



RODWAY PLANNING
CONSULTANCY LIMITED

PLANNING STATEMENT

IN RELATION TO:

‘Proposed Residential Development comprising the erection of 4 No. terraced dwellings at the site’s frontage, and 2 No. detached dwellings at the rear, following the demolition of the existing dwelling and garages. Access from Sea Lane. Provision of replacement garage for No.36 Sea Lane Gardens’

**No.42 Sea Lane, Ferring,
West Sussex BN12 5EH**

August 2026

PLANNING SUPPORT STATEMENT

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EXECUTIVE SUMMARY

This Planning Statement supports a detailed planning application for the redevelopment of No.42 Sea Lane, Ferring, including the demolition of the existing dwelling and garages and the erection of six dwellings. The proposed scheme comprises four terraced dwellings addressing the Sea Lane frontage and two detached dwellings to the rear.

The site lies within the defined built-up area boundary for Ferring, where the principle of residential development is accepted subject to detailed policy considerations. The proposal would make efficient use of an under-developed residential plot in a sustainable location, within walking distance of local services, public transport and community facilities. The delivery of five net additional homes would provide a positive contribution to local housing supply, particularly in the context of the Council's current housing land supply position.

The surrounding area is characterised by a varied pattern of residential development, with a mix of dwelling types, scales, plot sizes and siting arrangements, including examples of infill and backland development. The proposed layout, scale, staggered frontage arrangement and modest rear dwellings have been designed to respond to this context. The scheme would sit comfortably within the established grain of development and would not appear cramped, incongruous or harmful to the character and appearance of the area.

The proposal has been assessed against relevant national and local planning policies, including matters of design, residential amenity, highway safety, parking, drainage, trees, ecology and internal space standards. The supporting technical reports demonstrate that the development can be delivered without unacceptable impacts. Suitable mitigation and planning conditions can address matters including protected trees, ecological precautions, materials, visibility, cycle storage and electric vehicle charging.

Overall, the scheme represents a sustainable form of residential development. It would deliver social and economic benefits through the provision of additional housing and local investment, while protecting neighbouring amenity, retaining and safeguarding important trees, addressing drainage and flood risk, and maintaining highway safety. The planning balance therefore weighs clearly in favour of granting planning permission.

1. INTRODUCTION

- 1.1 This Planning Statement is submitted in support of a detailed planning application for residential redevelopment. The application proposes the demolition of an existing dwelling (No.42 Sea Lane), and its detached garage. The proposal also incorporates the eastern section of the curtilage of neighbouring No.36 Sea Lane Gardens. The garage to this property is to be demolished and replaced elsewhere on the retained plot for No.36. The proposals incorporate the erection of a terrace of 4 No. dwellings along the site's Sea Lane frontage, and a further 2 No. detached dwellings to be positioned at the rear of the site. Access is to be taken from Sea Lane. A replacement garage is to be provided for No.36 Sea Lane Gardens.
- 1.2 The statement describes the site, its surroundings and the proposal itself. The Planning Policy background is considered along with an assessment of the proposal considering the relevant policy and all other material planning considerations.
- 1.3 The application is presented with a full package of drawings, which have been prepared by Deadspace Designs.
- 1.4 In addition, the application is supported by the following supporting statements: -
- Transport Report, prepared by Reeves Transport Planning.
 - Flood Risk Assessment, prepared by Hilson Moran.
 - Surface Water Drainage Design Checklist.
 - Groundwater Monitoring and Infiltration Testing Report, prepared by Hilson Moran.
 - Outline Drainage Strategy, prepared by Hilson Moran.
 - Tree Report, prepared by Arbortrack.
 - Bat Emergence Survey Report, prepared by the Ecology Co-Op.

2. SITE CONTEXT

- 2.1 The application site is located on a corner plot, to the west side of Sea Lane and to the south of Sea Lane Gardens. It measures 0.187 hectares in total.
- 2.2 The application site comprises the curtilage of an existing dwelling (No. 42 Sea Lane), and part of the curtilage of immediately adjacent No.36 Sea Lane Gardens to the north. The dwelling and garage at No.42 Sea Lane are to be demolished to facilitate the development proposal, as is the garage to No.36 Sea Lane Gardens.



Fig 1. Location Plan showing the site and its surroundings

- 2.3 The surrounding area is residential in character and comprises a varied mix of one, one-and-a-half, two, and two-and-a-half storey detached and semi-detached dwellings. Rooflights and modestly sized dormer windows are evident within the roof slopes of a number of properties along both Sea Lane Gardens and Sea Lane. It is understood that the pair of semi-detached properties immediately to the south, Nos. 46 and 48 Sea Lane, are two-storey dwellings with accommodation within the roofspace. Overall, the area is characterised by a varied pattern of development, with properties differing in scale, form, design and siting, and with plots also varying in both shape and size.
- 2.4 To the south side of the plot is a private, gated driveway that leads to No.44 Sea Lane, which is a small building located in a backland position, which appears to have been used for storage purposes. The private drive abuts properties on both Sea Lane Gardens (to the north), and Laburnham Close (to the south).
- 2.5 In terms of site designations, the application site is located within the defined Planning Boundary of Ferring, where the principle of new housing is accepted. The land on the opposite side of Sea Lane is outside the built-up area and is also within the Gap Between Settlements designation ('Worthing to Ferring').
- 2.6 In terms of listed buildings, according to Historic England's online Listed building map search (see **Fig 2** below), the existing buildings, nor those immediately adjacent are registered as being Listed buildings. However, there is a Listed building further to the south (No.50 Sea Lane, Brambles), and another further to the north on Sea Lane. However, given the separation distances involved, it is not expected that these Listed buildings would represent a significant constraint to development at No.42.
- 2.7 According to Arun District Council's website, the site has a Tree Preservation Order (reference: TPO/FG/1/06) – see extract of the online TPO map below at **Fig 3**. This matter will be considered in detail below.



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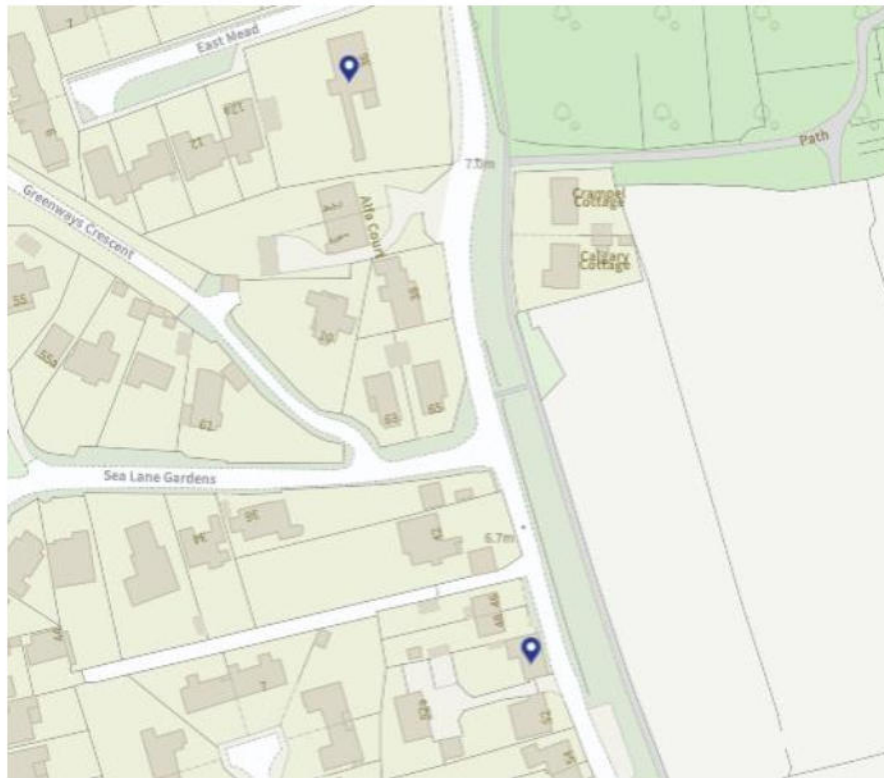


