



Rustington Parish Council

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

Our Ref: CW/CH/JM/PLAN/22

Date: 27 April 2022

Dear Sir

A/45/22/PL - Erection of 167 No. new homes in a mix of 1-4 bedroom properties (2-4 bedroom homes and 1 bedroom apartments), with associated landscaping, parking, open space, play areas, construction of a new vehicular access from Golfers Lane and all other associated development works (resubmission following A/129/21/PL). This application is a departure from the Development Plan and is in CIL Zone 3 and is CIL Liable as new dwellings - Rustington Golf Centre, Golfers Lane, Angmering

My Council has considered this application and wishes to object to it on the following grounds:-

- The site is outside of the Built-Up Area boundaries of Angmering and Rustington and, therefore, its development for dwellings would be contrary to Arun Local Plan Policy SD SP2 and the Angmering Neighbourhood Plan Policy HD3. The adverse impacts of this development would significantly and demonstrably outweigh the benefits, as set out below
- The development would result in the loss of an extensively used sports and leisure facility, the main users being school aged children, often with their parents and young adults; whilst at the same time adding more residents to the Parish of Angmering who would need such facilities. This would be contrary to Policy OSR DM1 of the Arun Local Plan
- The development would create a separate enclave of dwellings which would have no relationship with either Angmering or Rustington. The site is separated from Angmering by open farmland within the Angmering to Rustington/East Preston Gap and from Rustington by the A259, commercial development and the railway line. This is likely to result in new residents not feeling part of either community and being less likely to use services and facilities within them or contribute to community life. It would, therefore, be contrary to NPPF Paragraph 8 - Social Objective - to support strong, vibrant and healthy communities, and Paragraph 39 of the National Design Guide which seeks to foster a sense of belonging and contribute to "well-being, inclusion and community cohesion"

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Working for the local Community

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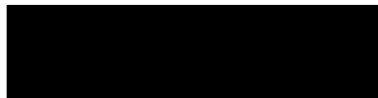
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- The development would still not be sustainable because of its severance from the nearest community of Rustington by the A259. The measures now proposed to provide crossing points and other active travel opportunities are still inadequate, will be viewed as dangerous by potential users due to the speed and volume of vehicles on the A259 and are unlikely to convince any future residents to use modes of transport other than the private car to access services and facilities including local schools. It would therefore be contrary to NPPF Paragraph 105 which says that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”
- The proposed Toucan Crossing which is the recommended means by which pedestrians and cyclists access the majority of Rustington facilities is still of great concern. The speed survey that has been conducted clearly shows that a proportion of the traffic on the A259 travels in excess of 50mph at this point. It is also noted that very little consideration has been given to the west bound traffic on this crossing and based on the information submitted there are great concerns on the appropriateness of this crossing especially in terms of the determination of stopping sight distance for westbound traffic, and the potential build-up of traffic exiting from Mill Lane in this scenario
- None of the three Rustington Primary Schools are within a mile of the proposed development and due to the dangers of the A259 all children of this age will require adult supervision. It is almost certain that all daily journeys will, therefore, be by car, further promoting unhealthy travelling and increased pressure on the already very busy Mill Lane roundabout at peak time
- The development would result in a significant break in the continuous “green” corridor on the north side of the A259 between the Body Shop Roundabout, and Station Road, Angmering. This would substantially reduce the rural nature of the landscape in this area. In addition, the “stands” of substantial trees, mainly Monterey Pines, on this site and the adjoining Gap Between Settlements, also on this side of the A259, are a distinctive landscape feature seen across open space and that landmark view would be lost on this site. One of the reasons the local Planning Authority Officers gave for the refusal of a previous Application, A/100/21/T, to fell 12 of these Pines on the adjoining Gap was: “These high-profile trees of significant landscape and visual amenity; whose value extends beyond their individual worth”. The report also refers to them as “an important landscape feature”. The loss of this green infrastructure and landscape features would be contrary to Policies GI SP1 and LAN DM1 of the Arun Local Plan

- The development would result in increased flooding in the area due to the amount of hard surfacing and buildings proposed which would reduce the current infiltration of water into the soil. It is noted that the District Council's Drainage Engineer has lodged a holding objection due to the inadequacy of the information provided on drainage of surface water from the site. Allowing this development would therefore be contrary to NPPF paragraph 167 which says "When determining any planning applications, local Planning Authorities should ensure that flood risk is not increased elsewhere"
- The Mill Lane/A259 Roundabout was not included in the Parsons Brinkerhoff A259 Route Improvement Study of 2013, and two developments have been built since. The comments of West Sussex County Council Highways on the capacity of this roundabout take no account of the traffic congestion and tailbacks that currently occur at peak times

Traffic often backs up to the B2187 roundabout junction and beyond. The majority of traffic coming from the Rustington area turns right towards Worthing and at peak times a very high proportion illegally use the inside lane for this turn, often failing to signal their intentions and thus creating a potentially dangerous situation. Numerous accidents and verbal altercations between motorists occur, and further traffic from this development can only worsen the situation, contrary to Policy T SP1 of the Arun Local Plan and TM1 of the Angmering Neighbourhood Plan.

Yours faithfully



Mrs Carole Ward
Clerk of the Council