

Mrs D. E. du Plessis
2 Ferring Close
Ferring
Worthing
BN12 5QT

Your Ref: OWPC20341
Our Ref: FG/159/18/PL 19-08-2018
Please ask for:
Mrs A Gardner

30th 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 29th October 2018 which has been recorded as '**an objection**' with the comments as follows:

A very real concern of many Ferring residents is the sheer volume and excessive speed of traffic in the village which increases year on year. To compound this problem, those of us who live with a few minutes walk of the sea front must suffer the considerable inconvenience of visitor's cars cluttering our narrow roads at busy times; visitors who have little regard for essential access or the safety of residents.

In this regard I am caused to question some of the assumptions contained in the Traffic Assessment which belie the realities. The Assessment states:

'The parking demand associated with the cafe can therefore easily be accommodated within the existing car parking area which can accommodate over 100 cars'

On an average day, what there is of a car park is full to overflowing, and at peak times the on street parking round about is intolerable. You have to challenge the figure stated for the number of cars (47) whose presence will be attributed to the cafe. Visitors do not just come to the cafe for an hour or two and then depart the scene. They walk their dogs and spend time on the beach and if the weather is fine they will tarry a while. The parking churn is low, on a fine day particularly and the parking spills out on to the roads. You can probably double the estimate of 47 at peak times.

After heavy rain the parking area is strewn with large, deep puddles and this reduces the useable area by up to 50%.

The car parking area also provides access for 60 beach hut users and casual walkers, not all of whom will want to spend time in the cafe and for the houses backing on to it.

Whilst the stated capacity of 'more than 100' cars is questionable what is certain is that the parking area is too often full to overflowing with current levels of visitors.

It is also wrong to suggest that the local roads have wide verges; the roads are narrow and bordered by the gardens belonging to residents. These gardens are not public footpaths.

It should also be noted that the speed limit, contrary to the wishes of local residents, is 30 mph not the 20 mph as stated in the Assessment.

It is somewhat exasperating for local residents, who pay for the upkeep of un-adopted roads to be denied reasonable access and to be regularly inconvenienced by the extent of overflow parking.

Our roads are just wide enough to accommodate two-way traffic but become hazardous to other road users including buses, pedestrians, wheelchair and mobility scooters, when cars are parked along one side restricting access to residential driveways and compounding problems on blind corners.

A further issue is the cooking smells that emanate from the cafe which on a summers day pervade the whole area, including my garden which is a quarter of a mile away. Nauseating!

The cafe capacity is fine as it is despite the parking problems that it contributes to in large

part. It is however totally unacceptable to increase capacity and thus demand, which is certain to exacerbate local traffic problems to the detriment everyone, residents and visitors alike.

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