RELEVANT TO ANGMERING - MARCH 2009

PART B – IDENTIFYING ISSUES AND OPPORTUNITIES

A Spatial Portrait of Arun
The Place

2.21

“The coastal towns are the main service, employment, retail and social centres. Both Bognor Regis and Littlehampton are traditional seaside resorts and attract significant numbers of visitors. They have a concentration of manufacturing and warehousing premises that are important to the overall employment in the District. Bognor Regis is the District’s largest retail centre and also contains the Butlins Holiday Centre and a campus of the University of Chichester. Littlehampton is a smaller centre, containing the main District Council offices-

However, large numbers of Arun residents travel to larger centres outside the District for employment, shopping and entertainment, particularly to Chichester and Worthing.”

The development of the Roundstone area in Angmering, to form what is now known as Bramley Green Estate, caused an influx of residents who obviously do not work in the area. Industrial and commercial sites are few in number and offer a limited amount of employment.

In the planning of that estate the original number of affordable homes was planned at 40%. It is understood that the amount of such dwellings actually provided is only 10% of the whole. It appears that this was seen as proper balance between jobs and homes for the area. As industry and commerce has increased very little, or not at all, and it appears that 40% of a proposed further 500 homes would be unsupportable.

This situation could only be remedied by an increase in industry and commerce, but such would not solve other problems which any expansion in Angmering would engender, especially traffic problems.

It appears illogical to provide unwanted industry and commerce in isolation within the District merely to justify the construction of more houses.

The inappropriateness of any expansion of Angmering is shown in the further following comments.

2.24

“The largest inland settlements in the east of the District are Angmering and Findon. Angmering has experienced considerable new residential development in recent years, but retains a village character, although lying close to the coastal urban areas”

That “considerable new residential development” has not benefited the district as expected. On the contrary, it has provided houses mainly for the retired or those who can afford to work outside the area. The lack of local employment causing the need to travel is contrary to the principle aims of the district council’s planning policies.

The character of the village refers to only the small area in the centre of Angmering. Elsewhere the village has been urbanised; which is not surprising, considering the size of the residential population is upwards of 6000. Further expansion would severely increase the pressure on that part which provides Angmering with its character and lead to its destruction.

This applies particularly to the amount of traffic which would need to pass through the centre of the village, as explained in the traffic study produced as an Appendix to this statement. This study also refers to the existing congestion on the A27 and the A259 referred to in the next paragraph.

2.27.

“The main road links are the A27 trunk road and the A259, both of which suffer from severe congestion during peak times.

North-south road links are provided by the A29, A284 and A280 and are generally less good.”

The A280 serves as a bypass to Angmering which probably contributes to the congestion on the A259 by diverting traffic from the direct route through the village. However, despite this, and the imposition of ‘traffic calming’ measures, drivers still take the direct route through the village as a preferred alternative to the congestion the A259.

In the planning of Bramley Green it was proposed to dual that stretch of the A259 south of the development. This was never accomplished, for reasons unknown. A resurrection of this scheme would solve the current problem by eliminating the ‘bottleneck’ on the A259 which encourages drivers to take the direct route through the village.

2.38

“Arun experiences high levels of out-commuting partly because employment opportunities are limited within the District. Over 37% of residents in employment commute elsewhere to work. Chichester acts as an important employment centre for the west of the District, and is also a significant draw for shopping and entertainment. Worthing fulfils a similar role for the east of the District. Further afield, the larger centres of Brighton and Portsmouth exert an influence, and there is also some commuting northwards towards Horsham-Crawley-Gatwick and London. The outflow of many Arun residents has some detrimental effects on the local economy, reducing the amount of money spent in local shops and facilities. It is a factor in reducing the competitiveness of Arun’s coastal towns as retail and service centres.”

The high level of out-commuters affects Angmering particularly.

Planning Context and Regeneration Future Development Requirements

2.40

“The level of growth which needs to be planned for in Arun over the LDF period to 2026 results from both regional/sub-regional requirements and from identified local needs.”

Currently there appear to be no ‘identified local needs’ in Angmering.

2.42

“Planning for new development is not just about housing numbers, but about building communities.”

Angmering has an established friendly and concerned community. Over the years, the Parish Council, supported by the Angmering Society, has consulted with the ADC to ensure that by the preservation of gaps between the village and the residential areas southwards, physical identity has been achieved. This has, basically, engendered a strong community spirit among residents. Expansion over the past years has had a tendency to dilute and reduce that spirit amongst all residents.

