

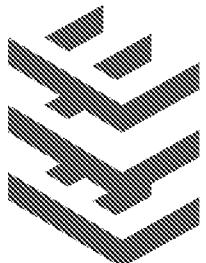
ECE Planning

Planning Statement

(Inclusion of Ecological Assessment, Sustainability and SUDS details)

275 Goring Way, Ferring

January 2025



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Project Name: 275 Goring Way, Ferring

Location 275 Goring Way, Ferring, Worthing, BN12 5BY

Client: Mr Steven Addis

File Reference: P2069

Issue	Date	Author	Checked	Notes
Rev A	20.12.2024	S Lower	S Sykes	Initial Draft
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Contents

Figures	4
1. Introduction	5
2. The Site	6
3. Planning History	8
4. The Proposal	9
5. Policy Overview	11
5.1. Introduction	11
5.2. National Planning Policy Framework (NPPF)	11
5.3. Planning Practice Guidance (NPP)	11
5.4. Arun Local Plan (2018)	11
5.5. Supplementary Planning Guidance – Ferring Neighbourhood Development Plan (FNDP) 2015	12
5.6. Supplementary Planning Documents (SPDs)	12
6. Planning Appraisal	14
6.1. Introduction	14
6.2. Principle of Development	14
6.3. Design, Form and Appearance	15
6.4. Residential Amenity	16
6.5. Space Standards	17
6.6. Highways, Transport and Parking	18
6.7. Trees, Ecology and Biodiversity Net Gain	18
6.8. Flooding and Drainage	20
6.9. Sustainability	20
6.10. Community Infrastructure Levy	20
7. Conclusions	22

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Figures

Figure 1- The Site (Red Line).....	6
Figure 2- Proposed Approach	9
Figure 3- Building Line along Goring Way	15
Figure 4- 273 and 267 Goring Way.....	16

1. Introduction

1.1. This Planning Statement has been produced by **ECE Planning** on behalf of our client, **Mr Steven Addis**, in support of a Full Planning Application for the development at 275 Goring Way, Ferring, Worthing, BN12 5BY ('the Site') to provide 1no. chalet bungalow. The description of the development for the proposal reads:

'Partial removal of rear extension of 275 Goring Way and erection of 1no. chalet bungalow in garden of 275 Goring Way with associated landscaping and parking'.

1.2. The application has previously undergone Pre-Application discussions with Arun District Council which culminated in a response dated 24 November 2023 (reference PAA/93/23/). This is explored in detail within this Statement and the Pre-Application response can be found at **Appendix A**.

1.3. This Statement sets out the relevant background for the determination of the planning application, including a description of the site and its surroundings, the relevant planning history, planning policy, key details of the proposed development and assessment of the relevant planning considerations.

1.4. In support of this application, the Statement will examine relevant planning policy and guidance. The proposals have been informed by the Development Plan comprising the National Planning Policy Framework, the Planning Practice Guidance, the Arun Local Plan, and the Ferring Neighbourhood Plan.

1.5. The application for Full Planning Permission is supported by the following documents and drawings:

Application Forms, CIL Forms and Notices

Planning Statement

Architectural Drawings inc. Location and Block Plans

Design and Access Statement

Highways Tracking Drawing

Tree Survey Report, Tree Constraints Plan and Tree Protection Plan

2. The Site

- 2.1. The site is located at 275 Goring Way which occupies a corner plot (located on the southern side of Goring Way and eastern side of Sea Lane). Arun's adopted Policy Maps have been reviewed and reveal that the site lies within the Built-Up Area Boundary of Ferring.
- 2.2. As illustrated in Figure 1, the site comprises the existing dwelling, residential garden and grounds of 275 Goring Way including the access arrangement and parking area.



Figure 1 - The Site (Red Line)

- 2.3. The site is accessed from Goring Way via a dual access driveway which is shared with 273 Goring Way.
- 2.4. The site is located within an established residential area. Goring Way is characterised by single storey and 1.5 storey bungalows. The style of these bungalows are traditional in form with pitched roofs generally featuring render elevations on a brick plinth. The style of these bungalows varies along the length of Goring Way for instance with some featuring projecting bays and others featuring front porch/ veranda arrangements.
- 2.5. On Goring Way, the properties follow a consistent building line. All bungalows are detached and benefit from garages or parking spaces either at the front of the property or to the side.
- 2.6. On Sea Lane to the south of the site is Ferring C of E Primary School. The school is set back to the east from Sea Lane which creates an inconsistent building line on Sea Lane with the residential properties located to the south.

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- 2.7. On the opposite corner of Sea Lane is a much enlarged and extended chalet bungalow (20 Goring Way) which is used as a care home. The western side of Sea Lane follows an inconsistent building line. Sea Lane has a less uniform character with a mix of single storey, chalet style bungalows and two storey houses.
- 2.8. Goring Way and Sea Lane benefit from wide verges and both are tree lined.
- 2.9. The site is considered to be situated within a highly sustainable location with a variety of local services and amenities available within Ferring Village. The site is also located just in front the Ferring C of E Primary School.
- 2.10. The closest bus stop is located at the end of the driveway of the site (approximately 10m away). The closest Train Station, Goring-by-Sea Station located (approximately 0.7 miles away).
- 2.11. The Government's Flood Risk Maps for Planning have been consulted and reveal that the site is within Flood Zone 1 and therefore has a very low risk of flooding.

3. Planning History

- 3.1. A search of Arun's online planning register has been undertaken and revealed the following application on site.
- 3.2. **Pre-Application PAA/93/23/** - Erection of 1no. 3-bedroom chalet bungalow at 275 Goring Way Ferring Worthing BN12 5BY. Advice received 24 November 2023.
- 3.3. In summary, the advice concludes:

'Based on the above comments it is concluded that were an application for permission to be submitted for the construction of 1 no. 3 bedroom chalet bungalow it would likely be approved. This would be subject to the design of the parking and access retaining a sufficient number of parking spaces for No. 275 and being supported by WSCC Highways. You may wish to engage with Ferring Parish Council prior to the submission of an application'.

Please refer to **Appendix A** for further information on the Pre-Application.

- 3.4. **FG/47/96-** Lounge extension to the rear. Approved Conditionally 29 August 1996.

