

Susan Olford
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Clymping
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Your Ref: OWPC26263
Our Ref: F/5/20/PL 25-02-2020
Please ask for:
Raymond Cole

3rd April 2020

Dear Sir/Madam

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

Reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works.

Ford Airfield Market 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. Your application to re-arrange Ford Market closes the western/Yapton Road entrance to the Market. This immediately puts the entrance and exit to the Market onto Ford Road/Hunter junction. All Market traffic to and from this one point traverses initially 2 directions:
north on Ford Road towards the level crossing,
or south towards Church Lane, Clymping. It is particularly this latter direction which concerns me as Church Lane, Clymping is already taking a huge increase in traffic from HGVs from various waste sites, all the delivery lorries and vehicles associated with same, and the current application for 1500 houses on Ford Airfield (see my Objection to that). This will in turn increase the volume of traffic along Horsemere Green Lane (westbound) as they seek to get to Yapton Road. It is also sensible to assume vehicles will have arrived along HGL as they cannot gain access to the market on Yapton Road. The current method of dividing traffic between Yapton Road and Ford Road works reasonably well.*
- 2. It must be remembered that HGL is an unclassified, rural road with housing estates and private property exits - some with limited visibility. There is no continuous footpath for pedestrians and it has traffic calming islands. There is a weight limit of 3.5 tons on the Lane. The Lane is not designed for heavy traffic or volumes of traffic.*
- 3. Your application directly affects Horsemere Green Lane and not for the better.*
- 4. It also occurs to me that any idea of sensibly joining the A27 with the A259 with a new road properly constructed with appropriate junctions is scotched by the ideas re-arranging the Market and closing an entrance. This is simple madness. In all these applications, the overall picture should be viewed, not a small piece (Ford Market) in isolation. It is well documented within WSCC and ADC that there is pressing need to join these two main roads to facilitate the huge increase in traffic movements proposed for the area. Indeed, this Link Road is needed now without increased traffic.*
This Application is made without thought for the local usage of roads.

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