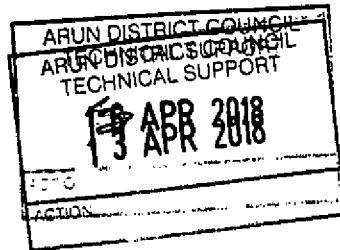


Development Control,
Arun District Council,
The Arun Civic Centre,
Maltravers Road,
Littlehampton,
West Sussex BN17 5LF.



ORCHARD COTTAGE
YAPTON ROAD
CLYMPING
WEST SUSSEX BN17 5Ru

13 April 2018

Dear Sirs

CM/6/18/PL for Change of use to develop a concrete batching plant, with associated infrastructure, site offices & parking at Land at Northwood Farm Yapton Road Climping

We wish to raise the following points in the hopes that the Council will refuse planning permission for the above mentioned Concrete batching plant.

The Application is flawed in as much as their 'facts' are misleading.

Noise -

The site has declared a working period from 7am - 6pm however the noise levels quoted to nearby affected buildings have failed to take into account that both Meadow Cottage and Paynters Croft are both family occupied, full time. Both are situated **CLOSER** to the proposed concrete batching site than Northwood House from where the calculations have been applied. In fact someone had the audacity to use Meadow cottage as the site address - see System correspondence 6th March ref PMAC71P. In addition documentation of noise levels taken in 2009 can hardly be a justification for use 9 years later when these must surely have increased. Additional properties are at present in the planning stages (ref. 5/18/RES) for land South of Burndell Rd. Yapton and nuisance levels from the Batching plant have not been allowed for in the calculations..

Traffic

Vehicles

The Traffic assessment statement ref.2.6 states - The B2233 runs from Crockerhill to the northwest to the Oystercatcher Inn at the A259 junction. This statement is wholly irrelevant as the height (4m) of the concrete mixers bars them completely from using a northerly route as the Barnham bridge height is restricted to 3.6m- every movement therefore has to be from the south unless they are allowed to use the Yapton Rd, North End Lane access to the A27.

Pedestrian

Footpath access to the plant is referred to as intermittent from the south - the access from exactly where has not been specified but if it is assumed KRM are referring to the distance between the plant entrance and the Oystercatcher, basically there is no footpath -unkempt verges and close contact hedging actually makes this route 'life threatening' as at least half of the route must be walked in the roadway. Likewise any future additional domestic traffic generated from housing development etc. has not been taken into account, especially pedestrians using the bus stop and children needing to access the Arun Sports arena via the Rollaston Park junction.

Accidents

The traffic survey is horrendously out of date - in the 750 yds within the Horsemere Green Lane and the Oystercatcher area there have been 6 accidents since mid December and not included in their accident report. Also in recent years many of the properties facing onto the 'bends' on this road section have experienced damage caused by vehicles crashing into their boundaries. Kerbside erosion caused by vehicles mounting the verge to avoid oncoming vehicles is already a problem on this section and confirms how narrow and unsuitable this road really is.

Health

Dust levels from all these products will also cause damage to the health of local residents, but a continued build up of chemical fallout in the surrounding fertile fields over future years has not been taken into account. This quote is from a Health and Safety sheet relating to aggregates etc.

"Additives to the mixture combination are abrasive & alkaline. Irritant contact dermatitis is caused by the combination of the wetness, alkalinity & abrasiveness of the cementitious mixture. - Allergic contact is mainly caused by individual sensitivity to chromium compounds which may occur in cement."

The Plant and production

The total height of the silo structure appears to have been omitted from the plans, but they appear to be some 14m (45.93ft) high and because the height is beyond possible screening, will be another blot on the landscape.

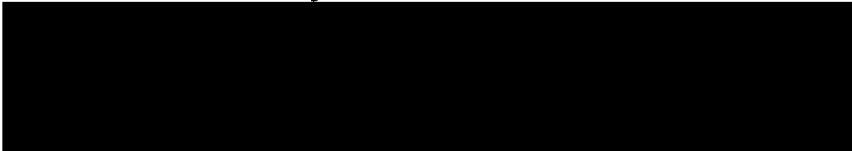
This production site would be better located closer to a railhead or river to facilitate the delivery of the raw ingredients and provide 'less road miles travelled'

Based on 2.4 tonnes of concrete per 1 cubic metre load and an average load of 6m³. per load plus the weight of the vehicle (estimated to be 18 tonnes), x 76 movements per day equals an horrendous tonnage movement per day and leads one to question whether the Yapton Road southwards past the aforementioned 'black spot' to the Oystercatcher is structurally capable of bearing these loads. After all, before a concrete mixer is allowed on any property the Company always asks for an indemnity against causing damage to underground pipes etc..

Clymping is situated in the middle of a rapidly developing industrial zone and the nuisance levels from plant operations stem from morning well beyond 6pm into the night.

We can only trust that the Council will see fit to refuse permission on the grounds stated above.

Yours faithfully



C.J & L J Gardener