

Correspondence from applicant (including photos)

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
Location: Planning, First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF
Internal: 37874 | External: +44 (0) 1903 737874 | E-mail: simon.davis@arun.gov.uk

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Save the environment - think before you print.

From: Kelly wesson [REDACTED]
Sent: 06 September 2018 14:34
To: Simon Davis
Subject: Re: BE/74/18/PL - Response to Planning Comments for 1 Finch Gardens

Simon,

Hello, hoping I can get some advice in regards to new dwelling at 1 Finch Gardens:

I'm very frustrated by the negotiations with The Highways agency. Is it possible to have their contact details to liaise with them directly?

I saw in the WSCC guidelines about dropped kerbs - that it's possible to relocate them? I have a proposal that would involve building up the corner section and adding more to the other side to cover 6m (3m each dwelling). This would also make the crossover 1.5m away from lamppost.

I have attached some photos that I took today of the frontage of the recent development at 1 cygnet walk. As you can see this crossover dropped another 6 kerbs straight from the original 8, forming one continuous crossover of 14 kerbs. Over 11m!

I was also really suprised to see the position of the lamppost. It is set some 50/60cm over the original dwellings drive, not only reducing their useable space but also in breech of the 1.5m distance?

It does seem unfair that the applicants of this 2015 application were not even questioned about these issues and yet there has been no policy change by WSCC about crossovers since this application.

I do understand that each case is made on merit and not precedent but in light of these kind of inconsistencies I am looking for more guidance.

I feel frustrated that we keep making new drawings only to be told what we CAN'T to as oppose to being able to work together with highways about what IS possible. It seems a waste of everybody's time to keep making new drawings for them to then flag up a new issue.

I would like to consult with The Highways Agency and yourself to create the best design and use of land.

I do believe there are solutions to the issues raised with The Highways agency. However it also seems futile to waste their time until I know your feelings on the 4 car set up as shown in the photos I sent? There seems little point in us working on an adequate plan with Highways to then be rejected on the (marginal) space deficiency of 4 cars on the drive.

If you are unhappy, I will draw up new plans for 2 different scenarios and consult with Highways about those proposals instead.

Plan 2.

2 spaces for new dwelling, 1 space old dwelling with 2m grass or low planting between 1&2 finch gardens to give an open feel.

As explained previously I feel other recent developments have had inferior parking provisions to this and there are no issues with highways about on street parking should it be required.

Plan 3

Same as plan 2 at the front but with a 2.4x4.8 hardstanding for the original dwelling at back.

A gate in the wall for back access for new dwelling and gate at the back of hard standing for access to old dwelling. Accommodating an extra space for original dwelling here would eliminate all issues of shared access. Only take away an extra 1.4 strip of garden to create (as access and parking could be combined?) It would also be easily viewable from windows as preferred by highways agency. No 27 Finch gardens on opposite corner has the same set up with a space at back of their garden -accessed via Woodlands Road. Therefore I believe it would look authentic to the Estate.

Thanks for taking the time to read. I know you are all busy at the planning department but I am really struggling to know which path to pursue so I hope to hear back from you soon.

Kind regards

Kelly Wesson







