

From: Juan Baeza
Sent: 30 November 2018 16:23
To: Planning.Responses
Subject: FW: 60 vermont drive

Can this be uploaded onto specified applications. Please note that it is not WS147/18/DOC but EP/147/18/DOC

Thanks

Juan Baeza Area Team Leader – Planning Department, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road,
Littlehampton, BN17 5LF
Internal: 37765 | External: +44 (0) 1903 737765 | E-mail: juan.baeza@arun.gov.uk

Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

From: chris young [REDACTED]
Sent: 30 November 2018 15:49
To: Nigel Lynn

Subject: 60 vermont drive

Friday 30th November 2018

please include the attached document on the portal Planning Department websites

EP/131/18/DOC
EP/132/18/DOC
WP147/18/DOC

Firstly, I would apologise for my email sent on Tuesday 27th November 2018 that was still in draft format sent from my I phone prematurely.

This is for the attention of the new Council Officer in charge.

Please confirm that Arun District Council has advised the developer in writing that there are residents concerns regarding this contract. Also, that various bodies within Arun District Council, West County Council including the Fire and Rescue Service have imposed conditions regarding this project

continued as attached document

Many thanks

Chris Young

Chris: outlook is becoming a nightmare to use

Sent from Outlook

Friday 30th November 2018

Firstly, I would apologise for my email sent on Tuesday 27th November 2018 that was still in draft format sent from my I phone prematurely.

This is for the attention of the new Council Officer in charge.

Please confirm that Arun District Council has advised the developer in writing that there are residents concerns regarding this contract. Also, that various bodies within Arun District Council, West Sussex County Council including the Fire and Rescue Service have imposed conditions regarding this project

It is now becoming a reality that residents who have over the last eighteen months had concerns that the section of roadway is to become a part of a construction site where one of the residents could be injured. the head section of the Cul de sac is accessed by no less than seven properties, now to become eight with the addition of this rear garden property.

Our short close is now part of a building site. Should this have been part of one of the many construction sites in the local area, Arun District Council would be putting stop works order in place and serving notice to stop the work continuing. construction would take place behind a site hoarding where due to Health and Safety the general public would not be allowed access to the development. I refer to the Close where we live as part of the development. But we don't see a council officer in sight or being too worried about what is going on here in our small close.

This is not on the main section of Vermont drive that has a two-way access but a small close section to the far end of Vermont drive that has never been adopted by the Council.

An updated Officers report stated under the heading GENERAL That the objections from local residents are a powerful reason as to why development should not proceed.

Then why was it allowed to proceed.

Nobody has approached residents with a safety plan of action or a statement as to how this development could be achieved and protect the residents from possible injury during the construction period due to the amount of construction traffic be it large vehicles to remove dug out materials or delivering construction materials to the site, both the removal and delivery of materials requiring the need for smaller vehicles to load or unload within the small turning circle to the head section of the close. For residents it will be like getting involved with a working construction site with its traffic as there are no pavements to give any sort of protection. The whole operation should be carried out behind a site hoarding but the only place where this would be possible would be within the plot of land itself. The road remains an area that could give risk to serious injury to residents.

Work has commenced on site. For residents it is like living on a building site having to reverse out into an area and avoid vans parked in every position available. Delivery lorries at present are minimal, but have to double park blocking the road off to residents.

Conditions

Has the Developer been made aware of the following points and conditions made by the Planning Department and its specialist associates as follows:

1[A updated council report states that "IT IS ACKNOWLEDGED THAT THE PROPOSED DEVELOPMENT WILL RESULT IN VEHICULAR MOVEMENT ALONGSIDE AND TO THE REAR OF No 60

VERMONT DRIVE WHICH HAS THE POTENTIAL TO GIVE RISE TO HARM TO THE RESIDENTIAL AMENITY OF THE HOST DWELLING AND IMMEDIATELY NEIGHBOURING PROPERTIES”.

2] The following comments were included in an email dated 30th November 2017 from Juan Baeza to me in response to my email dated 21st November 2017.

A condition was included with the recommended report and this condition stated that:

A] No development shall take place, including any works of demolition, until details for the parking of site operatives and visitors has been submitted to and approved by, the Local Planning Authority. The approved details shall be adhered to throughout the construction period

B] Hours of operation of all plant and machinery and deliveries to/from the site to be limited to 08:00 – 18:00 hours Monday to Friday; 08:00 to 12:00 on Saturdays and not at all on Public or Bank Holidays unless otherwise agreed with the Local Authority.

