

**Planning No. CM/64/21/PL**

From Susan Olford, 16 Crophorne, Clymping, BN17 5GG, 

**Caravan Storage off Horsemere Green Lane (HGL), Clymping - Objections to this Planning Application:**

1. The principle of storage of caravans on the proposed site might not be an issue, but the **Access to the Site from the north side of HGL is an Issue**. This access is on the north side of the Lane - photograph.
2. The **Application is silent on type of caravan and hours of opening**: trailered by a normal towing vehicle; brought in by long wheelbase vehicle - caravan on board; or motorhomes inclusion?
3. A large swan-neck caravan has been stored on and near the proposed site for some years. When being manoeuvred into position for parking/storage it has blocked HGL. Other **vehicles with a trailer do block HGL when being driven at right angles off the Lane** and where there is inadequate driveway to pull off the Lane. When there is a locked entrance, the issue is how long HGL is blocked. We have to assume **access to the proposed Site would be via a locked gateway**.
4. If a trailered vehicle parks in HGL, it partially blocks the Lane, by leaving a narrow passing passage. At the proposed **access, HGL is narrow with pavement on the south side; concrete planters and wooden fencing on north side** making access and visibility difficult - photo.
5. Due to the narrow width of HGL, we **already endure parked vehicles on the south side with wheels on the pavement** trying to keep road width. Particularly relevant with so many van delivery vehicles. This means **wheelchairs and buggies are forced off the pavement** into the narrow part of HGL.
6. **Point 5 affects cyclists too**; forced from cycling on the kerb edge, into the middle of the road. **HGL is a designated part of the South Coast Cycle Route**. Thus used by many cyclists who are not local familiar.
7. **The Site access would need visibility splays, lighting and signage**. This is not appropriate for a rural, unlit residential lane. Lighting could be 24 hour for security. The street signage would need to be lit. **This is light pollution on HGL which has no street lights**.
8. **Commercial signage** large enough for non-local drivers is **inappropriate on a rural residential Lane**.
9. **Caravan storage is bringing a commercial activity onto a rural, residential Lane**. There is no other commercial activity visible on HGL save one office. Caravan storage and its access is certainly visible.
10. At the **proposed access HGL narrows**. See **photograph**. The entrance to HGL from the eastern end is an unsatisfactory junction at any time, often impeded with parked vehicles; it has overgrowing hedges; and there is a small blind bend – see photograph. This **could leave the caravan/trailer partially out into the more main road (Church Lane) when straightforward access to HGL is not possible** - reasons stated.
11. WSCC have said “no highway safety concerns” which seems to be their stock response to any application. How then have **WSCC accepted that HGL is a Rat Run**; are in discussion with the Parish Council about that issue; have **donated a SID speed monitor to the Parish Council**; and have **designed traffic islands to try slowing the rat running**.
12. **WSCC**, as the Waste Management Authority, **has approved an Incinerator** with access on to Church Lane/Ford Road. The Approval is for **240 movements a day**. Caravans will traverse this road too.
13. **ADC** have plans for 1500 homes & facilities (school etc) at Ford. This could lead to **4500 cars plus ancillary vehicles**. Many will **use the Rat Run of HGL** until the Oyster Catcher junction is safe. **Has WSCC “no highway safety concerns about this volume of traffic?”**
14. The **north side of the Site is Rudford Industrial Est.** Access for caravan storage could be through there, or Church Lane. We believe the Applicant has ownership of the Ind.Est. & access to Church Lane.
15. **Please remember that HGL is the vehicular boundary of Ford & Clymping. The only accessible route for vehicles between the two villages. Hence it is a Rat Run. Please may we have some joined up writing between WSCC, ADC & Developers so they accept what happens in one village affects the other**. And that Planning Authorities look at the whole picture not one thing in isolation.







