

**Bifield
248 Hawthorn Road
Aldwick
Bognor Regis
PO21 2UP
20th April 2008**

ARUN DISTRICT COUNCIL RESOURCES DEPT
22 APR 2008
ACTION... <i>KW</i>

Mr K Wheway
Planning and Housing
Arun District Council

ACK

Dear Mr Wheway,

Re. BR/60/08 McCarthy and Stone proposed development of 262 Hawthorn Road

When McCarthy and Stone went to appeal about planning application BR/388/06 for this site, I wrote to the Planning Inspectorate on 15th April 2007 explaining why I felt the appeal should be turned down. The Inspector agreed.

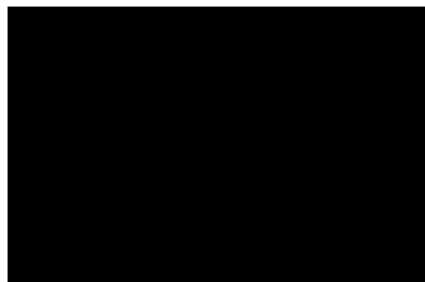
Since the more recent application has not changed significantly from the previous application, the points I made for the Planning Inspector are still relevant to this application. As such I enclose a copy of my letter to the Planning Inspectorate and ask that you consider it as part of the case material when considering this more recent application.

Thank you

Yours Sincerely



B Hammond



"Bifield"
248 Hawthorn Road
Aldwick
Bognor Regis
West Sussex
PO21 2UP
15th April 2007

The Planning Inspectorate
Room 3/20 Eagle Wing, Temple Quay House,
2 The Square,
Temple Quay
Bristol
BS1 6PN

Dear Sir,

Appeal Ref: APP/C3810/A/07/2039836/NWF

Ref BR/388/06/

Erection of 44 sheltered apartments, house manager's accommodation, communal facilities, car parking and landscaping: 262 Hawthorn Road, Bognor Regis.

I previously sent a letter to Arun District Council on July 3rd 2006 refering to the following planning application:

Planning Application BR/165/06/ for 262/ Hawthorn Road, Bognor Regis.

McCarthy and Stone: 48 Sheltered Apartments etc.

I understand that as part of this appeal process Arun District Council will forward previous correspondence to you. I wish to ensure that my letter of July 3rd 2006 (if it is forwarded to you) is withdrawn, and is replaced with this letter (dated 15th April 2007). Thank you.

I wish to make the following points which are material to this appeal:

I acknowledge that this will be deemed brownfield development of an urban site as set out in PPG3. As such I have no objection in principle to appropriate development on this site. However I do not believe that the proposed development of McCarthy and Stone sheltered apartments could be considered appropriate. This proposed development is not in keeping with the character of the area, and if allowed would significantly and adversely affect the character of the area.

In addition I do wish to limit the impact upon my own property and the amenity value of the area and to ensure that a well planned environment is maintained. Equally the points that I make are very likely to be representative of other residents in the immediate area who could suffer adverse impact if proper consideration is not given to material points, and reflected in the consideration of this appeal.

1. Many of the immediately surrounding properties are single storey dwellings and as such would be adversely affected by a large building of this scale. The proposal has an unacceptable adverse impact on adjoining occupiers, their land, and the use of their property. (GEN 7 (iv) and GEN

32). In addition a 3 storey, a 2.5 storey, and even to some extent a 2 storey building should be seen as inappropriate and obtrusive amongst the surrounding 1 storey dwellings.

