

19 APR 2017

ACTION...

Paul Wheadon

2 Beechlands Close
East Preston
Littlehampton
BN16 1JT

18th April 2017

Mr A Wood

Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

Ref Application: EP/41/17/PL

Dear Mr Wood

I am writing in relation to the above application and to express my concerns over the very likely negative impact of the proposed development on the existing residents of Beechlands Close.

In general terms I have no concerns over the proposal to increase the living space in No 4 Beechlands Cottages or to construct an additional 2 bedroom house adjacent to No 4. I and no doubt others recognise the need to increase housing capacity and in particular, smaller properties to house growing families.

Parking

However my concerns relate to the almost inevitable increase in car parking in the road which itself is already a significant problem. I imagine you may already be aware that for each of the 4 cottages on each side of the road at this point in the Close (Beechlands Cottages and nos 15-19 Beechlands Close), there is only one parking space per property outside each house. However for many of the properties there are 2 vehicles and on occasion 3 or more with visitors. Furthermore, with the parking restrictions in front of the shops, many of the people working in those businesses and living in the flats above also park in Beechlands Close.

As the road was originally constructed for 14 bungalows (many with garages and so have access to off street parking), the carriageway width is only about 3 metres and 2 vehicles cannot pass each other without one being partially mounted on the curb. Although there are no specific designations, cars (and

vans) often park with 2 wheels on the footpath which may not be ideal but does at least allow vehicles coming in to the Close to generally pass by them although it is almost always a problem for fire engines and ambulances when we have had them as well as refuse and delivery vehicles which of course are more frequent.

Given this is already a daily problem, the addition of more cars is a real concern. Increasing the size of no 4 and adding no 5 is highly likely to increase the number of regular vehicles in the road by between 2 and 4 depending on who occupies them in the future.

I often find it difficult to get off my drive because of the parked cars on the kerb opposite outside nos 13 and 14. We also have a caravan and when we plan to use this actually have to move our cars on to the road and park on the kerb (as described above) to prevent anyone else parking there otherwise we would never be able to get our caravan off the drive.

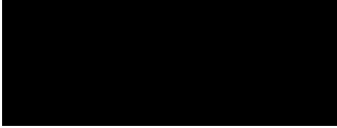
I note that in the West Sussex CC Strategic Planning response, the Officer makes their observations in relation to a desktop study which could possibly include the use of Google street view - the available images are from June 2012 and there are no cars parked in the road which is not representative of the current situation (and not all of the new properties were occupied) and April 2009 which is prior to the 2 sets of terraced town houses having been built - a single car is parked on the kerb however and is blocking the whole footpath.

In the event that the permission is given to proceed then mitigating this problem as a condition of the development would be most welcome and might be achieved by one or more of the following suggestions or of course something else:

1. In addition to the specified parking bay that will be constructed in front of the property, the developer should be required to construct an additional parking bay to the rear of the property although this would reduce the size of the garden (there are often vehicles parked alongside no 4 where the additional house is proposed so these will be displaced placing further pressure as above).
2. Towards the western end of Beechlands Close the road opens out into a T-shape. On either side there is a large section of grass verge where the footpath cuts across at a 45 degree angle and the road has a 90 degree (rounded) edge. Removing this grass verge, cutting the corner in line with the edge of the footpath could then provide low impact (to the rest of the road) parking in this area for between 4 and 6 vehicles. It would also reduce the cost of grass cutting albeit by a small amount.

3. Introduce either formal kerb mounted parking spaces outside nos 1-3 and 12-14 or double yellow lines to prevent parking

Yours sincerely,



Paul Wheadon

EP/41/17/PL



Image 1: taken from No 2 towards 13 and 14 Beechlands Close illustrating current parking on kerb and footpath

Image 2: Looking east into Beechlands Close illustrating grassed verge area which could be replaced with parking to relieve pressure on both residential properties and shops