Reason in the interest of amenity in accordance with policy Gen 7 and Gen 29 of the Arun District Local Plan. It is considered that this condition must be pre-commencement to minimize disturbance to neighbours.

3] Compliance with Fire Regulation:

Required due to the access driveway being less than the required width of 3.7 metres

The current regulations require that under part B5 of the Building Regulation access to all parts of every dwelling to within 45mtrs of the operational location of a fire appliance should be achieved. This is not the case as the access driveway is below the required width of 3.7 metres [3.1 metres through a narrowing]

The Fire and Rescue service cannot object to planning, but can request the developer to demonstrate how they can mitigate this. This evidence needs to be presented to the Fire Service and will be required at Building Control stage. One option as is the case of this development and supported by the Fire and Rescue option as in this case of the development and supported by Fire and Rescue Services is the installation of a sprinkler system to mitigate LIFE risk.

With the development of technology and the lack of supported water mains system a High volume have improved and achieved British Standard approval [BS8458:2015]

Without this compliance to BS8458:2015 It would not be possible for this dwelling to be constructed

Please confirm that the developer of the new dwelling has obtained compliance under the alternative regulation to part B of the building regulations. Where a mist type sprinkler system is to be installed to comply with the approved British Standard [BS8458:2015]

4] With reference to Carol Reynolds correspondence to David Easton dated 25th October 2017. She states as follows:

That a Construction Management Plan should take all relevant precautions to minimise the potential disturbance to neighbouring residents during the construction phase of the development, particularly in respect to noise, vibration and dust.

[Every Contractor should be informed that they need to prepare and submit a Construction Phase Plan [CDM 2015]. To the Health and Safety Executive. It may be that a more complex plan needs to be submitted].

No development shall take place, including any work of demolition until a Construction Management Plan has been submitted to and approved by, The Local Planning Authority.

Please advise that this document Has been submitted and approved by the Planning Department.

The Approved Plan shall be adhered to throughout the construction period. The plan shall provide for:

- A] An indicative programme for carrying out the works
- B] The arrangement for neighbour consultation and liaison during the construction works, including the builders telephone /email contact points.
- C] measures to minimise noise generated by the construction process to include detail of the careful selection of plant and machinery.
- D] Details of any floodlighting, including location, height and direction.
- E] The parking of site operative and visitors vehicles.
- F] Loading and unloading of plant and materials.
- G] Storage of plant and materials used in construction and development.
- H] WHEEL WASHING FACILITIES this is a necessary item so as to keep mud/clay to a minimum.
- J] Measures to control the emissions of dust and dirt during construction.

REASON: IN ORDER TO SAFEGUARD THE AMENITY.

I Commented by letter as I was displeased by her response as I had felt that it had not considered the impact of the proposal specifically to access and associated vehicular movements upon the residential amenity of neighbours. I never did receive a reply.

We as residents expect Arun District Council to implement these recommendations as stated above. Overall. I have further concerns that the Council have derogated what even Carol Reynolds suggested above and has put in a much less onerous condition that seems to massively favour the applicant and does not protect the amenity and safety of the residents. This is something that needs to be discussed with the Health and Safety Executive.

Work has now started to remove the semi-detached garage to No 60 Vermont Drive.

Please confirm that the contractor has been made aware of the various comments. As the contract has now commenced.

With reference to the three new Planning Applications dated October 2018 reference Nos EP131/18/DOC, EP132/18/DOC and EP147/18/DOC

Surface water drainage is also a concern of residents

A Drawing showing the collection and discharge of rainwater from the new dwelling discharging into a single soak away, this is positioned close to the Rift that runs to the rear elevation. Should this rift run within the boundary of the new development then it is the responsible of the developer for the general maintenance required.

There should be at least two separate soakaways if only to distribute rainwater away from close proximity to the existing Rift. The soakaways should be oversized due to the nature of the clay content within the soil in the area.

The drawing showing the long driveway in excess of 40 metres in length with its turning point and parking spaces makes no reference to the driveway construction that is required, are we to assume that this is to be self-draining. This is an area of concern to residents being approximately 150 square metres of surface area.

Residents have concerns as the soil content here has a high percentage of clay.

