



Hi, please upload this email trail and documents to web.
Its linked to the action sheet for re-advertisement.

Regards
Karl



Hi Karl,

Please see attached the revised plan noting that for information purposes the tree is still showing, however a note has been included to show this tree to be removed.

Many thanks,

Joney

Mrs Joney Ramirez MRTPI





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Dear Joney,

Thank you for the e-mail, the comments are noted. Could I ask that the plan showing the revised access be submitted separately from the report to which it is currently attached and it be amended to show the tree being removed.

We will then re-consult with the revised plan, report and I will change the description as well to make it clear about the proposed access change.

Regards
Karl



Good morning Karl,

Many thanks for letting me know about the consultation period and for allowing us to consider how to proceed regarding the tree.

Having talked to the applicant, the proposal is to remove the tree since it is felt its retention would not only have a detrimental impact upon visibility splays, but that it would be highly unlikely the tree would survive for long, being so close to the proposed access. We have explored a number of potential access arrangements and the proposal represents the most optimum in terms of access, visibility and safety. In addition, we are of the view that the removal of one tree, when looked in context, would not represent a significant impact upon visual amenity.

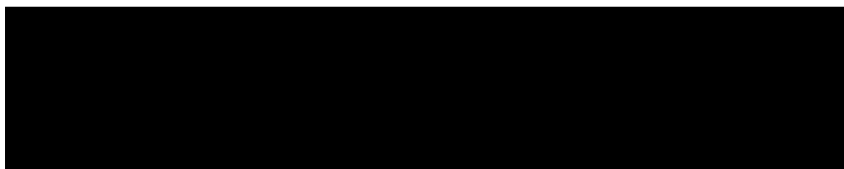
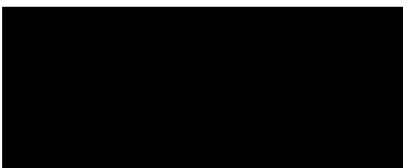
Adding to the above, the applicant is willing to provide a replacement tree within the site, to mitigate for its loss, and we consider that details of the tree's location, size and species can be conditioned. Subject to this condition, we are of the view that the proposal would be in line with Policy ENV DM4 of the Local Plan, in particular under criterion c) which indicates that development will be permitted where it can be demonstrated that trees contributing to local amenity will not be damaged or destroyed unless the benefits of the development outweigh the loss of the tree.

As discussed previously and presented in the submitted cover letter, we are of the view that the significant benefit of providing a showpeople yard in this location, in an area of unmet need and where it does not harm neighbouring amenity or visual amenity, and where, with the proposed amended access, highway safety would be improved represent, on balance, an appropriate sustainable development, largely in line with the aims of national and local policy and therefore its benefits clearly outweigh the loss of the tree.

We would appreciate if you can take the above comments into consideration and we look forward to hear from you after the consultation period has ended.

Kind regards,

Joney



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Dear Joney,
Thank you for the email.

The consultation is for a min of 21 days.

Regarding the tree It is acknowledged that the tree is not protected but it is a material consideration in the consideration of this application (see ENV DM4 of the LP - important to local amenity). It is an attractive tree which would ideally be retained. Therefore, I am inviting your client to demonstrate what the impact of the development will be on the tree. If you are proposing to remove the tree then I will consider the application on that basis.

Please advise how your client wishes to proceed.

Regards
Karl

Dear Karl,

Many thanks for your email. I agree with you regarding re-consultation, would the consultation period run for 14 or 21 days?

Regarding the tree, since this is not under TPO or within a Conservation Area, would its potential removal be considered to be significant as to require an arboricultural statement or outweigh the benefits of the proposal overall? I personally am of the view that the removal of the tree could improve visibility not only for the site but for highway users coming out of the A27, and tree replacement could be provided somewhere within the site. These matters could be controlled by condition if necessary and we can update the highways drawing to indicate the tree is to be removed.

I look forward to hear from you.

Kind regards,

Joney

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Dear Joney,
Thank you for the email and enclosures.

With a change in the point of the access I believe it would be appropriate to re-advertise the application and reconsult. Before doing so do you wish provide any arboricultural statement regarding the position of the access in relation to the tree and the hardstanding behind. I would be grateful if you could advise by the end of the week whether it is your intention to do and if so how long you would need to submit a statement.

Regards
Karl



Dear Karl,

Thank you for not determining this application until alternative proposals for the access at the site were carried out. Please see attached the Transport Technical Note for the proposal at Arundel Road.

