

[REDACTED]

From: Cllr. Tony Dixon [REDACTED]
Sent: 27 November 2019 19:00
To: Simon Davis <Simon.Davis@arun.gov.uk>
Subject: Re: AW/237/19/PL

Hi Simon

Just to confirm that Roger Beam has given his permission for the e-mail to be published.

Thanks.

Tony

From: Simon Davis <Simon.Davis@arun.gov.uk>
Sent: 25 November 2019 10:48
To: Cllr. Tony Dixon [REDACTED]
Subject: RE: AW/237/19/PL

Dear Councillor Dixon,

We can add the comments to our website and therefore we will need to refer to the objections on the future Committee report. However, I will need the objectors permission to publish the email. Are you able to ask him whether that is ok?

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
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Please note that I typically work from home on Thursdays when I am unreachable on my work phone
Visit Arun's web site at www.arun.gov.uk  Save the environment - think before you print.

From: Cllr. Tony Dixon [REDACTED]
Sent: 25 November 2019 10:39
To: Simon Davis <Simon.Davis@arun.gov.uk>
Subject: AW/237/19/PL

Hi Simon

I believe you are the case officer for the One Stop application (AW/237/19/PL) at the former Ship Inn in Aldwick Street?

I am keen that officers and the DC committee have the opportunity to consider the points outlined in the e-mail below.

How is that best achieved?

Thanks.

Tony Dixon
Ward Member for Aldwick East

From: Roger Beam [REDACTED]
Sent: 21 November 2019 09:14
To: Cllr. Tony Dixon [REDACTED]
Subject: Ship Inn tracking deliveries

Hi Tony,

I did some detailed reading of the correspondence on AW/237/19/PL and there is much to be alarmed and concerned about how this has been assessed by WSCC Highways.

There are vehicle tracking plans supplied to show how unloading would take place. The preferred option is for the 38 foot articulated lorries and rigid vehicles to back in to the car park. Plans dated 30 September and 3 October show the vehicles approaching from the east and crossing the central line to manoeuvre a reversal into the Ship Inn car park. The vehicles almost reach Redwood Place and then use the whole road to back up and turn in.

Alternatively, these vehicles may not go into the car park at all but pull up by the side of the pub building. Approaching from the east, they once again cross the central line and then park up as close as possible by the porch and the bay windows. One Stop allow for 30 minutes unloading and yet WSCC Highways on 9 October appear to think it will be a tight fit but traffic will still be able to get by. This is supported by a crude drawing submitted 3 October by One Stop which purports to show traffic coming from the west swerving into the middle of the road to avoid a parked HGV while traffic from the east is able to flow without obstruction. This does not make any sense.

What is more, a proposal is mentioned in One Stop's comments of 7 October that they might seek permission later to demolish the pub's old porch and take out the bay windows to give their vehicles more room. This, I submit, is what One Stop really want to do and WSCC Highways appear to think that is acceptable. Not even Morrisons went that far. It is corporate vandalism and greed of the most egregious kind. The Development Control committee must prevent it.

The One Stop Delivery Management Scheme has gone through many iterations but from the last one on 18 October the deliveries add up to 36 a week, many more than Morrisons. Per week they include 4 deliveries with 38 foot articulated lorries; 3 by rigid vehicles; 5 by refrigerated box van; 5 milk deliveries by 26 tonne refrigerated vehicles; 12 bread deliveries by 18 tonne rigid vehicles; 7 newspaper deliveries by transit vans.

The Development Control committee must stop this . Under the National Planning Policy Framework, section 9 "Promoting sustainable transport", and "Considering Development Proposals, paragraph 108 , clause c, is states:

"In assessing sites that may be allocated for development in plans, or specific applications for development , it should be ensured that:

c) any significant impacts from the development on the transport network (in terms of capacity and congestion) , or on highway safety, can be cost effectively mitigated to an acceptable degree."

And Paragraph 109 states: *" Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety , or the residual cumulative impacts on the road network would be severe."*

One Stop's plans do have a significant impact on highway safety which cannot be mitigated, and the effect on traffic flow on Aldwick Street will be severe.

We would like to ask you as our local councillor to represent the views of the Friends of the Ship Inn to the planners at Arun and WSCC, and ask them not to rely on One Stop drawings to decide if traffic flow will be unaffected by these deliveries. Where is the independent analysis?

We fear that if this application goes through and a lease is signed between One Stop and the owners of the Ship Inn site, that will be the end of more than 200 years of there being an ale house and village pub in Aldwick. In addition, people living nearby will suffer a fall in property values. The owners themselves want to further denigrate the building by getting Arun to revoke the Asset of Community Value designation.

Arun officers and former local councillors (district and county) should feel shame at how the people of Aldwick and their pub has been practically destroyed over the last five years. But I don't suppose they do.

Best Regards,

Roger Beam. Chair. Friends of the Ship Inn