4. The Proposal

- 4.1. The proposal seeks the subdivision of the existing curtilage at 275 Goring Way, partial removal of the existing rear extension to 275 Goring Way and the erection of 1no. 3-bedroom chalet bungalow with associated parking and landscaping.
- 4.2. The proposed dwelling will be a detached dwelling separated entirely from the existing dwelling at 275 Goring Way, through the erection of boundary fencing. Refer to Figure 2 for the Proposed Approach and its relationship with the existing dwelling.



Figure 2- Proposed Approach

- 4.3. The existing access currently serving 275 Goring Way will be retained, and the driveway will be altered to allow both the existing and proposed dwellings to utilise the access point. Parking is proposed at the front of the property.
- 4.4. The porch to the rear of 275 Goring way is to be partly demolished as shown in Figure 2. No new windows are proposed on this elevation although a new rear access door is proposed. A fence line is proposed to separate the two properties.

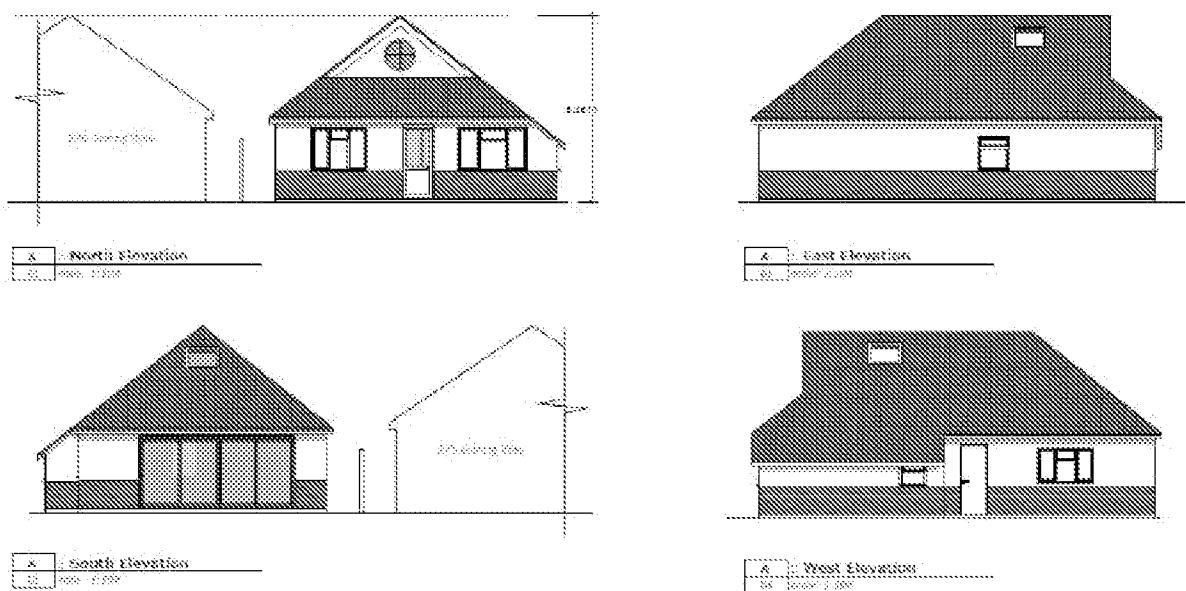
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4.5. Private outside garden space will be retained for the existing dwelling at 275 Goring Way and will be subdivided to provide amenity space for the new dwelling. The garden space will measure over 16m in depth, approximately 110m² total in area.

4.6. The proposed dwelling will provide ample parking and cycle spaces, in line with Guidance (as discussed later within this statement). An electric vehicle charging point will be provided.

4.7. Sufficient space is available on site for the storage of bin/recycling bins. The collection of these bins is expected to follow the current arrangements that are in place with the existing dwelling at 275 Goring Way.

4.8. In terms of architectural design, the proposal replicates the existing style and form of development on Goring Way. The proposal is a 1.5 storey detached dwelling with a room in the roof (shown in Figure 3). It adopts a similar style as those properties on Goring Way being traditional in form with brick and render materials. This is considered further in this statement.



4.9. In terms of layout, the proposed dwelling will accommodate 3no. bedrooms, 1no. bathroom, 1no. utility room and an open plan dining/ kitchen/ living area.

4.10. The intention is for this proposal to be a self-build / custom build dwelling.

4.11. Please refer to the accompanying floor and elevation plans for greater detail.

5. Policy Overview

5.1. Introduction

5.1.1. A key role of the planning system is to regulate the development and use the land in the public interest. At the heart of the planning framework are Statutory Development Plans, which seek to guide the decision-making process. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires, that where the Development Plan contains relevant policies, and application for planning permission shall be determined in accordance with the Development Plan, unless material consideration indicate otherwise.

5.1.2. In this case the Development Plan for the area, consists of the following:

The Arun Local Plan (2018)

Ferring Neighbourhood Plan (2015)

5.1.3. The section considers how the proposed application complies with relevant National and Local Policy.

5.2. National Planning Policy Framework (NPPF)

5.2.1. The NPPF, most recently amended in December 2024, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

5.2.2. The following extracts of the NPPF are considered most relevant in the determination of this application. The below are not explored in detail within this Statement but have been fully reviewed in preparation of this application.

Chapter 2 (Achieving Sustainable Development)

Chapter 5 (Delivering a Sufficient Supply of Homes)

Chapter 9 (Promoting Sustainable Transport)

Chapter 11 (Making Effective use of Land)

Chapter 12 (Achieving well-designed places)

Chapter 14 (Meeting the challenge of climate change, flooding and coastal change)

Chapter 15 (Conserving and enhancing the natural environment)

5.3. Planning Practice Guidance (PPG)

5.3.1. The PPG supplements the overarching objectives of the National Planning Policy Framework. The guidance provided by the PPG has been fully considered in the creation of the application and the proposed plans are seen to be fully compliant with it.