2. You will wish to consider the overall bulk of the building and its appropriateness to the location. The bulk of this building is simply out of scale with any other buildings in the immediate vicinity. Neighbouring bungalows would be dwarfed by this proposed development in an unacceptable way. A development as large as this in this area would be visually unacceptable and detract from the current character of this area. Such a building would have an overbearing presence.
3. If allowed, this development would have significant adverse impact on the character and appearance of the area.
4. The proposal does not appear to meet current access criteria. In considering the proposed access to the appeal site you will wish to ensure that adequate sight lines are maintained in either direction, particularly recognising that properties in Hawthorn Road to the north east of the appeal site have boundaries that run to the edge of the road. This frontage is not owned by WSCC and does not form part of the highway, so the positioning of the access to the appeal site will need to be achieved without relying on sight lines that cross these properties. There is currently some dispute over which land is actually deemed highway.
5. The areas immediately adjacent to all of the boundaries of 262 and its adjacent field are heavily wooded, and this area also provides a wildlife haven for a large number of species including foxes, owls, green woodpeckers, spotted woodpeckers, sparrow hawks, kestrels, and bats (Arun District Plan POLICY GEN30 Protection of species. Where development is permitted the developer will be required to take steps to secure the protection of such animals and plants). The nature of this development is such that its impact on wildlife would be so overpowering that the developer would be unable to deliver the required mitigation.
6. It is important that these wooded areas are maintained in order to retain their value as a biodiversity resource (Arun District Plan POLICY GEN29: Development will only be permitted on sites which contain semi-natural habitats where these can be largely retained and sympathetically incorporated into the scheme). The proposal would result in an unacceptable loss of preserved trees and wildlife habitat.
7. Removal of trees in this area would significantly change the nature and character of the neighbourhood, removing amenity value, and damaging the village/rural feel of this part of the road. Much effort and sensitive planning have resulted in particularly well planned environments in the Aldwick area blending quality development with retained features and woodland such as at the duck pond, Aldwick Farm, and Rank's Barn. Removal of trees at the appeal site would be at odds with the extremely well planned and well wooded area on and around the Aldwick

Road/Hawthorn Road roundabout and Rank's Barn, of which the appeal site is a key part. Development of this site will need to be seen in the wider context of the area in which it sits and the environment that has been created to date as a result of some very effective planning. This very substantial building would be completely at odds with all the good planning work that has been achieved to date in the area.

8. There are a significant number of trees and bushes including mature Oaks. The construction of the access shown on the drawing will require the removal of a not insignificant number of trees. For any development here you may wish to consider a condition to ensure that for any trees that are removed as part of the development, an equivalent number are planted on site and maintained (Arun District Plan POLICY GEN28). However the footprint of the building and hardstanding will leave such a small area as open land that this will probably not be possible.
9. There is currently an open drainage ditch along the north west boundary of the appeal site which flows with running water for a good proportion of the year and shifts a sizeable volume of water. It is part of a long ditch system which is open for all of its length and makes its way eventually to the sea at Dark Lane via Aldwick Farm and the duck pond. This open ditch is a key part of the local eco system and has previously provided water and nesting for ducks and moorhens and other wildlife as well as much needed drainage for a wide area. This ditch needs to be maintained as an open ditch, as it currently is in the other properties through which it flows. It should not be piped. Piping even part of this ditch would have a serious affect on wildlife, neighbouring properties and potentially causing drainage difficulties and flooding in the properties that are upstream.
10. For any development on this site you will wish to satisfy yourself that sufficient consideration is given to first and second floor windows facing neighbouring properties, with the issue of being overlooked, and of loss of light and privacy. In addition you would wish to ensure decent treatment of boundary (fencing and screening) to at least the existing standard, and reassurance that any future application for reserved matters (if appropriate) does not differ significantly from anything that you may permit as part of this appeal.
11. I would also like to comment on some of the developer's claims. It is said that research had shown that a 55 apartment block produced a £610,000 a year spending boost for local shops. Regardless of if this is correct or not, it is more importantly irrelevant, as the developer also says that this will free up existing under-occupied housing stock. So as these people are simply relocating there is no additional boost for Bognor's shops. The proposal's location is stated as within easy walking distance of the town centre. However as a typical new resident is described as a widow aged 74-76 I would suggest that this is anything but easy walking distance to the town centre. And if this is the age of a typical new resident one has to assume that all typical established residents would of course be

considerably older than this, probably making the walking distance even more of a challenge.

