

8th June 2026

Architectural Design & Planning Services

Please see your Design and Access Statement for your planning application below.

DESIGN & ACCESS STATEMENT

at

'LAND'

BETWEEN NO. 5 & NO. 7 WELL ROAD

PAGHAM

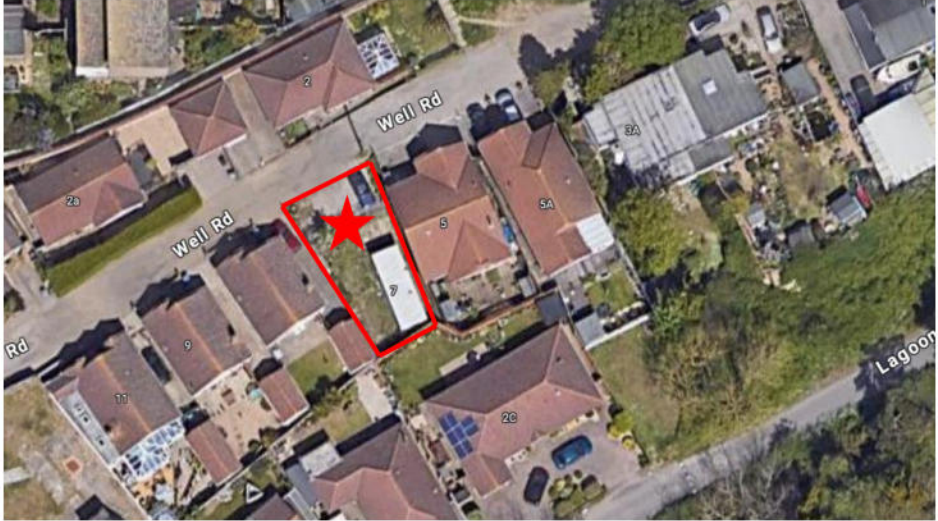
WEST SUSSEX

PO21 4SR

Date	8 th June 2026
Report Prepared by:	J Steward
Version:	V2 for Comment

Date	8 th June 2026
Client / Project	591 (McGRATH)
Site Address	Land Between No. 5 & No. 7 Well Road, Pagham, West Sussex, PO21 4SR
Proposed development details	Erection of New Single Storey Dwelling on Land Situated Between No. 5 & 7 Well Road
Report Purpose	Design Statement to accompany planning application for a new dwelling, with associated parking and bin storage.
INTRODUCTION	Summary This application seeks approval for one additional dwelling within an established and sustainable residential location where the principle of residential development has previously been accepted. The proposal has been carefully developed in response to the site's Flood Zone 3 designation and is supported by a Sequential Test, site-specific Flood Risk Assessment and Surface Water Drainage Strategy. The submitted evidence demonstrates that the development would be safe for its lifetime, would not increase flood risk elsewhere and would result in no unacceptable real-world harm. The scheme makes efficient use of an existing residential site and provides additional housing within an authority area unable to demonstrate a sufficient housing land supply. When assessed against the National Planning Policy Framework as a whole, the benefits of the proposal significantly outweigh any identified impacts and the presumption in favour of sustainable development applies.
SITE CONTEXT & PLANNING HISTORY	The previous application (P/2/25/PL) established that the principle of residential development within this Built-Up Area Boundary location was acceptable. The reasons for refusal related principally to technical matters and design details, rather than an objection to the '<i>principle of development</i>'. The revised submission has therefore been specifically developed to address each reason for refusal through amended design, additional technical evidence and supporting assessments.

PREVIOUS REFUSAL	Following refusal of application P/2/25/PL, the revised scheme addresses the previous concerns through targeted design amendments and additional technical evidence. Importantly, the previous assessment confirmed: a) The principle of residential development within the Built-Up Area Boundary was acceptable b) The site forms part of an established residential area c) The scale, appearance and neighbour amenity impacts were acceptable d) No objections were raised by Environmental Health, Ecology, Natural England, WSCC Highways or Public Rights of Way The proposal delivers an additional self-build dwelling within a sustainable location, contributing positively towards local housing supply. The revised submission addresses the previous technical concerns and demonstrates that the development can be safely delivered without unacceptable impact or real-world harm. <table border="1"> <thead> <tr> <th>PREVIOUS CONCERN</th><th>REVISED RESPONSE</th></tr> </thead> <tbody> <tr> <td>Flood Risk / FRA</td><td>Site-specific FRA + Sequential Test submitted demonstrating safe development</td></tr> <tr> <td>Sequential Test</td><td>Proportionate test completed; no preferable available sites identified</td></tr> <tr> <td>Safe Occupation</td><td>Raised FFL, safe refuge, mitigation, flood resilience measures and emergency procedures incorporated</td></tr> <tr> <td>Surface Water</td><td>Full drainage strategy including SuDS hierarchy, attenuation, rainwater harvesting</td></tr> <tr> <td>Character / Overdevelopment</td><td>Revised scale, improved amenity, street scene confirms appropriate infill</td></tr> <tr> <td>Parking</td><td>6m parking bay, EV charging, cycle storage</td></tr> <tr> <td>Ecology</td><td>Previous consultation confirmed no objection, biodiversity enhancements incorporated (Contribution mechanism and enhancements secured)</td></tr> </tbody> </table>	PREVIOUS CONCERN	REVISED RESPONSE	Flood Risk / FRA	Site-specific FRA + Sequential Test submitted demonstrating safe development	Sequential Test	Proportionate test completed; no preferable available sites identified	Safe Occupation	Raised FFL, safe refuge, mitigation, flood resilience measures and emergency procedures incorporated	Surface Water	Full drainage strategy including SuDS hierarchy, attenuation, rainwater harvesting	Character / Overdevelopment	Revised scale, improved amenity, street scene confirms appropriate infill	Parking	6m parking bay, EV charging, cycle storage	Ecology	Previous consultation confirmed no objection, biodiversity enhancements incorporated (Contribution mechanism and enhancements secured)
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Site Summary	The proposal relates to 'Land', situated between No. 5 & No. 7 and accessed off a private unmade road to the north-east end of Well Road. Well Road comprises mainly detached single storey bungalows and the application site lies within the built-up area of Pagham. The Site Area is approximately 175m². The Site is generally level. Neighbouring properties, No. 5 and No. 7 Well Road, sit at a similar level to the application site. The front of the application site is open to the track with close board timber fencing to both sides and rear.  <i>[Overhead View - Google Map Extract]</i> The site slopes down from North to South. There are no trees of any significance that would be affected by the proposed development.
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[Aerial View OS Extract]

