HB

10 Brighton road
Lancing
West Sussex
BN158RH

5 Feb 2012-02-06

Dear Hannah Barker,
PFA my objections concerning case number AWDM/0057/12 at 12 Brighton road
Kind regards
Richard Smedley

Objections to Planning for 4 x Town Houses at 12 Brighton Road

Author of this Document
Mr R Smedley- 10 Brighton Road Lancing West Sussex BN158RH- (direct adjoining western neighbour to proposed planning plot).

General
I have a number of observations regarding inaccuracies contained within the proposed planning application and a number of general points as well.

1. Planning Application Inaccuracies
Three storeys high properties from the road- No precedent

- All 3 storey houses or blocks of flats on the beach side of the road from Lancing Green to the traffic lights by the park, only have **2 storeys at street level**. The lower ground floor **is always** below street level. The proposed four x 3 storey town houses are being built 3 storeys high from the road side with the garages forming the ground floor and the other two storeys being accommodation. There is no precedent for this. The planning document is disingenuous as it tries to intimate that there are houses that are 3 storeys high from the road. There are not however.

Overlooking onto the decked area of 10 Brighton road from the proposed townhouses at 12 Brighton road

- The planning document states that these new properties will not overlook my property at number 10. This is not true. If you look at the drawings otp681/19 and otp681/22 you will note that all the balconies and decking area have a direct view along my decked area. In the summer I spend most of my time there. These townhouses will destroy my privacy. The properties will also have direct view onto my bedroom on the eastern side of my house on my second floor. Because the proposed houses are 3 storeys high this means their top floor will be overlooking me from above. They will also have a similar overlook on the houses opposite their site.

Destruction of Trees and Hedges

- The planning document states there are no trees or hedges on the property. This is not true. There are a number of well established trees and hedges on the eastern edge of the property and the plan does not state any will be replaced.

Traffic Lights to the east and west of the property.

- It is stated in the planning document that egress from the properties will be made easier by traffic lights to the east and west of the proposed houses. There are no traffic lights to the East of the properties as stated on the planning document, only a pelican crossing. This means that there is pretty much a continuous flow of traffic at busy times from the east. I can understand why the proposers stated that there was but unfortunately again this isn't true.

2. Parking and Highway Considerations
Reversing onto road- With four houses there is a likelihood of 8 vehicles being used on the property as stated in the planning document. As shown on the plans the only way for those cars to enter the property from the road is to drive straight from the

highway into the garage or the hard standing in front of it. This means to exit onto the road the car will have to **reverse onto it**. This is extremely dangerous to oncoming traffic from the east as drivers coming round the corner from Admiral Court are blind to any cars coming out till they are almost upon them. In the last 5 years there have been numerous accidents on this corner with one being fatal. These houses will make a dangerous black spot even worse than it is now. Presently, the utilised parking spaces on this land are at the furthest most point from the blind corner. These plans move all the exit points for the cars from their properties nearer to the black spot corner! It is very telling that the present occupiers at number 12 do not use their garage that is on the eastern edge of their property near to the black spot. It is also worth noting that if 8 cars are parked on the proposed site (one in the garage and one on the hard standing) that should the car in the garage need to be used then the one on the hard standing has to be driven out on to the pavement and left there till the other car is driven onto the road. This is obviously ridiculous and more importantly dangerous.

Cycle Path Considerations- Because of the cycle path on the beach side of the road, there are a large amount of bicycles going up and down the pavement at all times of the day and night. **In the summer months at weekends it is very busy**. This means the house occupants will have to deal with reversing out of their properties onto the cyclist's pavement and wait for a break in the traffic before moving onto the highway. If a bike comes along at the same time they can pull out (which often happens), they will have to deal with this as well. No right of way has ever been established between bike users and cars coming from resident's properties. The cyclists can get angry with having to wait for pulling out cars since they think they have right of way. The vehicle drivers either have to move back into their drives to let the cyclists thro or sit it out on the pavement. If the driver sits it out, cyclists usually either go onto the road around the front of the car (often cycling against the traffic) **or** go behind the car onto the owners drive **or** start shouting at the driver. The pavement is not wide enough to take an exiting car and allow continued bicycle traffic. I know this because I live at number 10 Brighton road and this happens to me most days of the week. I often have problems with bikes- some of them serious. It is impossible to keep checking for vehicle traffic on the roads and keep checking to your extreme left and right for bikes. At night I have nearly hit cyclists who cycle in front of my car at the exact point I exit onto the road especially when they do not have lights. I anticipate that there will be a fatal or serious accident involving cyclists within the next short while, purely based on my own experiences with this. Introducing more cars from properties along this stretch will make this sooner rather than later, especially when you consider the blind corner as well and the proximity of these proposed properties to it.

3. Overdevelopment of Site (garden grabbing)

The proposed houses are an overdevelopment of this site. All the present garden area is to be built on and very little outdoor space will be available to the occupants apart from their balconies. I feel there is little grace or positive aesthetics to the proposed plan as a result, both for the occupants of the houses and the neighbours that have to look at them. The beach area is arguably one of the least unspoilt areas in the centre of Lancing and it would be a shame to build something ugly and over developed in such a beautiful location.

4. Historical Planning Consents

25 Riverside, Shoreham Beach Proposal

A planning consent was turned down at this address for very similar overdevelopment reasons.

10 Brighton Road

A planning application for 10 Brighton Road (next door) for a 2 storey extension was refused for being too tall and intrusive. The scale of the development for number 12 exceeds this by a rough factor of times 6

Conclusion

This property used to be two properties before they joined them together. I believe that is the optimal amount of houses one should build here. The plans should incorporate:

- A correct balance between outdoor garden space and the houses.
- A maximum of two storeys on the road side.
- Proper safe parking on the property **as far** from the Admiral Court corner as possible (as it is now) with adequate space to turn cars around on the actual property.

Unfortunately these plans main priority seems to be maximising profit by putting as many houses as they can in this small area. This is a shame and I heartily disagree with it.