12. It is likely that there may be issues of highway safety, particularly in relation to the close proximity of the proposed entrance to the junction at the roundabout. Previous applications for entrances to small closes along this stretch of road have required site lines of 70 metres in each direction. It is unclear if this could be achieved either with or without the removal of a significant number of trees. The 44 proposed dwellings have the potential to create a significant amount of traffic, whether that be cars, pedestrians, mobility buggies, or even cycles. It is most likely that traffic emerging from the appeal site will be moving in the direction of the town centre via Aldwick Road requiring it to cross the stream of traffic to turn right. This is also the direction that pedestrians will journey to the bus stops. This part of the road is conducive to fast driving, and motorists tend to take full advantage of this. Whilst the speed limit is 30 mph cars tend to move considerably faster along this stretch of road. There have been a number of accidents along this stretch where vehicles travelling too fast have crashed through various walls and fences. Approximately 200 metres further up Hawthorn Road, the council have implemented a 20mph limit and a traffic calming scheme to try and reduce speeds although this has no affect on the part of the road in the vicinity of the appeal site. West Meads Drive which joins Aldwick Road and Hawthorn Road at the roundabout, is a wide and fast road. Traffic can travel extremely quickly down this road and use the broad arc of the roundabout to turn into Hawthorn Road with very little reduction in speed. This is a regular feature. Anyone trying to cross the road at the proposed entrance to the appeal site would then find a fast moving vehicle emerging from behind a blind corner to be almost on top of them before they had time to react. McCarthy and Stone have said in their press releases that a typical new resident is a widow aged 74-76. One must assume that typically such people are likely to be less spritely, slower to react, and more likely to have impaired vision and hearing than people of an average age. Putting such people into the situation that I have described in order to cross the road and move towards the town centre would be putting them and other road users in a potentially very dangerous situation. This applies regardless of whether they are pedestrians, driving a car, or a mobility buggy.
13. I am unclear from the plan as to exactly how many car parking spaces are being proposed. It would be very dangerous for any cars of either residents or visitors to park on the main road outside. One must also assume that because of the distance from the town centre residents may use taxis which will further increase the traffic flow and require parking and turn round space. I assume that it would not be unusual for such sheltered accommodation establishments to have organised trips for the residents. From the plan it would appear to be at best very difficult or at worst impossible to park a coach safely in a way that would allow passengers to get on and off. I am also assuming that there would have to be some form of safe access for large refuse collecting vehicles and if this required reversing either in or out this would be a dangerous manoeuvre. With the

current trend for recycling and several different receptacles one has to assume that a number of different vehicles would have to visit for this purpose. From using the scale of the car drawn on the plan it would appear that the access road is not wide enough to allow two vehicles to pass. So what happens when a car turning into the drive meets another that is about to exit onto the main road. It would certainly not be safe for the first car to reverse into the main road.

14. From looking at the overall plan it appears that what is currently a green, wooded and open area will be transformed into a site where an extremely high % of the total land parcel has in fact become hard surface (building, entrance drive, car parking, paths, patio areas, etc). Apart from the extremely negative impact on the environment and wildlife I believe there are currently real issues about existing properties paving over front gardens for car parking with excessive hard surfaces causing various negative impacts including flooding.
15. I can see a future situation where any remaining trees which from the plan can only be left on the perimeter, are progressively removed by stealth because they are seen as too close to the building, dangerous, blocking light, removed for visibility reasons along the frontage, etc. The end result would be a total transformation from a green and wooded area to a cold bare, stark, and overbearing monolith which would completely change the character and appearance of the whole area. Permitting such an outcome would be totally irresponsible and completely at odds with the objectives of creating well planned environments.

In summary I wish to object strongly to the proposals for this very inappropriate development. It is a clear case of overdevelopment. The proposals (even though revised) do not meet the requirements of the Arun District Local Plan. It would appear to fail to meet the requirements in the following areas: GEN 7 (i), (ii), (iv), GEN 28, GEN 29, GEN 30, and GEN 32. Whilst it may be appropriate to develop this site, a development that is seen as in keeping with the character of the area would probably be a development featuring a number of separate dwellings which would blend in with and complement existing housing in the immediate area. The enormous footprint of this building together with its height and bulk, and lack of redeeming architectural features make it wholly inappropriate in this location.

