

REP

Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
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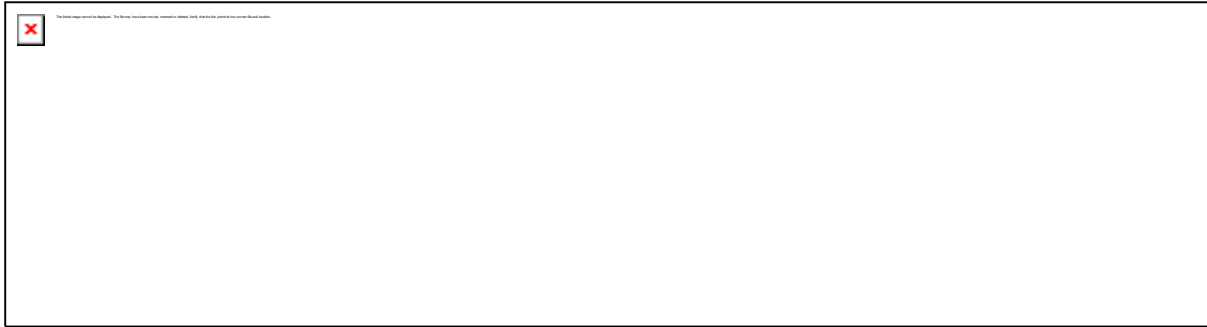
From: Susan Haley <Susan.Haley@arun.gov.uk> **On Behalf Of** Planning
Sent: 27 May 2025 11:34
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: Planning application LU/72/25/OUT

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Please note: I am out of the office, at university, every Thursday.

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From: matt price [REDACTED]
Sent: 27 May 2025 10:45
To: Planning <Planning@arun.gov.uk>
Subject: Planning application LU/72/25/OUT

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Dear Sir or Madam

We write to formally OBJECT to both phases of the above hybrid planning application.

As residents of Ernest Fitches Way, Littlehampton we will be adversely affected by these proposals. Thus both financially and, most importantly, from a quality of life perspective.

We will deal with our objections on a Phase by Phase basis.

Phase 1 - Aldi store; Costa and McDonalds drive thru.

Our objections are:

1) The congestion on the A259 eastwards from the Kingley Gate traffic lights to Morrisons particularly at peak hours and busy weekends is already severe. This proposal will just exacerbate this situation adding to excessive congestion; travel delays; noise and pollution.

2) The transport study has been conducted by the applicants at a favourable time of the day and day of the week to support the developers quest for approval. The figures produced and the impact statements appear dramatically understated, particularly with regard to the additional vehicle movements

to McDonalds and Aldi at peak demand times for these facilities. This study needs to be challenged and possibly recommissioned at peak times of use for these establishments and should include real vehicle movements measurements at both McDonalds Lyminster and Aldi at Rustington to underpin the impact statements.

I also draw attention to the traffic assessment of the site . The developer has only considered the immediate area around the site referencing 'Crash map' . For potential blackspots. They f Have failed to include the roundabout at Morrisons which will be directly effected and add further confusion to the roundabout and risks further accidents . Photo of crash map attached.

3) Wick, and the barricaded element of Henry Lock Way already suffers from antisocial behaviour from youths. Many are under age riding noisy mopeds or motorbike of an evening creating a disturbance for residential properties in this road and Ernest Fitches Way. The presence of a McDonalds and, to a lesser extent a Costa on this site will only act as a magnet to these individuals and make the situation intolerable for local householders and ourselves.

They has been mention of attempting to gain pedestrian and cycle access to Henry lock way this is unacceptable and not required.

4) The A259 is already somewhat of a racetrack/rat run at night for "Chavvy boy racer individuals", who run cars and motorbikes with straight through or cat back exhausts and dump values. Once again, the presence of these drive through units will just act as a new meeting venue in their travels. With the consequential revving of engines and, worse still , the drifting of cars through the main service road and round the planned Phase II industrial estate circular access road.

Vehicle drifting is already an issue on long established Wick Industrial Estate south of the A259. If this were to shift to the proposed site due to the presence of the drive thru's, it would be disastrous for local residents and deprive them of sleep and the quiet enjoyment of their properties.