Site Photos



[Land between No. 5 & No. 7 Well Road]



	No. 5 Well Road   No. 7 Well Road
Site Characteristics	The site is predominantly flat and rectangular in shape, with a detached 'temporary' structure sited close to the boundary with No. 5 Well Road.

	The site lies within 400m of the Pagham Harbour Special Protection Area and Categorised as Flood Zone 3. The Site slopes down from North to South. The Site Area is 174.6m².
Character of Locality	The area is primarily residential, comprising predominantly low rise, single storey properties of varying styles and design. Pagham Beach Estate dates from around the end of the First World War. The area originally consisted of holiday homes largely created from redundant railway carriages. These became permanent homes and have been extended and replaced over time. Many of the railway carriages been replaced by larger bungalows. Recent replacement houses include modern designs/materials although traditional styles predominate. Pagham Beach Estate has been designated as an 'Area of Character'.  [No. 5 & 5a Well Road]



[View to West of Well Road]

Design & Character Assessment

The previous assessment confirmed that the proposed dwelling reflects the established character and pattern of development within Well Road, noting that the plot frontage, positioning, appearance and overall scale were consistent with neighbouring properties.

No unacceptable impacts were identified in respect of overlooking, loss of light or neighbouring amenity.

The revised scheme further responds to the previous concerns by improving the relationship between built form, parking provision and external amenity space.

The proposal demonstrates that the site can comfortably accommodate a single-storey dwelling without appearing cramped or resulting in overdevelopment, representing an efficient use of land within an established residential area.

Boundary Treatments

The Site's Front N/West boundary is open onto the unmade track that forms Well Road.



EXISTING BLOCK PLAN 1:500

To the N/East boundary of the site with No. 5 Well Road, there is a timber fence approximately 1.8m high.

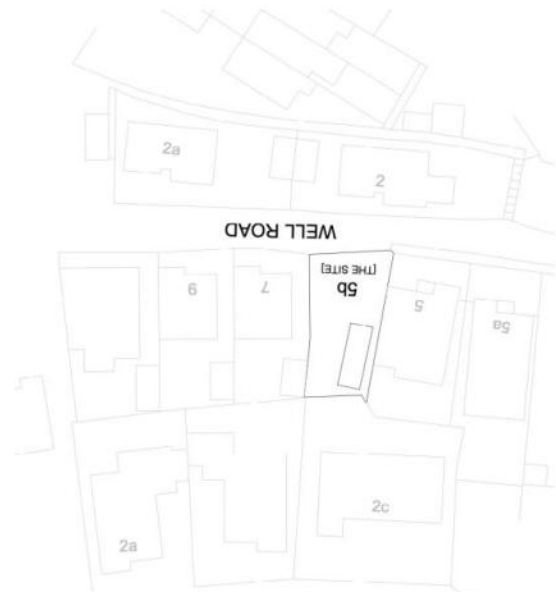
On the S/West boundary of the site with No. 7, there is a timber fence approximately 1.8m high.

The rear S/East boundary of the site with No. 2c Lagoon Road, is also a timber fence approximately 1.8m high.

THE SITE

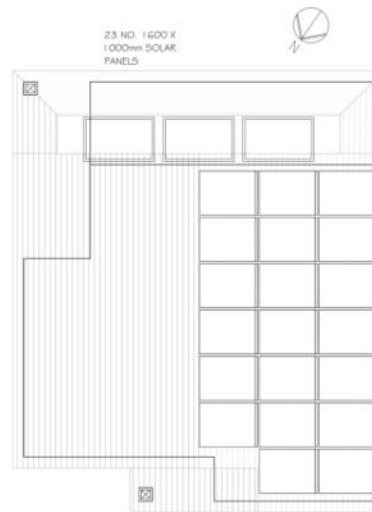


[Extract Google Maps]

	There are no significant trees along any of the boundary fences and the front of the site is open to Well Road. On the boundary with No. 5 Well Road, there is a temporary outbuilding which is intended to be removed as part of the proposal. The front boundary of the site is open with grass verge. 
Description of Proposals	The application seeks consent for the erection of a new, single storey one-bedroom bungalow, with off-road parking. The revised scheme provides a compliant 6m parallel parking bay, with additional frontage capacity where available, together with EV charging and cycle storage. A secure bin store, cycle store and electric vehicle charging point will be provided as part of the proposal. The bungalow will be of a simple, traditional design in a style to mirror that of the immediate neighbouring properties. Material choices include a mix of facing brickwork and flat painted render finish to the elevations. The roof is to be finished in either dark grey or red concrete roof tiles. Window and doors will complement the main dwelling in style and colour.