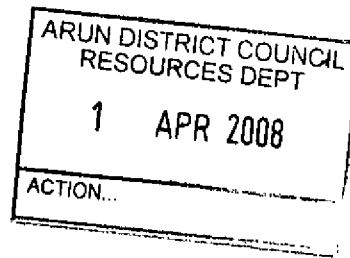
Overall consideration of this appeal will need to be mindful of the very effective positive planning that has taken place in this area in the past to create the current wooded and semi rural environment whilst ensuring that planned development is wholly in keeping with the overall character of the area and style of housing. There is a terrific opportunity to handle this and other applications for this site with sensitivity, and enhance the current amenity whilst continuing to create a well planned environment as part of a sustainable community.

Yours sincerely
Mrs B M Hammond

63 Victoria Drive, Bognor Regis, W Sussex PO21 2TD

31st March 2008

K Wheway Esq
Planning Department
Arun District Council
Maltravers Road
Littlehampton
Sussex BN17 5LF



ACK KW

Dear Mr Wheway

Planning Application BR/60/08 McCarthy & Stone

I would like to object to the revised application from McCarthy & Stone for the site of 262 Hawthorn Road, Bognor Regis, and the adjacent field.

The new proposal would comprise of a substantial block of accommodation at a far higher density than the surrounding residential properties.

In the development there appears to be 12 x 2 bedroom flats and 22 x 1 bedroom flats. These will no doubt be high quality flats and would almost certainly be purchased by relatively affluent people who have retired early to the delightful town of Bognor Regis. It appears totally unrealistic to only provide 12 parking spaces to accommodate 34 cars. Some of the flats, particularly the two bedroom ones, would regularly require 2 spaces and with weekend visitors to stay in the 2nd bedroom may have 3. This should dictate there being a minimum of 36 parking spaces, this allowing no space for tradesmen, cleaners medical personnel etc.

The Hawthorn Road site is 1 ½ miles from the centre of Bognor Regis and the super stores in Shripney Road and the nearest shops in Aldwick Parade are ¾ mile away. It is totally unrealistic to assume that only one occupier in three will have motor transport. If they were all persuaded to get electric buggies, I see nowhere on the plans for these to be parked and recharged. One wonders what depth of thought the developers have put into creating their massive development of this beautiful site.

It appears tragic that 262 Hawthorn Road which was built in the 1930s by, we believe, a Dr McPhee and latterly owned by Mrs McPhee and has a wonderful landscaped garden, which is a credit to the area, will be carelessly destroyed to construct such an incongruous over-development of the site.

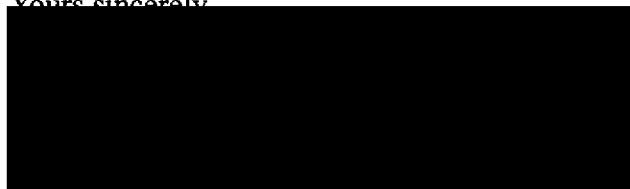
In our previous letters regarding this site of 3rd July 2006, 15th January 2007 and 10th April 2007, we mentioned several points that are still very relevant for this site, these briefly were:

- Sheltered accommodation need in this area. The site is 1 ½ miles from the nearest shops and at the sea end of Victoria Drive we have sheltered housing 100 yards from the centre of Aldwick shops and the developers/agents have had these on their books for over a year and are now offering substantial discounts.
- If parking is inadequate are highways in agreement with maybe 10 – 20 cars being parked on the street.
- Will the drains, gas, water and electricity supplies be adequate for an addition of 46 residents plus friends and family.

- Is not the field a green field site. It has never been developed and is divided from 262 by a brick wall.
- The local doctor's practice is already overloaded and there are invariably 2 to 8 cars parked in the road, although there is considerable space for parking on the site. This will be made worse by importing more elderly residents to the area.
- The Martletts Public House has been refused an extension to use their garden as the local residents objected to the noise. Could it now be considered sensible to impose 46 new elderly residents to this area.
- Special arrangements need to be provided to encourage re-cycling and methods to ensure proper and controlled use of their bins. This has proved to be a difficult problem to solve in areas of the town as inappropriate materials placed in bins lead to the Council refusing to empty such "contaminated" bins.