Fig 2. Extract from Historic England Map of Listed Buildings

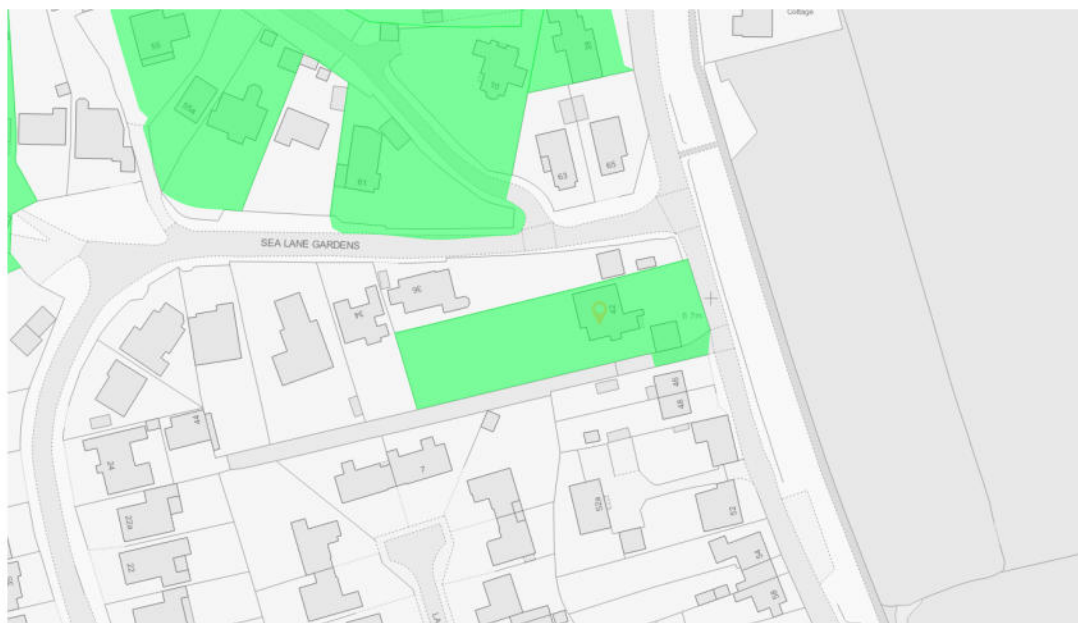


Fig 3. Extract from Arun District Council TPO Map

- 2.8 Finally, the site is located within Flood Zone 1 as designated by the Environment Agency, meaning the site has the lowest risk of flooding.

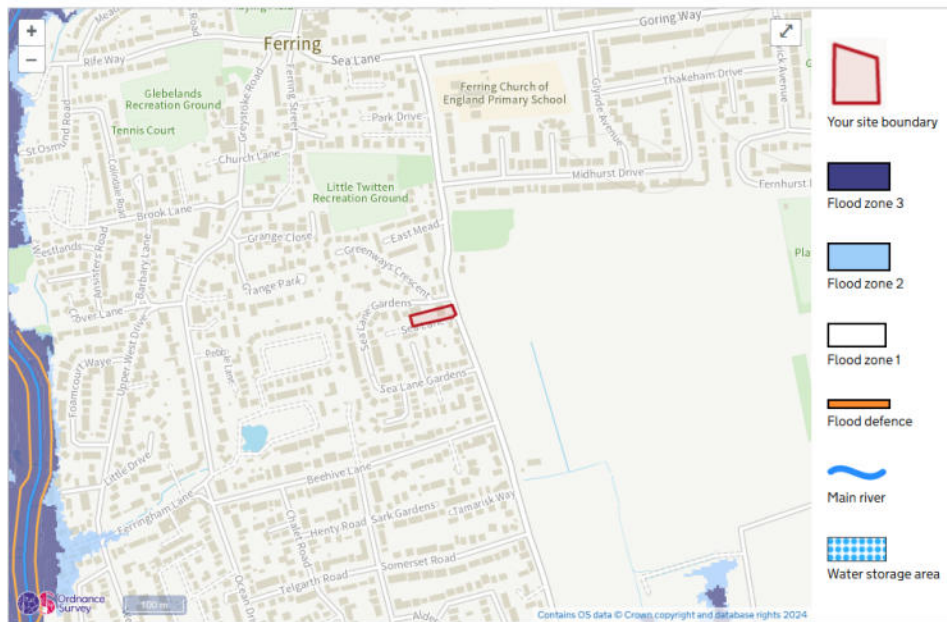


Fig 4. Extract from the Government's Flood Map for Planning online resource

- 2.9 The application is accompanied by a Flood Risk Assessment, a Groundwater Monitoring and Infiltration Testing Report, and an Outline Drainage Strategy, which will be discussed in detail below.

3. PLANNING HISTORY

(i) Application Site

3.1 According to the District Council's online planning register, No. 42 Sea Lane has the following planning history: -

- **Planning ref: FG/33/64/:** Outline application bungalow and garage (land rear of).
Withdrawn
- **Planning ref: FG/41/64/:** Outline application 2 dwelling (land rear of).
Refuse 02/06/1964
- **Planning ref: FG/80/90/:** Erection of detached garage.
Approved Conditionally 23/07/1990
- **Planning ref: FG/71/06/:** Two detached chalet bungalows (land rear of).
Withdrawn 17/07/06

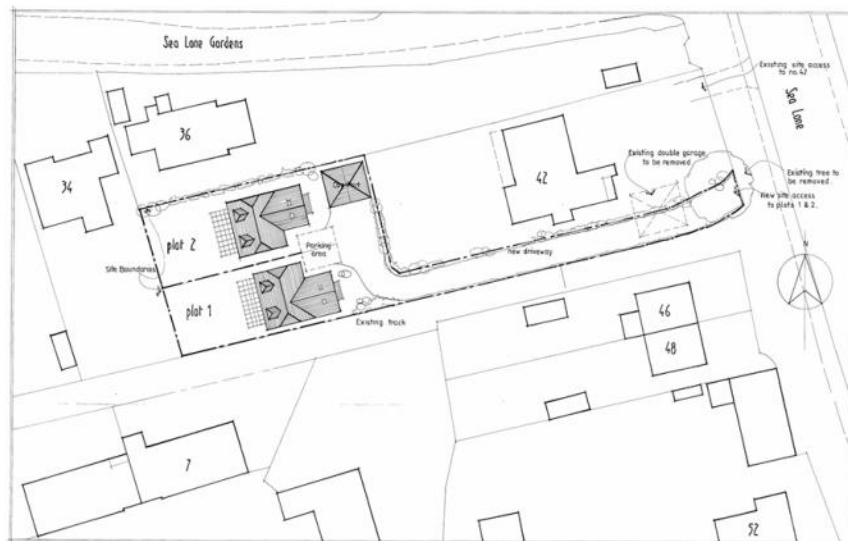


Fig 5. Site Plan for withdrawn planning application FG/71/06

3.2 Given the layout proposed by application **FG/71/06** would have resulted in the loss of the frontage tree (which is now subject to a TPO), and it is understood that this was the reason for the Planning Application being withdrawn.

4. THE PROPOSAL

4.1 This application proposal seeks permission for the erection of a terrace of 4 No. dwellings and a further 2 No. detached dwellings to the rear of the site, following the demolition of the existing dwelling.

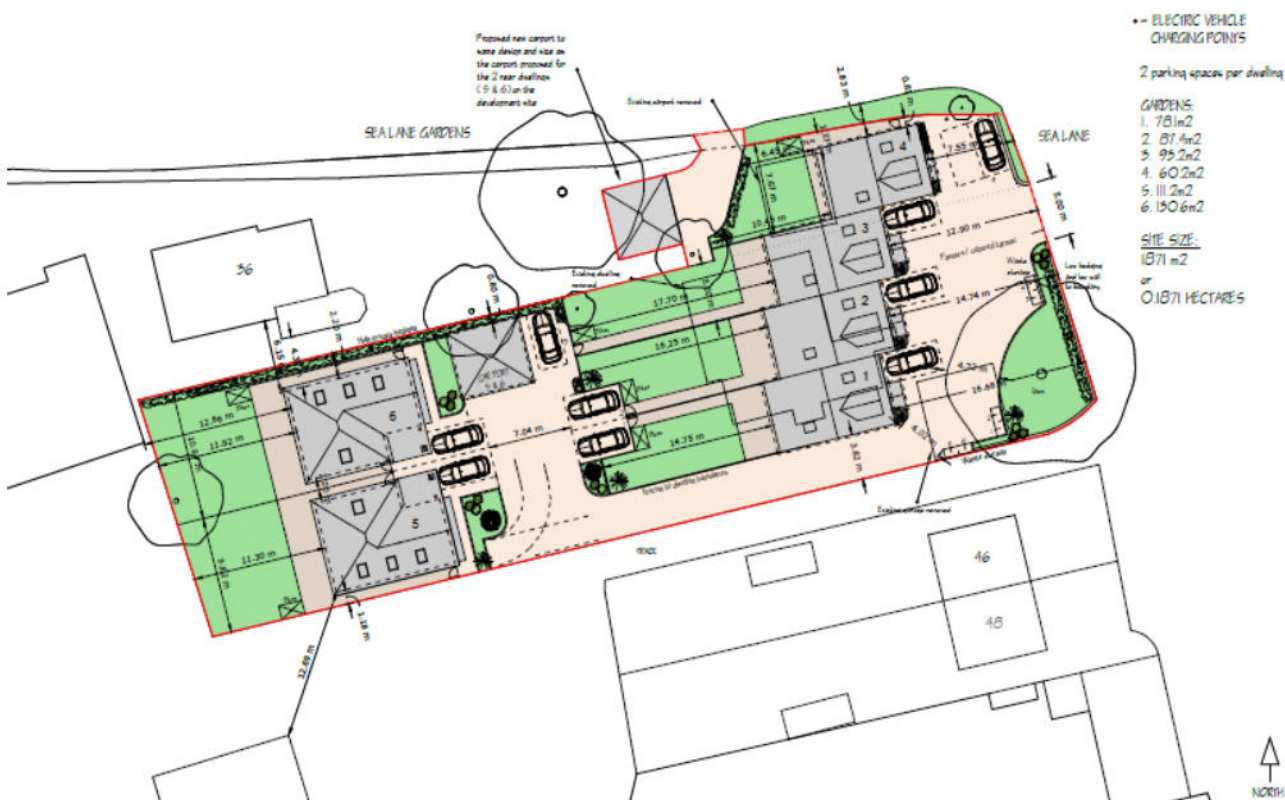


Fig 6. Proposed Site Plan

4.2 The planning proposal would utilise the existing access point off the west side of Sea Lane. The Transport Report confirms that *“the access will be widened to five metres, allowing two cars to navigate the access if they are using it at the same time. Plots 1 to 4 form a staggered terrace along the frontage on to Sea Lane. There is a secondary route that is 3.82 metres wide that serves a further two dwellings at the rear of the site”*.

