

From: Anita Gardner
Sent: 23 May 2013 13:40
To: Planning.Responses
Subject: FW: EP/111/12 Amended wording to submission 23_05_2013

Please can these comments by Mrs Akhurst be substituted for those she made earlier .
Thanks
Anita

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Save the environment - think before you print.

Sent: 23 May 2013 13:28
To: Anita Gardner
Subject: EP/111/12 Amended wording to submission 23_05_2013

Dear Mrs. Gardner,

Many thanks for your help. As you suggest, below is my explanatory email for sending to the Scanning Department, the amended submission is attached.

Regards

Judith
Judith Akhurst

Hi,
I would be grateful if my online objection (below) could be corrected under Drainage, last sentence of first paragraph, to read :-

.... As the development of these sites will remove this natural giant soakaway, the need for an effective drainage system is crucial.

The changed words are :- with to will : effect to effective : curtail to crucial, and I have included my name and address which was omitted.

Many thanks for your help, and apologies for the inconvenience and extra work.

Regards

Judith

I am writing as a resident and not as a parish councillor.

Sea Lane Access/Egress

Access and egress to and from the Sea Lane properties will be on to a single and narrow section of road, created by the close proximity of the central “island” planted with mature trees and shrubs. The potential number of cars from five bedroom properties will greatly increase the volume of traffic in this confined area. Delivery vehicles etc. parking in the road outside the properties will prevent northward movement of vehicular traffic, and similarly vehicles parked partly on the pavement and road will obstruct pedestrian traffic in both directions, forcing them into the road.

Parking : The parking spaces provided within the perimeter of each property is not sufficient for the number of bedrooms. The narrowness of the road prevents cars parking outside the properties and will result in additional on-street parking further northwards in Sea Lane.

Design : The design of the dwellings is not in keeping with surrounding properties, and are overbearing in design and in roof height especially to neighbouring dwellings. This is particularly so for 43 The Ridings.

Traffic Movement from Sea Road into Sea Lane : Delivery vehicles and private cars frequently leave the congested area at the bottom of Sea Road into Sea Lane (via Seaview Road) which further increases the traffic flow. The residential home and residents living at the bottom of Sea Lane require the road to be freely accessible to the emergency services.

Drainage : The Sea Lane and The Ridings sites are adjoining gardens and are known to be prone to water-logging after rainfall, and especially so, after heavy rain. In June 2012, Sea Lane was flooded due to many years of lack of cleaning and maintenance of the surface water carrier pipe which investigations have shown to be in need of attention. As the development of these sites will remove this natural giant soakaway, the need for an effective drainage system is crucial.

The development of these sites is likely to impact adversely on the neighbouring properties, and attention is drawn to Paul Cann’s, (Arun Senior Engineer (Drainage & Coastal) request for standard condition of ENGDA to apply and goes on to state :-

“..... Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests and design must be carried out in accordance with BRE 365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 30% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location.”

He later goes on to say “The extent of any further winter groundwater monitoring will need to be agreed with ADC Engineers.”

I recommend that this Planning Application be refused.

As these sites are complex, it suggested that, should this Application go to the Development Control Committee, a pre-site visit be made to provide a full understanding of the complexities of these sites.

Judith Akhurst, 95 Sea Road, East Preston, BN16 1LN