“We need to ensure that the right mix of housing is provided, including affordable housing. Planned new housing will also need to be accompanied by other types of development. Land will be needed for new employment and other community facilities such as schools, health provision, leisure facilities and greenspace. New development will have to be supported by improved physical infrastructure, for example transport.”

2.43

“It is important that new housing, employment, social and community facilities and infrastructure address Arun’s local needs, and provide benefits for all residents and communities across the District.”

Community facilities and infrastructure, due to the planned expansion over the last decades have been stretched to the extremes. Schools are poorly placed, creating unsafe routes to school, and are overcrowded.

There have been problems with water supply and with the associated drainage.

Community facilities such as that provided by the Village Hall have increased to the point where a further community centre building has had to be provided by the Parish Council.

SCS Priorities & Vision /Spatial Implications for the LDF

- “Need to ensure new development does not compromise individual character of settlements and quality of built and historic environment.”

Angmering has, at heart, a long history which has developed its unique character. There are over 75 ‘listed buildings’ in the village, all of them with well defended association with historical events. Increase in the use of roads causing the modification to what is left of the lanes and byways would compromise that individuality of character, which is already under threat by unwarranted proposed expansion, merely to satisfy ‘housing numbers.’

- “Need to provide more affordable housing to address local housing needs in Arundel and inland villages.”

Has the need for more affordable housing in Angmering been identified?

A Thriving Community

“Town centres, villages and neighbourhoods that have vitality, are thriving, with a sense of civic pride, and that encourage increased retail and visitor spend in the area.”

Such vitality could be destroyed by excessive and unwarranted expansion.

- “Need for policies to protect and enhance shops and other facilities in Arun’s district, neighbourhood and village centres”
- “Need to ensure new housing developments make provision for local shops and community facilities”

Expansion of Angmering would surely damage facilities. Shops in Angmering are few and specialised. While the recently installed ‘Co-op’ appears to contradict this, in

fact, residents tend to patronise the local supermarket, that is Sainsbury's on New Road (A259). The local store serves a useful but limited service and there are already insufficient parking facilities in the village.

There is limited opportunity for expansion; more housing would increase the traffic to the supermarket, particularly on the A259.

More shops and community facilities would have to be provided within any proposed new development. In the planning of Bramley Green estate it was proposed to provide shops. This never occurred; probably due to the fact, as expounded by one potential shop owner, that even a development of 600 houses would not support a viable business. A similar objection would certainly be raised to the proposed extended and partitioned development on the east side of Angmering.

Preserving and enhancing Arun's character and environment

2.81

"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 IMPORTANCE OF THE PRESERVATION OF THE IDENTITY OF ANGMERING, THE AVOIDANCE OF OVER DEVELOPMENT, AND OF MERGING WITH OTHER SETTLEMENTS CANNOT BE OVEREMPHASISED WHEN RELATED TO ANGMERING.

PART C – VISION AND OBJECTIVES

Core Strategy Vision

The Villages

15.

"Barnham (together with its neighbouring villages of Eastergate and Westergate) and Angmering will develop their role as well-connected large villages serving inland Arun, providing an enhanced range of shops, employment, community facilities and local services, supported by improved transport links. They will form the main focus for new housing and employment to be provided in the inland area."

The outstanding identifying feature of Angmering is its non-coalescence with other residential areas and it is this which preserves its character and strong community spirit. There would be no advantage in being connected to other residential areas which would only expand the sprawl of development along the coastal areas.

17.

"The District's smaller settlements and rural areas will retain their character with limited new development.

To be addressed by:

- Ensuring that sufficient new housing is provided of the right type, size and tenure to meet identified needs;

- Planning new housing to help create balanced and integrated communities;
- Maximising opportunities to increase the supply of affordable homes to meet identified needs as far as possible;
- Ensuring that new housing is provided in locations which provide good access to employment, services and facilities and, where appropriate, makes provision for new or enhanced infrastructure, employment, and facilities.”

To satisfy this requirement would require extensive research to justify any expansion of Angmering. Angmering residents, as a community, would expect such research to be truly extensive and in great depth.

Without this research it is not possible to see how the expansion of Angmering could be justified.

PART D – SPATIAL OPTIONS FOR GROWTH

Meeting Future Development Requirements

Spatial Option 3: Expansion of Inland Villages

4.60

“Spatial Option 3 presents an alternative to both Options 1 and 2. It seeks to locate a higher proportion of new development in the inland villages away from the coastal towns. This would accord with the South East Plan policy of providing sufficient growth in the rural areas to enable sustainable rural communities to develop with a reasonable range of facilities. These would not necessarily be developed to the level typically found in a town, but would be sufficient for the area to be more self-sustaining, thereby reducing the need to travel. It also ties in with the Council’s own aim of encouraging sustainable rural communities.”