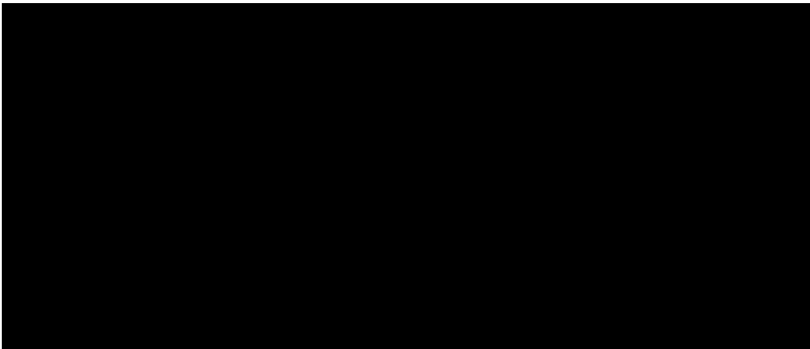
You will note in Appendix B that we propose to move the access point of the site circa 9m to the north to achieve a significant improvement on the visibility splay to the south towards Arundel Road, without compromising the visibility from the A27. Appendices C and D provide information on the automated traffic counts carried out for vehicles coming from the south, and vehicle tracking diagrams to evidence vehicles will be able to turn and exit in forward gear. These address concerns and queries raised by SCC and Highways England. We would welcome any comments from these consultees.

Based on the proposed changes and additional information, we are of the view that the proposed development will result in safe access arrangements and improve current visibility levels and therefore, taking into consideration the significant benefit of providing a showpeople's yard in this location, on balance, the proposal should be approved.

Please do not hesitate to contact me if you have any queries or if you would like to discuss the findings of the Technical Report.

Kind regards,

Joney



Dear Karl,

Hope this email finds you well.

I just wanted to let you know that my Transport and Highways colleagues are finalising their work regarding the access and visibility proposals at Arundel Acre, and we should be able to provide additional information and amended proposals by mid next week. Please do not hesitate to contact me in the number below if you have any queries.

Kind regards,

Joney





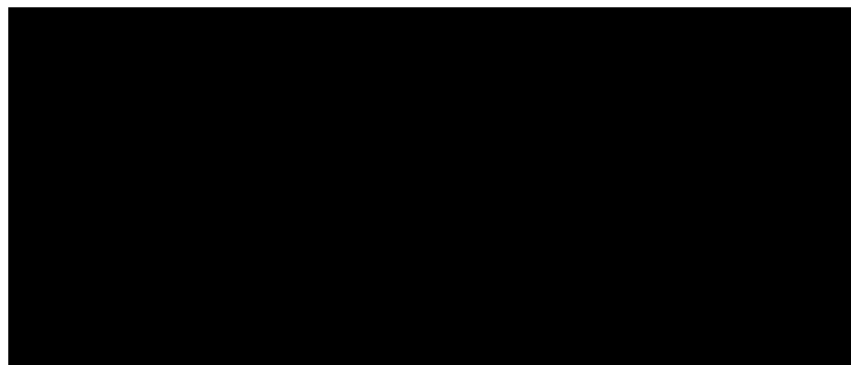
Dear Karl,

Just a quick email to let you know that the Transport work has been commissioned and we await for results in about 3-4 weeks. However should you have any queries regarding the proposal in the meantime, please feel free to contact me.

Thanks again for not determining this application until the additional information is provided.

Kind regards,

Joney

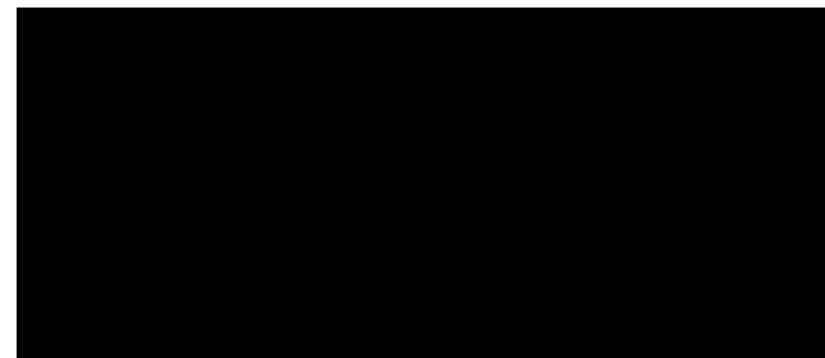


Dear Karl,

I have spoken to the applicant and we agree an extension of time on the determination of this application until 30/11/2019 as requested.

Many thanks,

Joney



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Dear Joney,

Thank you for the e-mail.

As you will appreciate this site is not a location where residential development would normally be supported. The applicants invitation for the Council to consider this as a Showpersons site is an important one. Fundamentally, I think this proposal is likely to succeed or fail on whether a safe form of access can be provided. Therefore once we receive the additional information we will need to reconsult both WSCC and Highways England. If there are changes

to the application we may have to re-advertise the application. Therefore, can I suggest that the EOT takes us to the 30th November to enable you to submit the additional material by mid-October and then for us to act upon it.

