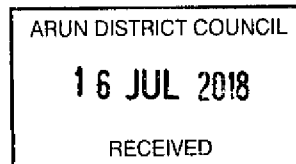


**40, Kingsway,
Aldwick,
Bognor Regis,
West Sussex PO21 4DL**

13th July, 2018

Planning Department,
Arun District Council,
Maltravers Road,
Littlehampton. BN17 5LF
West Sussex



Dear Sirs,

AW71/18/HH – 36 Kingsway – Conservation Area - Objection

Further to my letter of 8th April, I have not seen any claim by anyone that the proposal will enhance the Conservation Area, an essential requirement, I believe. To fell 20+ mature trees without any benefit would be irresponsible in the extreme. The Tree Survey of March 2018 (revised July 2018) under point 11 Conclusion includes '... no trees are proposed for removal ...'. The next sentence starts 'The relatively poor quality hedge will be removed ...'.

This line of trees has now been downgraded to 'a relatively poor quality hedge' flatly contradicting the attached July 2018 Tree Survey Schedule which classifies these trees as being in good physiological/structural condition with an estimated 10 years of contribution and no immediate management requirement.

Furthermore under 6.3, the hedge was only to be removed 'to enable the proposed access from Kingsway'. In other words only the 2 or 3 trees required for the access itself were to be felled. There is no imperative to fell the remaining trees, which have been assessed as providing a further 10 years of positive contribution. Their lower branches on the south side towards the west, could be raised to say 2m, if necessary.

The revised 'existing section C0019-P207' describes the grass verge as a pavement and shows it sloping up from road level. To my eye the current grass is actually level, but the new crossover would indeed involve a rising ramp across the grass verge to accommodate the Cellweb section. This would certainly detract from the street scene. In that same drawing the hedge height is given as 3m, completely at odds with the 2016 Tree Survey height of 5m, which is probably now nearer 7m.

The Tree survey of July 2018, under 8.3, claims that 'The area between the drive and the tree T5' will be retained as soft landscape', ignoring the fact that this small area, bounded by T3, T5 & T11, already has significant trees growing in it, none of which are shown in any drawing that I have seen. We have had tree assessments in 2016, subsequently revised in March and July, 2018 and no-one has noticed these trees, one of which must have a DBH of at least 120mm and a height of 7m. There are too many

of these 'mistakes', which might be classed as mere sloppiness, if not quite so many people claimed to have looked closely at the tree situation. The Planning system is undermined by so many such 'mistakes'.

For the company owning the roads and verges to justify the safety of a cross-over in that position, because most vehicles would come out of it and turn left down Kingsway is pathetic. I would guess that half of the exits from existing driveways along Kingsway are backwards. What does CPEL imagine those cars will do, spin like a bumper-car before proceeding down Kingsway? Would they not be more likely to reverse across Kingsway and Queensway?

Yours faithfully,

R. W. Br

