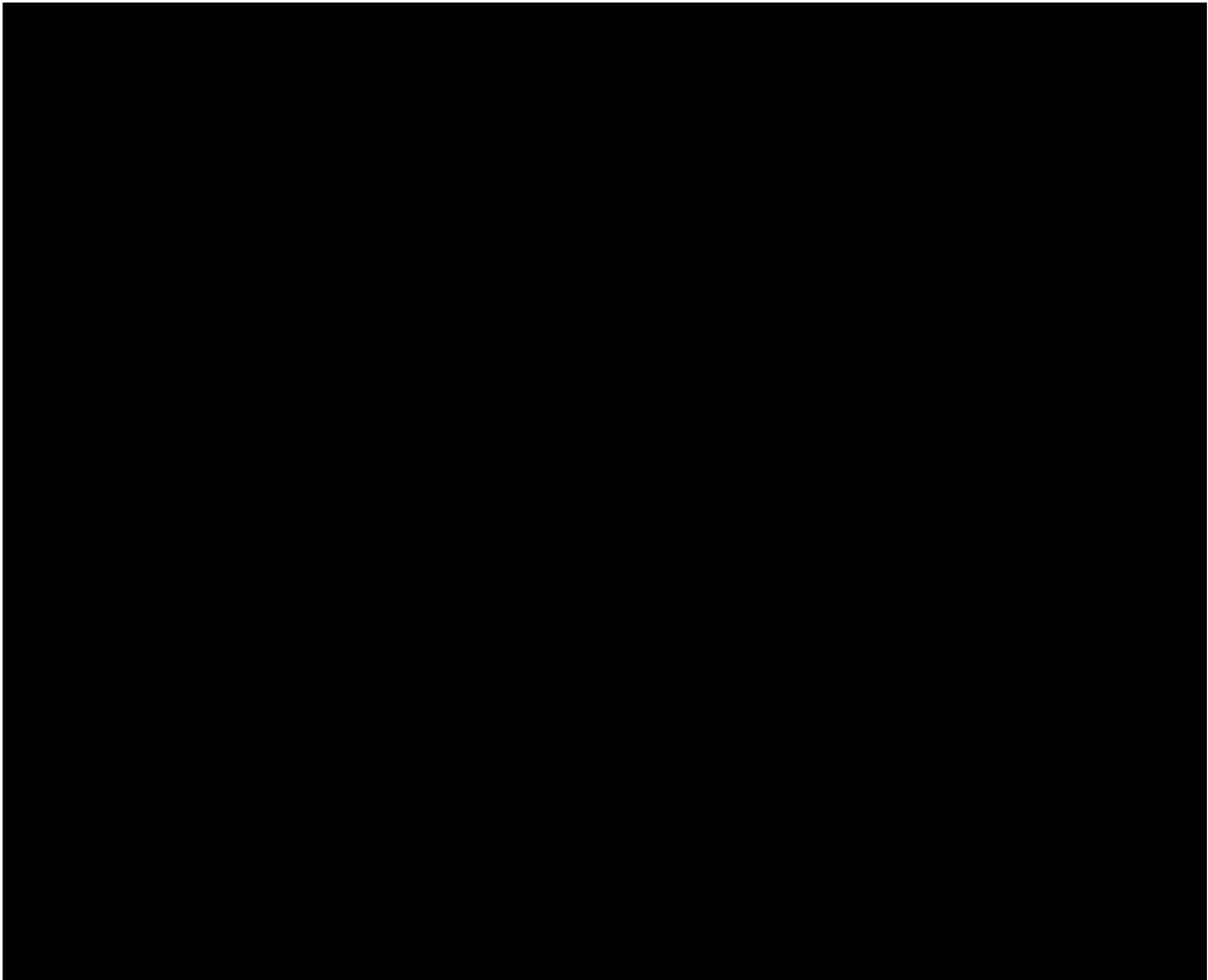




[REDACTED]
Sent: 19 July 2018 18:05

To: Karl Roberts

[REDACTED] Ricky Bower

Subject: AW/71/18/HH - Queenslawn - proposed elevated obstruction across the verge recommended for approval!

Importance: High

Dear Mr. Roberts,

Further to my earlier message, I write again, at his request, to attach a letter from Mr. Bremner which will not yet have 'surfaced' at Arun.

Seriously significant issues, from an experienced engineer, explain that the verge will now be rained by 200mm (8") minimum from the verge up to the first rung of the boundary fencing. The system, composed of blockwork, shingle, sand etc will then be held in position by 20mm (3/4") wide timber – undoubtedly shuttering plywood – and that will be held by 15mm (1/2")_ timber pegs. SO, there will be a raised ramp across the verge from the road to the boundary – and gated opening outwards on top of this!

The applicant has taken over 4 months to come up with this and other detail which should have been with the application initially. Mr. Davis write to them that it is Approved, when, CHECAA says, with a little experience of engineering, that the advisors are out of their depth and have had to be chased and pressed for most things.

This latest aspect is, clearly, ludicrous, as explained by Mr. Bremner. Is it not time for an Engineer to consider this aspect and for a Consultant Arboriculturalist to give a second opinion on the protection of the roots and T5?

And, despite not having had a reply, I have to repeat that this approval embraces the acceptance of the hard surfacing to the verge WITHOUT EVEN AN APPLICATION. I have queried this and been told that it is accepted at PD when it certainly is not and the hard surfacing of front gardens and verges was added to the CA at the suggestion of English Heritage initially in order to PRESERVE those very verges which appear in the CA Statement. A Planning Consent is needed for this 'bridging' – none has been submitted and, yet, it is approved to DCC!

May I please hear from you and an early moment for time is pressing on this one and, I say again, perversely in our view, the applicant has been told by email of the approval recommendation to DCC! But NOT DCC!

Kind regards,

Richard Ostler, Chairman, CHECAA

40, Kingsway,
Aldwick,
Bognor Regis,
West Sussex PO21 4DL
[REDACTED]

19 JUL 2018

19th July, 2018

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

Dear Sirs,

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

The following comments should be read in conjunction with my earlier letters of 8th April and 13th July.

Paragraph 8.2, referring to one of the two areas within the root protection area, includes: 'The area of driveway adjacent to Kingsway will be excavated by hand to enable a dropped crossing to be constructed, the extent of the excavation will vary as it progresses towards the garden boundary where it will have reached the existing ground level.' Later in the same paragraph 'The construction will then be carried out using the principles set out in the typical construction detail shown in the Geosynthetics drawing for cell web no dig construction as illustrated in the architects drawing.'

In other words the cell web construction will sit on top of a slope from about 20cms below the existing gutter to the present ground level at the Queenslawn boundary. The system, according to the drawings is 20 cm thick, so there will be a slope, across the grass verge, from the present gutter level to 20cm above the present ground level at the curtilage boundary, roughly equivalent to the top of the existing fence gravel boards.

On the eastern side this ramp is shown as vertical and supported by 20mm wooden boarding secured by vertical 15mm wooden stakes.

This must be one of the most aesthetically objectionable proposals for a conservation area – a ramp supported by wooden boards and stakes across the grass verge. The grass verges are one of the glories of this part of Kingsway and were recognised as such when Conservation Area status was granted. The proposal is clearly aesthetically unacceptable.

Also one wonders about the stability of such a structure with traffic passing over it. It looks extraordinarily flimsy.

Do you envisage the need for railings to prevent the postman or anyone else from either tripping over the ramp or falling off it?

Will the excavations below the gutter have any effect on the road foundations?

Yours faithfully,

Robert Bremner