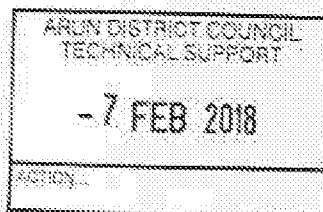


Development Control
Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF



Wilmington
Arundel Road
Angmering
West Sussex
BN16 4ET

5th February 2018

Planning Application : - A/3/18/PL

(Re submission of Planning Application. :- A/111/17/PL)

Dear Sir,

Re. : - Arundel Acre / A27 Junction with Arundel Road , Angmering

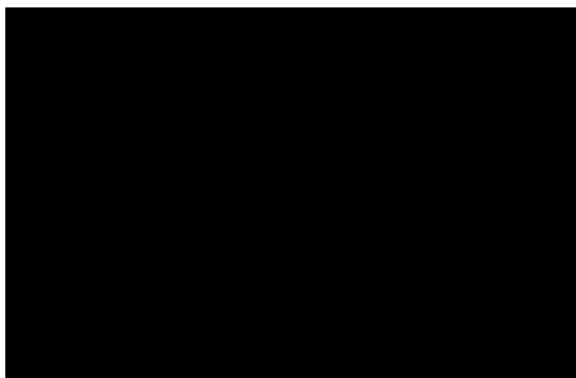
Further to the withdrawal of application A/111/17 PL, the applicant has re-submitted a similar application with additional highway supporting information. We still object on grounds of highway safety and believe the report does not change the fact the access is dangerous as confirmed by West Sussex Highway Authority on the previous application.

I attach a detailed objection on the points raised in the technical note prepared by Motion (the applicants highway consultant) and would ask this is looked at in detail as part of a strong object to this application.

We would like a copy of our response to the technical note to be forwarded to the county highways officer as part of his consideration in the consultation process.

I also attach my previous letter objecting to the initial planning application (A/111/17PL), please note the reference to the proposed construction of a barn 12m X 10m.

Yours faithfully,



Response to Technical Note for planning application A /3/18/ PL

- 2.3 The applicants consultants states the current access is " an informal junction " the improvements made to create the Current access have all been done without planning consent and the report should reflect the actual permitted use.
- 2.5 The applicants consultant refers to a counter being placed on the southbound carriageway but no counter was installed on the northbound carriageway. Can the consultant clarify why the northbound data was not recorded ?
- 2.10 Can the applicant provide evidence of the historic use of a Banksman, as we are not aware of this happening in the past.
- 2.11 The calculation for use of the access should be calculated on standard trip rates appropriate to the use being applied for. Notional use does not reflect actual use.
- 2.12 Our understanding from the highway search of the adopted highway the applicant cannot achieve visibility splays to the south without the requirement of third party land. The applicants consultant should demonstrate the land within the applicants control as part of the application.
- 2.15. Vehicle tracking should be demonstrated using the correct size vehicles which will be entering and leaving site.
- 2.16 The tracking plan in appendix D does not take account of parked vehicles on the opposite side of the carriageway in Arundel Road, which will restrict the ability to carry out the manoeuvres as stated in appendix D.

The attached photographs taken recently shows how parked vehicles will obstruct the tracking path. The applicant will need to obtain a TRO for yellow lining along Arundel Road to achieve the turning paths ; the tracking appears to encroach in any event into the oncoming traffic when leaving the site.

- 3.2 Although the applicants consultant has gone some way to demonstrate reduced speeds and visibility splays further data is required over a longer period and taking into account the northern carriageway of Arundel Road.

The use of a Banksman is normally used in a traffic management plan that can be enforced by the local authority in the form of a legal agreement , so enforcement action can be taken in the event of this not being adhered too.

More details on the traffic management plans should be provided with detailed information on the Banksman and the number of Banksman as it would require a minimum of two for highway safety, together with how the applicant will enforce vehicles to adhere to the one way in and out approach that the applicants consultant refers to.

The ability to leave the site with parked vehicles on the opposite side of the carriageway should require appendix D to be amended to take this into account.

- 3.3 The applicants consultant states in transport terms it meets the national and local planning criteria with neither demonstrable harm arising. As the data appears incomplete and considering the proximity to a class A road would this application not require a stage 1 safety audit to accompany any highway report.

Finally NO reference appears to be made to the distance the proposed access is from the A27 is there not a minimum junction distance that needs to be achieved for highway safety ?

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14th August 2017

Dear Sirs,

RE : Retrospective Planning Application A/111/17PL

The proposed applicants land immediately abuts land holdings owned by my wife and I which we maintain as woodland and pasture land, the total land holdings are 9 acres.

I make the above statement so it can be considered against the applicants " Description of the Proposal " within the application form which states as follows :-

" To have a small area of MOT type 1 so a porous surface to store 5 trailers on all of which are neatly parked and behind a hedge and type 1 MOT to be laid on the drive way, erect a barn 10m X 12 approx. (no work on barn has started) We require change of use to ~~store our personal business equipment along with the our tractor, mower, cutters and chainsaws etc to keep the land maintained and neat. But without changing the whole look of the land~~

The applicants land holding as stated in the application form is 0.67 hectares we question the real motive for the use of such a sized barn as the existing two sheds should be more than adequate to store any equipment to maintain such a small land holding.

The applicant statement of the barns proposed use for " personal business equipment " is possible the motive for requiring a shed of this size as the attached photo demonstrates the trailers referred to are of a significant size and height and appear to be fairground equipment and rides, which can only be assumed the personal business equipment will be of a similar nature.

The trailers together with the towing vehicle (currently being used) make the length in excess of 15 m well beyond any domestic trailer length and when access and egressing encroaches into the oncoming traffic creating a high chance of an accident in both directions but in particular from vehicles approaching Arundel Road from the deceleration lane on the A27, including on occasions coaches returning children to St Margarets and St Wilfreds.

Th applicant provides NO supporting highway evidence to demonstrate the trailers can turn safely on site and can leave the entrance in forward gear and the turning circle does not encroach onto the oncoming traffic when leaving.

The applicant provides NO measurements of visibility spays or tracking information or any improvements to access.

Please confirm that West Sussex County Council Highways and the High Agency are being consulted upon this application.

I therefore object on grounds of highway safety and that the proposed building is out of keeping with the area and that the land is not designated as an employment generating site.

As a final point should this application also include retrospective consent for the pair of ornate metal gates exceeding 1m erected previously ?

If planning is approved I would request that planning conditions are imposed restricting the use of any buildings solely for agricultural use for maintaining the land and a restriction on the size and number of trailers stored are imposed.

Yours faithfully,





