

3rd April 2020

Dear Sir/Madam

Town & Country Planning Act 1990 (as amended)

Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 5

Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding. This application affects a Public Right of Way. This application is the subject of an Environmental Statement. This application may affect the setting of a Listed Building. This application falls within CIL Zone 1 - Zero Rated.

Land at Ford Airfield Ford

Thank you for your internet representation made on 2nd April 2020 which has been recorded as '**an objection**' with the comments as follows:

Page 2 of 2 Objection continued:

- We believe that the impact at the dangerous Oystercatcher Junction (Yapton Road/A259) will be severe. The Assessment acknowledges that the Oystercatcher junction will be over capacity but the applicants offer no mitigation proposals other than an undefined contribution to a future as yet undefined improvement. This development should not proceed until improvements are completed or lives could be lost.

- The proposed layout will preclude a future possible route from the A259 west of the Oystercatcher through the airfield, bridging the railway and linking to the A27 thereby bypassing Clymping, Ford, Yapton and Middleton providing a northerly route for future additional traffic from housing and industrial developments. We therefore object to the application as it fails to keep this future option open.

- The traffic impact on Horsemere Green Lane will be severe. It is already a notorious rat run used by traffic seeking to avoid the Oystercatcher Junction to access the A259 using the Church Lane roundabout. Traffic will be significantly increased if this application is implemented but the Transport Assessment ignores this completely. The modelling includes no traffic numbers for Horsemere Green Lane or at the junctions with Yapton Road or Church Lane.

- The traffic impact on Horsemere Green Lane is also completely at odds with the applicants' proposal for a sustainable transport route into and along Horsemere Green Lane in the direction of Littlehampton, to the current cycle route along A259, to the open countryside of the Littlehampton - Middleton on Sea Gap and to Clymping beach. The need for such a route should be considered together with proposals for the strategic

development in Clymping approved under CM/1/17/OUT, that currently includes a road link from Horsemere Green Lane into the development, through it and out into Church Lane. Considered together, the strategic housing proposals will lead to a dangerous mix of rat running traffic, pedestrians and cyclists in a number of places along a common road space given the lack of suitable footpaths and cycleways.

- The application needs to be considered together with F/5/20/PL where the Transport assessment shows increases measured in hundreds of vehicles accessing Ford Market from the West along Horsemere Green Lane. It is clear that there is a pressing need for a thorough reconsideration of the expected usage, design and facilities for different users and the road junctions along Horsemere Green Lane and at the junction with Church Lane before proceeding with this housing development.

- We recognise the proposals to improve the pavement along Church Lane but this is on the eastern side. Pedestrians and cyclists will therefore have to cross Church Lane that will see increased traffic as a result of F/4/20/OUT, F/5/20/PL and the proposed industrial developments on Ford Airfield including the Viridor Grondon Incinerator. No controlled crossing point is proposed.

Unfortunately it is not possible for the council to respond to each representation individually but your views will be considered before the application is determined and I shall write to inform you of any decision made.

If the application is to be determined at the Development Control Committee and your letter has been received after the agenda has been published, you will not receive a separate letter notifying you of the date of the meeting and the procedures for public speaking. In such circumstances, it is recommended that you track the progress of the application on the website or telephone for further information. Please be advised that any comments received after the the Development Control Agenda has been produced will be reported to the meeting. Please also note that only a small number of all planning applications are determined at the Development Control Committee, most are determined by officers under delegated power.

All representations are published on our website so please make sure your views are clear and only include information that you are happy for the public to view. Do not include personal information or information from third parties unless you have their permission to do so. If a complaint is received that permission has not been given for comments included about a third party, the Council reserves the right to redact/remove all relevant information. Do not include information that is defamatory or breaches equality or other legislation. If you do not wish your comments to appear on the website and on the file, please confirm this in writing and I will arrange for it to be destroyed, although this does mean that its contents will be disregarded. For details of what we do with your personal information please refer to our privacy statement comments on planning applications which is available on our website www.arun.gov.uk/planning-privacy-statements.

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