



From: chris young [REDACTED]
Sent: 27 November 2018 14:38
To: Nigel Lynn



Subject: Fwd: 60 Vermont Drive

Please include the following documentation on the three

Planning Application portal websites:

EP/147/18/dOC

EP/69/17/PL

EP/49/17/HH

Many thanks

Chris Young

1 of 2

Update 27th November 2018

This is to remind residents and members of Arun District Council my concerns relating to this project.

The Hi

I enclose herewith a copy of my letter addressed to Mr. Lynn dated 19th June 2018, I never received a reply to this letter From Mr Lynn. But I did receive a reply from Sharon Lilleywhite dated 25th June 2018. This in no way answered my concerns.

It is now a reality that residents who have concerns that this section of roadway is to become part of a construction site where one or more of its residents could be injured. The head of the short section of

roadway is accessed by no less than seven properties now to become eight with in my opinion the dangerous addition of this rear garden property.

I am now retired into my early seventies having been involved in the construction industry all of my working life. I have attended many HSE courses. A part of my time being involved with Health and Safety relating to my workforce and occasionally members of the general public.

On more than one occasion I have requested in writing for a meetings with Council employees but no one was prepared to agree to this.

Should one of the Council employees had agreed to my requests for a meeting. I was going to put forward an alternative plan relating to my two main points of concern.

No 1. During the construction the safety of residents. pedestrians having to use the Cul de sac section of road at the same time as large construction vehicles being present with smaller back up vehicles carrying out three point turns to transfer materials into the site. My alternative would have been to carry out this operation from one of the lay-bys on the adjacent main road. From there smaller vehicles would transfer materials directly into the site. IE: dumper trucks , hi ab forklifts and JCB type of vehicles. This would eliminate the dangerous manoeuvres here in the small close.

This would also allow for Emergency service vehicles to have access to the Cul de sac at all times. As was the case recently in the cul de sac

No 2. A safer option relating to the ongoing (Permanent) situation where vehicles have a new driveway access to and from the additional rear garden property would be not to allow for this new forty metre plus drive with its turning point and parking space for vehicles from both the rear garden property and also No 60

my answer would be to only allow for a footpath to this additional rear garden property. Parking would still be available on the drive as is at present but now to include an additional space where the garage to No 60 is to be removed (now the land it stands on is to become the property of the new rear garden property). Also there would be two existing spaces available outside property No 60. This area would need additional block work to the present driveway to show a demarcation line. This would allow for the parking of two vehicles, be it one large vehicle and one small.

The footpath Being of a width to accommodate access for a disabled persons form of transport

Not only from a safety access point of view. There would be cost savings by including a footpath in lieu of a drive with its drainage costs. Also there would be no requirement to Alter the external elevations to No 60 subject to agreement with the planning department .

I shall include a more detail description with my portal website submission to follow detailing my concerns with this project.

None of the twenty plus Arun District Council employees or their advisors involved with this project had the expertise to consider a safer options relating to this contract.

This has been one of the low points in my life dealing with Arun District Council regarding this planning application.