5) The presence of McDonalds will cause additional littering in and around the site with discarded boxes, cartons and wrappers. This will invariably be most evident along the roads and pathways it the A259; New Coutwick Lane: Courtwick Lane; Henry Lock Way and Ernest Fitches Way.

6) Planning restrictions, if planning shall be granted, should be put in place to restrict both the operating hours of the drive thru units and the Aldi supermarket plus the hours within which they can receive deliveries. 24/7 operations and/or deliveries would be untenable for all residential occupants adjoining the site.

Phase II

Our overriding objections to this proposal are two-fold.

1) This site due to it being abutted by properties on Ernest Fitches Way; Henry Locke Way and to a lesser extent Kingfisher Drive, to the north of Courtwick Lane lends itself to residential development not commercial.

There is already an industrial estate in Wick south of the A259 with numerous vacant units which could fulfil any commercial requirements, if any, within the local proximity.

2) The applicants by applying for Outline planning permission for Phase II, without a detailed application, are endeavouring to brush numerous deep concerns of the residents of Ernest Fitches Way 'under the mat'. We say this because:

1) No firm details have been given of the height and mass of the units that are proposed to be erected

directly behind the residential properties in Ernest Fitches Way. In particular what will this mean in terms of:

A) Deprivation of the current rural outlook and distant vistas from these properties as the initial consultation inferred they would be at least, if not higher, than most two storey properties in Ernest Fitches Way. This, in our personal opinion would be overpoweringly high, intrusive and detrimental to our mental health and well being. It would also be detrimental to our property's value and also our financial well being as a property owner.

B) Notwithstanding that the proposed units are proposed to be set back 15 metres from the boundaries of the abutting properties on Ernest Fitches Way, no consideration has been given for the loss of light in the mornings in the gardens and rear windows of these properties due to the height and mass of the proposed industrial that a "continuous building form along the western boundary will not attenuate the lighting impacts nor noise impacts from light industrial use" when there are no hard facts to substantiate this. We say this because:

A) No detailed right to light studies have been conducted by an external surveyor. We would also contest that a continuous building form definitely does exacerbate the loss of light for properties backing onto the development in Ernest Fitches Way contrary to the applicant's assertions.

B) the noise studies purely focused on forklift noise from deliveries and very conveniently white washed the following:

i) Nature of use of the buildings to be occupied in Phase II and noise emissions arising from within due to the occupant's activities therein

ii) Noise emanating from delivery or distribution trucks;

iii) Proposed restrictions on operating hours (if any) in terms of hours and days or the week by any light industrial, storage and/or retail counters e.g. the likes of Screwfix or Toolstation as this could have a major impact on residents.

iv) The noise emanating from customer movements and their vehicles at these units. This should be considered in conjunction with iii) above as if Screwfix for example were to occupy any of these units then they typically open 7am until 8pm Monday to Friday; Saturdays 7am until 6pm and Sundays 10 am until 4pm thus giving little respite for residents and potentially disturbing sleep patterns of shift workers of which we are two.

V) No assessment has been made of the light pollution and intrusion affect upon the bedroom windows of those properties in Ernest Fitches Way abutting the Phase II site; whether this be from street lighting; security lighting or vehicular movements.

VI) What restrictions, if any, are to be imposed to limit overnight access to the Phase II site by the antisocial element of joyriders; drifters and youths over spilling from the drive thru establishments. If speed humps are to be considered, these should not be considered the panacea. While these may kerb drifters at night, they would only serve to increase noise pollution from the site during normal operating hours as vehicles travel over them. Thus that should not be an acceptable solution.

C) The design aspects of the units in terms of roofs and walls in order to mitigate the visual eyesore impact upon those properties abutting Phase II in Ernest Fitches Way should be much more specific. The inference that perhaps softer materials such as wooden cladding could be used on some walls is simply not robust enough. It should be a clear condition from the outset that wooden cladding to the walls and

living roofs should be installed to restore some of the lost greenery and lost habitats and whilst reducing the harshness of the mass of the units if planning is deemed appropriate.

