From: Keith Morgan
Sent: 24 May 2010 15:19
To: 'Sam.Dumbrell@westsussex.gov.uk'
Subject: RE: WSCC/037/10/ l - Variation of Condition 1 (Temporary continuation of the recycling of aggregates beyond 30 April 2010) of planning permission ADC/60/08 L

Sam,

Thanks for your email.

Looking through the file on L/87/00/TP for the golf course, the Highways Agency did not attempt to restrict numbers/frequency and there is no condition restricting the amount of construction traffic. In the section 106 Agreement, this Council required lorry routing and hours to be agreed but not numbers. So there is no control over numbers. The hours agreed were 7am-6pm Mon-Fri and 7am-1pm Sats and the access agreed was from Withy Patch lay-by (and a section 278 Agreement was entered into with the Highways Agency).

I confirm that Penfold Verrall, in their letter of 6 January 2006, when giving details of hours and routing, mentioned "We propose up to 100 lorry movements per day with the frequency at approximately 10 per hour but this will peak and trough throughout the day". This has no formal basis of agreement.

Hope this helps.

Regards

Keith

Keith Morgan - Planning Services Manager | Planning, Regeneration & Wellbeing, Adur District Council
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Please think before you print this and save paper

From: Sam.Dumbrell@westsussex.gov.uk [mailto:Sam.Dumbrell@westsussex.gov.uk]
Sent: 24 May 2010 14:55
To: Keith Morgan
Subject: WSCC/037/10/ l - Variation of Condition 1 (Temporary continuation of the recycling of aggregates beyond 30 April 2010) of planning permission ADC/60/08 L
Importance: High

Dear Keith,

I write regarding the above referenced application and Adur DC's email with consultation response dated 24/03/10 to WSCC.

Within your email you kindly included some information on volumes of material imported under permission L/87/00/TP, as well as the predicted volumes still left to be imported to complete the golf course as well as timescales. How realistic is this in Adur's opinion? Their case seems well made based on imports to date although generally they do seem more optimistic than recent WSCC experience on other similar sites would suggest.

I've attached 2 emails received from the agent dated 23/04/10 and 28/04/10 regarding waste imports/product exports, predicted further imports and timescales. Also, included are HGV numbers, which have been accepted by the Highways Agency. The agent states that Adur DC approved 100 HGVs per day under permission L/87/00/TP although I cannot see any such condition to that effect. Please can you confirm if this figure was considered and/or

included within the supporting documentation? Did the Highways Agency offer advice to Adur DC regarding acceptable HGV numbers in relation to L/87/00/TP?

The same agent also stated that 60 HGVs a day has tended to be the maximum number since waste importation began. Do you have any records on this? I appreciate that the waste importation and volumes are controlled via Adur's permission L/87/00/TP and not WSCC's, however, I wanted to be able to understand the full traffic picture for my records. Based on a 5.5 day working week with 500,000 tonnes still to be imported via 20 tonne loads for 275 days per year (for a further 3 years) it still only amounts to 31 HGV loads per day being imported (see email dated 23/04/10) and therefore not raising any additional/new safety concerns for the Highways Agency.

Even with a worst case scenario of 100 HGVs/loads visiting the site (see email dated 28/04/10) through Monday to Friday this still only amounts to 10 HGVs/loads per hour based on a 10 hour working day. Saturdays would be more intensive as the same 100 HGVs/loads over a 5 hours working day would amount to 20 per hour.

Please can you provide any information held within the next few working days as I wish to grant permission for a further 3 years at the end of this week as no objections from consultees nor any representations from third parties have been received by WSCC to date.

Regards, Sam

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