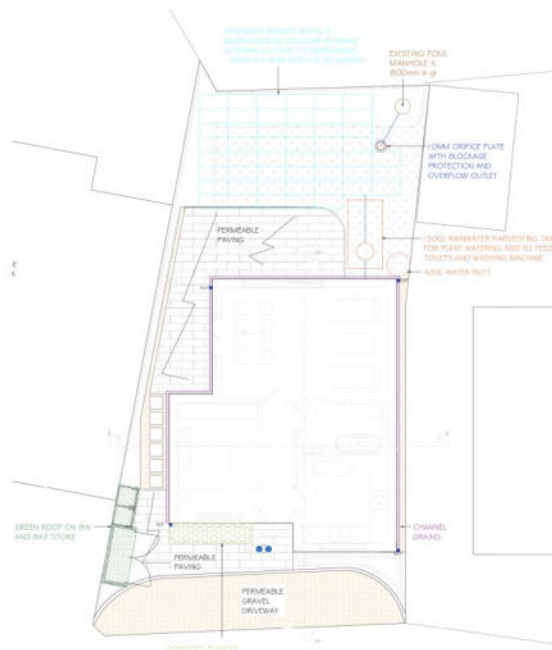


Solar panels are proposed to be installed on the South-West roof plane.



[Proposed Roof Plan]

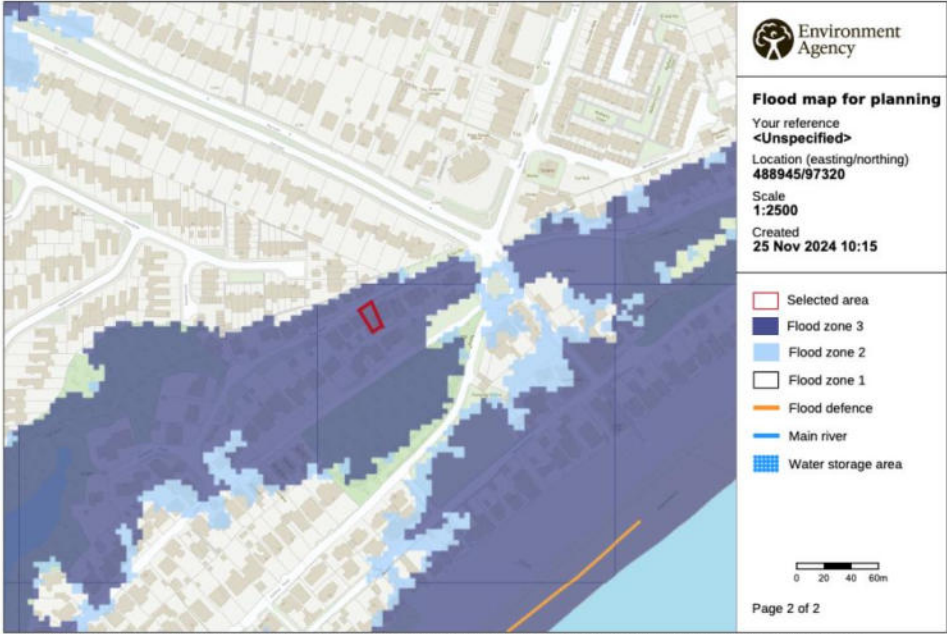
A patio and area laid to lawn is proposed to the rear of the bungalow to provide private amenity and recreational area.



[Proposed Amenity Area]

Solar panels and rainwater harvesting solutions are proposed to be included within the general refurbishment.



	 2300 x 1000 x 1000mm SOLAR PANELS FACE BRICKWORK & RENDER FINISH RAISED ACCESS TO FRONT DOOR (SEE COMPLAINT) PROPOSED FRONT ELEVATION (NORTH-WEST) 1:100 2300 x 1000 x 1000mm SOLAR PANELS CIRCULAR GLAZED WINDOW WHITE PAINTED BRICKWORK FINISHED KITCHEN PROPOSED SIDE ELEVATION (SOUTH-WEST) 1:100 2300 x 1000 x 1000mm SOLAR PANELS WHITE PAINTED BRICKWORK FINISHED REAR PROPOSED REAR ELEVATION (SOUTH-EAST) 1:100 WHITE PAINTED BRICKWORK FINISHED REAR PROPOSED SIDE ELEVATION (NORTH-EAST) 1:100
Local Planning Authority	Arun District Council
Flood Risk	 Environment Agency Flood map for planning Your reference <Unspecified> Location (easting/northing) 488945/97320 Scale 1:2500 Created 25 Nov 2024 10:15 Selected area Flood zone 3 Flood zone 2 Flood zone 1 Flood defence Main river Water storage area 0 20 40 60m Page 2 of 2 © Environment Agency copyright and / or database rights 2024. All rights reserved. © Crown Copyright and database right 2024. Ordnance Survey licence number AC0000807064. The site lies within Flood Zone 3 and therefore has a high probability of flooding.
Site Constraints	Within Built up area of Pagham Area of Special Character

	Private Street No Public Sewer
Planning History	There is no available planning history for this site prior to refusal P/2/25/PL.
Relevant LP Policies & Guidelines	The main planning considerations are: ○ The Principle of Development ○ Flood Risk ○ Coastal Protection ○ Pagham Harbour ○ Impact on the Area of Character & Visual Amenity ○ Impact on Neighbouring Residential Amenity ○ Quality of Living Accommodation ○ Impact on Access/Car Parking ○ Trees ○ Impact on Ecology / Biodiversity / Climate Change The current Development Plan position for the area is as follows: ○ ARUN LOCAL PLAN 2011-2031 ● D DM1 Aspects of form and design quality ● D DM2 Internal space standards ● D SP1 Design ● ENV DM1 Designated Sites of Biodiversity or geographical ● ENV DM2 Pagham Harbour ● ENV DM4 Protection of trees ● ENV DM5 Development and biodiversity ● HER DM4 Areas of Special Character ● QE SP1 Quality of the Environment ● SD SP2 Built-up Area Boundary ● ECC SP2 Energy and climate change mitigation ● T SP1 Transport and Development ● W DM1 Water supply and quality ● W DM2 Flood Risk ○ PLANNING POLICY GUIDANCE: ● National Planning Policy Framework February 2021 (NPPF) ● National Planning Policy Guidance (2014) (NPPG)