4.3 There would be 1 No. parking space to the front of each terraced property, with an additional space in front of plot 4; resulting in a total of 5 No parking spaces at the

front of the site. 1 No. detached double car port is proposed in front of the rear properties, close to the northern boundary. There would also be 5 No. additional parking spaces in the rear part of the site. Therefore there is a total of 12 parking spaces proposed (2 per dwelling), plus a replacement of the garage that serves No.36 Sea Lane Gardens (which has its own separate access). No.36 Sea Lane Gardens also has existing separate off-street parking to the west, which is unaffected by these proposals. The new car port for No.36 is to match the design and size of the structure that is proposed to serve the new dwellings.

- 4.4 The dwellings to the site frontage would comprise a row of 4 No. two and a half storey terraced dwellings.



Fig 7. Proposed front and rear elevations – plots 1-3



Fig 8. Proposed front and rear elevations – plot 4

- 4.5 At the site's frontage, properties 1-3 would be 4-bed dwellings, comprising a kitchen/ dining area and separate lounge at ground floor level, 3 No. bedrooms and a bathroom at first floor level and 1 No. bedroom and bathroom above within the roofspace. Property 4 would be a 3-bed dwelling, comprising an open plan kitchen and lounge at ground floor level, with 2 No. bedrooms and a bathroom at second floor level and 1 No. bedroom and a bathroom above.
- 4.6 The proposed terraced dwellings 1-3 would have a Gross Internal Area (GIA) of 140.4m², whilst the end of terrace dwelling on plot 4 would measure 113.5m².
- 4.7 In terms of materials, properties 1 and 4 would comprise off-white/ cream painted rendered walls, with face brick at low level. A Brick soldier course is proposed over doors and windows. Oak doors/ windows. Grey slate roof. Properties 2 and 3 would comprise white painted walls, with darker painted rendered finish detailing. Dark grey entrance door. White windows/ detailing. Grey slate roof.
- 4.8 The two properties towards the rear of the site would comprise 2 No. detached one-and-a-half storey dwellings.



Fig 9. Proposed dwellings 5 & 6 (Streetscene)

- 4.9 In terms of internal layout, the properties would mirror one another. They would comprise an open plan kitchen/ dining room, lounge, utility and w.c. at ground floor level, with 3 No. bedrooms and a bathroom above.
- 4.10 Dwelling 5 would have a GIA of 111.2m², whilst dwelling 6 would comprise 130.6m².

4.11 Proposed materials would comprise off-white/cream painted rendered walls, with face brickwork at lower level, brick soldier courses over doors and windows, oak doors/windows and oak post and beam detailing, and a grey slate roof. The car port materials would match the main dwellings.

4.12 Each of the proposed dwellings would comprise an area of a rear private garden area. The garden sizes are as follows: -

Plot 1	78.1m ²
Plot 2	87.4m ²
Plot 3	93.2m ²
Plot 4	60.2m ²
Dwelling 5	111.2m ²
Dwelling 6	130.6m ²

5. POLICY CONTEXT

NATIONAL PLANNING POLICY

- 5.1 The National Planning Policy Framework (NPPF) was first published on 27th March 2012 and updated a number of times since, the most recent being a re-written version, which was published on 17th August 2026. This sets out the government's planning policies for England and how these are expected to be applied.
- 5.2 The NPPF confirms that planning law, as set out at Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, requires that applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.3 The NPPF now has policies, which are divided between plan-making and decision-making and are designed to be clearer and more directive than those in earlier versions.
- 5.4 The NPPF contains a *"permanent presumption in favour of sustainable development"* (policies S3 and S4), which replaces the tilted balance under paragraph 11 of the previous NPPF. The application of the presumption has also been refined, including by limiting the circumstances in which it is disapplied because of conflict with policies on design or density. Policy S4: 'Principle of Development within settlements' confirms that *"Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework."*
- 5.5 We will review the new NPPF in detail, and reserve the right to make further submissions to the District Council in respect of this updated publication where it is relevant to this Planning Application.

LOCAL PLANNING POLICY

(i) Arun Local Plan

- 5.6 The Arun Local Plan 2011 – 2031 was adopted by resolution of Full Council on 18th July 2018. It comprises a written statement and supporting policy maps 1-4. The plan sets out a spatial vision, objectives and a sustainable strategy for delivering the needed growth of the District over the period 2011 – 2031. This plan replaces the Arun Local Plan 2003 and the saved policies within it and now provides the most up-to-date policy guidance for the District.

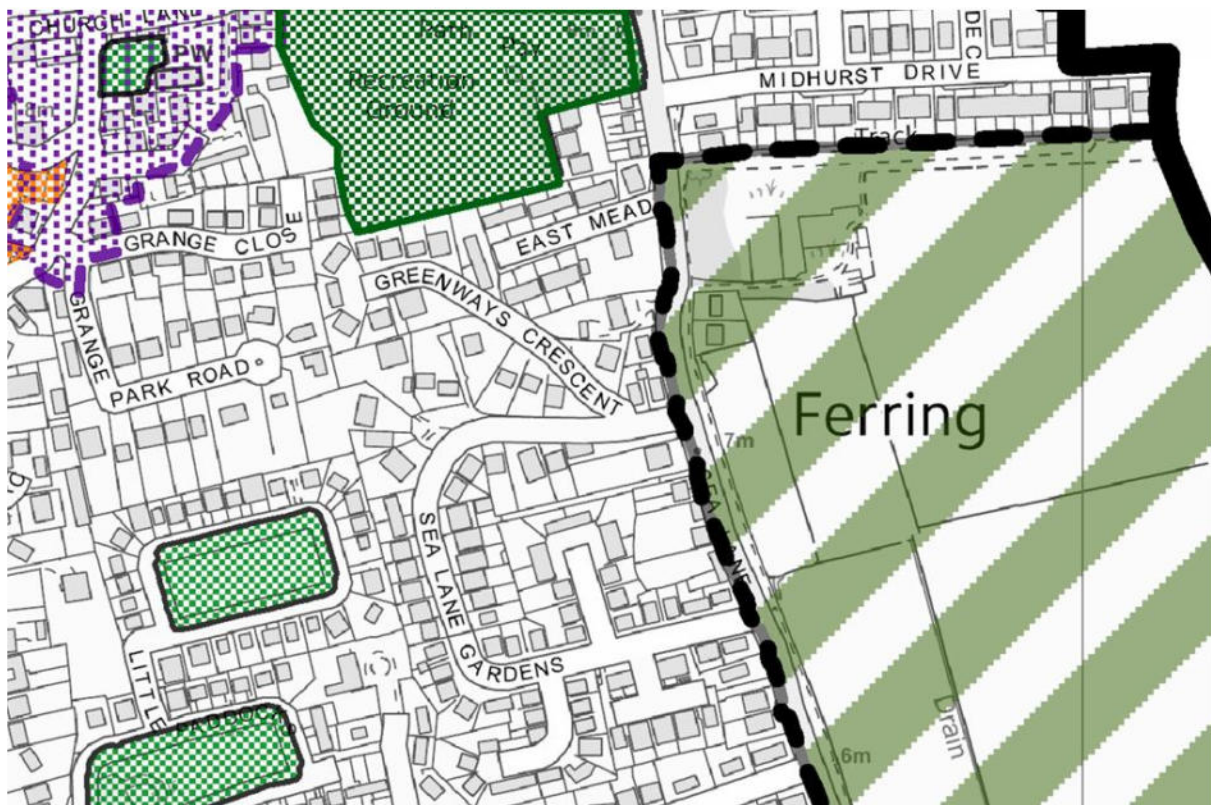


Fig 10. Extract from Policy Map 4: Littlehampton and the Surrounding Area

- 5.7 The application site is located within the built-up area boundary for Ferring, as set out on the Council's Policy Map 4: Littlehampton and the Surrounding Area (refer to **fig 10**). The proposal is in accordance with Policy SD SP2 (Built up Area Boundary), which states where development should be focused, subject to consideration against

other policies of the Local Plan. It will be noted that land on the opposite side of Sea Lane is outside the built-up area and is also within the Gap Between Settlements designation ('Worthing to Ferring').

