



# Ferring Parish Neighbourhood Plan

## State of the Parish of Ferring Report

December 2012



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# **Ferring Parish Neighbourhood Plan**

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### **Contents**

1. Introduction
2. Parish Character
3. Parish Issues
4. Wider Issues
5. Towards a Vision & Objectives for the Plan

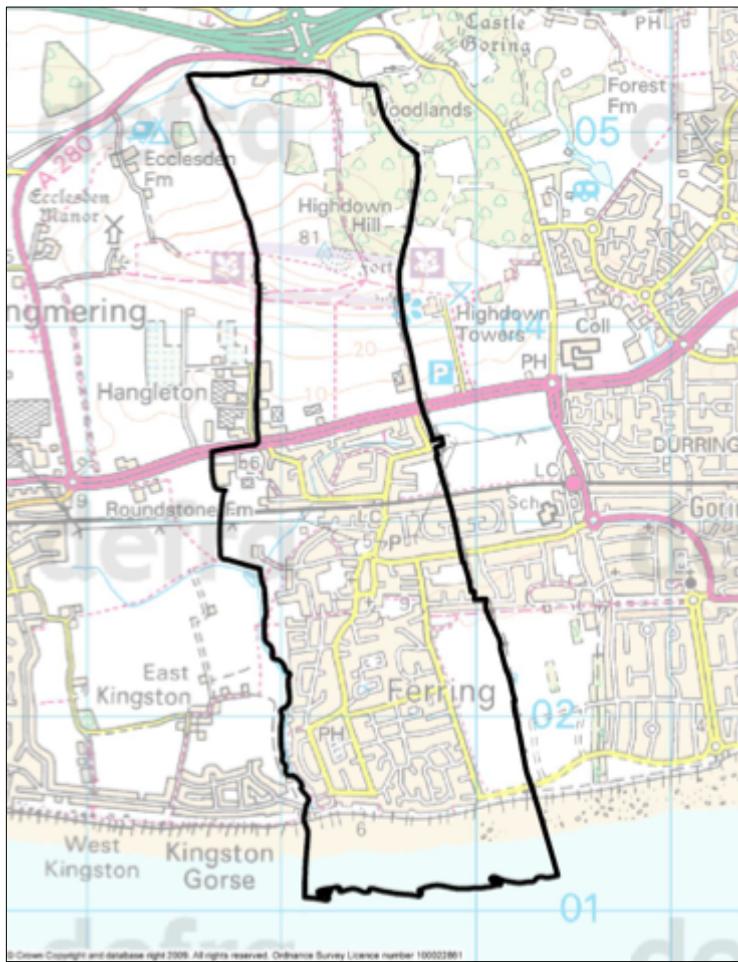
Annexes: A Evidence Base  
B Strategic Housing Land Availability Assessment

Plans: A Neighbourhood Development Plan Area  
B Parish Location  
C 2003 Local Plan Proposals Map  
D 2012 Draft Arun Local Plan Proposals Map  
E Fluvial Flood Risk Map  
F Tidal Flood Risk Map  
G Green Infrastructure Plan  
H Strategic Housing Land Availability Assessment

# 1. Introduction

## 1.1 Purpose

Ferring Parish Council has proposed to Arun District Council (ADC) and to the South Downs National Park Authority (SDNPA), the local planning authorities that cover the parish, that a Neighbourhood Plan should be designated for that part of the parish in their respective administrative areas (see Plan A) – known as the ‘Ferring Parish Neighbourhood Development Plan’.



*Plan A: Ferring Parish Neighbourhood Development Plan Area*

The Plan is being prepared in accordance with the Neighbourhood Planning Regulations 2012 and the Planning & Compulsory Purchase Act 2004.

The purpose of this report is to summarise the evidence base and the context within which the Plan will be prepared. In doing so, the report will provide the local community with a key starting point from which to embark on formulating the draft FNP.

## **1.2 Neighbourhood Plans**

The Ferring Neighbourhood Plan (FNP) will be amongst the first Neighbourhood Development Plans prepared in England since the 2011 Localism Act. The National Planning Policy Framework states:

*“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications; and grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order (para.183).*

*Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.*

*Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).*

*Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)”.*

## **1.3 Sustainability Appraisal**

Neighbourhood Development Plans are not technically subject to a sustainability appraisal nor strategic environmental assessment provided they are in conformity with the development plan of the local planning authority in terms of the scale and distribution of growth planned.

However, the land use planning process provides an important means by which sustainable development can be achieved. The FNP will be in conformity with, and refine, the emerging Arun Local Plan and South Down National Park Local Plan. It will be adopted under the framework of the Local Plans and will comprise part of the planning policy framework for the district.

As such, the FNP will help to achieve sustainable development by ensuring that its development policies and proposals will meet the needs of people living and working in the parish, while at the same time helping to ensure that any adverse environmental impact is minimised. The ongoing consideration of the sustainability objectives of the plan will enable alternative options for those policies and proposals be compared and evaluated.

