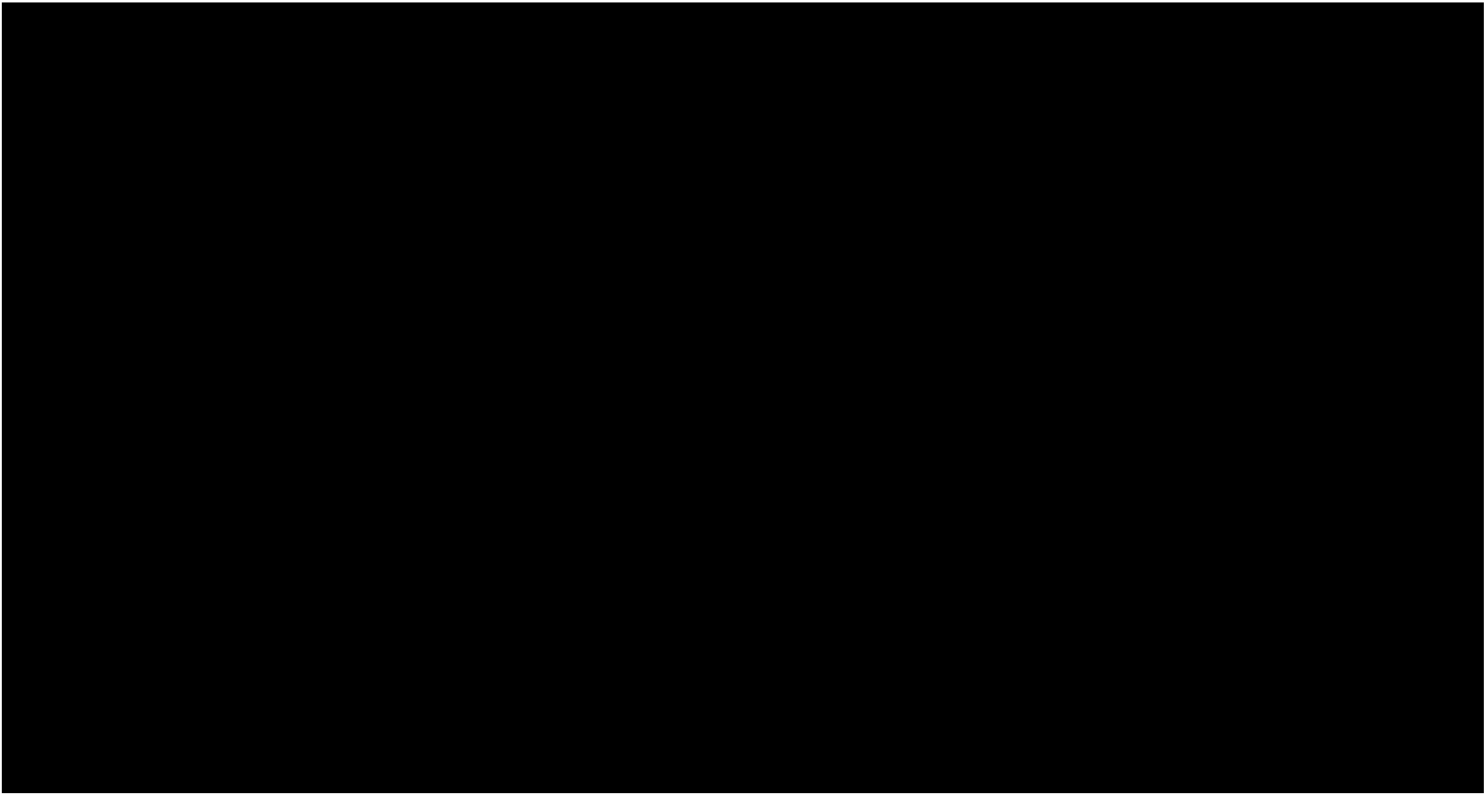





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-----Original Message-----

From: Alison Meeus 
Sent: 12 July 2021 09:48
To: Anita Gardner <Anita.Gardner@arun.gov.uk>
Subject: RE: A/56/21/PL

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Hi Anita,
Thank you for this I would like to make further comments as follows:-

In response to the representation letter sent in on the 30th June by B R & A J Parsons.

The posted speed limit here is 60mph in both directions and was an error in our mapping records. Whilst visibility is not in accordance with the speed limit for the road, this is an existing problem.

