



Rustington Parish Council

Council Offices, 34 Woodlands Avenue, Rustington, West Sussex BN16 3HB

Head of Planning Services
Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

Our Ref: CW/CH/PLAN/17
Date: 18 October 2017

Dear Sir

A/169/17/OUT - Outline application with all matters reserved for demolition of existing buildings on site and erection of a mixed use development comprising up to 90 No. residential units, a care home (Use Class C2 and C3) and ancillary facilities including railway crossing, together with associated access, car parking and landscaping (resubmission following A/44/17/OUT). This application is a Departure from the Development Plan and lies within the parishes of Littlehampton and Rustington - Land West of Brook Lane and South of A259, Angmering

My Council has considered this application and wishes to reiterate its previous comments/ observations recorded in respect of A/44/17/OUT as follow:-

- (i) The proposal will most definitely result in increased traffic levels/flows as a result of not only this development but also the Manor Retail Park and the proposed Marks & Spencer Simply Food Store and Toby Pub/Carvery Retail Park, which will obviously cause congestion and will add to the hazards of highway users in this vicinity.
- (ii) The proposal will generate an unacceptable increase in vehicular traffic entering and leaving the public highway to the detriment of highway safety, and will result in an excessive amount of development being dependent on a single point of access.
- (iii) The increased use of Brook Lane as the access for 90 additional residential units, together with a Care Home for an in/out access to the proposed development, will have a major adverse effect on the traffic flows on the A259 in this vicinity, which already sees much congestion at peak times.
- (iv) The proposed creation of an additional new access in Planning Application A/11/17/OUT to and from the A259, and the increased use of Brook Lane by this Application, causing vehicles to be decelerating and accelerating at a further two points along this stretch of road will, most certainly increase the hazards to road users and will present a serious safety issue for the future, and is totally unacceptable.



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- (v) It would be a sensible approach, and certainly most beneficial, if the Applicants for this proposal and A/11/17/OUT could work together to achieve an enhanced single point of access which would alleviate the impact on the highway traffic infrastructure, and also fulfil the criteria of all relevant transport policies (West Sussex County Council), including the provision of public transport.
- (vi) The construction of a footbridge across the railway line is imperative in the interests of health and safety and would need to be a strict condition of any permission granted, which would have to be implemented, without further discussion or negotiation by any prospective future developers. The local Planning Authority should therefore go to lengths to ensure that there could be no legal 'loophole' that would allow a Developer to renege on the agreement at a future date. There have been a large number of fatalities on the railway line at this location in the past and, in the interests of the safety of pedestrians wanting to access the development from the public right of way from either Brook Lane or Penfold Lane to the south, no permissions should be granted without the undertaking to construct this footbridge.
- (vii) In order to encourage pedestrians to be able to travel easily and safely from the proposed residential development to Rustington Village Shopping Centre, Schools, Doctors, Health Care Providers and all other essential amenities, as well as to this development and the commercial development proposed in A/11/17/OUT, improvements would be crucial to Penfold Lane, a public footpath currently in a very poor state of repair. The local Planning Authority is, therefore, urged to ensure that financial provision is secured jointly from the Applicants for both of the aforementioned Planning Applications, as a condition of any permission granted.
- (viii) The impact of noise levels from the A259 would be harmful for the proposal for 90 residential units and a Care Home, to such a degree that would be unacceptable and would, most certainly, be outwith the recommended limits set.
- (ix) The proposal, by reason of its location outside of a built up area and in a Flood Zone, albeit only Zone 1, is in conflict with policies contained within the Local Plan.
- (x) The Council is particularly concerned that the proposal for such a large number of residential properties and a care home will place excessive pressure on an already over-loaded sewage and drainage system, which is evident by historic flooding problems in close proximity to the site, during adverse weather conditions, to the detriment of its effectiveness and efficiency.

It would also like the following observations to be considered, in respect of the Travel Plan:-

1. The Travel Plan aims to raise awareness of sustainable travel. However, only part of Rustington is reasonably accessible by foot from the Site

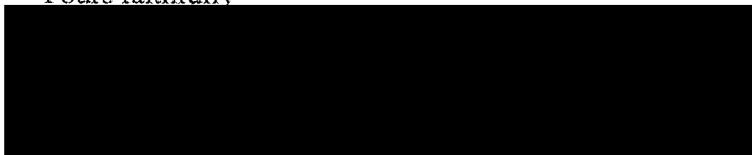
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2. The provision of the new footpath/cycle path/bridge over the railway will only be of benefit if Penfold Lane is accessible to cycles, prams, pushchairs and mobility type scooters. Currently, the surface of the lane is extremely hazardous, as it is uneven with major pot holes throughout and overgrown vegetation along both the east and west boundaries
3. It is stated that the new Site is in close proximity to numerous essential amenities, including the nearest Primary School which is 1.9 kilometres from the Site. The Travel Plan, therefore, is surely incorrect to assume that most trips by parents and pupils will be on foot, by cycle or by bus
4. Housing Developments in North Littlehampton have meant that a new Littlehampton Town Bus Service has now been introduced, courtesy of Section 106 funding, which only serves North Littlehampton and the Town Centre, and will, therefore, not provide a link to this Site.

Rustington has initiated a six-month trial bus service which commenced in September 2017, to replace the No. 12 bus which ceased in April 2017. The route for this bus now links South Rustington from the Littlehampton Swimming and Leisure Centre to amenities north of the railway line, e.g. Rustington Retail Park and Manor Retail Park, amongst other destinations. There is no guarantee that this will continue without funding from the responsible Local Authorities at the end of the trial period

5. The base data and predictions show bus statistics in peak travel time which, without any current bus services, are unworkable. The Travel Plan objectives would be difficult, if not impossible to achieve, without the provision or financial contribution to a sustainable bus service which would satisfy the NPPF.

Yours faithfully



Mrs Carole Ward
Clerk of the Council