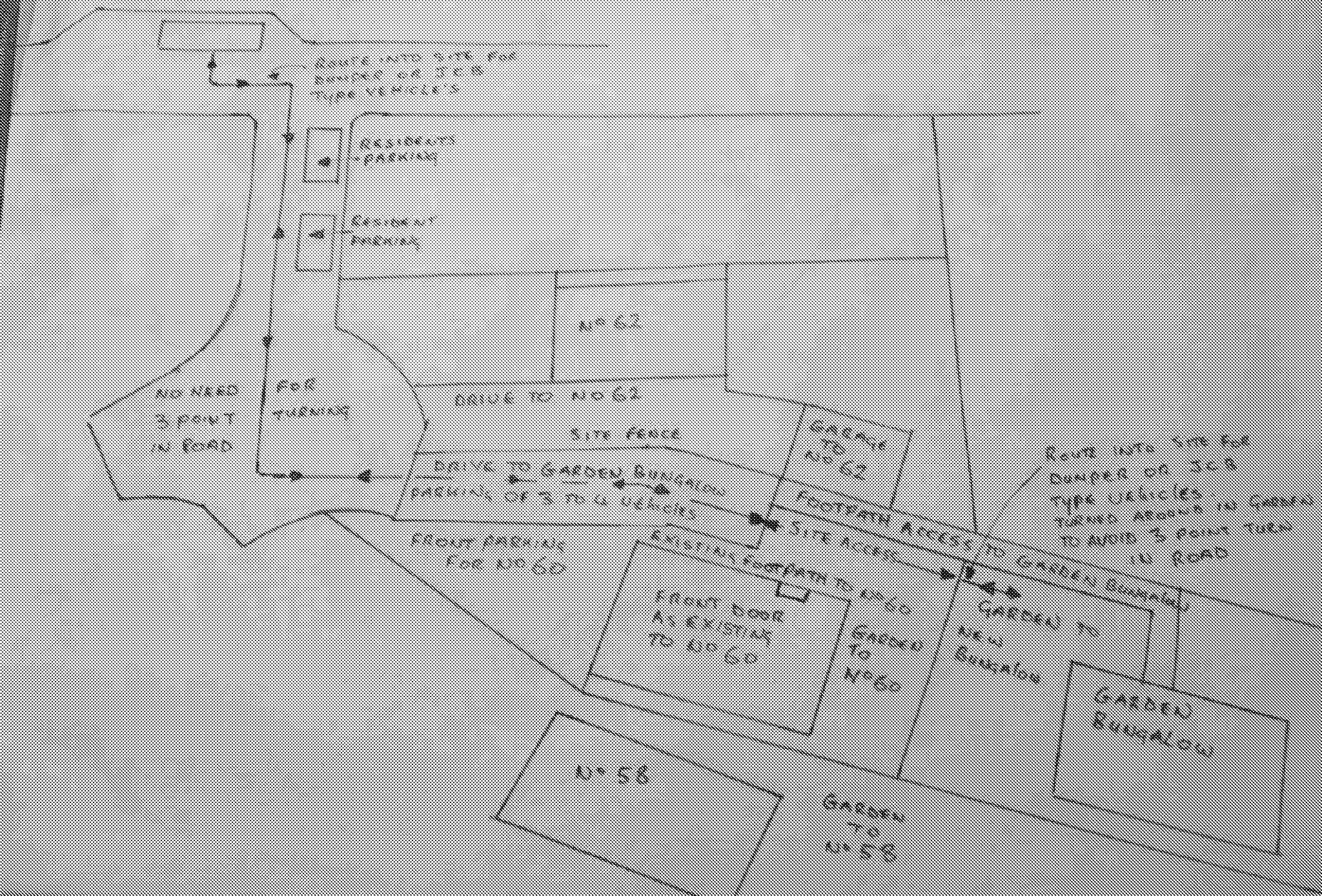
One of the high points in my life was to receive a personal letter from Her Majesty the Queen Thanking me for my involvement in the reconstruction of Windsor Castle following the fire.

I enclose herewith a photo of where vehicles involved in a refurbishment project ongoing at present to one of the properties in our short close have blocked off the access to one of its residents. This is only a minor incident compared with what would happen once the work to No 60 with its garden property development starts up.

I also enclose herewith a sketch detailing my alternative proposal.



LOBBIES TO
PARK IN
ADJACENT LANE



Regards

Chris young

From: Sharon Lilleywhite

Sent: 25 June 2018 10:18

To: 'chris young'

Cc: Nigel Lynn; Denise Vine

Subject: RE: REFERENCE 60 VERMONT DRIVE EP/69/17/PL

Dear Mr Young,

I am writing with reference to your email below and hard copy of the same sent to Mr Lynn, the contents of which are noted, and which I am acknowledging on behalf of myself, Mr Lynn and Mrs Vine.

As your complaint has now completed the Council's complaints procedure, the next step would be for you to progress the matter with the Local Government & Social Care Ombudsman. Contact details for the LGSCO were included within Mrs Vine's Stage 2 response dated 29 May 2018.

I hope this assists.

Yours sincerely,

Sharon Lilleywhite

Information Management Team Leader/

Corporate Complaints Administrator

Sharon Lilleywhite | Information Management Team Leader, Information Management Team, Arun District Council | Location: Second Floor,
Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF
Internal: 37709 | External: +44 (0) 1903 737709 | E-mail: sharon.lilleywhite@arun.gov.uk
Visit Arun's web site at www.arun.gov.uk P Save the environment - think before you print.

From: chris young [REDACTED]
Sent: 19 June 2018 12:13
To: Nigel Lynn; Sharon Lilleywhite; Denise Vine; [REDACTED]
Subject: REFERENCE 60 VERMONT DRIVE EP/69/17/PL

Mr. Lynn
Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Dear Mr. Lynn

19TH June 2018

REFERENCE 60 VERMONT DRIVE EP/69/17/PL

With regard Mrs. Vine's letter dated 29th May 2018 and to this project in general I would comment as follows:

When I first learnt that this development was at the initial planning stage I contacted your Mr. Easton directly by telephone, who was the then case officer. I said that I was a bit shocked that someone would want to construct a dwelling in a close as small as this one. Also the width of the shared driveway between properties numbers 60 and 62 bearing in mind the narrow width, the openness between the properties what with the change in direction mentioned of a dogleg that meant that most of the driveway towards the front section of drive would be blind to vehicles travelling from the rear garden section of the new driveway.