5.8 The following policies are of relevance to this proposal: -

5.9 **Policy SD SP1** is a general policy, which relates to Sustainable development. It states that *"when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland). This presumption will not be applicable where development requires an Appropriate Assessment or where consideration of the need for one is being undertaken"*. **Policy SD SP2** relates to the Built up Area Boundaries.

5.10 **Policies H SP1** and **H DM1** are general policies, which relate to The Housing Requirement and Housing Mix respectively. The District is required to provide at least 20,000 new homes over the plan period (up to 2031). This requirement is to be met by a number of strategic allocations as set out in the Local Plan, windfalls, and additional non-strategic allocations that will be made across the District through emerging Neighbourhood Plans and the production of a subsequent Non-Strategic Site Allocations Development Plan Document (DPD). The supporting text to Policy H DM1 confirms that *"requirements vary across the District and factors such as proximity to public transport and services, place and site characteristics will determine what is a suitable dwelling mix at any particular location... The Council is keen to promote growth and deliver development that reflects the demand and profile of households in the District"*.

5.11 **Policy D SP1** refers to Design. It 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. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development..."

5.12 Policy D DM1 relates to aspects of form and design quality. It states that *"when considering any application for development the Council will have regard to the following aspects:*

1. Character. Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.

2. Appearance/attractiveness. Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area.

3. Impact. Have minimal impact to users and occupiers of nearby property and land. For example, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance.

4. Innovation. Raise standards of design by embracing appropriate innovative design, new technologies and construction techniques, where a development proposal has the potential to do so.

5. Adaptability. Acknowledge diversity and difference. Buildings and places should be flexible to future adaptation, including the changing needs of occupants (for example ageing users, family circumstances), changes in wider work and social trends, and be able to accommodate potential differing uses of public space.

6. Crime prevention. Provide security measures that make places feel safer. This shall be achieved through natural surveillance and human presence by locating

buildings and play areas along public routes and spaces, and making a clear division between private and public land to foster a mutual protection through territorial belonging. With respect to crime prevention, regard shall be had in particular to the document 'Secured by Design' and the 'Safer Places - The Planning System and Crime Prevention'.

7. Trees and woodland. All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals.

8. Solar gain. Within the constraints of the site and local context development proposals should, maximise sunlight and passive solar energy. Ideally development should be positioned (within a 15-20 degree margin) broadly south, with streets having an east-west pattern.

9. Public realm. Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate provision for planting, street furniture, and facilities for bicycle storage to create a place with attractive and successful outdoor areas.

10. Layout - movement. Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept.

11. Layout – legibility. Deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/or a variety of detail within the public realm (sculpture, planting, street furniture, building materials, building detail, signage).

12. Public art. Public Art should be incorporated into schemes where there is capacity to do so. Public art can encompass a wide variety of elements to include art as part of the design of buildings and developments, landscape and planting, street

furniture, signage and lighting in the public realm which is accessible to all. This can also result in physical, permanent artworks and sculptures.

13. Density. The density of new housing will make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. Proposals should take into account the density of the site and its surroundings. The density of large sites should be varied to guard against uniformity.

14. Scale. The scale of development should keep within the general confines of the overall character of a locality unless it can be demonstrated that the contrary would bring a substantial visual improvement.

15. Aspects of form and design quality. Development should also comply with the Arun District Council Design Guide”.

- 5.13 **Policy D DM2** relates to the Council’s internal space standards. The planning authority will require internal spaces to be an appropriate size to meet the requirements of all occupants and their changing needs.
- 5.14 **Policy QE SP1** requires all development to contribute positively to the quality of the environment and ensure that development does not have a significantly negative impact upon residential amenity.
- 5.15 The following policies are also considered to be of relevance: -
- **Policy LAN DM1** Protection of landscape character;
 - **Policy ECC SP2** Energy and climate change mitigation;
 - **Policy ENV DM4** Protection of trees;
 - **Policy ENV DM5** Development and biodiversity;
 - **Policy T SP1** Transport and Development;
 - **Policy W DM1** Water supply and quality.

- **Policy W DM2** Flood Risk; and
- **Policy W DM3** Sustainable Urban Drainage Systems.

(ii) Arun District Design Guide SPD, update 2024

- 5.16 This document states that *“the design policies in the Local Plan together with the Arun District Design Guide will be the key mechanisms to deliver design quality in the District. The Design Guide is intended to act as a holistic toolkit to assist landowners, developers, applicants, agents, designers and planners in the process of developing and assessing high quality development”*.

(iii) Arun Parking Standards SPD, update 2022

- 5.17 This document relates to the amount of parking, cycle and electric vehicular charging points expected to be provided within development of differing sizes.

(iv) Ferring Neighbourhood Plan 2014-2029

- 5.18 Ferring has a made Neighbourhood Plan. **Policies 1A** (Spatial Plan for the Parish) and **10** (Sustainable Drainage Systems) are considered relevant to consideration of this application. **Policy 1A**, supports proposals inside the Built-Up Area Boundary provided they are suited to an urban setting and accord with the provisions of the Neighbourhood Plan and with other relevant Development Plan policies.

(v) Emerging Local Plan

- 5.19 It is understood that the Council are working on a new Local Plan, although this remains in the early stages. The Council’s website provided an update in April 2026; namely that *“work is continuing to prepare some key evidence documents that will provide the 'building blocks' upon which the new Local Plan will be prepared. This includes a strategic flood risk assessment; a landscape and gap assessment; a settlement hierarchy study; a biodiversity study; and a further 'call for sites'.*

The government is continuing to roll out reforms to the planning system, including significant changes relating to the preparation of Local Plans. We are reacting to this published and emerging legislation to ensure that the new Local Plan conforms to prevailing guidance. In this regard, the emerging requirements indicate that the council will need to publish its intention to prepare a new Local Plan under the new system by 31st December 2026.

Given the timeline for Local Plan preparation, an added complexity is local government reorganisation. Once the geography for the new unitary authority is known, and in line with government guidance, consideration will be given to the preparation of a single Local Plan to cover the larger area".

6. PLANNING ASSESSMENT

Principle of development

- 6.1 As outlined by the Arun Local Plan Policy Map 4: 'Littlehampton and the Surrounding Area', the site is located within the defined built-up area boundary for Ferring where the principle of development is generally accepted, subject to other policies within the development plan.
- 6.2 The development plan in the determination of this application consists of the Arun Local Plan and the Ferring Neighbourhood Plan and as such it will be necessary to consider the proposal against the policies contained within these documents.
- 6.3 An important material consideration is that it is understood that Arun District Council are unable to demonstrate a 5-year Housing Land Supply at this time. Arun District Councils Authority Monitoring Report 1st April 2024 – 31st March 2025, dated November 2025 states that *"based on the revised standard method and the NPPF, the 5YHLS calculation (overleaf) indicates that there is a 3.23-year land supply"*.
- 6.4 This therefore triggers the presumption in favour of sustainable development under paragraph 11(d) of the National Planning Policy Framework. Paragraph 11(d) states that, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless:
- i. the application of policies in this Framework that protect areas or assets of particular importance^z provides a strong reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.*
- 6.5 The NPPF is a material consideration when determining a planning application under Section 38(6) of the Planning and Compulsory Purchase Act 2004. Applying the

presumption in favour of sustainable development for decision-taking means granting permission unless any adverse impacts of doing so would **significantly and demonstrably** outweigh the benefits.

- 6.6 Notwithstanding the above, at the time of nearby planning permission being approved on the adjacent site at 61 Sea Gardens (ref: FG/28/23/PL), the Arun Planning Officer considered matters of principle and it would follow that the same principal approach would be taken in relation to our Planning Application. The Officer stated that *“the site benefits from being within the Built-Up Area Boundary in which the principle of residential redevelopment is acceptable. Policy SD SP2 of the Arun Local Plan states that development should be focused within the Built-Up Area Boundaries and will be permitted, subject to consideration of other relevant policies of the within the Local Plan...The key development plan policy 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), ENV DM4 (Protection of trees), and ENV DM5 (Development and Biodiversity) of the Arun Local Plan....Part P (Infill Development) of the Arun Design Guide is also of relevance. This Guidance seeks to ensure that development:- Reflects or improves the character of the site and the surrounding area.- Minimises the impact on neighbouring land/residents.- Provides appropriately sized internal space standards.- Provides safe access on to the highway network and incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision”.*

- 6.7 A full assessment of all matters and their significance are outlined below.

Planning Precedent

- 6.8 A number of residential developments have been permitted on garden land within the immediate surrounding area. These decisions demonstrate that, where appropriately designed and laid out, this form of residential development can be

acceptable in this locality. The relevant approvals are considered in further detail below.

- **52 Sea Lane (Magpies)**

6.9 This site is located to the south of the application site. We are aware that this site received planning permission for a detached bungalow to the rear of the main dwelling in a backland position, in February 2014 (ref: FG/141/13). Importantly, this site is located adjacent to No. 50 Sea Lane ('Brambles'), which is a Grade II Listed Building. This permission is as follows:

- **Planning ref: FG/141/13/:** Single detached bungalow to replace existing larger double garage together with new double garage for Magpies. Approved Conditionally with S106 12-02-14.

