

Objection

I reiterate my previous objection and add the following comments in response to the revised plans which now access all 8 flats from Sea Drive and show the building raised up to 7m in height.

ACCESSES

The revised plans for 2 accesses off Sea Drive will increase the traffic and road safety problems – 10 spaces were planned, this has been reduced to 9, which is entirely insufficient for 8 flats **Contrary to GEN 12 Arun Local Plan and DEV 5 West Sussex Structure Plan.**

The underground car park does not allow enough manoeuvring room for cars to turn in order to exit forwards. Cars would therefore potentially reverse up the ramp and into Sea Drive.

There are now 2 accesses off Sea Drive – the ramp and a double wide access for 2 parking spaces. The position of these accesses next to each other on a single width road, directly opposite the ramp to Bluewaters underground car park, right next to the entrance to 3 Sea Drive and so close to a junction which sits on a 90 degree bend - which is blind heading North - with an additional junction to the seafront car park on it is quite simply, highly dangerous – for road users, pedestrians and cyclists. Since Marine Drive and Sea Lane form part of the South Coast Cycle Route, there are many cyclists using this route. This is **contrary to GEN 4 and GEN 15 Arun Local Plan** as this proposed development will materially add to road congestion since it is not located so as to minimise demand for travel and therefore almost every journey that every resident of the 8 flats does will be by car, and given the increase in car journeys this development will produce, transport assessments should have been submitted with the planning application.

Turning North out of Sea Drive to go up Sea Lane, one is often met with cars on the wrong side of the road since they can't see the junction to Sea Drive so cut across the road to turn into the car park or to park on the seafront. There have been a number of accidents on this bend in the last 12 months – notably the van that landed on top of the Ferring Conservation Society boat one early morning which my husband witnessed, and the regular piles of glass near the car park or Sea Drive entrance which we have to sweep up to protect our tyres.

The vastly increased bulk of the proposed block of flats will reduce visibility when pulling out of Sea Drive as well as further obscure the entrance to other road users – to those heading South down Sea Lane, the building will block the view of the turning.

The likelihood of cars reversing up a ramp or off a parking space hitting another user are heightened by the huge increase in traffic that a block of 8 flats in place of a single dwelling will produce.

PARKING - Contrary to GEN 12 Arun Local Plan

In addition to the insufficient parking for residents, there is no provision for deliveries, visitors or maintenance vehicles. These vehicles regularly block the road when attending

Bluewaters residents, causing residents of other Sea Drive properties to be stuck in the road and consequently late for appointments or school. Currently the Sea Lane / Marine Drive car park has lost 2 spaces and the turning circle for 12 weeks because of works being carried out at Bluewaters, and this is despite their 18 spaces for 9 flats and the fact that some residents consistently park in the seafront car park. There is nowhere for works vehicles for 1 Sea Drive to park other than blocking Sea Lane or Sea Drive.

Contrary to GEN 7 and GEN 4 Arun Local Plan and DEV 1 West Sussex Structure Plan - There appears to have been added a pedestrian footpath down the West Side of the block to the rear entrance. This seems to merge with the car park ramp towards the front, which is impossible given the levels, and obviously very unsafe. It will also result in pedestrians popping out onto Sea Drive from behind a high hedge next to our driveway which is not safe. The rear flats still have no safe access to the bin store. This path and the associated use, noise and lighting will result in an unacceptable loss of enjoyment to our balcony and master bedroom.

GEN 9 Arun Local Plan – development should be refused unless local authority is satisfied that adequate drainage capacity exists or will be provided. Given how high the water table is in this location, and the regular surface water that sits on the fields, I would be very concerned about the walls of the underground car park effectively creating a dam diverting surface water which may affect the foundations of adjoining properties – ours being the closest.

LIGHT POLLUTION – Contrary to GEN 30 and GEN 33 Arun Local Plan

This path right next to our property and the fact that this block of flats needs 2 accesses- 1 at the front and 1 at the rear, together with ground level car parking and a ramp to the underground car park, would produce a huge amount of light pollution in order to make these areas safe. Photos attached to show Bluewaters at night – brightly lit with just 1 entrance and a single ramp. This would be replicated in double opposite with 2 accesses and parking at the front as well as a footpath at the side and another large entrance at the rear – with large ground and first floor windows to a hallway that would be lit all night. This would leave us with no peaceful space at night.

Also photo to show the current property at 1 Sea Drive at night. Ferring is a streetlight free zone and has a rural character – this is the reason we chose to live here – especially in this position overlooking the fields. Not only will all this extra lighting be a nuisance and disturbance to us as neighbours but it will also reduce the amount of wildlife that we are able to welcome into our garden and that inhabit the fields opposite. Additionally, contrary to **GEN 7 Arun Local Plan**, there seems to be no illustrated written analysis of the site and its relationship with wildlife. **ERA 2 and DEV 1 West Sussex Structure Plan** – the rural habitat and wildlife of the Goring Gap should be protected as well as the distinctive character of Ferring.

HEIGHT

The revised plans show the building raised to 7m in height with the ground floor sitting well above the ground floor of our property. My understanding is that this is to protect the new flats from flooding, however the effect that this has on the street scene and our property is

that it is entirely dominant, substantially higher than our property with a flat roof, so the overbearing, overshadowing and overlooking aspects will be unbearable, contrary to **DEV 1 West Sussex Structure Plan**. The open view of the sky from the rear of our house will be lost by this very high building protruding so far behind the back of our property and all sun into our East family room window will be lost.

The fact that the windows and doors will be raised means that the overlooking will come from the ground floor whose windows will be above fence height and the first floor.

OVERLOOKING

The existing building has 1 obscure window that faces our property. The original proposal showed 10 windows facing us and the revised proposal shows this has now increased to 12 – only some of which are obscure, 2 of which are very large and many will likely be opening windows. If this is allowed, we will lose all privacy in our front garden, on our newly constructed balcony, in our rear garden and even in our family room since the additional bedroom windows will offer a direct view into the rear of our house- straight into our family room. This overlooking will all be from vantage points that the additional height creates.

The current views of the fields that we have from our property will be entirely blocked by this build and there is a window shown that will look directly onto our balcony from higher than our first floor level. We would find this unacceptable even if it was obscure and non opening.

This scheme is clearly contrary to **GEN 7 Arun Local Plan**, in that it has an unacceptable impact on adjoining occupiers – as demonstrated by the volume of objections and the very strong objections received from the 2 adjoining properties – us at 3 Sea Drive and 108 Sea Lane.