With reference to the Council's Complaints procedure, I was hoping for a sensible response, but I already

knew that someone employed by Arun County Council would side with the Council, whatever I said.

This is a serious procedure that should only be carried out by an independent body.

You have reviewed and approved Mrs.Vine's conclusion that she did not uphold my complaint.

However, I would appreciate your reply to the following questions:

1] Should this development go ahead then the lives of local residents here in our small close will have been put at risk. Mr. Easton's updated report states the following:

"It is acknowledged that the proposed development [one additional bungalow] will result in vehicle movements alongside and to the rear of No 60 Vermont Drive which have the potential to give rise to harm to the residential amenity of the host dwelling and immediately neighbouring property".

Is this a form of admission that the Council is putting the lives of local residents at risk. Why? This is just to allow the inclusion of one additional dwelling. It doesn't make sense.

Surely this is proof that the Planning Department should have taken specialist advice regarding the Health and Safety of local residents.

2] This one off-development highlights the fact that the Council needed to take professional advice with regard to the safety of residents. Mr. J Baeza's email to me dated 30th November states that the Council's Environmental Health Department were consulted and their view was that as far as safety issues were concerned the Council had to rely on the advice of County Highways and the Health and Safety Executive connection with Health and Safety legislation.

Please advise what has County Highways to do with Health and Safety, also why there was no reference relating to contact with the HSE, if only for advice?

3] Mr. Karl Roberts in an email dated 9th February stated under Health and Safety "that in a case such as this it would be appropriate for the Council to consider the broad issue of public safety". Why wasn't Health and Safety given more consideration?

4] I cannot understand that when the developer sought pre application advice from Arun District Council [as stated in the design and access statement produced by Lewis and Co] regarding this project, the Council states that the principles of development are acceptable. There was no mention of the safety and welfare of residents, or that of disabled residents. The pre application was carried out as a desktop study and should have included a site visit, with residents and disabled persons in mind.

Due to the nature of the development being in probably the smallest cul de sac in the local area, where all of the residents of the seven bungalows have to reverse in or out onto the small coronet shaped circular area. This would be impossible to negotiate once the developer moves in with his muck away lorries, his delivery lorries i.e. Brick delivery lorries and his massive array of plant required for the excavations and removal or delivery of materials, mainly acting as feeder vehicles between lorries that could only park in the road or to the front area, and to the site behind the existing bungalow.

Even with a wider access and the sharp dogleg on the drive, larger lorries would not be able to gain access to the rear garden without having to cut across the drive to the adjoining property.

Also I do not see any mention in your report, or in the Lewis and Co statement, of a pre assessment site visit, to look at the project in situ.

5] My experience in the construction industry tells me that there is something not right with this project. I would not expect builders to work in our small Close when there is a situation where Pedestrians are mixing with Contractors and Construction Traffic. I do not believe that a contractor could, in the present situation, complete the work and deal with the life and death factors that could be associated with this build. With the difficulties involved due to the restricted area available. Lorries shall spend a lot more time than normal being loaded or unloaded, with their backup vehicles causing a lot of problems for residents. If this were a main contracted building site situation this working area would be fenced off, hence there would be no residents at risk. This is not possible because residents living here in our small and compact Close have to get on with daily life.

Mrs. Vine states that I mentioned in my stage 2 complaint that I found it unacceptable that my requests for a site meeting were ignored and that the planning department had no record of my requests. This is to inform you that I had on many occasions requested a meeting with many members of your staff including Mr. Karl Roberts and most recently Mrs.Vine.

But more importantly my requests for a site meeting with Mr. Easton, from your Planning Department. Your Mr. Juan Baeza sent me an email dated 30th November stating that he had spoken to Mr. Easton who said that he does not recollect, nor has a record, of a request from me for a site meeting. Yet my emails the latest dated 2nd November 2017, to Mr. Easton, are documented on the portal website requesting a meeting, copies of which are included in my email to Sharon Lilliewhite dated 6th April 2018. This implies that Mr. Easton and Mr. Baeza were not looking at the website and updating themselves with comments and requests from residents.

My request for a site meeting was to discuss an alternative safe way forward with this project. The original Planning Application should have been studied more intently by the Planning Department. A safer option should and could have been considered.

I have my concerns relating to Mr. Karl Roberts` comments in his email dated 23rd February 2018 that refers to the overhang of number 60 stating “what were the implications of this error. Firstly, it is important to remember that the existing garage is served by this access. Therefore in terms of parking a vehicle the overhang is an existing hazard to address. This issue therefore is whether the situation is materially different if the proposed dwelling is constructed”.

My response was that there is a massive difference. The difference being as follows:

The existing situation being that movement on the drive outside the present garage is controlled by the family living in the existing no 60 property. The family would be aware of any family members or other visitors being on the drive.

