

**From:** Nicola Oktay on behalf of Planning.Responses  
**Sent:** 10 April 2025 11:43  
**To:** Planning Scanning  
**Subject:** FW: FG/32/25/HH

REP

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**From:** Andrew Lyons [REDACTED]  
**Sent:** 09 April 2025 20:25  
**To:** Planning <[Planning@arun.gov.uk](mailto:Planning@arun.gov.uk)>  
**Subject:** FG/32/25/HH

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Dear Sir or Madam,

I have recently seen the planning application for the proposed fence at 1 Greenways Crescent, Ferring.

The builder has verbally described the works as installing a new fence behind the existing fence and hedge which I do not object to in principle based on this verbal description so long as the proposed fence is set back behind this and the existing post and rail fence and planting is retained in its current position as this will soften its effect. It is not ideal based upon what the site was like before the development took place but I appreciate the need for privacy and security of the new owners given the very open design of the building and the frontage of the garden on to the road.

However the plans submitted are very confusing. They appear to show the existing fence moved to the kerbside and the new fence 2 m back from this. Some of the hedge is shown in front of the fence and some is behind. Without any planting in front of the proposals would be very harsh on the street scene. The proposals show the fence extending beyond the boundary of the property and continuing down Greenways Crescent beyond the boundary of the site. The written descriptions on the drawing do not seem to match with the graphical information shown. The plans and elevational drawings seem to show a lot of vegetation that does not exist.

The original application for the new building at 1 Greenways Crescent (FG/184/21/PL drawing LB-01 Rev A) shows what was accepted to be the boundary of the site by the then owners who new the property for decades, however this application bears no resemblance to this.

On the basis of the drawings as they stand I will have to object unless the exact proposals are clearly shown. It will make a huge difference to the street scene if the proposed drawings are implemented as shown on the drawings now or at any point in the future. The proposals as shown will place the post and rail fence right on the kerb at the apex of a bend in the road hindering visibility of cars going along the road.

It is not possible to tell if this is a genuine mistake or an attempt to move the existing fence forward.

I would be grateful if you could advise on how to proceed.

Kind regards

Andrew Lyons

