

David Bettiss
8 Tamarisk Way
Ferring
BN12 5ER

Your Ref: OWPC20264
Our Ref: FG/159/18/PL 19-08-2018
Please ask for:
Mrs A Gardner

22nd October 2018

Dear Sir/Madam

Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order 2015

Two-storey extension to the existing Cafe in order to provide increased internal seating, multi-purpose space, with improved service & food preparation area, disabled access & bike storage.

The Bluebird Cafe South Drive Ferring

Thank you for your internet representation made on 19th October 2018 which has been recorded as '**an objection**' with the comments as follows:

I strongly object to this application as it will have a disproportionate adverse effect on the village, the surrounding roads and local residents with little discernible benefit.

The proposed building will be an over development of an area on or close to the beach, with the cafe business and any possible growth being restricted by its surroundings and parking facilities.

By far the most serious effect on the community though would be an increase in traffic into South Ferring and because of the limited public parking facilities, there would be a further increase of on street parking locally. Anybody who lives in Ferring or who visits regularly knows that on a decent day weather wise, the car park becomes overwhelmed early in the day and West Drive, South Drive and Ocean Drive at least become in effect an overflow car park with all the inconvenience and potential danger that involves.

The Transport Assessment commissioned by the applicant is factually incorrect in places, is biased and contains predictions of fantasy. It refers to a local speed limit of 20mph, a predicted increase of car usage by cafe customers from 29 to 47, wide verges for good pedestrian accessibility, a safe walking environment on local roads, a capacity of 100 cars in the existing car park, and the fact that most cafe customers are pedestrians. It makes no reference in its calculations that the car park as we all know is also used by beach hut owners, dog walkers and other visitors to the beach. It simply cannot be regarded as a serious document worthy of consideration in such an important application.

The reality of the situation is that more vehicles would park on the narrow local roads which would lead to further congestion, danger for other road users including pedestrians, problems for larger vehicles especially the local bus service and delivery vehicles even reaching the area, and the serious possibility of emergency vehicles likewise being unable to access these roads and the cafe itself. The bus service is much valued here, and there must be a risk that if the access problems which are already substantial become impossible for bus drivers, then that service could be withdrawn.

I trust that when West Sussex Highways respond to the application they produce a meaningful summary of what actually happens on the ground rather than rely on a desk top survey, especially when they do not have responsibility for maintaining the roads here. In addition, the congestion issues are at their worst already in the better weather months, so this factor should be fully taken into account by the Planning Officer when this application is decided probably at some point in the winter when usage of the car park is obviously far lower.

In conclusion, the Transport Assessment refers to the fact that "there are no unacceptable highway or transport impacts" from the application and it would be "a huge benefit to the local community". Nothing could be further from the truth, and the application should

therefore be refused.

Unfortunately it is not possible for the council to respond to each representation individually but your views will be considered before the application is determined and I shall write to inform you of any decision made.

If the application is to be determined at the Development Control Committee and your letter has been received after the agenda has been published, you will not receive a separate letter notifying you of the date of the meeting and the procedures for public speaking. In such circumstances, it is recommended that you track the progress of the application on the website or telephone for further information. Please be advised that any comments received after the the Development Control Agenda has been produced will be reported to the meeting. Please also note that only a small number of all planning applications are determined at the Development Control Committee, most are determined by officers under delegated power.

All representations are published on our website so please make sure your views are clear and only include information that you are happy for the public to view. Do not include personal information or information from third parties unless you have their permission to do so. If a complaint is received that permission has not been given for comments included about a third party, the Council reserves the right to redact/remove all relevant information. Do not include information that is defamatory or breaches equality or other legislation. If you do not wish your comments to appear on the website and on the file, please confirm this in writing and I will arrange for it to be destroyed, although this does mean that its contents will be disregarded. For details of what we do with your personal information please refer to our privacy statement comments on planning applications which is available on our website www.arun.gov.uk/planning-privacy-statements.

In the event of a subsequent written representations appeal, against a refusal of planning permission on a householder application, any representations made on the application will be automatically forwarded to the Secretary of State. Unlike all other types of appeal, there will be no further opportunity to comment at the appeal stage.

Yours faithfully

Neil Crowther
Group Head of Planning