5.4. Arun Local Plan (2018)

5.4.1. The recently adopted Arun Local Plan 2018 sets out the strategic vision, objectives, policies and proposals for the development of the LPA to 2030 and beyond. The following policies in the Local Plan are considered relevant to this application but are not explored in detail in this Statement:

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- Policy SD SP1 (Sustainable Development)**
- Policy SD SP1a (Strategic Approach)**
- Policy SD SP2 (Built-up Area Boundary)**
- Policy SD SP3 (Gaps Between Settlements)**
- Policy H SP1 (The Housing Requirement)**
- Policy D SP1 (Design)**
- Policy D DM1 (Aspects of form and design quality)**
- Policy D DM2 (Internal Space Standards)**
- Policy ECC SP1 (Adapting to climate change)**
- Policy ECC SP2 (Energy and climate change mitigation)**
- Policy T SP1 (Transport and Development)**
- Policy T DM1 (Sustainable Travel and Public Rights of Way)**
- Policy ENV SP1 (Natural Environment)**
- Policy ENV DM3 (Biodiversity Opportunity Areas)**
- Policy ENV DM5 (Development and biodiversity)**
- Policy W SP1 (Water)**
- Policy W DM1 (Water supply and quality)**
- Policy W DM3 (Sustainable Urban Drainage Systems)**
- Policy QE SP1 (Quality of the environment)**
- Policy QE DM1 (Noise Pollution) Policy QE DM3 (Air Pollution)**

5.5. Supplementary Planning Guidance – Ferring Neighbourhood Development Plan (FNDP) 2015

5.5.1. The Ferring Neighbourhood Plan (FNDP) was made on 14 January 2015 and forms part of the Statutory Development Plan for this part of the District. The following policies are considered to be the most relevant policies in relation to the proposed development but are not explored in detail within this Statement:

- Policy 1A (Spatial Plan for the Parish)**
- Policy 10 (Sustainable Drainage Systems and Water Management)**

5.6. Supplementary Planning Documents (SPDs)

5.6.1. The following Supplementary Planning Documents (SPDs) have been prepared by the LPA to provide additional advice and guidance on specific planning issues within the district. They are non-statutory documents but are a material consideration that the council will take into account when considering an application.

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5.6.2. The following are considered relevant in the determination of the application but are not explored in detail within this Statement.

- Parking Standards SPD (January 2020)
- Design Guide SPD (January 2021)

6. Planning Appraisal

6.1. Introduction

6.1.1. This section of the statement details how the proposed development complies with the policies set out within the Development Plan. The following matters are the principal considerations with regards to the proposal:

Principle of Development

Design, Form and Appearance

Residential Amenity

Space Standards

Trees, Ecology and Biodiversity Net Gain

Highways, Transport and Parking

Flooding, Drainage and SUDS

Sustainability

Community Infrastructure Levy

6.2. Principle of Development

6.2.1. The proposal seeks permission to construct a chalet bungalow within the curtilage of the existing property at 275 Goring Way. As outlined in Arun's Policy Maps and earlier sections of this Statement, the site is situated within the built-up area boundary of Ferring. The intention is that this will be a self-build / custom build dwelling.

6.2.2. Policy SD SP1 emphasises that the Council will take a positive approach to development which reflects the presumption in favour of sustainable development referenced in the NPPF.

6.2.3. The site's location within the Built-Up Area Boundary establishes that the principle of residential redevelopment is acceptable. Policy SD SP2 highlights that development should be concentrated within these boundaries and will be supported, subject to compliance with other relevant Local Plan policies.

6.2.4. FNDP Policy 1A also supports proposals within the Built-Up Area Boundary, provided they are appropriate to an urban setting and comply with relevant policies. The proposed dwelling aligns with Policy 1A and is therefore acceptable in principle.

6.2.5. The NPPF establishes a presumption in favour of sustainable development (Paragraph 11), encourages the efficient use of land (Paragraph 123) and places significant weight on proposals that make use of under-utilised land (Paragraph 125(d)).

6.2.6. The Council is currently experiencing a significant shortfall in its 5-year housing land supply. Consequently, the tilted balance is engaged, and paragraph 11(d)(ii) of the NPPF applies which states that planning permission should be granted for residential development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

6.2.7. The proposal is therefore considered to be acceptable in principle for residential development.

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6.3. Design, Form and Appearance

6.3.1. In terms of general design, the Arun Local Plan Policy D SP1 states that *“all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details”*.

6.3.2. The character of the local area lends itself to a traditional, detached bungalow style form of development. As per the proposal, the design, form, appearance and scale of the proposal respects this character and adheres to the policy in the following ways.

6.3.3. The overall scale and massing of the proposal has been designed in line with the site's context. In our view the proposed bungalow is acceptable and is in keeping with the character of the area. In this respect 20 Sea Lane, on the opposite corner, features increased mass and built form on the plot with development projecting much closer to Sea Lane than other properties to the south.



Figure 3- Building Line along Goring Way

6.3.4. With respect to Arun's Design SPD, and more specifically section G.03 (Layout & Plot Size) and P.01 (Infill Development), the proposed development maintains the strong building line as existing along Goring Way, this can be seen in Figure 3 above via the red line. The scheme does not propose any built form in front of this established line. The separation gap between the proposal and 275 Goring Way follows the common plot pattern along Goring Way, shown in Figure 3 also, via the yellow and blue brackets.

6.3.5. The proposal would mirror the design styles set by six of the closest neighbouring bungalows to the east, matching the existing in terms of style, character, size, and massing. It would have a roof form mirroring that of numbers 273 and 267 to the east and would integrate sensitively in the street scene. Its design has been carefully considered in terms of sympathy with the surrounding context, by following that of the established neighbouring properties.

6.3.6. The land to the side of No.275 is separated from Sea Lane to the west by a large green verge, footpath, and trees. The introduction of another dwelling, matching in scale, style, and massing to the existing properties on Goring Way, would not obtrude or dominate the street scene of Sea Lane, and would be sufficiently set away from the road. As a result, there would be little impact on the visual amenity or appearance of this road.

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6.3.7. In terms of scale and massing, this property is suitably sized and would retain a sufficient amount of land to both the front and rear of the stethoscope and massing is considered appropriate for this plot and would not appear overly cramped or out of place. The design reflects the massing of other bungalows along Goring Way, maintaining consistency with the established character of the area.

6.3.8. In terms of architectural styling, the bungalow is designed in a traditional bungalow style. The choice of materials selected include tile to the roof and a combination of white render and red brick plinth. The form of the building also includes a pitched roof albeit with a gabled frontage and porch arrangement on the front elevation which matches the dwellings in the local area (shown in Figure 4).

