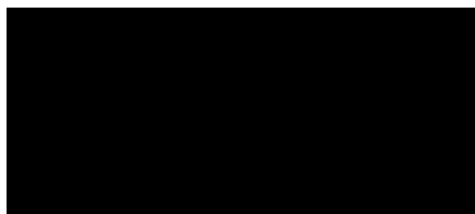
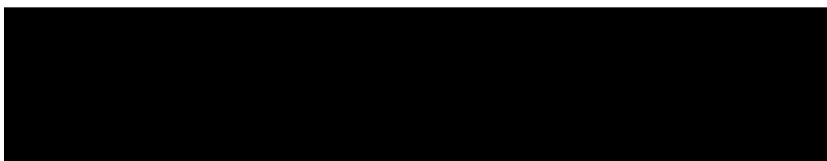


Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF

To register to receive notification of planning applications in your area please go to
<https://www1.arun.gov.uk/planning-application-finder>

Sign up to our newsletter **[here](#)**



Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF

To register to receive notification of planning applications in your area please go to
<https://www1.arun.gov.uk/planning-application-finder>

Sign up to our newsletter **[here](#)**



From: Andrew Lyons [redacted]
Sent: 07 April 2022 11:29
To: Planning <Planning@arun.gov.uk>
Subject: FW: FG/37/22/PL

CAUTION: This email originated from outside of the organisation. You should take extra care when clicking links or opening attachments - if you are unsure the content is safe contact the IT Helpdesk before clicking or opening.

Dear Sir or Madam,

Please could you register this **objection** in relation to Planning Application FG/37/22/PL at 61 Sea Lane Gardens, Ferring.

I **object** to this application because the site is too small to accommodate the proposals shown without it having a negative affect on its surroundings.

1. Loss of Privacy of neighbouring properties.

It will result in a loss of privacy for the immediately neighbouring properties, which currently enjoy privacy due to the screening provided by the surrounding vegetation. With the height of the 1st floor windows of the proposals, this privacy will be lost.

2. Danger to pedestrians, cyclists and road users.

The existing occupants use the existing space to turn their vehicles around before exiting on to the road. On the odd occasion there has been no turning space available within their garden reversing out of the gateway has been dangerous and if done regularly is likely to lead to an accident. Because there is no pavement the roadway is used by all vehicles, cyclists and most importantly pedestrians. The new proposals mean that it is inevitable that vehicles will reverse out on to the blind junction putting other road users including pedestrians and cyclists at risk. This will be particularly dangerous at night and during the winter months as there is no street lighting in the area. I cannot believe that this has not been acknowledged by the consultation with the highways department. The proposals will make the situation more dangerous.

The "Proposed Site Plan 01" states that it is at a scale of 1:500 but the drawing matches up with the various scale bars on the right hand side as 1:200. The car shown appears, from the image, to be a large car, but scales to a length and width of less than the average size of a car in the UK making the potential for problems manoeuvring, either within the space or out on to the road, even worse if a large car, suv, mpv or van is using the driveway. No vehicle movement paths have been shown.

3. Negative effect on visual amenity of surrounding area.

The creative interpretation of the building line does not take into consideration the location of 61, 63 and 65 sea Lane Gardens which are all well set back from the roadway. With these in mind the proposed development will protrude in to the street scene considerably. Looking at the 1:1250 inset location plan on the "Location and Block Plans 01" it appears the proposals will be contrary to the flow of the building lines in immediate vicinity and how the building lines shown on the Proposed Site Plan do not reflect this. The street scenes and building lines do not show the impact of the property on Greenways Crescent. The impact will be great and will substantially adversely affect the character and visual amenity of Greenways Crescent and Sea Lane Gardens due to the mass of the proposed building and its very close proximity to Greenways Crescent. Greenways Crescent has a unique character and this will be significantly affected by the proposals.

4. Loss of Trees

I was under the impression that some trees on the north eastern boundary are covered by TPOs, however their location is not shown on the plans and I am unsure which..

The apparent position of the boundary line shown will require clearing the majority of the vegetation, including mature trees, they say will remain but are understood to be part of Greenways Crescent. The plans for the northern boundary do not appear to match up with what is on the ground. This discrepancy makes a real difference as the distance from the building to the shown boundary is only shown approximately 0.8m at this point. The largest tree that is located on Greenways Crescent in a public space will be in conflict with the plans and I imagine at some point if construction goes ahead it will be argued that this has to be cleared. Please could detailed measurements be shown of the tree locations and boundary in relation to the road to show how exactly the proposals affect the existing character of the road.

If permitted please can it be confirmed that the position of the existing boundary fences will not be moved further into Greenways Crescent as this is what appears to be shown.

Please could the applicant consider a more modest proposal that does not have a significant detrimental affect on the area.

Kind Regards

Mr Lyons
9 Greenways Crescent
Ferring