	○ DOCUMENTS OF MATERIAL CONSIDERATION IN ADDITION TO THE DEVELOPMENT PLAN: ● SPD11 Arun Parking Standards 2020 ● SPD13 Arun District Design Guide (SPD) January 2021 ● SPD8 Area of Special Character ● PDS Pagham Village Design Statement (2007)
Policy Considerations	The National Planning Policy Framework (2021) 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. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions. The Arun Local Plan 2011-2031 was adopted by Arun District Council on 18th of July 2018. This replaces the Arun Local Plan 2003. The Arun Local Plan 2003 also covers the area of Arun District which falls within the South Downs National Park (SDNP) which is the planning authority and so the 2003 Arun Local Plan remains part of the Development Plan for that area until the SDNP adopt a new Local Plan. In addition to the designated Conservation Areas, there are parts of the District which are important for their character and the contribution they make. These include areas of older development or those with a particular character of buildings or layout, these are identified as Areas of Character under Policy HER DM4. Within these areas planning permission will be granted subject to: <i>a. The retention of buildings and other features such as boundary walls, hedges, trees, railings, open spaces, etc. which make positive contributions to the special character of the areas;</i> <i>b. The maintenance of an appropriate mix of uses where this is an important element in the character of an area;</i> <i>c. New development preserving, and where possible, enhancing the special character of these areas, particularly with regard to the characteristics identified by the Local Planning Authority.</i> The application site lies within The Beach Estate Area of Special Character that was designated in 1995. The site is within the built-up area and the main concern is with regards to its visual and residential impact. The area is allocated as 'Area of Character' under Policy HER DM4.

	Specifically, the policy looks to retain buildings and other features that contribute to the special character of the area with the aim of preserving and/or enhancing. This special character assessment is expanded in the Pagham Village Design Statement which states that the area is characterised by single storey properties, original holiday chalets and railway carriages. The open space in the area including the Dell, the Sand Dunes and the banks and roadside verges are of essential maritime wild character and important for wildlife. There is also evidence of an endangered plant within the site. The guidance set out in the Pagham Village Design Statement for this area includes the following: ○ Preferably no greater proportion than 45% of curtilage should be covered by the overall building conglomerate footprint; ○ Single-storey replacement dwellings only, one plot one bungalow; ○ Preserve character of area; ○ Front boundaries should contribute to overall street scene; ○ Retain trees and hedges where possible; ○ Maintain privacy and avoid overshadowing or overlooking neighbours; ○ Provide adequate car parking within household curtilage without detracting from visual amenity of area; ○ Maintain character of Beach Estate private roads – unadopted, no pavements, grass verges, but seek sensitive repair of surfaces; ○ Preserve remaining beach accesses, including routes for heavy plant to reach foreshore if needed; ○ Try to preserve views over sea or open land; ○ Retain and sustain beach and flood defences; ○ Conserve wild verges, and avoid development down to road edge; ○ Exercise strict control over any roof development, including garages, in accord with previous development guidelines (ERA/ASC); ○ Avoid elements of construction or landscaping which might inhibit free drainage within identified flood risk zone Arun recently adopted a Design Guide which states development should be subservient to existing dwelling and this complies in terms of size and scale. It also states that appropriate materials and details to use in development will vary
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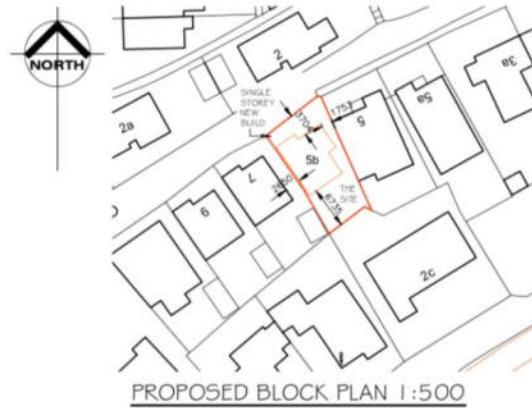
	throughout the District and according to the nature of the scheme, but as a general rule should be kept to a minimum to ensure simplicity of design. These should be robust and weather well over time.
SUPPORTING JUSTIFICATION	Principle of Development The application site lies within the Pagham Harbour Built-Up Area Boundary, where the principle of sustainable development is considered acceptable in accordance with Policy SD SP2 of the Arun Local Plan and, providing it accords with other policies of the Local Plan covering such issues as visual amenity/character, residential amenity and parking. The key policies of the Arun Local Plan are DSP1, DDM1, DDM2, ENVDM1, ENVDM2, ENVDM4, ENVDM5, HERDM4, QESP1, SDSP2, ECCSP2, TSP1, WDM1, WDM2 of the Arun Local Plan and relevant paragraphs of the NPPF. <u>Policy D SP1</u> of the Arun Local Plan requires development to make efficient use of land reflecting the characteristics of the site and local area and <u>Policy D DM1</u> states that a high standard of architectural principles should be demonstrate and new development should have a minimal impact to users and occupiers of nearby properties and land. <u>Local Policy D DM1</u> sets out 13 design aspects of which applications should be assessed against. These include: Character, Appearance, Impact, Innovation, Adaptability, Crime Prevention, Trees, Public realm, Layout, Public Art, Density and Scale. <u>Policy D DM2</u> expects internal spaces to meet the requirements of Nationally Described Space Standard. <u>Policy HER DM4</u> deals with designation as an Area of Character and policy <u>Policy ENV DM1</u> considers designated features present on site and ensures their protection <u>Policy ENV DM2</u> requires any development to demonstrate there will be no detrimental effects on Pagham Harbour <u>Policy ENV DM4</u> deals with the protection of trees and <u>Policy ENV DM5</u> prioritises measures to support biodiversity net gain and the protection of existing habitats <u>Policy ECC SP2</u> expects all new development to be energy efficient.