6.3.9. There is a slight variation to the roof style in the form of a catslide on the western side of the building, which is considered to add architectural interest whilst also remaining respective of the local context. The choice of materials, building form and style is therefore considered to respect the surrounding vernacular in line with Policy D SP1 of the Arun Local Plan.



Figure 4- 273 and 287 Goring Way

6.3.10. In terms of the Pre-Application Response, it should be noted that the Officer states,

'Given the new dwelling would follow the design style, composition, scale, and massing of other properties within Goring Way, it is unlikely that the proposal would have adverse harm to the visual amenity or character of the locality. This would be in accord with D DM1 and D SP1 of the Arun Local Plan, and the Arun Design Guide'.

6.3.11. Overall, the proposed chalet bungalow is a thoroughly considered and a well-designed scheme, providing high quality, interesting architecture on a site that makes positive contribution to character and appearance of the local streetscene. The proposal reflects the character of the area and is considered to be entirely acceptable in design terms.

6.3.12. It is therefore deemed to be in accordance with all relevant National, Local Planning Policy and Supplementary Planning Document providing guidance on design.

6.4. Residential Amenity

6.4.1. National and Local Planning Policies including the Arun Local Plan and Arun District Design Guide Supplementary Planning Document (SPD) have been consulted regarding residential amenity and the proposed chalet bungalow has been designed to respect the amenity of neighbouring occupiers, particularly in relation to the existing dwelling at 275 Goring Way.

6.4.2. The proposed positioning of the bungalow maintains a 2.13m separation from 275 Goring Way. This separation distance is common along Goring Way as demonstrated in Figure 3.

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- 6.4.3. The proposal includes removing the existing extension on the western side of 275 Goring Way (as shown in Figure 1) and constructing a wall between the side elevations of the existing property and the proposed dwelling.
- 6.4.4. The proposed dwelling will be one and a half storeys high, with a ridge height of 5.36m to match that of No. 275. The eaves will also be approximately 2.6m high, mirroring the design of No. 275.
- 6.4.5. The property will follow the front and rear building lines of No.275. This will only slightly reduce light to two windows on this elevation, which will have a negligible effect on residential amenity. The development will not impact other elevations or amenity spaces, and overall, it will have a minimal impact in terms of residential amenity.
- 6.4.6. The reduced light would be comparable to that experienced by most bungalows on this side of Goring Way and would likely be acceptable in terms of D DM1 and QE SP1.
- 6.4.7. The proposal would include only one window that way overlook a neighbouring property. This is the ground floor en-suite window to the eastern elevation which would face on to No.275.
- 6.4.8. In order to protect amenity of both neighbours, we would be happy to agree a sensible condition which would be applied requiring this window to be obscure glazed and non-opening to 1.7m above the floor level.
- 6.4.9. The pre application response noted that ideally a separate driveway would be formed to access the new dwelling. Unfortunately this has not been possible due to the location of the tree on Goring Way and presence of an existing Bus Stop. As demonstrated on the accompanying highways plan however, the new residents and existing residents of 275 Goring Way would be capable of turning their cars within their plot demise to limit the disturbance caused to each other. It is considered that this arrangement is acceptable.
- 6.4.10. The pre application response noted that '*The proposal would not result in adverse harm to residential privacy or amenity.*'
- 6.4.11. The proposal would not result in adverse harm to residential privacy or amenity. This would likely be in accord with D DM1 and QE SP1 of the Arun Local Plan, and the Arun Design Guide.

6.5. Space Standards

- 6.5.1. Policy D DM2 of the Arun Local Plan requires internal spaces to be an appropriate size to meet the requirements of all occupants and their changing needs. For a 3 bed, 5 person 2 storey dwelling, a minimum of 93m² gross internal area is required.
- 6.5.2. The proposed appears to provide approximately 96m² of internal floor area, which exceeds the Nationally Described Space Standards and would accord with Policy D DM2 of the Arun Local Plan.
- 6.5.3. The garden space is also in line with the SPD requirements (section H.04) the section states there is a requirement for minimum 10.5m rear garden depth. The proposed private rear garden has a depth of 16.1m and an average width of 7.85m. The proposal is therefore considered to provide sufficient amenity space for any future occupants whilst also maintaining sufficient amenity space for 275 Goring Way.

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6.6. Highways, Transport and Parking

- 6.6.1. The proposed development is considered to be located in a sustainable area, owing its transport connectivity to Ferring and the wider area; as well as its close proximity to key local services, as set out in earlier sections in this statement. The location of surrounding public transport options and the close proximity of local services sets the proposal in accordance with Policy T SP1 of the Arun Local Plan.
- 6.6.2. Policy T SP1 of the Arun Local Plan also requires development to incorporate appropriate levels of parking in line with West Sussex County Council guidance on parking provision, taking into consideration the impact of development upon on-street parking.
- 6.6.3. Arun District Council adopted the Parking Standards Supplementary Planning Document (SPD) in January 2020. According to these standards, a three-bedroom property located within Parking Behaviour Zone 2 requires a minimum provision of two on-site car parking spaces. As demonstrated on the accompanying tracking drawings, two car parking spaces are retained for 275 Goring Way. Both existing and new dwelling can adequately turn their cars within their plots and exit the site in forward gear.
- 6.6.4. The proposal includes two car parking spaces at the front of the property. In line with Policies SD SP1, ECC SP1, and ECC SP2, provision has also been made for an electric vehicle (EV) charging point for the dwelling. This can be secured through a suitably worded planning condition, if necessary.
- 6.6.5. Additionally, as indicated on the submitted plan, the proposal includes a cycle storage area at the rear of the garden, designed to accommodate approximately two bikes. This storage area can be accessed via the western and eastern elevations of the property.
- 6.6.6. The design utilises the existing access point and the shared dropped kerb with the neighbouring property, No. 273. This application proposes a shared access arrangement due to the presence of a tree outside the applicant's ownership and a nearby bus stop obstructing alternative access. Considering these constraints, the existing access point is deemed the most suitable option.
- 6.6.7. Taking into account all relevant factors, including the likely minimal increase in daily traffic movements, the accessibility of the site, and links to various modes of transport, the proposed development is not expected to have a severe impact on highway capacity or pose an unacceptable risk to highway safety.
- 6.6.8. Based on the above considerations, the proposal is deemed acceptable in terms of highways impact.

