

A/168/21/PL & A/169/21/PL

I wish to OBJECT in strongest terms to the proposed development by Redrow of seventy-six houses on land to the south of the A259 and the construction of a new access to serve existing agricultural land and the proposed residential development.

Strategic Approach:

Policies SD SP1a, SD SP2 & C SP1

Arun District Council (ADC) states in paragraph 7.2.1 of its Local Plan for 2011-31 (the LP) that this will seek to protect the natural environment by 'strictly controlling' development in the countryside. For the purpose of the LP our local countryside is defined by ADC as those areas outside of the Built-Up Area Boundary (BUAB). The importance and beauty of the countryside is recognised and acknowledged in the The National Planning Policy Framework (NPPF). The proposed development is situated in the countryside outside of the BUAB and is, therefore, contrary to ADC's own policies.

Policy SD SP3

ADC states that there should be gaps maintained between the ten settlements identified in its LP. The area between East Preston and Ferring is one such gap and the proposed development sits within that gap. The LP states that development will only be permitted within the gaps if:

- It would not undermine the physical and/or visual separation of settlements (it does undermine it);
 - It would not compromise the integrity of the gap, either individually or cumulatively with other existing or proposed development (it does compromise it);
 - It cannot be located elsewhere (it could be located elsewhere);
- and
- It maintains the character of the undeveloped coast (it certainly doesn't maintain the character of the undeveloped coast);
 - or, if a subsequent DPD or Neighbourhood Plan deems it appropriate through an allocation (no such DPD or neighbourhood plan has been published);
 - If a subsequent DPD or Neighbourhood Plan deems it appropriate through an allocation (none appear to have been published).

In the absence of any published development document to the contrary Redrow's proposal, if approved, will be outside of ADC's own policies.

Where is the infrastructure to support this development?

The general amenity in East Preston will suffer.

In 2020 the Office of National Statistics stated that the average family size is now 2.4 - on this basis the new development will result in an increase of approximately 185 to the local population. These people will need to be educated, transported, and cared for.

There are two medical centres within driving distance of this development. Willow Green surgery in East Preston was designed for 6000 patients and now has 11000 on its register and struggles to cope. Coppice and Angmering Medical Centre: is similarly over subscribed and struggles as a consequence of the recent residential developments in Angmering north of the A259.

Schools - The nearest infant and junior schools are co-located in Lashmar Road, East Preston. These are a drive away from the proposed development. The schools are too far for young children to walk and/or cycle and will, therefore, require a parent or carer to drive from the development. This journey will involve crossing the Roundstone level crossing causing further chaos at peak times to an already congested crossing. The nearest senior school is Angmering School, Station Road, on the north side of the busy A259. Students from the proposed development will have to cross the busy Old Worthing Road to gain access to the proposed shared cycle/foot path on the southern side of the A259 to the footbridge crossing the A259 at Station Road. And these factors assume that there is capacity for new students at these schools?

Transport - A couple of disturbing matters to note. The West Sussex County Council Highways Authority planning services officer in his consultation document regarding this development refers to three "departures from standard" affecting this site, two are of concern:

Relocation of bus stop - the proposal is to relocate the 700 bus stop approximately 500 to the west into Old Worthing Road. This is too far. If any change is necessary it could be that a new bus lay-by is created in close proximity to the present stop. The relocation of the bus stop will inevitably result in residents of the new development resorting to their cars to get to their schools,

doctors, dentists etc thereby adding to the volume of traffic using the limited road space.

Change of priority for access to/from the Roundstone roundabout - at present the Roundstone Farm vehicles have access into and from the roundabout and the flow is very light. The proposal from WSCC Highways is that this access is changed to 'exit only' from the roundabout into the development. Clearly the author has no concept of what the traffic flow is like at this roundabout. For traffic travelling from west to east along the A259 and from north to south on the A280 to have to cut-across the general flow from that travelling east to west on the A259 will be very hazardous especially at peak travel hours. And, how will the change of access be enforced should the residents choose to ignore this change?

For these reasons ! believe that these two applications should be rejected.