	<u>Policy W DM2</u> sets the criteria for development in areas at risk from flooding and <u>Policy ENV DM2</u> points out at circumstances where applicants are able to demonstrate there will be no detrimental effect on Pagham Harbour. <u>Policy SD SP1</u> of the Arun Local Plan which states "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 (NPPF)." <u>Para 120 of the NPPF</u> states that planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively. <u>Policy SD SP2</u> ensures that development is focussed within the Built Up Area Boundaries and permitted in conjunction with other relevant policies <u>Policy QE SP1</u> requires development contribute positively to the environment and will not harm or impact residential amenity or natural environment, leisure or recreational activities. <u>Policy T SP1</u> supports economic growth, reducing congestion, tackling climate change and promotes healthy lifestyles. <u>Policy W DM1</u> ensures adequate water supply and quality within proposed developments <u>Paragraph 124 NPPF</u> requires planning policies and decisions to support development that makes efficient use of land, taking into account the desirability of maintaining an area's prevailing character and setting. <u>Objective 1 of the South Marine Plan (SMP)</u> seeks to encourage effective use of space to support existing, and future sustainable economic activity through co-existence, mitigation of conflicts and minimisation of development footprints Policy S-CO-1 of the South Marine Plan states that proposals will minimise their use of space and consider opportunities for co-existence with other activities. <u>Policy S- HER-1N</u> of the SMP indicates that proposals that may compromise or harm elements contributing to the significance of heritage assets should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate compromise or harm. If it is not possible to mitigate, the public benefits for proceeding with the proposal must outweigh the compromise or harm to the heritage asset.
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	<u>Section A.05 of the Arun Design Guide</u> emphasises the need to promote good design, it goes beyond the appearance of individual buildings and is about how a place is shaped, how it will be lived and experienced. <u>Section J.01 of the Arun Design Guide</u> outlines that built form and character varies considerably throughout the Arun District as a whole and in the settlement character areas identified in Section C.05 of the Design Guide. <u>Section J.02 (scale and mass)</u> ensures that the scale and massing of development responds to the existing townscape and landscape. The appropriate scale for new buildings should be determined by their context, their location within the order of streets, and their function and positioning, and should avoid overshadowing of neighbouring properties. <u>Paragraph 157 NPPF</u> signifies in determining applications, local planning authorities should expect development to comply with development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable. PROPOSED SCHEME The Applicant seeks consent for the erection of a new, single storey one-bedroom bungalow on land that lies between bungalows, No. 5a and No.7, Well Road, Pagham. The Land forming the 'Application Site' measures approximately 175m² and is rectangular in shape. The proposed development would make more efficient use of a currently unused plot of land with a good quality design reflecting the characteristics of the immediate site and local area. Close-board timber fencing forms boundary treatments to the sides and rear of the site, and the front of the site is open onto the unmade and private road/track (Well Road). The proposed dwelling would sit 1.7m² from the Side (N/East) boundary, 3.5m back from the Front (N/West) boundary and 6.7m² to the Rear (S/East) boundary.
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Whilst the dwelling would sit in close proximity to the Side (S/West) boundary with No. 7 Well Road, the separation distance between the two properties would be **2.6m**.



The proposal makes provision for one off-road vehicle parking space.

A secure bin store, cycle store and electric vehicle charging point will also be provided as part of the proposal.

The new bungalow will be of a simple, traditional design in a style to mirror that of the immediate neighbouring properties.



External material choices will be reflective of the local vernacular and designed to withstand the extreme coastal weather conditions frequently experienced.

The roofs will be pitched low at **35.0°**.

The roof finished with a flat dark grey concrete rooftile and support discreet 'Marley SolarTile' integrated solar panels within the south-west plane.



[Example Tile & In-Roof Solar Panel]

Window and doors will complement the main dwelling in style and colour.

The proposed windows and doors are to be pale UPVC or powder coated aluminium in a 'classic' style.



[Example Style & Colour Choice – Window & Door Treatment]

Material choices include a mix of facing brickwork and flat painted render finish to the elevations.



[Example Showing Mix of Facing Brick & Render]

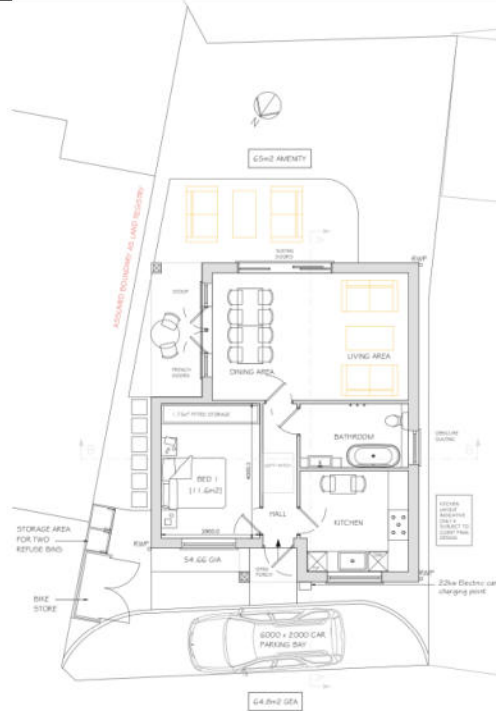
The resulting design will present as a compact single storey dwelling, with simple roof structure pitched low and similar in style of the neighbouring properties. The main dwelling will be in keeping with the 'gable end' design and style of neighbouring properties (Nos 5 & 5a and No. 7 Well Road).

Ground Floor Layout

The modest ground floor layout aims to create a new entrance hallway, open plan kitchen and living area, bathroom and one bedroom to be compliant with National Space Standards **[Policy D DM2]**.

The small single storey front projection is designed to be subservient in character and offers design 'relief' within a simple gable end front elevation.

The proposal aims to create a dedicated private 'amenity area' to the rear for future occupants to enjoy. The amenity area will be partly laid to grass and support a small outdoor patio / dining area.