6.7. Trees, Ecology and Biodiversity Net Gain

- 6.7.1. Arun Local Plan Policy ENV SP1 states Arun District Council encourage and promote the preservation, restoration and enhancement of biodiversity and the natural environment through the development process and particularly through policies for the protection of both designated and non-designated sites. The Council will ensure, policy ENV SP1, that the intrinsic features of particular interest are safeguarded or enhanced.
- 6.7.2. Policy ENV DM5 states development schemes shall seek to achieve a net gain in biodiversity and protect habitats on site.
- 6.7.3. The proposals seek to erect a chalet bungalow within the existing underutilised garden and therefore ecology surveys are not required for a scheme of this scale. Additionally, the application has been submitted as a 'self-build/custom build' project, which falls under the Biodiversity Net Gain (BNG) exemption category.

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6.7.4. Although the scheme does not seek to achieve the 10% BNG requirement, the proposals include biodiversity enhancements in line with Policy ENV DM5. These enhancements could involve the installation of bird / bat boxes on the dwellings as well as insect hotels to the front of the property, which can be secured through an appropriately worded planning condition prior to the occupation of the dwelling.

6.7.5. A suite of arboricultural information has been submitted to support the proposals which confirmed that the surveyed trees are largely located outside the site boundaries.

6.7.6. The impact on existing trees of underground constraints is expected to be minimal. This is because the presence of asphalt footways and a boundary wall which is located between the tree and the site creates an environment that discourages root growth. While a new rear parking area is proposed, it has been confirmed that the new surface will not negatively affect the remaining trees on-site.

6.7.7. It is our view that the tree will not be significantly impacted as a result of the proposal. However, if the Council were of the view that the tree would be impacted, it is important to note that the proposed changes to the parking arrangements would in our view fall under permitted development rights, as outlined in Class F of The Town and Country Planning (General Permitted Development) (England) Order 2015.

6.7.8. The relevant legislation is as follows:

Permitted development

F. Development consisting of—

(a) the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such; or

(b) the replacement in whole or in part of such a surface.

Conditions

F.2 Development is permitted by Class F subject to the condition that where—

(a) the hard surface would be situated on land between a wall forming the principal elevation of the dwellinghouse and a highway, and

(b) the area of ground covered by the hard surface, or the area of hard surface replaced, would exceed 5 square metres,

either the hard surface is made of porous materials, or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.

6.7.9. The scheme complies with these requirements, as the proposed parking spaces will be located at the front of the property. Additionally, the hard surface will be constructed using porous materials to ensure proper management of surface water run-off. As these works to the driveway would fall under permitted development rights, no planning application would be required for their implementation and the applicant could carry out these works regardless of this application. This is a material consideration in our view.

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6.7.10. In terms of landscaping, the scheme will seek to enhance the site by providing new planting in both the front and rear areas to further improve the site's biodiversity and visual appeal.

6.7.11. The proposals are therefore considered to comply with Policy ENV SP1 and ENV DM5 of the Local Plan.

6.8. Flooding, Drainage and SuDS

6.8.1. ALP Policy W DM3 states all development must identify opportunities to incorporate a range of Sustainable Urban Drainage Systems (SuDS) as appropriate to the size of development.

6.8.2. FNDP Policy 10 states that proposals for development that are able to demonstrate that their sustainable drainage design features will be effective in managing the risk of surface water flooding with and beyond their boundary will be supported. Incorporating one or more of the following could help to meet this policy: permeable driveways; water harvesting and storage features; green roofs; or soakaways.

6.8.3. In terms of drainage, the proposals will aim to follow the existing arrangements of the building for managing foul drainage. A drainage strategy to deal with surface water flows can be submitted to the Council under an appropriately worded condition.

6.8.4. As previously noted, the scheme includes a new parking area at the front of the site, providing two parking spaces for the proposed dwelling. The hard surfacing shown on the layout will incorporate SuDS features (such as permeable surfaces) in line with the requirements of Class F of the General Permitted Development Order. A water butt could also be secured by condition.

6.8.5. The proposal falls in Flood Zone 1, and therefore a site-specific flood risk assessment (FRA) would not be required.

6.9. Sustainability

6.9.1. Policy ECC SP2 requires all new residential and commercial development to demonstrate how it will be energy efficient.

6.9.2. The policy also requires a 10% energy requirement to be achieved through provision of onsite renewable / low energy generation. Should the Council require the applicant to meet this policy, roof mounted solar panels could potentially be provided to deliver 10% of energy use. However, it is our view that since the adoption of the policy, building regulations have significantly improved which is a material consideration and as such it seems more relevant that building regulation requirements would take precedent over planning policy in this instance.

6.9.3. In sustainability terms, the proposal is considered to be acceptable.

6.10. Community Infrastructure Levy

6.10.1. The Community Infrastructure Levy (CIL) is a way of making sure that all relevant development contributes towards new infrastructure such as transport, open space, flood defences, greenspace, leisure centres and schools.

6.10.2. CIL is charged per square metre on new developments, and applies to:

- new dwellings of any size

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- any development where the internal area of a new building, extension or change of use exceeds 100 square metres

6.10.3. As the application has been submitted as a self-build/custom build project, the proposals are exempt from CIL liability. Appropriate CIL Forms have been submitted as part of this application.

7. Conclusions

7.1. In conclusion, This Planning Statement has been produced by **ECE Planning** on behalf of our client, **Mr Steven Addis**, in support of a Full Planning Application for the development at 275 Goring Way, Ferring, Worthing, BN12 5BY ('the Site') to provide 1no. chalet bungalow. The description of the development for the proposal reads:

'Partial removal of rear extension of 275 Goring Way and erection of 1no. chalet bungalow in garden of 275 Goring Way with associated landscaping and parking'.

7.2. The accompanying documentation demonstrates that the erection of 1no. dwelling is acceptable in principle. The site is located within the built-up area boundary, where sustainable development is actively promoted and supported by local and national planning policy.