Overall we believe this hybrid planning application should be declined. The applicants should not be allowed to progress with either site until full and detailed planning permission is sought for both phases with fully detailed and more representative studies in numerous key areas as outlined above.

Yours faithfully,

Mr Matthew J Price



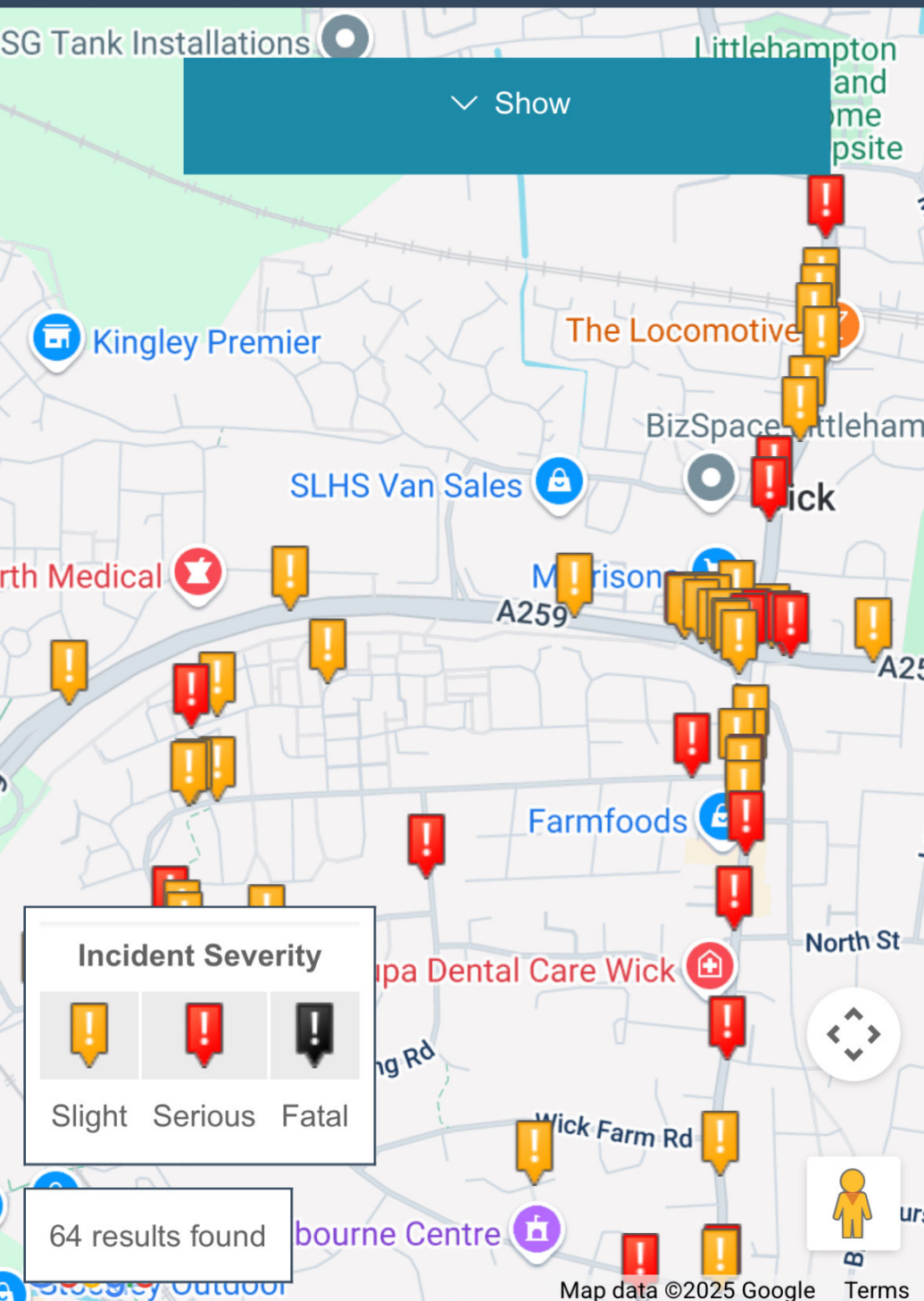
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SG Tank Installations

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