[Proposed Ground Floor Layout]

There are no significant trees within the site or immediate vicinity that would be impacted by the proposal.

As part of the broader landscape, the plan is to define a parking area for one-two vehicles at the front of the property.

In respect of character, appearance, residential impact, density and scale, the proposed dwelling will be in keeping with both the immediate neighbouring properties and have minimal impact to users and occupiers of nearby properties and land.



[Proposed Street Scene]

The development offers an opportunity to introduce innovative technology to help support measures to tackle climate change

We therefore consider that the proposals accord with key policies of the Arun Local Plan.

SPACE STANDARDS

Technical requirements - The standard requires that:

1. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
2. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
3. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide
4. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
5. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
6. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
7. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
8. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
9. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

Table 1 - Minimum gross internal floor areas and storage (m²)

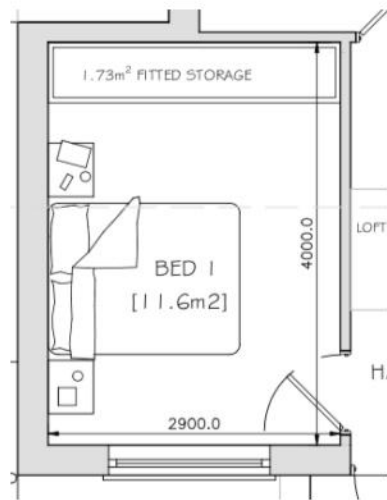
Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		

The proposed dwelling has a Gross External Floor Area of. **65.0m²** which meets the requirements for a 1-bedroom (two-person) single storey house (50.0m²).

The Gross Internal Floor Area of 54.6m² supports fitted storage in the principal bedroom that exceeds the recommended min 1.5m² at **1.73m²**.

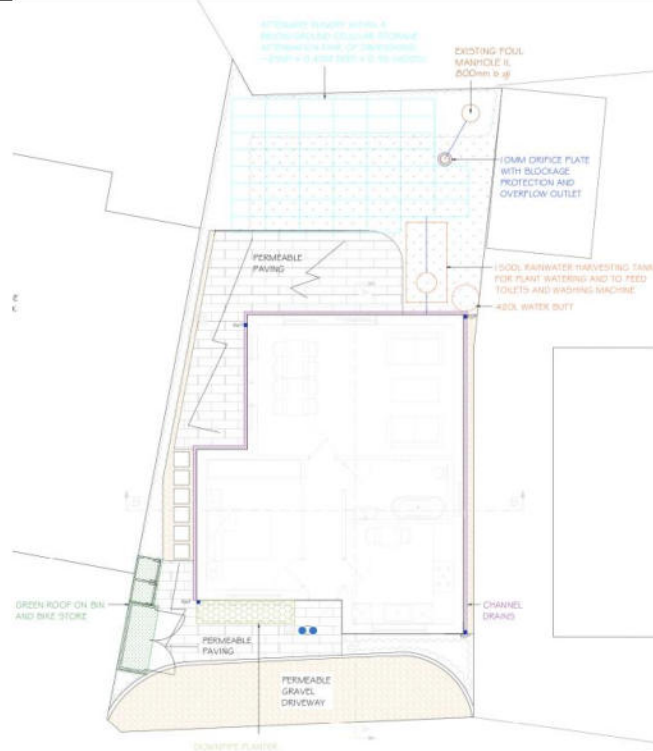
The double bedroom length x width is **4.0m x 2.9m** (min width required 2.75m) with a floor area of **11.6m²**.

The built-in wardrobe does not reduce the effective width of the room below minimum standards.



Section H.04 of the Arun Design Guide SPD recommends that outdoor amenity spaces should be appropriately sized, shaped, be usable and enjoyable.

The planned 'garden area' to be retained within the site, mirrors that of the neighbouring properties and consistent with surrounding dwellings, providing approx. 55.8m² private amenity space to the rear of the dwelling.



[Total Planned Garden Area - 65.0m²]

The design incorporates accessible features, including ramped access to the front entrance.

The internal spaces meet and exceed the Nationally Described Space Standards in accordance with D DM2.

Impact on Area of Character

The character of the Pagham Beach Estate is defined by the distinctive scale and height of residential buildings, the layout of the estate and the form and spacing of the buildings.

The estate exhibits a strong linear pattern and an informal, distinctive seaside character, characterised by open spaces and unique building designs.

The proposal maintains the existing arrangement of the built form along Well Road, preserving a relationship consistent with neighbouring properties as currently exists.

