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From: [REDACTED]

Sent: 07 November 2018 14:48

To: Planning

Subject: Objection to planning application FG/159/18/PL

Objection to planning application : FG/159/18/PL

Bluebird Café Extension

Date submitted : 06/11/18

To whom it may concern

I write in objection to the current proposal outlined within planning application FG/59/18/PL for a 2 storey side extension to the Bluebird Café, Ferring.

My investment in this object comes not only from a professional level but also a personal one. Having spent most of my life living within one of the beach frontage properties that my parents own that will be directly affected by the current proposal (5 The Strand, BN125QX) I feel obliged to state my reasons for concern as to the proposals vast upscaling as well as problems such as pedestrian safety and traffic management.

1. Traffic and pedestrian safety: The proposal looks to increase the restaurant capacity significantly in addition to facilitating longer opening hours. A number of problems can be forecast from this, not least being the Bluebird Café cementing itself as a 'destination' and therefore contributing significantly to additional traffic.

- In regards to the predicted parking demand (Transport Statement, pg. 13) I question GTA Civils understanding of the number of parked vehicles within the car park owned by those coming to the café to get an ice cream/coffee to take away. The predicted parking scenario solely provides for seated customers and not those using the exterior hatches the café has already added in a bid to increase their customer base – these features are for the purpose of allowing customers to take away their purchases onto the beach – why has it not been included within the Transport Study?

- In regards to statement 'Clearly it is not realistic to consider that all seats will be filled at any one time' (Transport Statement, pg. 13). I ask that you go to the café on a sunny weekend or outside of the summer school term and try to find a seat anywhere within the café, it's exterior seating or within close vicinity of the site. The café is often at full capacity, if not over capacity.

- In regards to the inclusion of Bus Services as a viable method of transport (Transport Statement, pg 12), it is out of the question to consider Compass buses as a method of transport to the Bluebird Café, Sunday being an incredibly popular day for café visitors and yet there being no bus service.
- In regards to comment 'The lightly trafficked roads and 20mph speed limits provide safe walking and cycling environment' (Transport Statement, pg 12) I totally disagree with this statement. Having spent the majority of the 2018 summer living at 5 The Strand I question the viability of this statement in comparison to the personal experience of those using the junction of South/West Drive and the Bluebird laneway. Throughout the summer months the car park overflow was taken by the surrounding roads, cars using both sides of an already narrow street resulting in incredibly poor visibility for drivers. Additionally, due to the narrow width of the lane drivers have to often have reverse back into the junction, in the summer months this meant reversing rolling traffic. Add countless walkers, cyclists, people carrying beach equipment such as kayaks etc, I heavily debate this area being a 'safe walking and cycling environment'.
- The National Planning Policy Framework Paragraph 108 states that proposals should ensure 'b) safe and suitable access to the site can be achieved for all users'. The council have not adopted these streets, the private owned land meaning regulations can be shunned – I would argue that with council adopted highways this configuration of junction would never be permitted in the first instance and therefore can it be considered safe to allow for further traffic to be added?

I question the viability of the current transport study in regards to the proposed predicted statistics. It surprises me that a formal trip generation has not been triggered due to the café extending to the point of being a 'destination' in my opinion. This opinion is seconded by a colleague of mine, a traffic consultant working within rural village development.

2. Scale and Vernacular: The proposed design is a huge leap from that of the current m2 of the café. Doubling in size, the vast scale of the development ultimately causes a number of issues for the residents of The Strand.

- The proposed development blocks the autumnal and winter sunsets over the sea that when purchased 20 years ago were uninterrupted from my family home.
- The size of the development allows the café to operate as a restaurant rather than that of a village café. The size of the proposed allows for significantly more customers than that of neighbouring venue Sea Lane Café in which is currently stands at a similar capacity : (Bluebird 135 capacity / Sea Lane Café 130 capacity). This seems unnecessary considering the pressure the development will put on the neighbourhood residents and the proximity of the cafes & bars in surrounding areas.
- In regards to the café owners business plan for extended hours and increase in private functions, longer hours and increased private functions only decreases the tranquility of the area in the evenings, something the residents get little of throughout the summer months currently. Private functions are often heard by residents, with cars and 'worse for wear' pedestrians filing out of the venue at late times in the evening. Additionally, fireworks are sometimes used during these events with no warning to the adjacent properties, causing alarm to domestic animals (a separate point can be made about the effects of this on natural habitats).

3. Other points:

- In regards to 'The proposed increased level of activity would not detrimentally affect the residential amenities of any neighbouring property by way of noise and disturbance' (Planning statement, pg 42) I would disagree due to the following points; the 21:00 closing time allowing for prolonged usage of the car park, further aggravation of the poor surface quality within the carpark, heightened litter problems and increased noise pollution in a once tranquil area of the village come 5pm.

I ask that you consider the character of the seafront and the suitability of the size of this proposal in relation to the vernacular and massing of other buildings within the area, as well as questioning the large scale of this business in comparison to other local businesses. Ferring was once a quiet beachside village that over the years has built up into a thriving area with the café as the main visitor attraction. This growth has been good for the local community

but a limit needs to be set, during the summer months the beach, café and village streets already find themselves on the edge of being overcrowded and unattractive. In my opinion, both professional and personal, this will push the beach front into a commercially driven setting rather than that of a local family seaside village – something no resident or visitor of the area wants.

Yours sincerely,

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Sent from my iPhone