With the new situation [where this drive becomes the property of the rear garden property] the same family living in no 60 would not be aware of any traffic coming from the new rear garden property due to the blindness of vision caused by the sharp dog leg [change of direction] on the drive.

Safety of residents is totally ignored by your Planning Department.

Mr. Roberts also stated that vehicle speed is likely to be higher, but then he stated not significantly so. The speed of a vehicle would not need to be significantly high to injure or kill someone being on the drive to the forward section, due to the blind sharp change of direction of the drive.

Mrs. Vine states that I am also concerned about the restricted driveway between the proposed new property and No 60. She is ill advised and incorrect as my concerns about the driveway are between the proposed new property and No 62. The owners of no. 62, whose lives shall be changed for ever more due to the revised driveway bringing traffic through from the rear garden property where the forward section of the driveway is near blind due to the sharp change of direction. The driveways are so narrow that should someone exit a vehicle they only need to take one step sideways to be encroaching onto the adjoining driveway from the rear garden property. This is where I have my concerns that someone could be injured or maimed or even killed. This relates to Mr. Roberts` comment as mentioned above, stating that the situation with the new drive is no different to the existing.

With regard to the safety of residents here in our Close, the Officer`s report should have acknowledged, my concerns relating to the Close being turned into a construction site, where residents have to be in the road at the same time as large lorries are being loaded or unloaded by smaller construction vehicles.

Where there could also be the potential risk to harm the residential amenity of the community living here in the Close.

As previously stated, with regard to my many requests for a meeting to discuss Health and Safety, I never received a reply to my website and email concerns. I did receive an email from Mr. D Easton after the date of the planning decision, stating that the Planning Department was not concerned with health and safety when making their decision.

Amazing, when this decision impacts on the lives of residents.

The comments supplied by West Sussex County Council state that the existing hardstanding fronting the existing property number 60 is sufficient in depth and width to accommodate one car off street. Are WSCC fully aware that the remaining width at the pavement is only 900 millimeters? Therefore there shall be the need for a crossover licence manoeuvre required where the only way of gaining access to this space is

by encroaching on the drive to the rear garden property. How could this be allowed to happen when the existing property No 60 is left with only 900mm width on entry from the road?

Ms Vine states that I had received a detailed response from Mr. Roberts. This is not correct. I never received a reply to my email to Karl Roberts dated 14th March 2018, as recorded in my email to Sharon Lilliewhite dated 6th April 2018.

With regard to my email complaint to Mrs. Lilliewhite dated 6th April 2018 [full package delivered by hand dated 6th April 2018], and my stage 2 email to Denise Vine dated 19th April 2018. Please advise that these documents were viewed and considered in making your decision to uphold and approve Mrs. Vine's conclusion.

As previously stated, I would comment that this decision to permit this dwelling is going to put the lives of residents here in our Close at risk. Someone could get injured during the construction in dealing with the lorries and supporting vehicles in the narrow section of our Close, now to become part of a building site. Also, with regard to the existing driveway to property No 62, now extended to the new rear garden property [originally stopped outside the garage to No 60] and to the adjoining driveway to property No 62. Both property driveways being side by side with their minimal width as previously stated. There is also the complication that with the sharp change in the direction of these driveways there has to be some encroachment onto one drive or the other by larger vehicles. Passengers exiting a vehicle that has stopped on the drive would only have to take two steps sideways to be on the drive of the adjoining property. There could now be an accident with a vehicle approaching from the new extended driveway to the new rear garden property.

Should this new driveway from the rear garden be fenced in, then this would stop the threat of injury to residents on the adjoining driveway. However, the new driveway could not be fenced in, as vehicles would not be able to negotiate around the sharp existing change in direction that would now form part of the new rear garden driveway.

Also, one has to bear in mind that should the new driveway be fenced right up to the edge of the pavement, then the remaining parking available to the existing property No 60 would mean that their width of frontage would not have the width to allow a car to pass. Hence this would take away the remaining single space parking area outside the property; the only place left to park would be in the road. I would ask the question, why is this small Close included as part of the road name "Vermont Drive" when we are clearly living in a section that is a small Close. The main section of Vermont Drive being adopted and this Close/ cul de sac section being privately maintained. Surely by naming this cul de sac section of Vermont Drive then the intention of Arun District Council must have been to adopt this section of Vermont Drive. Should it not then have had its own name. As proof of this, there is a lamp standard situated within the Close that is maintained by Arun District Council.

The Council's decision has let down and put the lives of residents here at risk to injury. Just to allow a Developer the opportunity to construct one additional property.

I would appreciate a reply to my above points.

Yours sincerely

Mr. C W Young

Sent from Outlook

<http://www.arun.gov.uk>

DX 57406 Littlehampton

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