



From: Karl Roberts
Sent: 06 September 2019 09:51
To: Joney Ramirez [REDACTED]
Subject: Application A/100/19/PL - Arundel Acre, Angmering

Dear Mrs Ramirez,

I undertook a site visit yesterday and met one of the applicants who very kindly explained the proposals.

I have reviewed the submitted material again and considered all the consultation replies and the representations received to date.

I have noted the case being made for the provision of a site for travelling show persons and this flows in favour of the proposal. However, any use, even if it is supported by policies in the Local Plan must have a safe means of access. I have set out for your information the response received from WSCC regarding the visibility issues. Unless the visibility can be satisfactorily addressed in both directions then it is likely that my recommendation would be one of refusal. Please advise within the next 7 days whether you wish to make any additional representations or submit additional material (and if so how long would you need to do this) otherwise I will proceed to make my recommendation.

Visibility Primary Direction (North)

The application has not been supported with a revised Transport Statement nor does the current application seek to implement the improvement works relating to visibility north out of the access point.

As per A/3/18/PL it was accepted that a visibility splay of 2.4 x 21 metres is achievable and would be considered an improvement against the existing situation, where visibility is extremely limited.

The LHA is satisfied that such a condition could be imposed to secure such an improvement, however the Local Planning Authority (LPA) would be advised that the formation of such a splay is going to have a significant impact upon the vegetation boundary in this location, and may require the removal a mature tree.

Visibility Trailing Direction (South)

As previously assessed under A/111/17/PL & A/3/18/PL visibility in the trailing direction was extremely limited due to 3rd party land. The maximum available visibility was demonstrated as 2.0 x 8.2 metres, measured 1.0 metre into the carriageway. The LHA did not accept that a 2.0 metre 'X' distance should be used. Nevertheless this would only equate to the stopping sight distance of an approach speed of 7 mph as per Manual for Streets calculation coefficients.

No evidence, previously or as part of this application has been provided to demonstrate such visibility is suitable or that any significant improvements could be made.

It should be noted that the proposal will still promote trips from slower moving larger vehicles.

Conclusion

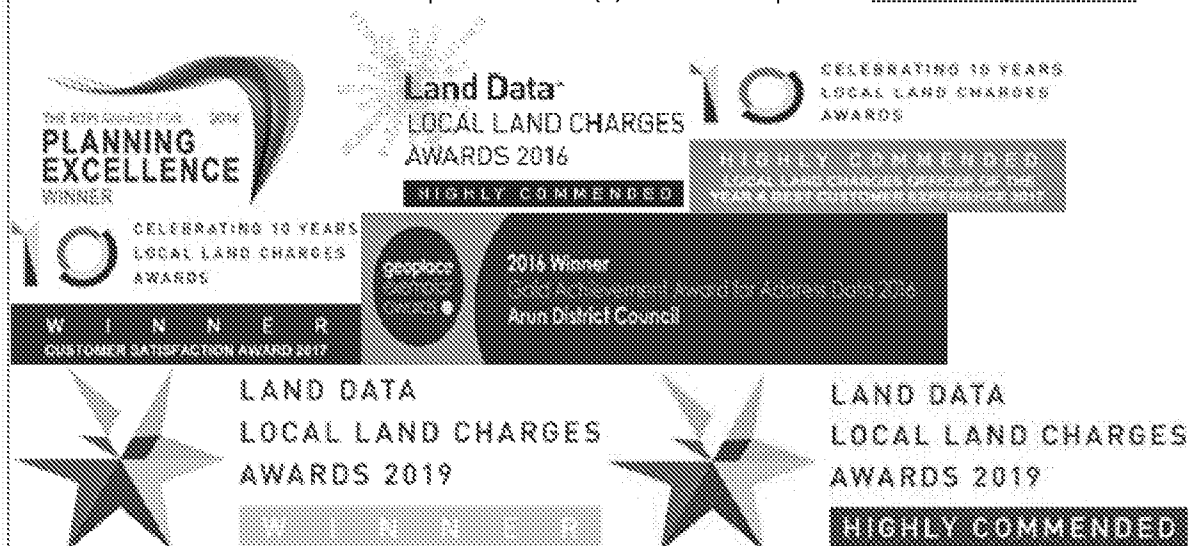
On balance the LHA considered this application will result in a material intensification of use at the existing site access point.

While some improvements could be secured via planning condition, namely improvements to visibility in the northern direction, these improvements do not outweigh

the harm created by intensifying the use of a substandard access point. As such the increase in movements from both large and small vehicles, where on site turning has not been demonstrated, at an access point which is considered substandard will result in an unacceptable impact upon highway safety contrary to paragraph 109 of the National Planning Policy Framework. As such an objection would be raised.

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