Areas of search

“Both the Barnham area and Angmering provide a relatively good range of local shops and services, including secondary schools and health facilities, and both areas benefit from a mainline rail station. In addition, both areas are relatively free of physical and environmental constraints and provide some opportunities for expansion beyond their existing settlement boundaries.”

THE SPACE ROUND ANGMERING IS THAT WHICH GIVES IT’S CHARACTER AND SHOULD NOT BE REGARDED AS AN EASY OPPORTUNITY FOR EXPANSION. THE CONCEPT THAT THERE IS SPACE, THEREFORE ROOM FOR EXPANSION, IS TOO SIMPLE AS WELL AS AN UNPROFESSIONAL APPROACH TO PLANNING. EXTENSION OF SETTLEMENTS DEMANDS CAREFUL AND FULL CONSIDERATION OF THE IMPACT ON THE EXISTING SETTLEMENT. UNDER THE CIRCUMSTANCES THE PROPOSED EXPANSION WOULD BE DETRIMENTAL AND IN FACT CONTRARY TO THE PRINCIPLES EXPRESSED IN THIS STATEMENT OF STRATEGY

4.64

“Both Barnham and Angmering could potentially provide nuclei around which further development could be developed over time. As well as good rail links, both areas have existing connections with the strategic highway network, particularly in the case of Angmering which has a recently constructed bypass connecting directly to the A27 and A259. However, in both cases, it is likely that road connections and/or junctions would require significant improvement to accommodate major new development. In both cases, existing internal road connections within the villages are severely constrained. Transport modelling work has already been commissioned to examine the impact on the strategic highway network of this option.”

An examination of traffic routes through Angmering is given in the Appendix to these comments.

It is anticipated that access to the A280, the Angmering By-pass, will not be permitted by West Sussex County Highways Authority. Consequently, traffic from the proposed development areas will cause extraordinary congestion on the roads through the village centre, especially on Weavers Hill, a narrow lane, continuously obstructed by parked cars.

It appears, from the Traffic survey of 2006, that certain roads have already insufficient capacity to accommodate even current traffic flows.

Proposed Option

Angmering

4.68

"The SHLAA has identified potential development sites between the existing village and the A280 bypass, and also in the Roundstone area to the south of the village. As at Barnham, it is envisaged that development could involve a number of separate sites, coordinated as part of a 'masterplan'."

4.69

"Subject to further investigation, the location has potential to provide:

- 1,500 homes, of which 40% would be affordable housing;
- New employment land/ floorspace to support the development;
- Improved retail and community facilities;
- Improved road access;
- Improved public transport, walking and cycling networks."

None of these items are relevant to Angmering. 1,500 homes is an extraordinary 25% increase on the current number.

40% affordable housing implies the provision of an excessive and unwarranted amount of industry and commerce.

Current retail and community facilities are fully used.

Current 'traffic calming' measures are already in operation in an attempt to reduce traffic access. Further traffic would exacerbate the problem which those the measures were intended to solve.