When discussing this area with neighbours, there has in the past been a close to flooding situation. This additional dwelling with its driveway shall not help the situation.

The residents to the existing property No 60 have right of way and access to the parking area within the new rear garden property for one vehicle This I find very hard to understand. Who in their right mind would want buy a property and have to allow a complete stranger access to a parking space within their grounds.

Is there any consideration relating to disabled persons having to use the drive to the new property?

As previously stated, I requested meetings many with many members of Arun District Council Staff. When I first realised that this property No 60 Vermont Drive had been the subject of a Local developers request to include for an additional property being constructed to the rear garden, I became concerned. I contacted and spoke to Mr. Easton, the case officer. Mr. Easton didn't appear to want to discuss this application.

Many times I requested in writing for a site meeting with Mr. Easton. Who never had the decency to respond. I received an email investigation from a Mr. Juan Baeza dated 30th November 2017, he stated 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. My emails were clearly documented on the portal website. This could only mean that Mr. Easton never looked at the many different concerns of the immediate residents living here in our small Cul De Sac and local neighbouring properties.

Following a confirmation Email from Carolyn dated 23rd January 2018 informing me that a Mr Roberts was dealing with my complaint, Carolyn stated "with regard to your request for a site visit with a member of staff, this will be addressed once the complaint had been responded to so as not to confuse matters". To this day the 27th November 2018, this offer has never been forthcoming. No surprise!

Arun District Council appears to have no interest in the safety and welfare of residents. But have the authority to make decisions that affect the lives of its residents. They seem to think that the Health and Safety issues are the concerns of others. This is a strong reason why the HSE need to be involved with this development

I have registered my concerns with the Health and Safety Executive whom are only able to get involved as from day one of the contract, I have been assured that they shall provide the expertise required in dealing with a construction site of this nature

Should one of the Arun District Council employees have had the decency to have met with me then I was going to discuss a safer way forward with this project as follows:

1] Relating to vehicles using the small turning point at the same time as residents during the construction period.

This would have been to have moved the main loading and unloading to one of the two local Lay-bys situated on the main road sections of Vermont Drive where there is two way traffic. Collection or delivery lorries could park up in one of these lay-by where materials could be loaded to smaller vehicles that could then safely transferred materials to and from the site. There would be no need to carry out dangerous manoeuvre within the close itself making it a lot safer for residents.

Whatever the situation This should be discussed with the Health and Safety Executive.

2] With regard to the ongoing situation once the new property is completed. There would now be vehicles travelling along the new 40 metre section of driveway to and from the new rear garden property. To the blind dogleg section of driveway there could be an incident between a motor vehicle and a resident/pedestrian from the adjoining properties. This could result in injury or a fatality

My plan would have been to include for only a footpath instead of a new drive, this would also remove the need for a turning point and parking spaces. The drive would stop as it is at present on a line with the remaining adjoining garage to No 62 Vermont Drive. A fence or wall should be erected with a gated access to the rear garden property. From this point the new garden property would have been accessed only by this footpath.

Parking would still be available on the drive for three vehicles, no different to the present situation. This would address concerns with the Health and Safety of residents being on the drive as the situation would be no different to that as it is at present. This would eliminate the blind dog leg section where there is a driveway blind spot. No 60 would be restricted to only one parking space on its remaining drive to the front elevation. The present block paved drive could be altered to allow for a second smaller vehicle on the drive.