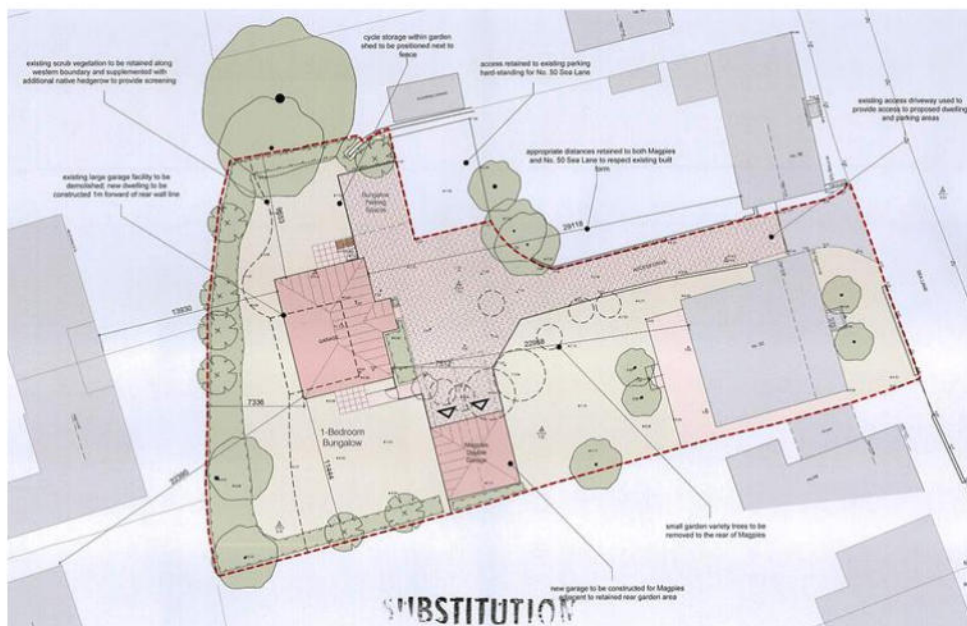


Fig 11. Approved Site Plan – Substitute plan (ref: FG/141/13)

6.10 When considering this application at 'Magpies', the Planning Officer stated that *"the application seeks permission for the construction of one 2 bedroom dwelling on land to the rear of 50 and 52 Sea Lane, Ferring. The proposed dwelling is to be single*

storey. The proposal follows a previous appeal decision where the Inspector concluded a dwelling in this position, although visible from outside the site would be complementary and respond to local character and the presence of a 2 storey dwelling would not detract from the overall character of the area given the mixed context of development. Whilst the proposal is now for a single storey unit the acceptability of the proposal in terms of impact on character is therefore acceptable. The provision of an additional dwelling would also positively contribute to the Council's 5 year housing land supply... Paragraphs 6 and 7 of the appeal decision for FG/37/12 are set out below "6. So although the Council refers to a linear form of development and to the established spatial layout the area around the appeal site is rather more 'higgledy piggledy'. The gap to the western boundary would be limited but the space at the northern and southern ends of the proposed dwelling ensure that it would not be cramped. Furthermore, it has been designed to reflect the identity of Bramble Cottage and the more recently built Magpies. Although the proposal would be seen from outside the site along the entrance its appearance would be complementary and respond to local character. In more general terms the presence of a 2-storey dwelling at the rear would not detract from the overall character of the area given the mixed context described above. 7. Therefore the proposal would not harm the character and appearance of the area and would comply with Policy GEN7 in that respect."

- 6.11 When considering character and street scene, the Planning Officer noted that *"the recently published National Planning Policy Framework makes it clear that the need for development to be 'in character' is no longer modified by either the need for a minimum density or the need to make efficient use of residential garden land. The assessment of whether a scheme is 'in character' with the surroundings is therefore considered against the surrounding density as well as the character of the locality. The Inspector has concluded that the character of the area is 'higgledy piggledy' not linear and the size of the plot was not an issue. Therefore development to the rear of the property is acceptable in terms of impact on character"*.

6.12 A subsequent planning appeal for 'single detached bungalow to replace existing double garage together with additional double garage (resubmission following FG/37/12)' was subsequently allowed at appeal on 18th June 2014 (**planning ref: FG/54/13; PINS ref: APP/C3810/A/14/2212048**). The footprint of the proposed dwelling appears to have been increased because of this approval.



Fig 12. Site Plan approved at appeal (ref: FG/54/13; PINS ref: APP/C3810/A/14/2212048)

▪ **61 Sea Lane Gardens, Ferring**

- **Planning ref: FG/28/23/PL/:** 1 No. dwelling (resubmission following FG/37/22/PL). This application is in CIL Zone 4 and is CIL Liable as a new dwelling. Approved Conditionally 09-06-2023

6.13 This site is located close to the site, to the north side of Sea Lane Gardens. Permission was granted in 2023 for an infill development comprising 1 No. detached house to the east of the existing host dwelling (No. 61). It will be noted from a site visit that the site tapers to the east side, resulting in a relatively small and irregular

shaped plot. The case officer noted at the time of the application that “many dwellings within the area feature large curtilages, giving a sense of openness and reducing the average density of plots within the area. However, reviewing other dwellings along Sea Lane Gardens, such as Nos. 63, 65, 26, 28 & row 31-39, it is clear that the local area features plots of varying sizes. These dwellings feature minimal private amenity space and little separation between the host dwellings and their site boundaries, demonstrating that the area is not only characterised by large plots and low density housing... The proposed design is not out of character with the local area in terms of scale, materials and architectural features, or massing. The relationship of the footprint of the dwelling to its site area is comparable to, and in some cases more acceptable than, single storey dwellings within the vicinity... In terms of design, visual amenity, and impact on the character of the area the proposed dwelling is acceptable and in accordance with policies D DM1 & D SP1 of the Arun Local Plan”.

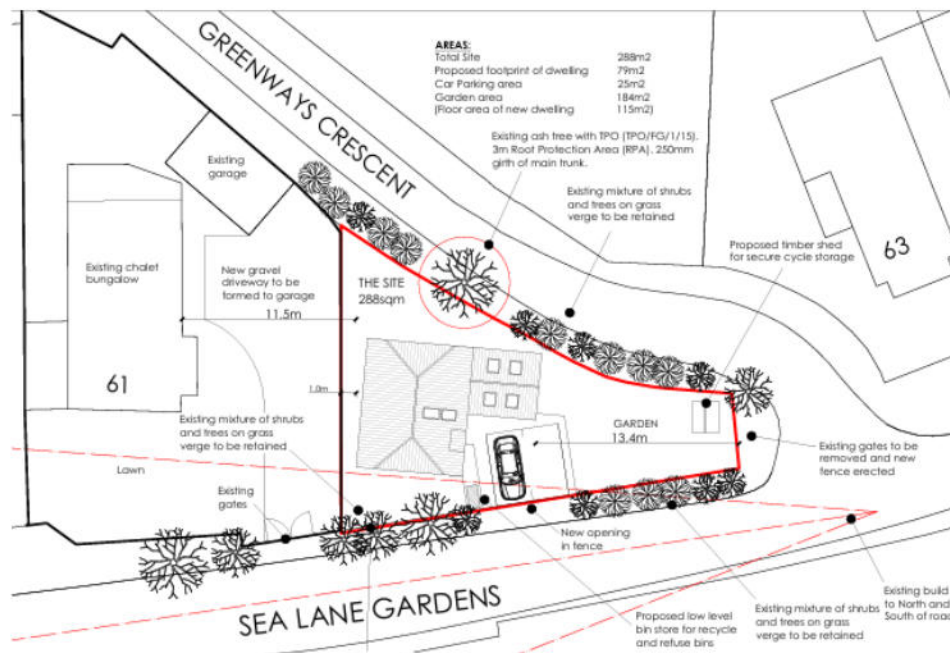


Fig 13. Approved Site Plan (ref: FG/28/23/PL)



Fig 14. Approved Street Scene (ref: FG/28/23/PL)

▪ **55 Sea Lane Gardens, Ferring**

- **Planning ref: FG/94/18/PL/:** Erection of 1 No. chalet style bungalow. Approved Conditionally 05-09-2018.

- 6.14 Planning permission was granted for an infill development of 1 No. detached dwelling on this site. The case officer stated that *"No 55 is larger than the average plot in the locality and measures approx. 26m wide by 52m deep. The proposed infill plot is approx. 10m wide x 45m deep. Although narrower than other plots in the surrounding area it is considered to be of sufficient size to accommodate a modest 2 storey dwelling without compromising the spatial standards or amenities of the area. The division of the site represents an efficient use of the space for housing and is more in keeping with the plot size of many of the surrounding properties. Further, the NPPF generally seeks to promoting effective use of all land (para 117) and gives weight to proposals that develop under-utilised land (para 118(d))"*.