We would like to conclude by reiterating the fact that the proposals are a totally unacceptable development of this area and are totally out of place in what is essentially a pretty rural atmosphere and ask if the developers have researched with local elderly affluent people whether they would willingly get rid of their cars and walk to the shops. We believe the site would be shown up as totally unsuitable if such a survey was undertaken amongst potential purchasers.

Yours sincerely,



ACK *EW*

**Bifield
248 Hawthorn Road
Aldwick
Bognor Regis
West Sussex
21st March 2008**

ARUN DISTRICT COUNCIL RESOURCES DEPT 27 MAR 2008 ACTION...

Mr K Wheway (Case Officer)
Planning and Housing
Arun District Council
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Dear Mr Wheway,

Re: BR/60/08

Proposed development of 262 Hawthorn Road with 36 units of sheltered accommodation by McCarthy and Stone.

I wish to register my objections to this proposed development. This application is only marginally different from the previous application BR/388/06 to which I also objected and all my previous objections apply equally to this application. I feel sure you will have my comments on file. You rightly turned down the previous application as did the Inspector from the Planning Inspectorate on appeal. His comments are all relevant to this further submission and I assume that you will reflect in detail upon these when making your decision. I would like to add the following points:

- GEN 7 (i) Density. This proposal is a clear overdevelopment.
- This would change for the worse the established street scene GEN (ii) and GEN 7 The Street Scene. The proposal is completely out of character with the current street scheme, would detract from it and not respond positively to the identified characteristics of the site.
- GEN 7 (iv) and GEN 32: Loss of amenity of adjoining properties. This proposal still has an unacceptable adverse impact on adjoining occupiers, their land, and the use of their property.
- GEN 9 (vii) Access. Does not allow for safe movement of pedestrians or vehicles. With the nature of the building implies use by particular types of vehicles. For example refuse vehicles could not enter and leave the proposed development in a safe manner.
- GEN 7 (end note) The proposal is not of a high standard and does not improve the visual amenities of the locality in scale or external appearance.
- GEN 22, GEN 28, GEN 29 and GEN 30. The density, size and footprint of the proposed building will impact adversely on wildlife and involve an unacceptable loss of preserved trees. Currently this is a wildlife haven which would be destroyed. The drainage ditch flows for several months of the year and provides an eco system for many types of flora and fauna. Paving over large areas of ground for parking as proposed could also cause potential drainage/flooding issues.

- The application fails to meet the requirements of the local plan policy GEN 7 (i) (ii) (iv) and (vii). It may also not meet the requirements of GEN 28, GEN 29, GEN 32 and GEN 30.

May I commend to you the comments of the Inspector with particular regard to the street scene and his observations of the roundabout and adjoining areas as being well landscaped and a key townscape characteristic of the area in the vicinity of the site. He notes that these attributes provide an attractive and distinctive entrance to the town that is worthy of protection. He said that the proposals would substantially intrude on the areas open landscaped setting. Proposed screening would not be effective.

The new proposals still involve a very substantial structure which would dominate the area and be of unacceptable mass. It's impact on the area will be little changed from the previous proposal that you rejected. The changes made in the application are minimal and do not sufficiently address the Inspectors concerns and comments. Indeed in the scheme of things the changes are so insignificant as to be irrelevant, leaving all of the previous concerns in place. The Inspector saw the previous proposal as uncharacteristically intrusive and thereby detract significantly from the character and appearance of the immediately surrounding area. This would continue to be the case with this proposal.

Recognising that this will be seen as a brownfield site, any future development should be of single dwellings that blend with and complement the characteristics of the current environment. The current proposal would destroy the recognised positive characteristics of the area, destroy amenity and wildlife value, and cause an unacceptable deterioration in amenity and living standards for existing residents and a deterioration in the street scene for all those passing through.

