

Susan Olford
16 Crophorne
Clymping
BN17 5GG

Your Ref: OWPC26261
Our Ref: F/4/20/OUT 25-02-2020
Please ask for:
Raymond Cole

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:

- 1. This site of 1500 houses backs right into Clymping. There will no discernable gap. It backs into Yapton with no discernable gap. 1500 properties will house about 4500 residents. That will swamp Clymping's 800 population. It will overtake Ford's current population of about 1700, and will even overtake Yapton's population c.3500. It will create one Urban sprawl in a rural area; my particular interest the Clymping Neighbourhood Plan description of a rural seaside village.*
- 2. The Applicant mentions 350 vehicles leaving the site at peak times. This is simply not a sane guess. 1500 houses will have at least 3000 vehicles. Those houses with 1 or 2 working adults, children under 11 or working teenagers will be using a minimum of 2 vehicles. Along with delivery vehicles, your 350 should be multiplied by 10.*
- 3. The A259 at Clymping is regularly mentioned in traffic reports during the am and pm rush hours. Traffic is stationary. Add even another 1000 cars and think of the consequence. The A259 at Clymping also becomes log-jammed - sometimes for hours on end - when the A27 at Arundel has a blockage. Add the above number of cars.*
- 4. Horsemere Green Lane, where I live - is already a rat run with no continuous footpath. I describe myself as living on an Island, Horsemere Green Lane Island surrounded by roads which have dangerous and difficult exits. This application of 1500 houses will make HGL a bigger rat run, and ensure that the exit of HGL onto Church Lane is difficult and more dangerous than currently. Forget not, the number of HGV's from various Waste sites using Church Lane every day will make an exit HGL to Church Lane doubly difficult on an already blind south side view. The numbers of HGVs is increasing all the time. Currently, I count 16 Business or Industrial Parks in Ford and Clymping. There is no continuous footpath on Church Lane and it is narrow in parts. It is an unsatisfactory footpath to the Primary School and this application means more Mum's and young children using it.*
- 5. You propose a Secondary school - more noise, more traffic on all surrounding routes.*

ADC, I and many residents of Barnham know well the issues of a secondary school built right in the midst of houses. Teaching staff having to escort children to the station to prevent local issues. Is the walking route from Ford station to this school satisfactory for pupils.

6. Current residents know of the issues and time it takes to safely traverse the level crossing at Ford. Yapton crossing now has the same issues of length of time the gates are closed. Another 3000 cars trapped south of the railway line? Not to mention, if using Ford, the 30mph speed limit and narrow part of Ford Road within the Arundel boundary to access the A27.

7. In short, this is an Urban development made up of 3 villages and a new component. It will have unsatisfactory roads and dangerous junctions, huge volumes of household & school traffic mixed with HGVs, and volumes of traffic with which the infrastructure cannot cope. Not to mention building houses within a Waste Management (various) site with an 80m high stack.

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