

CHECAA
Craigweil House and its Environs
Conservation Area Association

'Preserving our Regal, Historic and Architectural Heritage for Future Generations'

AW-71-18-HH – CHECAA Objection – 25-5-2018

Head of Planning Services
Arun District Council
Maltravers Road
Littlehampton,
BN17 5LF
25 May 2018

Dear Sir

**FURTHER MATTERS OF OBJECTION – AW/71/18/HH, 'Queenslawn',
36 Kingsway – within the Craigweil House Area of Special Character and the
Craigweil House Conservation Area.**

Further submissions and information from members necessitates further objections which we respectfully ask the Decision Maker to consider in determining this application.

PROTECTION OF HORSE CHESTNUT TREE

The Horse Chestnut Tree located on the Craigweil Private Estate Limited's Queensway verge, some 1.5M (4'6") from the junction with Kingsway and as seen on the attached photographs is owned equally by all the residents who hold one £1 interest each in the Company – a Company limited by Guarantee. **Although the verge area is shown by the applicant within the RED site line, they own nothing OUTSIDE their fencing in Kingsway and Queensway. They do own the verge and trees upon it in The Drive.**

It is of great importance that this TPO'd tree be accorded maximum protection and is not harmed. CHECAA contends that it is at risk and that the detail of the Root Protection Area (RPA) produced by the applicant is heavily flawed with much of the British Standard 5837:2012 having been ignored or miss-translated. It is a single stemmed tree.

BS 5837:2012 requires that the RPA of this single stemmed tree be established by measuring the diameter at 1.5M (4'6") from the ground and multiplying that by 12 (Paragraph 4.6.1) That figure is then taken as being the radius from the centre of the bole of the tree where the feeder root system must be protected from any physical damage. So, a 1' tree radius at 4'6" from the ground level would produce a 12' RPA and so on.

It is noted that the applicant gives no RPA measurements, while producing irrelevant figures claimed to be the extent of the canopy spread of no significance in this case.

However, the RPA for this Horse Chestnut Tree (marked by them as 'T5') is inscribed in a circle and that circle embraces the whole of the concrete road in Queensway, and part of the junction which is Kingsway. It is then shown as spreading across the eastern verge of the house opposite on the eastern side of Queensway – 'Kingslawn', 38 Kingsway' – and CHECAA says that this is absolutely ludicrous. Patently, the feeder root system, in this case, cannot be in a true circle – in stops at the verge, and the trunk is hard up to the kerb and concrete road of Queensway as is seen in the attached photographs. So that RPA is totally spurious.

At best and maximum, this tree has a 180 degree area to its west for feeder roots to spread for the rest – north and east – is CONCRETE – and the house is also west. It is clear, therefore, and certainly from CHECAA members own experiences, that feeder roots will have spread great distances to the side and front of the house (including ALL the verge) to locate sustenance. The proposed driveway would either kill or seriously harm this tree in our experienced and extensive opinion. NO nutrition, water or oxygen is available north or east of that Horse Chestnut trunk which abuts the kerb. Free area is just that 180 degree area to the west, less the house and the proposed driveway, and that, we say, is inadequate.

And all the root congestion under that southern verge of Kingsway MUST exclude any consideration of allowing a 4M width to be excavated for the proposed new access, then filled with toxic concrete which will spread and kill all roots present.

In such circumstances, where the root system is stopped by obstructions such as roads, the Root Protection Area cannot be calculated as a true circle (BS 5837:2012, Paragraphs 4.6.2 and 4.6.3 explains this simply and clearly) where other factors (the roads) indicate that rooting has occurred asymmetrically and, then, a polygon of equivalent area to the circle should be produced. The applicant has failed to do this.

The applicant must understand that the land within the proscribed RPA's is declared sacrosanct for that is where the tree has its feeder root spread, within the top 600mm (2') of the soil and this is where the roots collect their food, water and oxygen. The inscribed circular RPA, around T5, implies that food, water and oxygen is collected through the concrete road and this is not the case and is silly and no true Arboriculturalist would claim that this was a realistic scenario, as does the applicant. It is nonsense for the tree was planted after the concrete road was laid and roots will have taken the shortest and easiest route to find nutrition and that will not have been under concrete.

The fact is that this tree can feed ONLY in the soil of the grass verge next to Queenslawn and the verge to the north in Kingsway, outside the development site area, but that is far from sufficient to sustain such a magnificent tree and the reality is that the root run, which stops at the concrete roads, will have run west into Queenslawn's garden and, therefore, the root spread has now to be seen NOT as being in a circle but in a POLYGON shape of 3 to 8 sides, as the attached illustrations, and we think that a 6 sides Polygon will undoubtedly be the RPA.