Fig 15. Approved Street Scene (ref: FG/94/18/PL)

- 6.15 Permission was also granted for a 'single chalet house & garage' at 3 Sea Lane Gardens on 7th September 1994.
- 6.16 A clear pattern of recent planning decisions demonstrates that infill and backland residential development can be acceptable within the immediate surrounding area, where proposals respond appropriately to local character, plot form, layout, scale and neighbour amenity. In particular, the decisions at 52 Sea Lane, 61 Sea Lane Gardens and 55 Sea Lane Gardens are directly relevant, as they confirm that the locality is not characterised by a rigid or uniform pattern of development, but by a varied grain of plot sizes, building forms and siting arrangements. The appeal decision relating to 52 Sea Lane is especially material, with the Inspector finding that the area is "higgledy piggledy" rather than linear, and that backland development would not, in principle, harm the character and appearance of the area. Taken

together, these decisions provide strong support for the principle that sensitively designed residential development on garden land can be accommodated in this locality. The current proposal has been designed having regard to these same considerations and, for the reasons set out in this Statement, would sit comfortably within the established pattern of development without causing harm to local character or residential amenity.

Character & Design

- 6.17 Planning Policy supports effective and efficient use of land for sites such as this but also advises that new housing is well integrated with and complements neighbouring buildings and its local area in terms of scale, density, layout and access.
- 6.18 **Policies D SP1 and D DM1** of the Arun Local Plan require proposals 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. **Policy D DM1** states that “*when considering any application for development the Council will have regard to the following aspects:*
- 1. Character. Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.*
 - 2. Appearance/attractiveness. Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area.*
- 6.19 Section P of the Arun Design Guide relates specifically to infill development and recommends proposals do the following:
- Maintain the existing building line
 - Relate to the existing rhythm of buildings and voids
 - Respond to building heights, scale, and massing that characterise the area

- Reflect existing boundary treatments, materials, and architectural features
- Uphold parking guidelines within Section I of the ADG

- 6.20 The existing dwelling will be removed in order to facilitate the proposed development. The remainder of the existing site is residential garden. As will be evident from a site visit, the surrounding area is residential in character and comprises a varied mix of one, one-and-a-half, two and two-and-a-half storey detached and semi-detached dwellings. Rooflights and modestly sized dormer windows are evident within the roof slopes of a number of properties along both Sea Lane Gardens and Sea Lane. It is understood that the pair of semi-detached properties immediately to the south, Nos. 46 and 48 Sea Lane, are two-storey dwellings with accommodation within the roofspace. Overall, the area is characterised by a varied pattern of development, with properties differing in scale, form, design and siting, and with plots also varying in both shape and size.
- 6.21 It is our opinion that the site is large enough to comfortably accommodate the level of development indicated, and the resultant density would be entirely appropriate given the sites relationship with adjacent existing housing. The resultant plot sizes would be commensurate with the varied size and shapes of neighbouring plots along both Sea Lane Gardens and Sea Lane. It is clear that the existing site is one of the largest plots of land in this area, and currently is under-developed. The site provides an obvious infill opportunity within the built-up area, which would provide a more efficient use of the available land resource, within a sustainable location. On this basis the proposals clearly accord with planning policy.
- 6.22 The development proposal would result in a residential density of 33 dwellings per hectare (dph). Below is an example of comparable residential densities within the surrounding area:

Address	No. of units	Site Area	Residential Density
Application Site	6 dwellings	1 871 sqm	32 dph
1-6 Homestead Cottages	6 dwellings	1 200 sqm	50 dph
1-3 Homestead Mews (backland)	3 dwellings	1 600 sqm	19 dph
46-48 Sea Lane	2 dwellings	670 sqm	30 dph
63-65 Sea Lane Gardens	2 dwellings	910 sqm	22 dph
Plot adj. 61 Sea Lane Gardens	1 dwelling	245 sqm	41 dph
55a Sea Lane Gardens	1 dwelling	462 sqm	22 dph

- 6.23 The proposed plot measures approximately 30m wide, and along the site frontage the 4 terraced units would be provided with plot widths measuring around 6m wide each. The adjacent semi-detached houses at 46-48 Sea Lane sit on plots measuring 7.5m wide each, whilst the 3 terraced properties further to the south (54-58 Sea Lane) sit on a total plot width of 24m, with the mid-terraced dwelling (56) measuring just 4.7m wide. The semi-detached dwellings at 1-6 Homestead Cottages to the north measure around 6m wide each plot. As noted above, clearly there are a variety of dwellings and plot sizes in this locality, and it is this variation that contributes to the character of the area.
- 6.24 This includes backland development, and in addition to the aforementioned new dwelling that is located to the rear of Magpies to the south, there is also other backland development evident off Sea Lane, including No's 1-3 Homestead Mews, and No.24 Sea Lane (to the north).

- 6.25 Great care and consideration has been paid to the scale, form, siting, design and orientation of the proposed development. The terrace of 4 dwellings adjacent to Sea Lane would give the appearance of two storey dwellings, with modest sized pitched roof dormers to the frontage and rooflights to the front and back roof slopes allowing further accommodation within the roof. The properties would be arranged in a staggered form, allowing both a reduced visual impact when viewed from Sea Lane and a reduction in the potential for any overbearing impact, including to neighbouring properties to the south.



Fig 16. Proposed complete terrace (streetscene)

- 6.26 As existing, No.42 Sea Lane is set back somewhat into its plot. The proposed development results in the demolition of the existing dwelling and its frontage detached garage, (and the adjacent garage to neighbouring No.36 Sea Lane Gardens), and proposes a terrace of 4 dwellings set slightly forward and closer to Sea Lane. The end of terraced dwelling at Plot 4 is set closest to the road, with a separation distance of 7.55m, with the main bulk of the terrace (No's 1-3) set between 12.9m and 16.68m back from the edge of the carriageway. This would still result in a built form set back sufficiently from the road, and in keeping with the aforementioned "higgledy piggledy" spatial character identified by a previous Planning Inspector. Notably the properties to the south are set much closer to Sea Lane – with No's 46-48 set back by around 9m, whilst the listed building at No.50 is

almost immediately abutting the roadside. To the north, the long side elevation of No. 65 Sea Lane Gardens is also just 6.5m from Sea Lane.

- 6.27 Great care has been taken in the scale, form, siting and design of the two chalet-style dwellings proposed to the rear of the site. The dwellings would be modest in height and massing, set in from both the northern and southern boundaries, and positioned within a plot that is capable of accommodating the buildings, parking, turning areas and private gardens without appearing cramped. This design approach responds directly to the varied character of the locality, which includes properties set in non-uniform sized plot size and shapes, with buildings set differing distances back from the highway, and includes backland development. This has been confirmed by recent decisions to approve new dwellings on Sea Lane Gardens. In making these decisions the District Council have recognised that the local area contains plots of varying sizes, including dwellings with limited private amenity space and limited separation to boundaries, and is therefore not characterised solely by large plots and low-density housing. Against that established context, the proposed rear dwellings would represent a sensitively designed and appropriately scaled form of backland development, which would sit comfortably within the varied grain of the surrounding area and would not appear incongruous, cramped or harmful to local character.
- 6.28 Materials have been thoughtfully chosen and our client would be happy for this to be controlled via a suitably worded planning condition.
- 6.29 The development proposal would provide an efficient use of the available land resource in a sympathetic form via an appropriate density layout that would not jar with the established pattern of development in the area, and nor would it introduce an obtrusive or visually harmful form of development that would affect the character of the immediate area. The development proposal would be compliant with the NPPF, Policies **D SP1** and **D DM1** of the Arun Local Plan and the Arun Design Guide.

Residential Amenity

- 6.30 **Policy D DM1** requires that there be minimal impact to neighbours in terms of loss of privacy or outlook, or unacceptable disturbance. **Policy QE SP1** also requires proposals not to have a significantly negative impact upon residential amenity.
- 6.31 In terms of residential amenity, we can confirm that the proposed development can be adequately laid out to ensure that the relationships with neighbouring dwellings will be acceptable.
- 6.32 The development proposal would replace an existing dwelling on the site, adjoining Sea Lane Gardens to the north and Sea Lane to the east.
- 6.33 The closest neighbouring dwellings to the proposed terrace are the two-and-a-half storey semi-detached properties to the south of the site. During the site visit it was noted that the nearest of these properties has only one small first-floor window facing towards the application site. No first-floor windows are proposed within either the northern or southern side elevations of the terrace and the Applicant would be content for this arrangement to be secured by condition, should the Council consider it necessary.
- 6.34 The terraced dwellings would be positioned an acceptable distance from the neighbouring plot to the south and would be arranged in a staggered form, reducing the potential for any overbearing impact. An existing access track already separates the application site from these adjoining properties, and the proposed access route along the southern boundary would further strengthen this established separation. While the development would give rise to some additional vehicular movements to the rear of the site, these would be limited in number and, having regard to the separation distance and existing access arrangement, would not result in unacceptable noise, disturbance or loss of amenity for neighbouring occupiers.



