



Climping Parish Council
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Your Ref: OWQC25606
Our Ref: CM/64/19/PL
Please ask for:
James Cross

4th February 2020

Dear Sir/Madam

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

Residential development comprising 2x3-bedroom bungalow, 2x3-bedroom houses, 2x2-bedroom houses 3x4-bedroom houses along with access and parking following demolition of existing dwelling - Departure from the Development Plan.

Langford Horsemere Green Lane Climping

Thank you for your internet comments made on 3rd February 2020 which has been recorded as 'an objection' with the comments as follows:

CM/64/19/PL Langford Council objects to this application for the following reasons:

- 1. Countryside - The site is outside the built-up boundary area on land designated as Countryside and the application is therefore contrary to Arun Policy C SP1 Countryside that provides the context to the Clymping Neighbourhood Plan.*
- 2. Over Development - It is an over intensive high-density development which is against the character of the area and will be detrimental to the street scene. This is contrary to Clymping Neighbourhood Plan Policy CPN 11 Quality of Design. The housing density at 21 per Ha is 50% greater than that of approved CM/21/19/PL (Land adjacent to Scyld), and this is also higher than other nearby developments. The proposed Arun Design Guide recommends up to 15 per Ha.*

Clymping Neighbourhood Plan CPN11 Quality of Design (extract):

New development, including, rebuilding or alterations, must be of a high quality of design and protect and enhance local character as assessed by the Clymping Character Assessment. Good design in Clymping means:

- a) responding to and integrating with the local built environment and landscape context as described in the Clymping Character Assessment; and*
- b) respecting established building set back, using boundary treatments that reflect local context, and arrangements of front gardens, walls or trees and hedges;*

Development proposals of poor design that fail to take the opportunities available for improving local character and quality of an area and the way it functions will not be permitted.

- 3. Loss of Privacy - There will be overlooking of neighbouring properties which will be detrimental to their privacy. The proposed dwellings are in too close a proximity to existing properties. This is contrary to Arun s proposed Design Guide.*

4. *Highways Impact - The creation of a further new access on to Horsemere Green Lane is not acceptable (this will be the third new access - all in close proximity to each other). With 22 parking spaces for 9 houses it seems likely that parking will spill out onto Horsemere Green Lane given those living in the dwellings, their visitors plus delivery and tradesmen vehicles. Horsemere Green Lane is frequently used as a rat run for residents of local villages as well as serving the local community, so becomes very busy at peak times. Encouraging more parked cars on it is introducing a further hazard for pedestrians, cyclist and other vehicles.*

Horsemere Green Lane is not suitable for pedestrians or cyclists with no continuous pavements or cycle paths. We are seeing a multiplicity of small, cramped developments but of a size that don't generate funds for needed walkways etc.

5. *Transport Assessment - Council is concerned that the Transport assessment accompanying the application is flawed. The number of in and out trips for vehicles appears very low for 9 houses as the residents will be highly dependent on their cars as per the established local experience. Given the hazard for pedestrians and the lack of a continuous pavement there will be little use of public transport (as suggested) as reaching buses or trains requires a walk along/in Horsemere Green Lane and uncontrolled crossings of busy HGV routes. For instance, there is no safer route to school identified by County for walking or cycling to school, given the lack of pavements/cycle lanes/safe crossing points, so taking a child to school/pre-school will likely be by car. This potentially creates at least 2 movements out and 2 movements in per household (18 each way) before allowing for other vehicular movements (work/social/food shopping etc.).*

Your views will be considered before the application is determined and I shall write to inform you of any decision made.

Please be aware that if the application is to be determined by the Council's Development Control committee and your letter has been received at a late stage after the Agenda has been published you will not receive a separate letter notifying you of the date of the meeting and procedures for public speaking. In such circumstances it is recommended that you track the progress of the application on the Council's website or telephone the Council for further information. Please be advised that any comments you make that are not included within the Committee Agenda will be reported to the Members of the Development Control committee. Please also be aware that only a small number of all planning applications received go the Development Control Committee. Most are determined under delegated powers by Officers in which case your comments will again be considered before the application is determined.

Please be aware that Planning Services operate an 'open file' policy and will publish details of your comments on the internet on the Arun District Council Planning section. Please ensure that you only provide information that you are happy will be made available in this way. If you supply information belonging to a third party, please ensure you have their permission to do so. If you do not wish your comments to appear on the 'open file' please confirm this in writing and I will arrange for it to be destroyed although this means that its contents will then be disregarded.

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