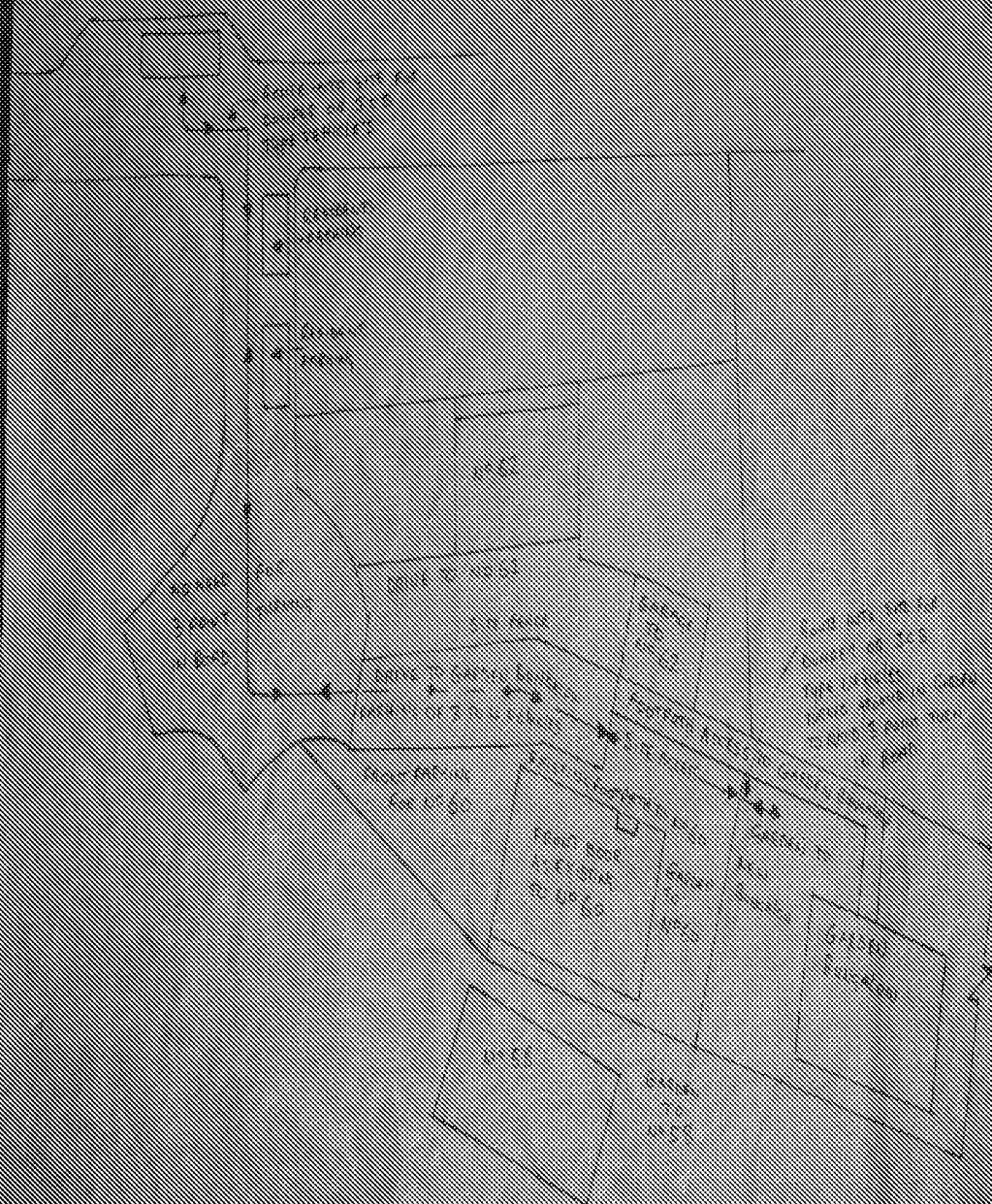
This would also remove the pollution and noise, to the adjoining properties to the rear garden but above all the Close would be a lot safer place to live.

There would have also resulted in cost savings to both the existing property No 60 and the rear garden property.

The existing bungalow No 60 would not require its structural changes mainly to the repositioning to its front door and associated internal work. And the cost saving relating to the drive to the new property as proposed as a footpath.

To complete the work, then I agree that the existing garage had to be removed. I enclose my hand drawn sketch detailing my alternative plan as follows

1982年12月



With regard to the safety of residents here in our Close, one of the revised officer's reports stated: **"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"**.

This is 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. And not turned to their in-house associate's.

Here in the Cul- De- Sac residents need to know this their safety is paramount to Arun District Council as this does not appear to be the case.

As previously stated, work has started on site; contractor's vehicles are parked up in every available space in the road. This makes it very difficult for residents to reverse out onto and leave the drive. We were led to believe that parking of contractors' vehicles would not be allowed to block up the road.

Whilst on the subject residents living on this building site should be issued with high visibility jackets and helmets. Maybe we should be given a safety at work Talk by the Health and Safety Executive.

This is my final submission unless I am requested by the health and safety Executive or the Local Government and Social Care Ombudsman requesting further information.

I await your reply.

Please copy your reply to the Health and Safety Executive at Oxted

Many thanks

Chris Young