WSCC has considered the location of the access and as it is so near to the junction of the A27, it is unlikely cars will be able to do 60 mph. This has been demonstrated with speed survey data of cars travelling southbound from the A27. To the north, the applicant has also been able to make improvements that were in line with the approach speeds measured via a speed survey.

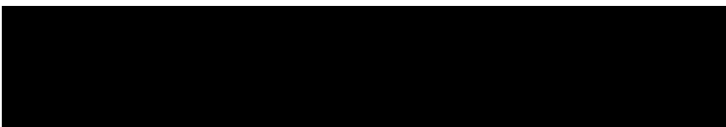
No speed survey data was ever presented for northbound flows applicable for considering the southern splay. However as the applicant does not have land ownership to the south, it is outside of the applicants control. Nevertheless WSCC has considered this point and has come to the conclusion the restricted use of the site, in terms of what can be stored on there, will create a lower number of trips than the existing use. As such WSCC were satisfied that this latest proposal will not result in a material intensification of use at the site access point. As such the inadequacies of the access point in terms of substandard visibility to the south, while not ideal are not material. In addition, on balance we took into consideration the improvements being offered to visibility to the north, which are better than what is currently offered.

With regard to the on-street car parking which relates to a near-by children's home, this is not something we can control. Whilst we could ask the applicants to implement a TRO in the form of a double yellow line no waiting restriction, WSCC do not consider this to be 'reasonable' and 'proportionate' to the proposal given the low level of trips, which will be lower than the permitted existing use class.

The existing small holding use could also currently attract trips of cars towing trailers so the presence of on street car parking obstructing the tracking of access could be viewed as an existing situation. Use of the access will be seasonal and not an everyday occurrence, and parking can also have a traffic calming effect reducing vehicle speeds. WSCC would hope that people would be considerate and not park opposite an access point that is clearly being used to store large towing vehicles.

Kind regards,
Alison

Alison Meeus | Senior Transport Planner (Development Management); County Highways Team; Planning Services
West Sussex County Council
Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RQ



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

From: Anita Gardner <Anita.Gardner@arun.gov.uk>

Sent: 02 July 2021 09:52

To: Alison Meeus



Subject: RE: A/56/21/PL

Dear Alison,

A representation has been received today stating there is a fundamental error in your comments in that the point where the access abuts Arundel Road the speed limit is the national speed limit for a single carriageway road of 60mph, the 30mph speed restriction comes into force 250m further to the south.

Also that your comments make no reference to visibility restrictions to the south or the frequently parked cars opposite the access point.

Do you wish to amend your response?

Anita Gardner

Principal Planning Officer,

Directorate of Place

T: 01903 737529

E: anita.gardner@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF

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

From: Alison Meeus [REDACTED]

Sent: 24 June 2021 10:17

To: Anita Gardner <Anita.Gardner@arun.gov.uk>

Subject: FW: A/56/21/PL

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Hi Anita - can I ask you some planning questions, mr wiggins asked if he wanted to split his agricultural land use into smaller pieces of land (still agricultural) would he need planning permission? Or could he just do it even if this might create more trips.

From our point of view if it was going to intensify the access use we would want to see improvements but we can only ask for this as part of a planning application so I wanted to check this out, more for my own learning as hes not planning on doing this at the moment, I don't think! so no rush!

Many thanks

Alison

Alison Meeus | Senior Transport Planner (Development Management); County Highways Team; Planning Services
West Sussex County Council

Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RQ

[REDACTED]

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

From: Charles Wiggins [REDACTED]

Sent: 11 May 2021 18:16

To: nicola.moore@arun.gov.uk

[REDACTED]

Subject: A/56/21/PL

Dear Miss Moore

I am writing on behalf of Mr Brian Parsons in response to the applicants agents email dated 11th May 2021 now that it is accepted the access is a shared access and not within the applicants control to alter or prevent other uses from using this access .

The agents make the case that there will still be a significant reduction in trip movements by multiplying the number of agricultural users using the shared access point.

On this premise Mr Parsons could sub-divide his land holdings and sell to multiple parties thus creating and significant increase in trip movements as each party would be able to create 1512 agricultural movements per land holding based upon the agents argument.

Surely one access to enter the land holding in its entirety for agricultural use creates 1512 trip movements and the reality of the situation is the applicant cannot control the amount of movements from this access and as such is not in a position to agree any reduction in intensification of use.

I urge the highway officer at WSCC to be re-consulted on this application taking account of the new information available

Kind regards

Charles Wiggins

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