Regards
Karl



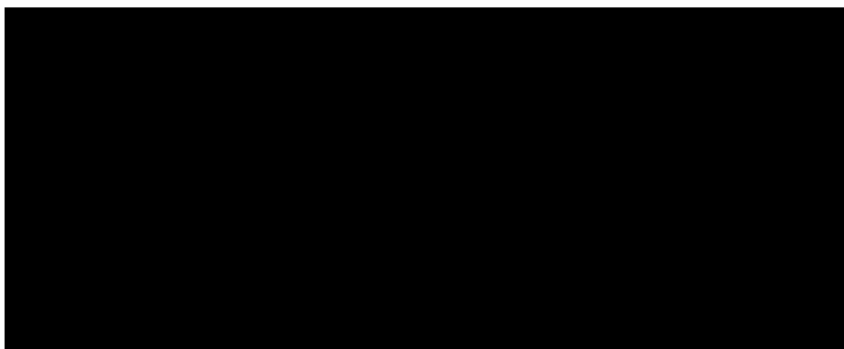
Hi Karl,

The additional information will comprise an ATC survey from the north, to ascertain vehicle speeds and hence informing the required visibility splays from the south. We will also provide new access arrangements to address the visibility issues and tracking diagrams to evidence vehicles will be able to enter the site without safety issues.

We are of the understanding visibility splay from the south is the only issue with this application, however would you be so kind to let me know if you consider there are other issues that would need addressing? Happy to discuss over the phone if that is better.

Kind regards,

Joney

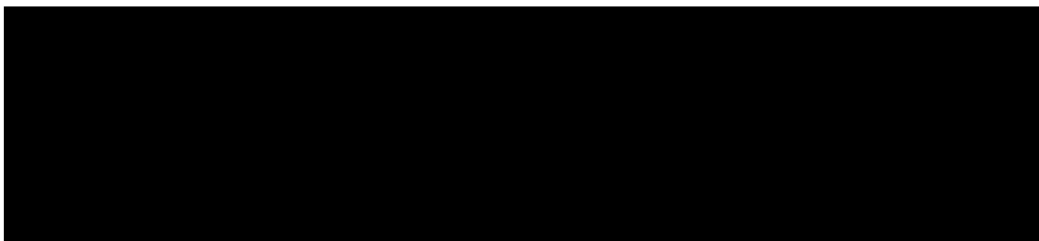


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Hi good morning,

Before I do can you advise briefly what this additional information might comprise as I had started my write up of this case.

Regards
Karl Roberts



Dear Karl,

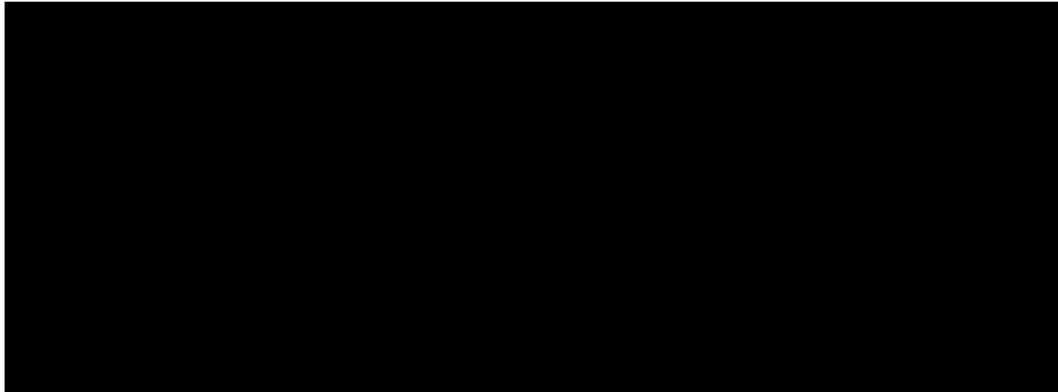
Following my previous email, I wanted to let you know that we will be preparing additional information regarding the visibility from the south which will take between 3-4 weeks to be ready. Therefore, we would be grateful if we

can agree an extension of time on the determination of this application until 18/10/2019 to allow us to provide this information and for the assessment to be made.

Should you have any queries, please do not hesitate to contact me.

Kind regards,

Joney



Dear Karl,

Many thanks for letting me know about the site visit and WSCC's response. As with the information requested by Highways England, a tracking diagram showing vehicles will be able to exit the site in forward gear was provided with the application under Appendix D – Motion Statement of Case (attached).

Regarding visibility from the south, I am liaising with my transport and highway colleagues to try and identify a more suitable solution and therefore would kindly request you to allow us to provide this information. I can let you know an estimated date by which to expect this additional information by early next week if that is acceptable.

Kind regards,

Joney

Mrs Joney Ramirez MRTPI
Senior Planner
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D +441235835242
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From: Karl Roberts <Karl.Roberts@arun.gov.uk>
Sent: 06 September 2019 09:51
To: Joney Ramirez <joney.ramirez@rpsgroup.com>
Subject: Application A/100/19/PL - Arundel Acre, Angmering

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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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