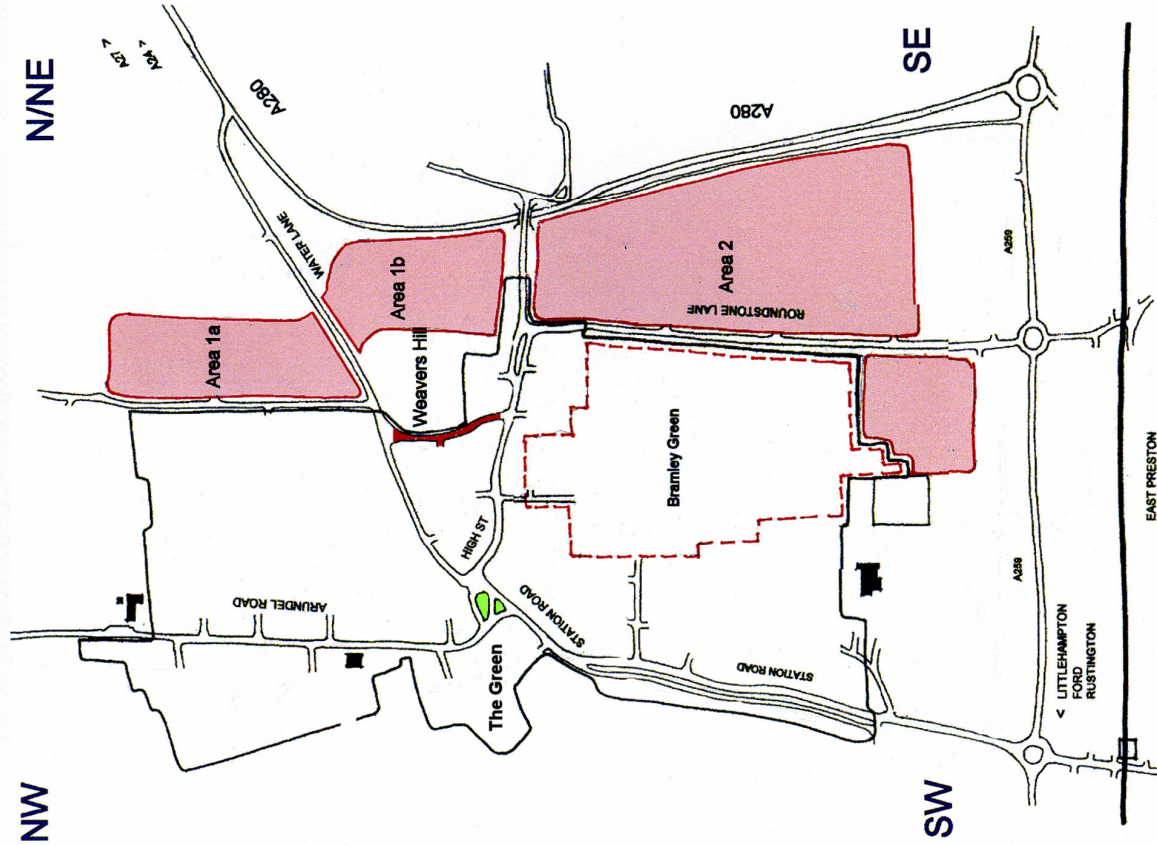
Improved public transport services are not dependant on expansion only on the will and resources of authorities and service providers.

The provision of new employment land/floorspace to support development is not logical. If there was no further development, such would not be necessary.

NONE OF THE POLICIES ADVICE AND GUIDANCE GIVEN IN THE CONSULTATION DOCUMENT WOULD JUSTIFY ANY PROPOSAL TO EXPAND ANGMERING.

APPENDIX TO COMMENTS.

TRAFFIC ROUTES THROUGH ANGMERING



BRAMLEY GREEN - EXISTING		Incoming to area	Outgoing from area	Incoming to area
NW	Roundstone Lane High Street The Green Arundel Road A27 westwards	A27 Bypass Water Lane Weavers Hill High Street Roundstone Lane	NW Dappers Lane Water Lane The Green Arundel Road A27 westwards	AREA 1a NW Dappers Lane Water Lane The Green Arundel Road A27 westwards
NINE	Roundstone Lane High Street Weavers Hill Water Lane Bypass	Bypass Water Lane Weavers Hill High Street Roundstone Lane	NINE Dappers Lane Water Lane Bypass	NINE Dappers Lane Water Lane Bypass
SW	Roundstone Lane A259 westwards	A259 Roundstone Lane	SW Dappers Lane Water Lane The Green Station Road A259 westwards	SW A259 Station Road The Green Water Lane Dappers Lane
SE	Roundstone Lane A259 eastwards	A259 Roundstone Lane	SE Dappers Lane Weavers Hill High Street Roundstone Lane A259 eastwards	SE A259 Roundstone Lane High Street Weavers Hill Dappers Lane
AREA 1b				
NW	Water Lane The Green Arundel Road A27 westwards	A27 Bypass Water Lane	NW Roundstone Lane High Street The Green Arundel Road A27 westwards	AREA 2 NW Roundstone Lane High Street The Green Arundel Road A27 westwards
NINE	Water Lane Bypass	Bypass Water Lane	NINE Roundstone Lane High Street Weavers Hill Water Lane Bypass	NINE Roundstone Lane High Street Weavers Hill Water Lane Bypass
SW	Water Lane The Green Station Road A259 westwards	A259 Station Road The Green Water Lane	SW Roundstone Lane A259 westwards	SW Roundstone Lane A259 westwards
SE	Water Lane Weavers Hill High Street Roundstone Lane A259 eastwards	A259 Roundstone Lane High Street Weavers Hill Water Lane	SE Roundstone Lane A259 eastwards	SE Roundstone Lane A259 eastwards

ESTIMATED INCREASE OF TRAFFIC : 40%
 - ON WEAVERS HILL
 - THROUGH THE VILLAGE : 82%