	The overall aim of the scheme is to enhance and repurpose the disused strip of land and immediate landscape, without adversely impacting on the area's character. The design retains its seaside character, openness and simple roof form, aligning with HER DM4 of the Local Arun Plan and contributing to the area's special character. Design & Visual Amenity The proposal includes work to erect a new property. The scheme design is intended to be appropriate to the site in terms of scale, height, form and appearance. The front porch is of a scale and design that remain subservient and sensitive to the design and scale of the main building. The overall floor area represents a modest increase in built form, that maintains harmony with the site and avoids overdevelopment. Furthermore, the location of the proposed dwelling closely aligns with the neighbouring structures on both sides of the site. ○ The proposed footprint equates to 65.0sqm GEA ○ The site equates to 175.1sqm ○ The percentage of 'built form' within the curtilage equates to 37.0% The site shares a similar width with neighbouring properties and is large enough to accommodate a modest single storey dwelling comfortably within the plot. The proposed dwelling allows for off street parking for one vehicle. Separation distances between neighbours (No. 5 and No. 7 Well Road) will remain consistent at 1.7m and 2.6m respectively. Material choices have been selected to reflect local influences including; a mix of facing brickwork and flat painted render finish to the elevations, simple low-pitched roof, a shingle driveway and pathways and decorative landscaping inspired by Pagham Harbour Beachscape.
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	Additionally, slim profile windows and doors, native planting such as grasses and self-seeding beach plants, further enhance the designs harmony with local surroundings. While the current appearance of vacant strip of land is unassuming, the proposed scheme will have a slightly greater visual impact due to modest increases in built form. However, the sympathetic palette of materials, simple architectural style, and appearance will ensure seamless integration with the existing streetscape. The overall appearance and 'low rise' single storey configuration of the main dwelling will blend harmoniously with the street and will not appear out of place when viewed from Well Road. The design's simplicity and modern materials reflect the evolving style of both the immediate and wider local area. The proposals therefore meet the requirements of Policy D SP1 and D DM1. Scale, Massing & Density The proposed dwelling has been deliberately designed as a modest single storey bungalow which reflects the prevailing character of Well Road. The proposed built footprint represents approximately 37% of the site curtilage, retaining meaningful external amenity space and avoiding excessive site coverage. The surrounding Pagham Beach Estate is characterised by compact residential plots which have evolved from their historic origins as holiday accommodation and railway carriage homes into permanent dwellings. The proposal follows this established pattern of development. The revised street scene demonstrates that the dwelling sits comfortably between No.5 and No.7 Well Road, maintaining the single storey rhythm and scale of neighbouring properties. Impact on Residential Amenity
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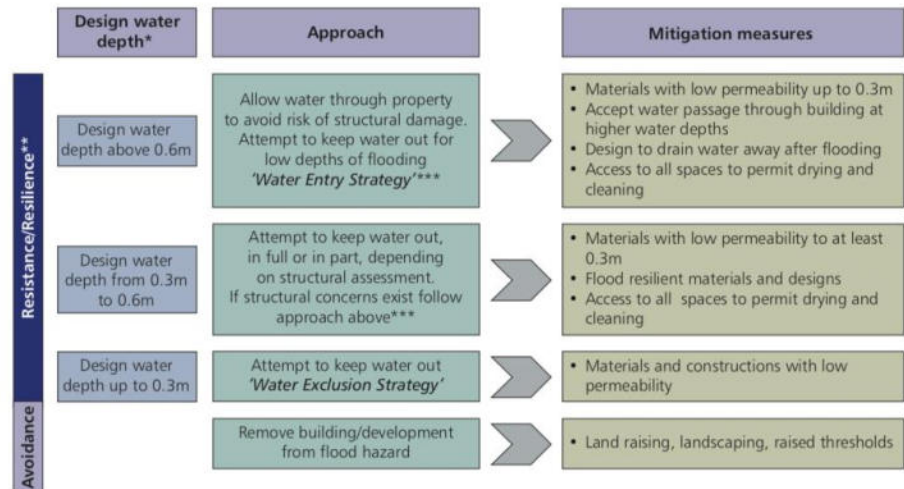
	Under QE SP1 of the Arun Local Plan, development must enhance the quality of the environment and avoid significantly negative impacts on residential amenity. Additionally, D DM1 mandates that development minimises adverse effects on nearby users and occupiers, including avoiding significant loss of sunlight, privacy, and outlook, as well as preventing unacceptable noise and disturbance. <u>Built Form (House):</u> The works to create a new main dwelling will be single storey. The ridge height of the main dwelling will be approximately 6.2m high, with eaves measuring c. 2.7m. The front section of the dwelling will feature a small gable roof with an open Porch, with eaves at 2.6m and ridge height 5.3m. The porch roof will align with the style, pitch and finishing material of the main dwelling. Both roofs will be pitched low at 35°. The exterior of the property will be brick and painted render finish to match the neighbouring properties. <u>Boundaries:</u> The proposal maintains a separation distance of 3.7m to the North-West (Front) boundary with Well Road. To the South-West (Side) boundary, the proposal will be within 2.7m of No. 7 Well Road The distance to the North-East (Side) boundary with No. 5 & 5a Well Road will retain a 1.6m separation to the boundary fence and neighbouring property itself. These distances comply with D DM4 of the Arun Local Plan and the proposed works will not be overbearing and have minimal impact on residential amenity. <u>Privacy:</u>
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	The scheme has been designed to prevent any adverse overlooking. This includes careful placement of window and door openings and folding doors to the South-East (Rear) elevation. Most windows face the front garden or rear private amenity area, reducing the risk of overlooking neighbouring properties and preserving residential privacy. Side-facing windows are single-story and small-scale, posing minimal risk of causing harm. A feature window is proposed within the principal Bedroom 1 on the North-East side elevation. There are no side facing windows proposed within the South-West side elevation. The proposal will not result in any loss of amenity. There is sufficient distance from the shared garden boundaries to prevent overlooking, loss of privacy, overbearing form, or loss of light The design layout safeguards privacy by positioning the main accommodation towards the rear, facing the south-east and directly overlooking the private garden area. The new private amenity / courtyard garden will be situated to the rear and existing garage and not be visible from the streetscape or the neighbouring properties. The existing boundary walls, fencing and planting are to be retained. The proposal includes roofs designed to be simple and low-pitched, matching the existing neighbouring roofscape with a pitch of 35.0°. The ridge heights of the neighbouring dwellings to both the south-west and north-east of No.5 Well Road are similar to the resultant ridge height proposed for the development. Considering the orientation of the existing dwelling and the ridge heights of neighbouring properties to the south-west and north-east of Well Road, the proposed scheme, which will be similar in nature, is not expected to cause a significant loss of light or amenity.
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	The proposal maintains sufficient distance from all neighbouring dwellings, ensuring that it complies with Policy QE SP1 of the Arun Local Plan and does not cause harm to the residential amenity of neighbouring properties. Impact on Traffic/Parking P Policy T SP1 requires appropriate parking in line with WSCC Guidance (now superseded by Arun District Council guidance). Parking Standards Supplementary Planning Doc, (Jan 2020) for a 2-3 bed property in this type of location (Parking Behaviour Zone 2) requires a minimum of 2 car parking spaces. The existing parking arrangement supports up to two vehicles within the proposed shingle driveway fronting the property. Vehicular access to the site will be from the existing access off Well Road. The proposal aims to retain the existing parking area for up to 2 vehicles and improve the general landscaping and frontage for better definition and visual separation from the private amenity area, located to the rear and side of the dwelling. Secure cycle storage will be provided underneath within the curtilage. An active EV charging point is also proposed as part of the overall improvement. Biodiversity Policy ENV DM5 of the Local Plan requires development schemes shall seek to achieve a net gain in biodiversity and protect habitats on site. The proposed improvements to the general landscaping within the curtilage of the new plot at Well Road include biodiversity elements such as; expanded native planting, bird boxes and landscape features. These additions aim to mitigate any adverse impact on existing habitat while contributing to an overall biodiversity net gain. Rainwater harvesting is proposed through the use of a simple Water Butt to collect and irrigate the garden and plants, supplemented by dedicated 'rainbed' planting. Existing areas of hardstanding will be replaced with improved permeable materials and rain bed planting.
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	Additional native flower rich, pollinating planting will be incorporated into the general scheme, complemented by the installation of raised timber Vegetable growing areas. FLOODING Flood Risk Planning Balance Recent appeal decisions demonstrate that the planning judgement should consider whether the development gives rise to any unacceptable real-world harm when assessed against the site-specific evidence. A site-specific Flood Risk Assessment and Surface Water Drainage Strategy has now been prepared by Unda Consulting to directly respond to the previous Environment Agency comments. The Sequential Test has also been undertaken and demonstrates that no reasonably available sequentially preferable site exists for this specific small-scale self-build proposal. The assessment confirms that whilst the site lies within Flood Zone 3, it is within Flood Zone 3a and outside of the functional floodplain. The proposed dwelling incorporates appropriate flood resilience measures including raised finished floor levels, flood resilient construction measures, sustainable drainage features, attenuation, rainwater harvesting and emergency flood management procedures. The proposal therefore represents a safe form of development and would not increase flood risk elsewhere. When considered alongside the benefits of delivering an additional self-build dwelling within an established and sustainable residential location, there are no adverse impacts which would significantly and demonstrably outweigh the benefits of the proposal. Design emphasis has not been placed on adopting a 'Water Entry Strategy'.
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A '**Water Exclusion Strategy**' is to be adopted to minimise water entry whilst maintaining structural integrity using materials and construction techniques to facilitate drying and cleaning together with ensuring high quality workmanship at all stages of construction.