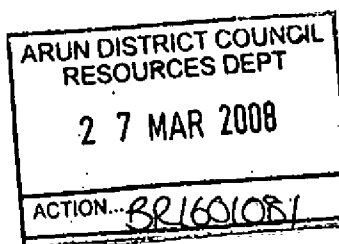
Your previous positive planning in this area, maintaining a semi rural feel around the roundabout, the Rank Centre, Aldwick Road, the duck pond, and the open and wooded areas at the junctions of Aldwick Road, West Meads Drive and Hawthorn Road and in the immediate vicinity of the proposal site, has produced splendid results and an environment to be proud of. I hope that the planning officers will maintain these standards and not allow the environment that they have created to be devalued or removed. I hope that you will continue to use your expertise in planning and land use to create well planned environments and sustainable development. As such I hope that you will refuse this planning application, with a mind to ensuring something far more appropriate at some future stage.

Thank you.

Yours sincerely

B M Hammond

ACK



1 Bedenscroft
Bognor Regis
West Sussex
PO21 3SD

26th March 2008

Dear Sir,

Proposed development of 262 Hawthorn Road with 36 units of sheltered accommodation by McCarthy and Stone.

Grounds of Objection

The new substituted proposal is a clear case of over development in a residential neighbourhood that consists of houses and bungalows, with no flats in the vicinity.

The Street Scene

The proposal detracts and changes for the worse the established street scene and neighbourhood. It does not respond to the identified characteristics of the site nor create attractive spaces or places for the people; it does not respect and enhance the local area.

It is not of a high quality design and does not improve the visual amenities of the locality in scale or external appearance.

Loss of Amenity of Adjoining Properties

The proposal has an adverse impact on the adjoining occupiers, their land and the use of their property.

The blocks will still over look property along Hawthorn Road and will appear to be three stories as rooms will be in the roof space. So properties and the surrounding area will still be over looked by this building

Access

The proposal does not allow for safe movement of pedestrians and vehicles. The traffic that comes tearing off the roundabout and starts to speed down Hawthorn Road, will ensure that the proposed entrance will be in a dangerous position.

As there would be a probability that there would be at least 36 cars (one for each flat) so where are these cars to park, the development has only identified 12 spaces, are they then to be parked on the road, narrowing down the already very busy Hawthorn Road and restricting access to adjoining properties?

The people that McCarthy and Stone suggests will occupy the building will be elderly, with reduced mobility, (hence the greater reliance on a car to get to shops, doctors, dentist hospital) their reactions and ability to judge traffic speeds is greatly reduced, and I would suggest therefore that the accident rate will rise.

Has this proposal been properly considered by West Sussex County Council Highways Department? And if so what is their considered conclusion re the safe access and movement of pedestrians and vehicles?

1 OF 2

14 NEW HALL CLOSE

16.03.2008

BOGNOR REGIS

WEST SUSSEX

PO21 5RQ

ACK

RE: PLANNING APPLICATION BR/60/08

PLANNING DEVELOPMENT OF 262 HAWTHORN ROAD
36 SHELTERED ACCOMODATION BY MCCATHY AND STONE

SIRS

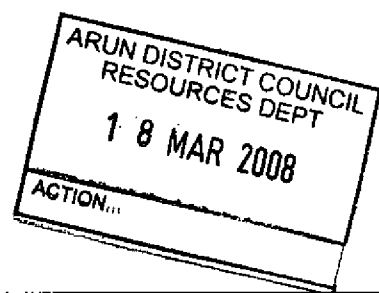
MY HUSBAND AND I AS OWNERS OF 14 NEWHALL CLOSE
WE WOULD LIKE TO POINT OUT OUR OBJECTIONS TO
THE PROPOSED SO CALLED 'NEW PLAN'

STREET SCENE

THE ROUND-ABOUT AND SURROUNDING AREA IS
WELL LANDSCAPED AND THE INTRUSION OF A
BUILDING CONTAINING 36 FLATS IS TOO MUCH FOR
THIS VERY OPEN AREA.