Fig 17. Photograph showing existing access and track to the south of the site (*courtesy of Google Maps*)

- 6.35 The two detached dwellings proposed to the rear of the site would be adjoined by existing residential properties and garden areas on all sides. The principal elevations of these dwellings would face inwards, towards the turning and parking areas and gardens serving the proposed terraced properties, thereby limiting direct overlooking towards neighbouring plots. The only conventional first-floor window proposed would serve a bedroom and would look towards the internal turning and parking areas. All other openings above ground-floor level would be located within the roof slopes and the Applicant would be content for these to be formed as high-level windows, should the Council consider this necessary to safeguard neighbouring privacy.
- 6.36 Each of the proposed dwellings will have appropriately sized rear areas of private amenity space, reflecting the size of neighbouring amenity areas and the spatial pattern of development in this area generally. The terraced houses would be

provided with gardens ranging from 10.45m to 17.7m in length. The rear detached dwellings would have gardens that measure 11.3m and 11.9m in length, although these gardens are wider and provide total garden areas of 111m² and 130m², which is considered ample for a detached house in this built-up area.

- 6.37 It is acknowledged that the development would result in an increase in comings and goings to and from the site. However, having regard to the relatively modest scale of the development proposal, the existing residential character of the area and the established use of the site for residential purposes, any increase in activity would be limited and would not give rise to unacceptable noise or disturbance for neighbouring occupiers.
- 6.38 Consequently, it is our opinion that the proposal would not cause demonstrable harm to the residential amenities of any neighbouring property by way of overbearing effect, loss of privacy or loss of light; nor through the creation of undue noise and disturbance. The proposal would be compliant with the NPPF and **Policies D DM1** and **QE SP1** of the Arun Local Plan.

Space Standards

- 6.39 We are aware that the Council is applying the Technical Housing Standards - nationally described space standard.
- 6.40 With regard to the terraced properties, plots 1-3 would comprise a GIA of 140.4m², which comfortably exceeds the minimum required space standards for a four bedroom, seven-person, two-storey dwelling. Plot 4 would comprise a GIA of 113.5m², which would exceed the minimum space standards for a three bedroom, six-person, two-storey dwelling.
- 6.41 The proposed three bedroom, five-person, two-storey detached properties towards the rear of the site would comfortably exceed the minimum required space standards for this type of property.

- 6.38 Further, Section H.04 of the Arun Design Guide identifies that all developments should provide access to outdoor amenity space and private amenity spaces should be usable and enjoyable. Each of the proposed dwellings would comprise a suitable area of a rear private garden area.
- 6.39 It is our opinion that the proposed development would be fully compliant with **Policy D DM2** of the Arun Local Plan and guidance set out within the Government's 'Technical Housing Standard's, as well as the Arun Design Guide.

Trees

- 6.40 Arbortrack have provided a tree report, which incorporates an Arboricultural Impact Assessment and Method Statement. At Appendix A there is a Tree Protection Plan, and at Appendix E there is a Tree Constraints Plan.
- 6.41 We understand that Tree 1, a Copper beech, is the subject of this TPO (reference TPO/FG/1/06) – see Appendix F of the accompanying Tree Report for details.
- 6.42 The Arbortrack report confirms that *“Low-quality trees 2-G9, G11, 13, 16, 17, 20, 21-24 & 26 will be removed to allow or facilitate development. The loss of these low-quality trees is an acceptable impact in the context of this site and these proposals... A new garage for plot 36 Sea Lane Gardens, will result in a 13.3% impact on the root protection area (RPA) of tree 19, a mature Monterey pine, which is in good condition. An impact of this extent will require mitigation, and, on this basis, the garage can be constructed on a shallow concrete raft: it is important that significant (>25mm diameter) roots are retained undisturbed. There is good clearance between the garage and the base of the crown of tree 19. Gutters should be fitted with cleanable down traps and appropriate ladder rests to facilitate removal of debris from tree 19.... A proposed car port for plots 5 & 6 encroaches the RPA and crown of tree 15. The car port can be constructed on a shallow concrete raft: it is important that significant (>25mm diameter) roots are retained undisturbed. The crown of tree 15*

can be cut back/lifted off this structure for clearance, if necessary... Proposed new hardstanding makes an approximate 6.7% impact into the RPA of tree 1. This should be constructed to a 'No Dig' specification in mitigation for this encroachment... The existing hardstanding and the foundation of the existing garage within the RPA of tree 1 must be removed carefully by hand or by using appropriately briefing operative with a mini digger. The proposed new driveway/access road must not exceed the depth of the existing sub base in this area... Tree 14, a low-quality holly, will be cut back to the boundary for clearance off plot 6... The great majority of site works will take place beyond the RPAs of retained trees and canopies. Retained trees will be protected throughout the course of development by fencing and ground protection to the specification recommended by BS5837:2012..."

- 6.43 Therefore it can be concluded that the proposals accord with Local Plan policy ENV DM4, which relates to the protection of trees.

Biodiversity

- 6.44 The application is accompanied by a Bat Emergence Survey Report, which has been prepared by The Ecology Co-Op.
- 6.45 The report confirms that *"the site currently comprises a detached, unoccupied residential property and associated garage. A previous scoping survey of the site (October 2025) identified bat potential associated with the roof tiles and loft space of the main house, as well as <5 droppings found in the loft space, confirmed to be from a brown long-eared bat. The main house was rated as having moderate potential suitability for roosting bats and the garage was rated as having low potential suitability. Based on the above assessment and in line with Bat Conservation Trust Guidelines, two bat emergence survey visits were carried out in May and June 2026 on the main house, whilst one bat emergence survey was carried out on the garage, to determine the presence of roosting bats and evaluate the conservation importance of the site for bats. The purpose of this survey work was*

to provide advice to inform a planning application for the demolition of the existing residential dwellings and redevelopment of the site”.

- 6.46 The report states that *“no bats were seen to emerge from the structures on either survey. In addition, activity was extremely low on both surveys, with intermittent foraging by common pipistrelles. No other bats were recorded throughout either survey...These surveys indicate that roosting bats do not routinely use the property. While a small number of droppings were found in the loft space, as no additional droppings were seen on repeat inspection prior to each emergence survey, and no brown longeared activity was observed on either survey, this is considered investigative behaviour and not a confirmed roost”.*
- 6.47 As a precautionary measure, the following mitigation should be put in place:
- *“in advance of demolition/building works, the void should be inspected by a qualified ecologist for the presence of bats. In the unlikely event that bats or evidence of bats are found at this stage, the potential for impacts and need for European protected species licensing will be reassessed;*
 - *the identified potential roost features, including all roof tiles, shall be subject to hand stripping prior to demolition. If bats or evidence of bats is found during the hands stripping, all works must cease and a suitably qualified ecologist must be notified”.*
- 6.48 The report concludes that *“the proposed development is highly unlikely to impact upon species of bats based on the extremely low activity and lack of evidence that bats routinely use the property. The precautionary mitigation proposed will ensure that in the unlikely event that bats are present no harm will come to them. While no bats have been seen using the property and therefore no roosts will be lost, it is still recommended that roosting features are placed onto the new dwellings. Beaumaris Woodstone bat boxes and general-purpose bat boxes could be put up on the new dwellings on both the southern and the eastern aspects”.*

- 6.49 It is clear that the proposal would be acceptable from a biodiversity perspective, and our client would be happy for the precautionary mitigation measures to be ensured via condition. The proposal would be compliant with the NPPF and **Policy ENV DM5** of the Arun Local Plan.

Biodiversity Net Gain (BNG)

- 6.50 The total site area is 0.187 hectares. The Government (DEFRA) have recently laid a statutory instrument before parliament that states that many of the expected BNG exemptions (including the new exemption for any development on sites measuring 0.2 hectares or below) came into force on 6th August 2026. On this basis this Planning Application is now exempt from BNG requirements. The proposal would be compliant with the NPPF and **Policy ENV DM5** of the Arun Local Plan.

Drainage

- 6.51 The application is accompanied by a Flood Risk Assessment, which has been prepared by Hilson Moran. The report confirms that the site is located within Flood Zone 1, where there is a low risk from fluvial or tidal flooding.
- 6.52 The application is also accompanied by a Surface Water Drainage Design Checklist, and a Groundwater Monitoring and Infiltration Testing Report and Outline Drainage Strategy, which have both been prepared by Hilson Moran.
- 6.53 The Groundwater Monitoring and Infiltration Testing Report concludes that *“the hard landscaped area in front and to the south of the eastern dwellings, with average topographic levels of circa 7.20 m above ordnance datum (AOD), is the most suitable area for SuDS, enabling the provision of at least 1 m unsaturated zone between the base of the SuDS and the maximum recorded winter groundwater level, as per Arun District Council and National SuDS Standards policies.*

The proposed Surface Water Drainage Strategy will help to alleviate the discharge from the site during storms up to and including the 1:100 years plus 45% climate change event, with attenuation provided via modular geocellular subsurface storage”.

6.54 The Outline Drainage Strategy draws the following conclusion: -

“According to the EA Flood Map for Planning, the site is located in Flood Zone 1, which is defined as low risk from fluvial or tidal flooding, having a less than 1 in 1,000 probability of flooding in any given year (0.1% AEP).