7.3. The design of the proposed chalet bungalow has been carefully considered to ensure it complements the character of the surrounding area. The scale, form, and appearance of the development have been sensitively designed to harmonise with the architectural style of neighbouring properties.

7.4. The proposed development fully complies with the relevant policy objectives outlined in the National Planning Policy Framework and the Arun Local Plan. It represents a carefully considered and appropriate form of in-fill development that integrates sensitively into the existing built environment, contributing positively to the character of the area.

7.5. The scheme will make a small but meaningful contribution to addressing the District's critical housing need by delivering a well-designed home within a sustainable location. The proposal is intended to be a custom / self-build plot. The proposal supports the overarching objectives of housing delivery while respecting the local context and planning policies.

7.6. Based on the above considerations, we respectfully request that the application is supported, and full planning permission is granted.

ECE Planning

Appendix A – Pre-Application PAA/93/23/



Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF
Planning & Building Control General Enquiries
Tel: (01903) 737756 Fax: (01903) 730442
Dx: 57406 Littlehampton
Minicom: 01903 732765
e-mail: planning@arun.gov.uk
website: www.arun.gov.uk/planning

Mr Sam Sykes
ECE Planning
64-68 Brighton Road
Worthing
West Sussex
BN112EN

Date: 24th November 2023

Please ask for: Hannah Kersley
Tel: 01903 737856

Your Ref:

Our Ref: PAA/93/23/

Dear Mr Sykes,

Pre-Application Advice

Erection of 1no. 3-bedroom chalet bungalow.
275 Goring Way Ferring Worthing BN12 5BY

I write regarding the above matter and your enquiry received on 29th September 2023.

SCOPE OF PRE-APPLICATION ADVICE

From the details submitted it is understood that you are seeking advice for the construction of a detached chalet bungalow on garden land to the west of No.275 Goring Way. This advice will focus on the principle of a new detached 3 bedroom dwelling, with parking and garden amenity, alongside appropriate design styles / character, scale, and massing for the proposed building.

RELEVANT POLICIES AND GUIDANCE - the following policies are considered relevant to your proposal:

Arun Local Plan 2011-2031

<u>DDM1</u>	D DM1 Aspects of form and design quality
<u>DDM2</u>	D DM2 Internal space standards
<u>DSP1</u>	D SP1 Design
<u>ECCSP2</u>	ECC SP2 Energy and climate change mitigation
<u>ENVDM5</u>	ENV DM5 Development and biodiversity
<u>ENVSP1</u>	ENV SP1 Natural Environment

QE SP1	QE SP1 Quality of the Environment
SD SP1	SD SP1 Sustainable Development
SD SP2	SD SP2 Built-up Area Boundary
W DM3	W DM3 Sustainable Urban Drainage Systems
W SP1	W SP1 Water
TDM1	T DM1 Sustainable Travel and Public Rights of Way
TSP1	T SP1 Transport and Development

Neighbourhood Plan Policies:

Ferring Neighbourhood Plan 2014 Policy 10	Sustainable water management
Ferring Neighbourhood Plan 2014 Policy 1A	A Spatial Plan for the Parish

Planning Policy Guidance:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

Supplementary Guidance:

SPD11	Arun Parking Standards 2020
SPD13	Arun District Design Guide (SPD) January 2021

ADVICE

POLICY CONTEXT/DESIGNATIONS

The Development Plan consists of the Arun Local Plan 2011 - 2031 (ALP), West Sussex County Council's Waste and Minerals Plans, The South Inshore & South Offshore Marine Plan and Made Neighbourhood Development Plans. The Ferring Neighbourhood Development Plan (FNDP) (2014 - 2029) was made on 14th January 2015.

The following policy designations are relevant:

Built-Up Area Boundary

CIL Charging Zone 4

The key Development Plan policies considerations for this proposal are D SP1 (Design), D DM1 (Aspects of Form and Design Quality), D DM2 (Internal Space Standards), T SP1 (Transport and Development), ECC SP2 (Energy and Climate Change mitigation), QE SP1 (Quality of the environment), W DM3 (Sustainable Urban Drainage Systems) and ENV DM5 (Development and Biodiversity) of the Arun Local Plan. Additionally, the Arun Design Guide, specifically Parts J and P, and the Arun Parking Standards 2020.

Policies 1A (Spatial Plan for the Parish) and 10 (Sustainable Drainage Systems and Water Management) of the Ferring Neighbourhood Development Plan are also relevant.

PRINCIPLE

The relevant policies are:

- Arun Local Plan policies SD SP1 and SD SP2
- FNDP policy 1A
- NPPF

Material considerations will include:

- The current Housing Land Supply (HLS) position.

Policy SD SP1 concerns sustainable development and states the Council will take a positive approach to development which reflects the presumption in favour of sustainable development contained in the NPPF. The site benefits from being in the Built-Up Area Boundary in which the principle of residential redevelopment is acceptable. Policy SD SP2 states that development should be focused in the Built-Up Area Boundaries and will be permitted, subject to consideration of other relevant policies of the within the Local Plan.

FNDP Policy 1A concerns the spatial plan for the parish, and states that proposals located inside the Built Up Area Boundary will be supported, provided they are suited to an urban setting and in accord with provisions of relevant policies. The principle of a dwelling in this location is therefore in accord with policy 1A.

The NPPF gives a presumption in favour of sustainable development (paragraph 11), generally seeks to promote the effective use of all land (para 119), and gives weight to proposals that develop under-utilised land (para 120(d)). The Council currently experiences a significant shortfall (2.36 years) of a 5 year supply of housing land where, according to paragraph 11d of the NPPF, the Council's policy SD SP2 which controls built up area boundaries is out of date. As a result, the tilted balance is triggered and para 11d ii applies where planning permission should be granted for residential development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Sustainability:

The location is sustainably located. Electric vehicle charging points, energy efficiency measures and superfast broadband could be secured by condition, and these will help to reduce travel and other emissions.

The proposal is for one dwelling which will make a very minor contribution to the current HLS shortfall and help in a small way to meet local housing needs. The development will result in the creation (or retention of) of jobs and wages during the construction phase whilst making a small contribution to the overall long-term prosperity of residents and businesses in Arun in perpetuity.