Clearly, the roots spread to the front, including the Kingsway verge and the proposed new access, the side and possibly the rear of the house, but that is a matter for Arun District Council's Tree Officer to consider and determine on site and we ask that he, please, be asked to pay extremely close attention to the issues outlined above. According to the applicant, the RPA ENDS at the precise point where it is desired to excavate and create a driveway and that concept defies reason – particularly with excavation and the placing of toxic cement involved.

CPEL's LETTER TO THE LPA

An unattributed letter, suggested as being from CPEL, accepts the proposed in-and-out driveway and the new access in Kingsway, close to Queensway – despite there being no planning application for one. [REDACTED]

And the fact of the matter is that this view of destruction of the verges has no member support – they wish to retain wide verges and they paid a premium to enjoy them.

It is important to record that [REDACTED] confirmed that no consideration had been given – and it is not mentioned in the letter – of how they will protect the Horse Chestnut Tree. [REDACTED]

[REDACTED] CHECAA contends that it does not but serves to harm the CA. The prime issue for consideration in any planning application in any CA, therefore, had not even been discussed and the sole basis upon which they based their support of the project was that they accepted the applicant's perverse and unrealistic claim that the proposed new opening of about 3.9m wide at the boundary in Kingsway, splaying out to the roadway, *'would not be very much wider than the two pedestrian accesses – one in Queensway and one in Kingsway – and we found that acceptable'*. I enquired about traffic [REDACTED] said there was little. I asked about the potential danger to pedestrians (including lots of young children either living here or visiting for a day by the sea) on the verge going to the beach and coming from it, with no footpath, and [REDACTED] said there were few of them. That is nonsense – 'flocks' of

pedestrians use this route but [REDACTED] lives in [REDACTED] and is not as likely as CHECAA members to be informed on that issue – we live here and see them!

I reminded [REDACTED] of the FIVE similar – one at Kingslawn, 38 Kingsway – applications which has been Refused and Dismissed on Appeal and [REDACTED] had no comment. I asked about the destruction of the continuity of the wide verge and open spaces between properties which had been the concept of Auty and Du Cros, over 80 years ago, lauded by English Heritage and in the CA Statement and [REDACTED] was happy to see that destroyed. [REDACTED]

[REDACTED]

THE TRUE INTENDED USE OF THE NEW DRIVEWAY

In 2017, I was pressed by Mrs. Olive-Jones to visit her at Queenslawn to discuss the proposed development and I explained that there was no useful purpose to be served in this. I explained that I was the Chairman of the Craigweil House and its Environs Conservation Area Association, an Association of some 250 plus members which initially applied for, and secured, Conservation Area (CA) status in 2009 and was dedicated to upholding the Auty/Du Cros high standards of development (this is a Joshua Auty design and especially valuable) and that, in this endeavour, the Planning Applications Scrutiny Committee of CHECAA studied all planning applications submitted for the Craigweil House CA – nearly 3 times larger than the Craigweil Private Estate – and submitted observations to the Local Planning Authority (LPA) when it considered comment to be appropriate. As Chairman, I frequently collated the views of members and submitted and reported and occasionally spoke at the Development Control Committee if the matter was not determined by the Case Officer under Delegated Powers. My Deputy Chairman and other Officers also undertook these duties.

However, Mrs. Olive-Jones still wished to see me so, by appointment, I went to Queenslawn and was taken to the rear (south) terrace where was parked a large car towing low loader, some 12-15' long, plus link arms to connect to a towing vehicle and which she said they used for towing their racing cars to and from race meetings.

I went through my position again, as above, and urged that I really saw no way in which I could comment for members had views and decisions were made by the Decision Maker – the Case Officer or the Development Control Committee (DCC) - and certainly not by CHECAA who were free, as any other person, to make comment to Arun.

I did question the need of a wide driveway and was told that it was to enable the parking and storage of their racing cars and trailers and the safe parking of fellow racers who would visit when there was a weekend and fairly local meeting.

She put to me many things including the alteration of the roof and I did say that I understood that the house has been shortened at some time in the past (before 1978 when I took up residence here) and land sold to the west in Kingsway to enable the existing Georgian style house to be built. She suggested the house was extended!