PROPOSED BUILDING

AS WE HAVE POINTED OUT IN THE PREVIOUS
PARAGRAPH, THIS BUILDING IS STILL TOO HIGH AT
2/3 STORIES HIGH FOR THIS AREA



CONCLUSION

THE DEVELOPMENT WOULD DETRACT FROM THE CHARACTER AND APPEARANCE OF THIS AREA. CONTRARY TO THE POLICIES OF WEST SUSSEX STRUCTURE PLAN 2001-2016 POLICIES NO. LOC1, DEV1, AND CH1 PLUS POLICY NO GEN7 OF ARUN DISTRICT LOCAL PLAN, WHICH ARE IN PLACE TO PROTECT SUCH AREAS FROM DENSITY BUILDING AS THIS PROPOSAL IS

LOSS OF PRIVACY

BY EXTENDING THE RETURN WING BY 3.4m IT IS REDUCING OUR PRIVACY NOT INCREASING IT AS WE HAD HOPED, BEING OVERLOOKED IN OUR GARDEN AND AMITIES 17.7m IS NOT OF A DISTANCE FROM BOTH THE BUILDING AND GARAGES PLUS THE HEIGHT OF THE BUILDINGS. THIS UNACCEPTABLE LOSS OF PRIVACY ACCORDING TO POLICY DEV1 OF STRUCTURE AND GEN7 OF LOCAL PLAN WHICH ARE SUPPOSED TO PREVENT LOSS OF PRIVACY AND AMITIES TO SURROUNDING AREAS AND HOPE THAT THE PLANNING COMMITTEE AND OFFICERS WILL REFUSE THIS SO CALLED AMENDED PLAN

YOURS FAITHFULLY


C. G STEVENSON (MR)
 V. STEVENSON (MRS)

ACV

ARUN DISTRICT COUNCIL RESOURCES DEPT
1 8 MAR 2008
ACTION...

250, Hawthorn Road,
Aldwick,
West Sussex,
PO21 2UP

16th March 2008

Subject : Planning Application BR/60/08

Dear Mr. Wheway,

With reference to the above Planning Application I have a number of comments which I would ask you to consider at the Planning Meeting.

From what we have seen of the plans it would appear that the architect has gone to considerable trouble to minimise the impact of the proposed development on the existing surrounding properties which is greatly appreciated. It would appear that a positional move of the adjacent building further away from our property combined with the minimal removal of existing trees should minimise adjacent properties from being overlooked which again is appreciated.

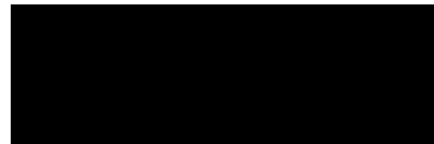
However the plan calls for a 2.0 metre wide footway to run along the frontage of our and our neighbours properties to link to the existing pavements at each end. As you will be aware from our comments in previous applications (BR/369/05, BR48/06 and BR/165/06), this land adjacent to the roadway is part of our property and forms part of our front garden and is not, and never has been, maintained by the Highways Department. Following your previous comments to us during the original application we, and our neighbours, have written to the Highways Department to point this out but, after several months, have yet to receive their reply which is a most unsatisfactory response from this group. This matter is therefore still outstanding and I would therefore expect this situation to be considered at the time of the planning meeting.

Furthermore a 2.0 metre wide footpath would necessitate taking most of our outer front garden as well as removing the existing fir tree, which stands between our property and that of number 252, and is located only around 1.0 metre from the kerbside. This would be also be a very unwelcome situation.

I can see no reason to want to extend the pavement along the frontages of our houses as the pavement on the opposite side of the road is perfectly satisfactory and as the proposed development is for the elderly I would suggest that placing a pedestrian controlled crossing in Hawthorn Road near to the entrance to their car park area would be a much safer option for them and other pedestrians and may even slow down speeding motorists who are trying to make up for lost time within the 20m.p.h. zone which, unfortunately, ends further up the road. This crossing would safely enable the residents to cross this busy road to access footpaths in and around Aldwick Road as well as crossing Hawthorn Road itself.

We also have considerable concern over the planned pavement from the point of view of the frequency of anti-social behaviour incidents that occur along this end of Hawthorn Road to the junction with Aldwick Road which have resulted in vandalism and damage to property and most recently a situation whereby concrete cones were removed from our adjacent gardens areas and placed in the middle of the road late at night (reported via the local Neighbourhood Watch Scheme). To have this pavement even closer to our properties would be most unwelcome and we will do our utmost to oppose such a development.

Yours sincerely,

A large black rectangular box redacting the signature of A. McGarrigle.

A. McGarrigle