The proposal meets the economic, social, and environmental aspects of sustainable development and the presumption in favour of sustainable development is engaged.

The main assessments of this development will be that of the headings (shown in capitals) below.

DESIGN AND VISUAL AMENITY

The relevant policies are:

- ALP policies D DM1 and D SP1
- National Design Guide
- Arun Design Guide
- NPPF

Policy D SP1 of the Arun Local Plan requires that development proposals should make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish, and architectural details.

Policy D DM1 of the Arun Local Plan sets out a 15 point criteria against which the design of new development should accord with.

Arun has adopted a Design Guide which provides detailed guidance that will help raise design standards. Chapter P provides detailed guidance on infill development with the aim that it should respond positively to the character, appearance, and layout of surrounding buildings to provide high quality infill development which enhances amenity for surrounding and new residents.

The bungalow would in-fill a garden space to the west of No.275, at the end of a long row of similarly styled bungalows. Goring Way is characterised by single storey bungalows, of which some have been converted to one and a half with loft conversions; therefore, allowing the principle of a new one and half storey bungalow to the street. The proposal would mirror the design styles set by six of the closest neighbouring bungalows to the east, matching the existing in terms of style, character, size, and massing. It would have a roof form mirroring that of Nos 273 and 267 to the east and would integrate sensitively in the street scene. Its design has been carefully considered in terms of sympathy with the surrounding context, by following that of the established neighbouring properties. This is appropriate, given the established and set design style, composition, and appearance of the street scene. In terms of its design, the proposal would likely be acceptable, given it will appear in keeping with the street scene and have minimal harm in terms of visual amenity.

The land to the side of No.275 is separated from Sea Lane to the west by a large green verge, footpath, and trees. The introduction of another dwelling, matching that in scale, style, and massing to the existing properties on Goring Way, would not unduly obtrude or dominate the street scene of Sea Lane, and would be sufficiently set away from the road. As a result, there would be little impact on the visual amenity or appearance of this road.

A porthole style window has been included to the first floor of the principal elevation. Whilst not a design feature largely seen in this street scene, it is likely that this feature would not be considered adversely out of character as it is a sensitive approach to providing light into the upper floor of the property.

In terms of scale and massing, this property is suitably sized and would retain a sufficient amount of land to both the front and rear of the site. It would not appear as an overdevelopment of the land. Its scale and massing would likely be considered appropriate for

this plot and would not appear overly cramped or out of place. It would reflect the composition and massing of the other bungalows along Goring Way, and remain in keeping with the established spatial character of this area.

Given the new dwelling would follow the design style, composition, scale, and massing of other properties within Goring Way, it is unlikely that the proposal would have adverse harm to the visual amenity or character of the locality. This would be in accord with D DM1 and D SP1 of the Arun Local Plan, and the Arun Design Guide.

RESIDENTIAL AMENITY

The relevant policies are:

- ALP policies D DM1 and QE SP1
- Arun Design Guide
- NPPF

Policy QE SP1 of the Arun Local Plan requires all development to contribute positively to the quality of the environment and ensure that development does not have a significantly negative impact on residential amenity.

The dwelling would be one and half storeys, and have a ridge height of 5.36m, to match that of No.275. Eaves will be approximately 2.6m high, also mirroring that of No.275. It will retain a minimum distance of approximately 1m to the eastern boundary, 16m to the south, 0.6m to the west, and 10.96m to the north. These distances would likely be acceptable and would result in some impact to one neighbouring property. The property will follow the front and rear building lines of No.275, resulting in overbearing and overshadowing of only the western elevation of this existing property. This would only restrict light in two windows to this elevation and would not have a detrimental impact on residential amenity. It would not have an overbearing effect on any other elevation or amenity space of the property, and on balance would have minimal impact in terms of residential amenity. The overbearing and overshadowing impact would be comparable to that experienced by the majority of bungalows on this side of Goring Way, and would likely be acceptable in terms of D DM1 and QE SP1.

The proposal would include only one window which could adversely overlook a neighbouring property. This is the ground floor en-suite window to the eastern elevation which would face on to No.275. In order to protect amenity of both neighbours, it is likely a condition would be applied requiring this window to be obscure glazed and non-opening to 1.7m above the floor level.

The proposal would not result in adverse harm to residential privacy or amenity. This would likely be in accord with D DM1 and QE SP1 of the Arun Local Plan, and the Arun Design Guide.

SPACE STANDARDS

The relevant policies are:

- ALP policy D DM2
- Arun Design Guide

- Nationally described space standards

Policy D DM2 of the Arun Local Plan requires internal spaces to be an appropriate size to meet the requirements of all occupants and their changing needs. For a 3 bed, 5 person 2 storey dwelling, a minimum of 93m² gross internal area is required. The proposed appears to provide approximately 96m² of internal floor area, which exceeds the Nationally Described Space Standards and would accord with Policy D DM2 of the Arun Local Plan. Bedroom sizes and floor to ceiling heights also appear to accord with these standards as indicated on the plans.

Part G of the Arun Design Guide states that rear gardens must be at minimum 10.5m deep. The proposal shows a rear garden of around 16m deep, which would exceed this guide. This would provide sufficient rear garden amenity space for the occupants of the property and would be acceptable.

HIGHWAYS, TRANSPORT AND PARKING

The relevant policies are:

- ALP policies T SP1 and T DM1
- Arun Parking Standards SPD
- NPPF

Policy T SP1 of the Arun Local Plan requires development to incorporate appropriate levels of parking in line with West Sussex County Council guidance on parking provision, taking into consideration the impact of development upon on-street parking. The Arun Parking Standards SPD sets out parking requirements for developments.

Arun District Council adopted a Parking Standards SPD (Jan 2020). For a 3 bed property in Parking Behaviour Zone 2 a minimum of 2 car parking spaces on site are required. It is understood that 2 parking spaces will be provided on site, using the existing driveway access and dropped kerb of No.275. Whilst the number of parking spaces meets the SPD requirements, it would be required that at least 2 parking spaces could be provided at No.275, given part of their driveway would be lost to new access. A plan should be submitted showing any new parking arrangements for No.275 to provide evidence that their parking amenity will be preserved. From discussions between all parties, it is understood that parking arrangements could be altered, in order to provide a separate driveway access and dropped kerb for the dwelling to the front of the property. This would be preferable over access from No.275, in order to retain their private amenity and additional parking spaces. A driveway to the front of the new dwelling would likely be acceptable on planning grounds, subject to support from Highways. Any application would have a consultation with WSCC Highways, and any decisions made in regard to access would primarily be based on their consultation feedback. We would recommend getting pre-application advice with WSCC Highways to gain their standing on the different access options proposed.