The 'in-and-out' driveway issue was brought up repeatedly – she was clearly seeking my support for some reason - and I simply emphasised the fact that at no stage in planning proceedings did CHECAA or I have any influence whatever on such matters and, then, no more than the man next door. We could write and ask to speak if the matter went to DCC. I stressed that the 'in-and-out' driveways had all three been granted BEFORE Conservation Area designation had been granted. Further, that CHECAA did not consider that their driveway development for two people to the loss of public benefits (NPPF – Paragraph 134)) and the harm to a heritage asset such as Queenslawn was acceptable BUT that this was a matter for others to determine and not CHECAA.

It is clear from all this discussion in which I have been involved, for CHECAA, with the applicant and Estate Company, that the proposed additional driveway is to facilitate an enormous area for parking – on three sides of the house – of vehicles involved in semi-professional car racing and not for domestic use and CHECAA contends that this is tantamount to turning the precincts of the house – a CA heritage asset – into a parking lot for business/industrial use and has nothing whatever to do with domestic need of a newly married couple with two cars.

In substantiation of these statements CHECAA must add that the families of each of the applicants – 5 people in all – were contestants in the Motorsport Vision Racing series Championship races at Brands Hatch on the 19/20 May 2018 and two finished placed at 31 and 32 respectively.

CHECAA says that the CA can continue to function without a race course car park and that to allow one – or an access to one over the treasured vegetated wide verge - would fail, manifestly, to 'preserve or enhance the character of appearance of area or its setting' (Policy Area 2) or to make a Positive Contribution (Policy Area 1).

We again ask that this application be refused.

Yours faithfully

Richard D. Ostler
Chairman

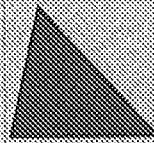
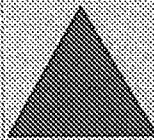
Attached: 4 photographs of the Kingsway/Queensway junction; Polygon graphic; annotated plan with only available feeder root runs indicated with arrows, concrete road edges in bold dashes and proposed new driveway in blue.

Established 20 January 2001

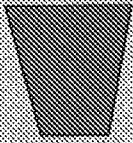
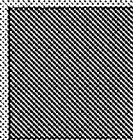
Chairman: Richard D. Ostler: 'Silvergates', 52 The Drive, Craigweil-on-Sea, Aldwick, PO21 4DT
Registered under the Data Protection Act 1998

A polygon can have three or more sides

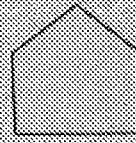
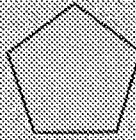
3 sides
Triangle



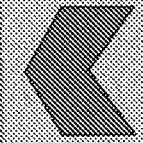
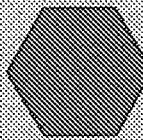
4 sides
Quadrilateral



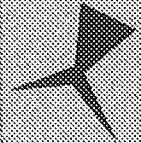
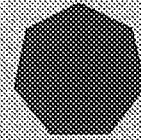
5 sides
Pentagon



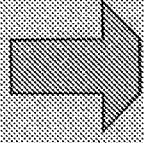
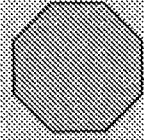
6 sides
Hexagon



7 sides
Heptagon



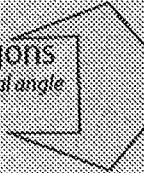
8 sides
Octagon



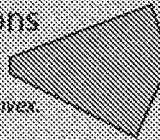
Regular Polygons
all sides are equal length and
all internal angles are equal

**Examples of
Irregular Polygons**
any polygon that is not regular

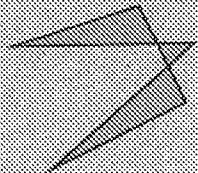
Concave Polygons
have at least one internal angle
greater than 180°



Convex Polygons
have no internal angles
greater than 180°. All
regular polygons are convex.

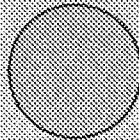


Complex Polygons
have a line that crosses another
line (normal polygon rules may
not apply)



**Examples of shapes that are
Not Polygons**

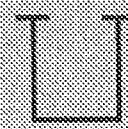
Circles



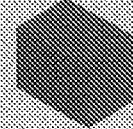
Any shape that
includes a curve



Any shape that
isn't 'closed'



Three-dimensional
objects



Kingsway (concrete)

T1

T2

T3

H4

NEW 'IN-AND-OUT'

HOUSE

T11

S11

QUEENSWAY (concrete)

T6

GARAGE