The EA RoFSW map shows that the parking and the landscape areas within the central and western part of the site are at risk of surface water flooding, with very low chance of depths up to 300 mm for the 1 in 30 year event (3.3% AEP). This flooding however, is due to an isolated area of ponding which is a result of a shallow topographical depression (less than 250 mm deep) and does not form part of a surface water flow path. The FRA therefore recommends setting finished floor levels 300 mm above the average ground level in the vicinity of dwellings 5 and 6, at 7.15 mAOD.

The surface water drainage strategy has been developed in line with the ADC and the WSCC policy requirements, and it is appropriate for the site. The proposed strategy is designed to accommodate the 1 in 100-year event plus 45% CC event.

As the east of the site presents an infiltration rate of 2.19×10^{-6} m/s, calculations carried out with the CIRIA R 156 method demonstrate that a permeable pavement with geocellular subsurface storage system, with 32 m³ storage volume and 288 m² infiltration area, yields a half drain-down time of approximately 7.7 hours, satisfying BRE365 requirement of less than 24 hours. This approach is entirely suitable for infiltration in areas >5m from the proposed dwellings foundations. Where infiltration is permitted, the proposed attenuation area will provided at least 1 m depth of unsaturated zone, as per Buildings Regs, ADC policies and National SuDS Standards.

The proposed drainage strategy provides betterment to the current situation by futureproofing the drainage system to accommodate all additional runoff from the site during the 1 in 100-year event plus 45% CC event.

With the proposed surface water strategy in place, the site is considered to be safe for present and future scenarios, without increasing the risk of flooding elsewhere”.

- 6.55 We are confident that the accompanying technical reports take account of flood risk and all drainage matters, and demonstrate compliance with the NPPF, **Policies W DM1, W DM2 and W DM3** of the Arun Local Plan and **Policy 10** of the Ferring Neighbourhood Plan.

Access & Parking

- 6.56 **Policy T SP1** of the Arun Local Plan seeks to ensure that development: provides safe access on to the highway network; contributes to highway improvements & promotes sustainable transport, public transport improvements and the cycle, pedestrian, and bridleway network. **Policy T DM1** of the Arun Local Plan also requires proposals to be in accordance with the Arun Parking Standards and the provision of EV charging points.
- 6.57 The application is accompanied by a Transport Report, which has been provided by Reeves Transport Planning.
- 6.58 The site is sustainable. The report notes that *“there is a wide range of facilities and amenities at Ferring Street, which is 750 metres walk from the application site. It includes restaurants, convenience stores and numerous shops”*. In terms of public transport, the closest train station is at Goring-by-Sea, 1.6km to the east of the application site. Southern rail provide frequent services to stations between London Victoria, Horsham, Gatwick, Haywards Heath and Barnham. The report identifies that *“there are bus stops located circa 260 metres north of the application site on Sea Lane. These stops, known as Little Twitten Recreation Ground, are used by the 8A*

bus service. There are additional services available at stops on Goring Way and Ferring Street". The table below shows a summary of the routes available and frequencies of these services.

Table 3.1: Local Bus Services			
Service	Route	Service Frequency	
		Mon to Sat	Sunday
8/8A	Worthing - West Worthing - Goring - Ferring - South Ferring	30mins	No Service
11	Worthing - Goring - Ferring - East Preston - Rustington - Littlehampton	30mins	Hourly

Fig 18. Table taken from Transport Report, showing frequencies of bus services

- 6.59 The statement confirms that *"the proposal seeks to demolish the existing dwelling on the site and erect six new dwellings, three three-bed and three four-bed. These will have dedicated car parking for two cars per dwelling and cycle parking provision within a dedicated storage area. Refuse storage area will be provided adjacent to the upgraded access to the application site. The furthest refuse storage area is 21 metres from the access with Sea Lane... The access will be widened to five metres, allowing two cars to navigate the access if they are using it at the same time. Plots 1 to 4 form a staggered terrace along the frontage on to Sea Lane. There is a secondary route that is 3.82 metres wide that serves a further two dwellings at the rear of the site"*.
- 6.60 The report confirms that *"the signed speed limit of 30mph requires visibility splays of 43 metres in both directions. There are comfortably visibility splays of circa 90metres to the north and 125metres to the south. The boundary treatment at the upgraded access can be conditioned to ensure that these maximum visibility splays are secured"*.
- 6.61 The Transport Report draws the following conclusions: -

- *“Reeves Transport Planning is appointed to provide a Transport Report in support of a planning application to demolish an existing house and erect six new dwellings on land at 42 Sea Lane Ferring.*
- *The location has relatively excellent access to local amenities, services and public transport infrastructure. There is a well-used footway on the opposite side of Sea Lane that provides pedestrian access to the local shops and nearby beach.*
- *The layout of the site accords with the design principles established by Manual for Streets in terms of dimensions, refuse storage and fire appliance access.*
- *An analysis of the TRICS data confirms that the proposal will generate circa 26 vehicle movements per day, or a nett increase of 22 per day with which would be more than three to four during the peak periods. This average of one vehicle movement per 15 to 20 minutes in the peak periods will have no discernible impact on the conditions of the local road network.*
- *The access to the site will be upgraded to facilitate two-way vehicle movement and provide visibility splays that far exceed the minimum required for the signed speed limit.*
- *On this basis, taking all relevant information into consideration, it is considered that the proposed development will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety”.*

6.62 On behalf of the Applicant we can confirm their acceptance of suitably worded planning conditions in relation to cycle storage and the provision of an on-site EV charging point.

6.63 It is our opinion that the development proposals would be acceptable from a highways safety and parking perspective and would be compliant with the NPPF and Policies **T SP1** & **T DM1** of the Arun Local Plan.

Sustainable Development Summary

6.64 As outlined above, the focus of the NPPF is for development to be sustainable. It sets out there are three principle 'objectives' to achieving sustainable development: economic, social and environmental. In this part of the Planning Statement the main factors that inform the judgement as to whether the proposal would be a sustainable form of development are summarised. In reaching that view all matters referred to in the above report have been considered.

- Economic Objective

6.65 The planning proposal would result in the creation of construction jobs during the build period. The additional population could help generate more local spending in the local community, provision of infrastructure and services. The development will also provide CIL payments to the Council for local infrastructure improvements. These are all material considerations that weigh in favour of the development. It is considered that the proposal would satisfy the economic role of sustainable development.

- Social Objective

6.66 The provision of 6 no. dwelling houses (5 No. net) will make a positive contribution to boosting the supply of housing in the district at a time when the Council are unable to demonstrate a 5-year housing land supply. The NPPF seeks to ensure that a sufficient number and range of homes can be provided to meet the needs of present and future generations.

6.67 The Site is sustainably located, and entirely suitable for new residential development in principle terms. The site is located within the built-up area of Ferring and within walking distance of a range of facilities and amenities at Ferring Street, which is 750 metres walk from the application site. It includes restaurants, convenience stores and numerous shops. Ferring CofE Primary School is within 0.3 miles of the site, with Goring-by-Sea CofE Primary School within 1 mile and in terms of secondary schools, St Oscar Romero Catholic School is 0.6 miles from the site. In terms of

transport links, the site is within easy reach of Goring by Sea Station (1.6km) and there is easy access to bus stops that provide frequent journeys to local stations, London Victoria, Horsham, Gatwick, Haywards Heath and Barnham.

6.68 Overall it is considered that the proposal would satisfy the social role of sustainable development.

- Environmental Objective

6.69 There is an overriding need to ensure that development should contribute to protecting and enhancing the natural, built and historic environment. The proposed development in terms of layout, scale and appearance is considered to be in keeping with the character of the surrounding area and hence would not result in an adverse impact to the character of the surrounding built environment. The proposal would be acceptable from a biodiversity perspective, and our client would be happy for the precautionary mitigation measures relating to bats to be ensured via condition. There are no landscape constraints that relate to this site. The site is exempt from BNG Requirements. The proposal would not result in any highway safety problems. As such, the environmental role of sustainable development would be satisfied by this proposal.

7. CONCLUSIONS

- 7.1 This Planning Statement has demonstrated that the proposed redevelopment of No.42 Sea Lane represents an appropriate, well-considered and sustainable form of residential development within the built-up area of Ferring.
- 7.2 The site is suitable for residential intensification in principle, and the proposed six-dwelling scheme would make efficient use of under-developed land while responding positively to the varied character of the surrounding area. The scale, layout, appearance and density of the development are appropriate to its context and would not cause unacceptable harm to local character, neighbouring amenity, highway safety, trees, ecology or drainage conditions.
- 7.3 The proposal would provide five net additional homes in a sustainable location and would contribute positively to housing delivery in circumstances where the Council is unable to demonstrate a five-year housing land supply. The accompanying technical reports confirm that the development is acceptable in respect of transport, flood risk and drainage, arboriculture and ecology, with any necessary safeguards capable of being secured by condition.
- 7.4 For these reasons, the development accords with the overall objectives of the development plan and the National Planning Policy Framework when read as a whole. It is respectfully concluded that planning permission should be granted.

August 2026