In the interests of sustainability electric vehicle (EV) charging points should be provided for all new homes. The Arun Parking Standards 2020 and policy T SP1 require new dwellings to provide electric vehicle charging points if they feature driveway or garage, and the provision of 2 cycle spaces for a 3+ bed property. These requirements should be taken into account should an application for planning permission be made. If not detailed within the submitted

documents, these requirements will likely be secured via a condition.

FLOODING / DRAINAGE

The relevant policies are:

- ALP policy W DM3 and W SP1
- FNDP policy 10
- NPPF

ALP policy W DM3 states all development must identify opportunities to incorporate a range of Sustainable Urban Drainage Systems (SUDS) as appropriate to the size of development.

FNDP policy 10 states that proposals for development that are able to demonstrate that their sustainable drainage design features will be effective in managing the risk of surface water flooding with and beyond their boundary will be supported. Incorporating one or more of the following could help to meet this policy: permeable driveways; water harvesting and storage features; green roofs; or soakaways.

Details of surface water run off management would need to be included to ensure these are appropriate, and in accord with W DM3 of the ALP and policy 10 of the FNDP. At present there is little information provided regarding this. If approval were recommended conditions on the provision of suitable drainage are likely to be recommended. You are advised to see the detailed information on drainage on our website.

The proposal falls in Flood Zone 1, and therefore a site-specific flood risk assessment (FRA) would not be required.

BIODIVERSITY

The relevant policies are:

- ALP policy ENV SP1 and ENV DM5
- NPPF

Arun Local Plan policy ENV SP1 states Arun District Council encourage and promote the preservation, restoration and enhancement of biodiversity and the natural environment through the development process and particularly through policies for the protection of both designated and non-designated sites. The Council will ensure, policy ENV SP1, that the intrinsic features of particular interest are safeguarded or enhanced. Policy ENV DM5 states development schemes shall seek to achieve a net gain in biodiversity and protect habitats on site.

Paragraph 174 of NPPF (2021) requires planning policies and decisions to contribute to and enhance the natural and local environment by: minimising impacts on biodiversity and providing net gains in biodiversity where possible. This paragraph calls for the establishment of coherent ecological networks that are more resilient to current and future pressure.

Should an application be made the submitted documents should be accompanied by an ecological assessment where the opportunities and details for biodiversity and net gain are

provided, in order to comply with ENV DM5 and ENV SP1. However, this would not result in a reason for refusal as biodiversity net gain can be conditioned.

SUSTAINABLE CONSTRUCTION

The relevant policies are:

- ALP policy ECC SP2

Policy ECC SP2 requires all new residential and commercial development to demonstrate how it will be energy efficient.

To achieve conformity with Policy ECC SP2 a condition would continue to be imposed on any new permission requiring the applicant to detail how the dwelling will accord with the above policy. This could be avoided if sufficient information was provided with the application. Subject to the submission of satisfactory details the development would accord with Policy ECC SP2 of the Arun Local Plan.

COMMUNITY INFRASTRUCTURE LEVY

The Community Infrastructure Levy (CIL) is a way of making sure that all relevant development contributes towards new infrastructure such as transport, open space, flood defences, greenspace, leisure centres and schools.

CIL is charged per square metre on new developments, and applies to:

- new dwellings of any size
- any development where the internal area of a new building, extension or change of use exceeds 100 square metres

Community Infrastructure Levy (CIL) rates depend on the size, type, and location of your development. The application site lies within Zone 4. Details of CIL charges can be found here: <https://www.arun.gov.uk/cil-calculate>.

SUMMARY

Based on the above comments it is concluded that were an application for permission to be submitted for the construction of 1 no. 3 bedroom chalet bungalow it would likely be approved. This would be subject to the design of the parking and access retaining a sufficient number of parking spaces for No. 275 and being supported by WSCC Highways. You may wish to engage with Ferring Parish Council prior to the submission of an application.

FOLLOW UP MEETING

If you require a follow up meeting to discuss this pre-application and advice, you will need to forward a written request quoting PAA/93/23 together with a fee for £40. You can either make payment on line <https://www1.arun.gov.uk/make-a-payment/start> or send a cheque made payable to Arun District Council if you have not already included it in the fee you have paid.

MAKING AN APPLICATION

If you decide to proceed with making an application you will need to quote this pre application

advice reference number PAA/93/23/ in the pre-application advice section of the relevant application form. This will ensure that the application receives priority and a speedy validation process.

You will need to provide all the plans and supporting information as indicated in the relevant Planning Validation Requirements List on our website: <https://www.arun.gov.uk/making-a-planning-application#Planningvalidation>

The following items will be required for validation:

Fully completed and signed Application Form with full description of the proposal.
Ownership Certificate and Agricultural Land Declaration
Correct Fee
Design and Access Statement
Ecological Assessment
Biodiversity Net Gain Statement
Site Location Plan
Site Layout Plan
Floorplans & Elevations
Noise Report
SUDs Details
Refuse Storage and Collection Provision
Cycle Storage details
Verified Visuals

You should be aware that any advice given by the Council in relation to pre-application advice will be based on the case officer's professional judgement and will not constitute a formal response or decision of the Council with regard to any future planning applications. Any views or opinions expressed are given without prejudice to the consideration by the Council of any formal planning application which will be subject to wider consultation and publicity. Although the case officer may indicate the likely outcome of a formal planning application, no guarantees can or will be given about the decision that will be made on any such application. Any further correspondence will be at the case officer's discretion depending on the nature of the further enquiry. It may be necessary to submit a further pre-application advice request.

Please note this advice only relates to planning and does not relate to any other legislation which may or may not apply such as Building Regulations or ordinary watercourse consents. You will need to carry out your own checks to determine whether any other consents or permissions are required.

I trust this is of assistance to you.

Yours sincerely



Neil Crowther
Group Head of Planning