

Sandra Edwards

From: Amanda Scholes on behalf of Planning.Responses
Sent: 16 March 2018 08:19
To: Planning Scanning
Subject: FW: A/3/18/PL - Land at Arundel Road/A27, Angmering - Change of use of land to storage (B8 Storage or Distribution)

-----Original Message-----

From: Ross Leal
Sent: 15 March 2018 15:49
To: Planning.Responses
Subject: FW: A/3/18/PL - Land at Arundel Road/A27, Angmering - Change of use of land to storage (B8 Storage or Distribution)

Please upload as a further WSCC Highways response to application.

Thank you,

Ross

(At present I am in the office Monday to Thursday. I am not in the office on Fridays).

Ross Leal, DipTP, MRTPI

Senior Planning Officer, Development Management, Directorate of Place, Arun District Council

Location: Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

Internal: 37643 | External: +44 (0) 1903 737643 | E-mail: ross.leal@arun.gov.uk Visit Arun's web site at www.arun.gov.uk P Save the environment - think before you print.

-----Original Message-----

From: Ian Hayward [mailto:ian.hayward@westsussex.gov.uk]
Sent: 14 March 2018 10:06
To: Ross Leal
Subject: RE: A/3/18/PL - Land at Arundel Road/A27, Angmering - Change of use of land to storage (B8 Storage or Distribution)

Hi Ross,

I just wanted to confirm that I visited the site on the 6th March.

I have taken some photos (8) which can be downloads form the following link, they will be available for the next 7 days.

<https://we.tl/iEJFz5ufI3>

I have liaised with David at Motion and advised him of the following:

I don't see how appropriate visibility splays can be created south (trailing direction) without the use of 3rd party land. While I would accept that appropriate visibility splays to the north can be created as per the data provided the formation of these splays may be unacceptable to the Local Planning Authority due to the amount of vegetation and

tree that will need to be removed. Presumably page 11 of the technical note is where the speed survey was undertaken?

As things stand I'm still concerned that the proposed is going to result in the intensification of use of an access which is substandard which would be detrimental to highway safety and in conflict with paragraph 32 of the NPPF and thus would stand by the objection provided to the Local Planning Authority on 08/02/2018.

I have had a look at the email you have provided and would provide the following comments:

- I appreciate comment that vehicles access the site via Arundel Road and not A27, however the Local Highways Authority would be concerned that such a matter could not be controlled or enforced against if such an access restriction was secured via condition.
- With regard to vehicle size, I would accept that the swept path tracking plans provided would be representative of the vehicles observed on site and measured by Mr Burrell. However the principle of the application is for change of use to B8, it is widely accepted that B8 use can attract vehicle trips from large HGV vehicles including both articulated and rigid body vehicles. Any condition restricting the type or size of vehicles allowed on site would meet the 6 test as set out by paragraph 206 of the NPPF, my main concern with this is would such a condition be enforceable?
- If we were to go down the route of not removing the hedging / vegetation to create the visibility splays, but simply lowering them they would need to be reduced in height to 0.6 metres, given there is no footway in this location there would be some scope that any lowering could be to 0.8 / 0.9 metres as the height of a drivers eye in a private motor vehicle is accepted as being 1.05 metres. Regardless this is going to have a significant impact on the street scene which would be a consideration for you.
- While I would accept that the trips generated by the site at present are extremely low and may have in principle been occurring for 2 years (as detailed within in Mr Burrells email dated 22/02/2018) I come back to the point that the principle of this application for change of use to B8 use. To date no information has been provided to demonstrate that these are realistic trip generation rates of an open B8 use class for an area of this size in a location such as this.
- I would be mindful that suitably worded conditions could be formulated to restrict the type & frequency of vehicle movements associated with the site. A personal permission condition could also be formulated, however again any such restrictive conditions would need to meet the 6 test as set out by paragraph 206 of the NPPF. To date I'm not satisfied such conditions would be enforceable and reasonable. The required restrictions to make the application acceptable would have to result in trip generation being in line with the fall-back position of the site which has an extremely low trip generating capacity.

I trust this assists. If I have any more contact with David at Motion I will update you accordingly.

Ian Hayward | Senior Technician | Monitoring and Records | Planning Services | Economy, Planning and Place
Directorate West Sussex County Council
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