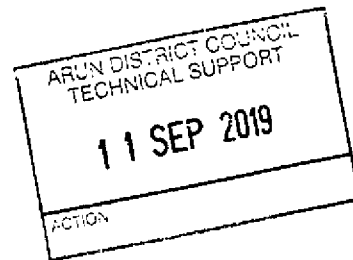


Ship & Anchor Marina, Station Road, Ford, Arundel BN18 0BJ



9 September 2019



Mr A Wood, Case Officer, Planning
Arun District Council
The Arun Civic Centre, Maltravers Road
Littlehampton BN17 5LF

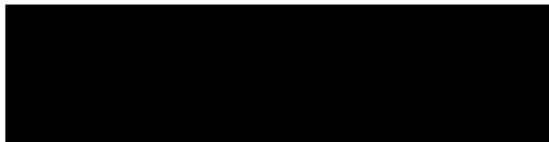
Dear Mr Wood

Planning Application F/9/19/PL

To change the use of half the site area to a hard standing storage area (at Station Road, Ford)

This application is a huge worry to us so periodically, throughout the summer, we have been checking its status. We were devastated on Friday to read the comments in the letter dated 13 August from BCS Ltd, especially regarding our ditch maintenance, which are just not true. We hope very much that the attached letter could be included in the documents being considered prior to the decision on 16 September 2019.

Yours sincerely



Heleen Bryett
Director

cc: Development Control, Arun District Council

Ship & Anchor Marina, Station Road, Ford, Arundel BN18 0BJ

9 September 2019

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

Dear Sirs

Planning Application F/9/19/PL

To change the use of half the site area to a hard standing storage area (at Station Road, Ford)

In the letter dated 13 August 2019 from Brown's Construction Solutions Ltd, various points are made concerning the Ship & Anchor Marina which we find to be incorrect. As one of the immediate neighbours to the proposed development, we hope our response could be considered too.

Ditch maintenance at the Ship & Anchor Marina

Brown's Construction Solutions Ltd *"have to say that some of the issues of flooding on the adjoining land have been caused by lack of ditch maintenance."* This refers to our land next to the proposed development.

We do of course have a ditch and reed maintenance programme. One of the important annual winter jobs is to thoroughly clear our ditches. They are also pulled through where they go under roadways, and a digger may be hired. During the rest of the year, they are checked regularly: this is essential with the land being licensed as a campsite and the potential for debris from guests finding its way into a ditch. You are welcome to view invoices and to interview the men who undertake this work. The reeded edges of our ditches require a different programme to maintain them as natural boundaries to our campsite, and they provide a wonderful habitat (Reed Warblers and Cetti's Warblers, for example, successfully nest each year).

We will also mention that the Environment Agency inspect our Sewage Effluent Discharge regularly as part of our Consent Permit. The consented discharge location is into our ditch nearest to the Ship & Anchor Pub and this is another reason why it is essential for our ditches to be properly maintained.

Other points made by BCS Ltd concerning the Ship & Anchor Pub, Marina and Campsite

We will not dwell on possible typing errors but the comment under paragraph 1 of our section of the letter that BCS Ltd will *"be working with the Environment Agency to ensure that (the) development would have a negative impact on ... adjoining properties"* is exactly what we believe will be the outcome. There will be an increased risk of flooding if this application is approved. The hard standing is now proposed to be constructed of a permeable surface material (details to be agreed). However, everything being stored and resting on this surface will make the contact areas impermeable.

Under paragraph 2 of our section of the letter, we stand by our original comment and believe from our daily observations that the response (from Brighton) is underestimating the extent of wetness across the field for much of the year.

The first sentence of the next paragraph (3) is hard to follow. The plans submitted for the development show a connection into our ditches and we have explained why this cannot occur. To avoid crossing our land, there seem to be only two alternatives: to go directly into the River Arun,

which must be a major and costly undertaking; or to go under the highway and across the land south of Ford Railway Station, but this land also suffers periodically from severe flooding.

The Ship and Anchor Pub has reputedly been here for 400 years. Our Deeds go back to 1912, and our family has been responsible for it for over 60 years. We are below the level of the River Arun at High Water and are used to dealing satisfactorily with all the consequences of this. However, we find the proposed development by Brown's Construction Solutions Ltd to be a real threat to our continued existence. Increased flooding is a near certainty. Our objections to the change of use proposal are among the positive steps we take.

We provide employment to local people throughout the year, and campsite accommodation for many visitors to Arun, both from the UK and abroad. Our campsite and caravan park have been licensed by Arun District Council since 1982. It is manned 24/7, with proper facilities, sewerage and waste disposal. We have ample capacity for additional boats and caravans and can cater for increased demands for their storage.

We have already commissioned ecological surveys of our land and have been awarded the David Bellamy Conservation Gold Award for a number of years. We are inspected annually to confirm that our land and premises management meet strict environmental guidelines.

It is stated that the land to the south of the railway has not been viable to farm. Before purchase by the Luckin family, we can remember it being used for cattle every year, and the grass when cut seemed a different quality then. But we are not farmers. We are, however, prepared to buy this land to protect ours from the risk of flooding from a change of use. There is so much pressure on the environment in the immediate area from new houses, the Arundel bypass, etc and we could guarantee to keep it much more environmentally friendly than the proposed change of use, which still seems vague. With the spare capacity we have on our premises for boats on trailers and caravans, the change of use in respect of these for the adjacent land is unnecessary. The Barn Owl could continue to quarter the field and the Grey Heron could continue to bask in the winter sun just the other side of the hedgerow to the highway. Gaugemaster could continue to use the land for parking for their Model Railway Shows and we would have no objection to their existing arrangement with the present landowner continuing and the preparation of the area for parking could also continue with appropriate remuneration. The cutting regime seems to have been sustainably beneficial for both local dog-walkers and wildlife, although the latter is of course disturbed by the increase in community use.

Many of the responses in the letter from Brown's Construction Solutions Ltd are contingent upon planning approval. We can all think of examples of broken promises from developers, eg the Littlehampton medical centre and Morrisons. If the application is allowed, we request that consideration be given to restricting the hours of operation to say 9 am to 4 pm to avoid coinciding with the peak rush hour traffic, and the disturbance to our holiday guests at the Ship and Anchor Marina Campsite.

We urge the Council to turn this application down principally for the increased risk of flooding it will inevitably create, the damage it will cause to existing ecosystems, wildlife and to the environment, as well as a significantly increased traffic hazard near the busy level crossing.

Yours faithfully



Helen Bryett
Director