

Mr Peter Harwood
St Giles
Shripney Lane
Shripney
Bognor Regis
PO22 9NR

Your Ref: OWPC21270
Our Ref: BE/135/18/PL 17-12-2018
Please ask for:
Michael Eastham

30th January 2019

Dear Sir/Madam

Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order 2015

Hybrid application comprising of outline application for the principle of employment uses B1-B8.

Full application for Class B8 warehouse with fuel island & car parking (Unit 2), 2 No. Class B1/B8 employment units with associated parking & servicing (Units 6 & 7), Class A1 retail food store with car parking & servicing (Unit 9), 2 No. drive thru units with car parking & servicing (Units 4 & 5), car showroom, workshops (Including MOT testing), vehicle storage, external display areas, service areas & parking (Unit 8) together with access roads, associated ground & engineering works, landscaping & ancillary works. This application affects the character & appearance of the Shripney Conservation Area & a Public Right of Way.

Salt Box Field Land off Rowan Way Bognor Regis

Thank you for your internet representation made on 29th January 2019 which has been recorded as '**an objection**' with the comments as follows:

The Salt Box site needs further consideration due to following reasons.

The proposed Aldi at the site will just add another supermarket to an area that has a Tesco, Sainsbury's, M&S, Lidl, Home Bargains and B&M, all selling food products. How many are needed when they will be competing heavily with one another that will surely impact on jobs if they cannot compete. With retailers moving further out into rural areas this will increase traffic with both shoppers and deliveries.

The additional fast food restaurants are again just pulling more traffic to the site and the roads around it along with the litter issue that they bring and we already experience from the Mcdonalds, Burger King and KFC drive through restaurants in the location. This is along with the two further drive through units now at the top of the A29. Shripney lane is constantly used as dining area with the litter then thrown from cars.

A proposal of a Car retailer will bring further car traffic to the site and in conjunction with the other retailers on the site, create increased light pollution from lit showrooms and signage, which will impact on the village.

Not much has been noted about the much larger warehousing area in the south west corner of the site that is proposed, will this also become a distribution centre similar to the Warbertons unit proposed and adding to the noise and traffic problem?

The current bypass has done nothing to reduce traffic for the Bognor and Bersted area and in fact has created gridlock at peak times in this already busy area. Turning out of Shripney lane is already a hazard due to the speed of vehicles on the A29, which should be a 30mph area for safety. The increase in traffic now heading north in the village is noticeable as the relief road where it joins the A259 at Chalcroft is regularly queuing the entire length of the bypass back to the retail park east of Bersted. This combined with the queues to get onto the A27 at Portfield make it a much faster route to head up the A29 through Shripney and the villages to join the A27 at Aldingbourne. WSCC Highways department need to look at easing the traffic with well thought plans if site is to work.

The theory behind the Salt Box site is to create local employment but at what cost? Impact on nature, Risk of future flooding, light pollution, increased traffic, increased noise from traffic and trading hours, increased littering. Residents of Shripney and Rowan Way

should be protected from the further impact this site will surely bring.

Unfortunately it is not possible for the council to respond to each representation individually but your views will be considered before the application is determined and I shall write to inform you of any decision made.

If the application is to be determined at the Development Control Committee and your letter has been received after the agenda has been published, you will not receive a separate letter notifying you of the date of the meeting and the procedures for public speaking. In such circumstances, it is recommended that you track the progress of the application on the website or telephone for further information. Please be advised that any comments received after the the Development Control Agenda has been produced will be reported to the meeting. Please also note that only a small number of all planning applications are determined at the Development Control Committee, most are determined by officers under delegated power.

All representations are published on our website so please make sure your views are clear and only include information that you are happy for the public to view. Do not include personal information or information from third parties unless you have their permission to do so. If a complaint is received that permission has not been given for comments included about a third party, the Council reserves the right to redact/remove all relevant information. Do not include information that is defamatory or breaches equality or other legislation. If you do not wish your comments to appear on the website and on the file, please confirm this in writing and I will arrange for it to be destroyed, although this does mean that its contents will be disregarded. For details of what we do with your personal information please refer to our privacy statement comments on planning applications which is available on our website www.arun.gov.uk/planning-privacy-statements.

In the event of a subsequent written representations appeal, against a refusal of planning permission on a householder application, any representations made on the application will be automatically forwarded to the Secretary of State. Unlike all other types of appeal, there will be no further opportunity to comment at the appeal stage.

Yours faithfully

Neil Crowther
Group Head of Planning