The site lies within Flood Zone 3a; however, the submitted FRA confirms the site is outside of the functional floodplain and demonstrates that the development can be made safe for its lifetime through appropriate mitigation measures.

Energy & Climate Change

LP policy ECC SP1 & 2 requires residential development be energy efficient and incorporate decentralised, renewable and low carbon energy supply systems designed to adapt to impacts arising from climate change.

An electric vehicle charge point is proposed within the general refurbishment and landscaping proposals.

Solar panels are proposed to the South-West (Side) elevation roof.

Rainwater harvesting is proposed within the general landscaping proposal.

Coastal Protection

The proposal entails a modest infill development within an existing built-up residential area within Well Road and therefore, the proposed works would not conflict with Policy.

Impact on The Pagham Harbour Special Protection Area

	This modest increase, when viewed in the context of the existing neighbouring properties, would not lead to additional recreational pressures or disturbance on the adjacent SPA (Pagham Harbour Special Protection Area). Any recreational pressure arising from one additional dwelling can be appropriately mitigated through the required Pagham Harbour contribution, secured by legal agreement or appropriate mechanism.
CONCLUSION	The proposal seeks permission for the erection of a new single-storey, one-bedroom bungalow within an existing plot of land situated between No's 5 & 7 Well Road, Pagham. The proposed dwelling represents a modest single storey infill development within an established residential plot. ○ Existing Site: 175.1 sqm ○ Proposed Dwelling : 65.0 sqm [GEA] ○ Total Percentage of Built Form Covering the Site: 37.1% The roof is pitched low at 35° with a ridge height of 6.2m. The gable end design and material choices mirror that of both neighbouring properties (No. 5, 5a & No. 7 Well Road). Off road car parking is provided for one vehicle, together with an EV Charging point. Additionally, the proposal includes the installation of solar panels within the South-West roof. The proposed built footprint equates to 65.0sqm GEA, representing approx. 37.1% site coverage and therefore remains comfortably below the 45% threshold referenced within the Pagham Village Design Statement. The proposed works accord with Local and National planning policy and should be viewed favourably for the following reasons:

	a) Design and built form are subservient and proportionate in relation to the existing neighbouring properties, replicating the roofline and design of the streetscape b) Represents appropriate development within a designated 'Area of Character' c) No adverse impact on the visual or residential amenity of the area d) No loss of amenity to neighbouring residents e) Supports and positively contributes to Energy, Climate Change & Biodiversity Net Gain principles f) Supports appropriate flood resilience measures g) Meets the appropriate parking standards with active EV charging points & secure cycle storage The proposal has been sensitively designed in a style that is entirely compatible with the main dwelling and surrounding area. The proposals will make more efficient use of the existing land (currently vacant) and will not lead to any adverse impacts on the visual or residential amenity of the area. It has been demonstrated that the proposals are in full accordance with the National and Local Plan development plan framework, with no significant impact on the outlook of neighbouring properties, street scene or amenity space. The scale and design of the proposal accords with policy guidelines. It has been demonstrated that the revised proposal directly responds to the matters raised during the previous application and now provides a technically supported, safe and sustainable form of development. The proposal accords with the relevant provisions of the National Planning Policy Framework and Arun Local Plan, delivering a modest self-build dwelling within an established residential location without causing harm to neighbouring amenity, local character or flood risk. On this basis, the application is respectfully recommended for approval.
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