This report identifies the sustainability issues within the parish and sets out a framework within which these economic, social and environmental issues in the FNP will be used to determine the plan’s detailed policies and proposals.

## **1.4 The Plan Preparation Process**

The process of preparing and seeking final adoption of the FNP is in accordance with the Neighbourhood Plan Regulations 2012 and has been agreed by the Parish Council.

The intention of the Parish Council is to submit the FNP to the District Council and SDNPA for approval and then independent examination in Spring 2013. This will enable the two local planning authorities to consider its contents in time for the submission of the Arun Local District Plan for examination in early Summer 2013.

The process up to submission comprises three main stages:

- State of the Parish of Ferring Report – this report summarises all the evidence on which the FNP will be based
- Draft FNP – this report will comprise the draft vision, objectives, policies, proposals and map of the plan for a six week public consultation period
- Submission FNP – this report will take into account the representations received on the draft plan during the public consultation period and will amend as necessary its content for submission to the local planning authorities

If approved by the local planning authorities, the FNP will then be subject to an independent examination. Any recommendations made by the Examiner will be considered by the Parish Council and local planning authorities and the plan amended as necessary before being approved for a local referendum. If supported by a majority vote at the referendum, the FNP will be adopted by the local planning authorities as planning policy for that part of the parish that falls within their respective administrative area.

## 2. Parish Character

### 2.1 An Introduction to the Parish of Ferring

The Parish of Ferring lies on the South Coast of England between the larger towns of Littlehampton to the west and Worthing to the east. Its southern half, below the A259 main road, is almost entirely built up with housing developed since the 1920's.

The northern half around Highdown Hill is entirely rural and lies within the South Downs National Park. Its western boundary is formed by the Rife and Kingston Gap separating the village from East Preston and Littlehampton beyond. To the east is the Goring Gap, separating the village from Goring and Worthing.

The village name of 'Ferring' is of Saxon origin. The present Norman church of St. Andrew was likely built on the ruins of a Saxon church. The Domesday Book records the village lying within the demesne of the Bishop of Chichester and being of primarily arable land with some meadow and woodland and pig grazing.

The ecclesiastical parish dates back to the early Middle Ages. The manor was owned by the Henty family from the late 18<sup>th</sup> Century until the 1920's, when its extensive land in and around the village was sold as building plots. Improvements in transport links along the coast and the emergence of a desire for holiday homes in this area led to significant building activity in the village, begun before WWII and continuing until the present day.

The present population of the parish is approximately 4,500. In terms of community facilities, the Parish has a primary school – the Ferring Church of England Primary School – but no secondary school. It has a village hall, the Rifers Youth & Community Centre, a library and, in addition to St. Andrew's Church, there is the Ferring Baptist Church. It has a number of public open spaces – the Village Green (with play facilities), the Glebelands (including a football pitch and tennis courts), Little Twitten Recreation Ground (including cricket pitch), Little Paddocks, the Ferring Rife and Ferring Beach.



Plan B: Location of Ferring Parish

The main village centre on Ferring Street has a number of shops, cafes, the village hall and post office. In South Ferring, there is a cluster of shops in Ocean Parade and on Ferringham Lane. There is the Blue Bird café on Ferring Beach and car dealers on Littlehampton Road (A259). There is a variety of businesses on Hangleton Lane north of the A259, two caravan parks (off Onslow Drive and Brook Lane) and the Benton Weatherstone stone works on Ferringham Lane.

The parish lies within the administrative boundaries of Arun District Council (ADC), West Sussex County Council (WSCC) and the South Downs National Park Authority (SDNPA).

## 2.2 Selected Parish Statistics

The following statistics are drawn from a variety of sources, most especially the Ferring Rural Community Profile published by Action in rural Sussex in January 2012. Some of the data sets used are from the 2001 Census (unless otherwise stated). However, their comparison with data for England remains relevant.

### Demographics

- 4,565 population (55% female) at 2010
- 12 people per hectare (v 4.0 England) at 2010
- 2,150 working age adults (47% v 65% England) at 2010
- 440 children under 16 (10% v 19% England) at 2010
- 1,975 older people over 65 (43% v 17% England)
- net inward migration from 2001 to 2009 in all age groups but especially aged 25-44 and aged 45-64 at 2009
- 190 employment benefit claimants (7% v 14% England) at 2011
- 300 people living in income deprivation (7% v 15% England) at 2010
- 45 income deprived children (10% v 22% England) at 2010
- 155 pension credit claimants (8% v 26% England) at 2011
- 1,545 economically active residents (67% v 77% England) at 2010
- 305 self-employed (11% v 8% England)
- 205 working from home (15% v 9% England)

### Households

- 2,180 households
- 50 lone parent households (17% v 22% England)
- 605 single pensioner households (51% v 61% England)
- no areas of the parish are in the most deprived 30% in England at 2010
- 185 housing benefit claimants (8% v 15% England) at 2005
- 250 households in fuel poverty (12% v 16% England) at 2008

### Homes

- 1,640 detached homes (71% of stock v 23% England)
- 340 semi-detached (15% v 32% England)
- 80 terraced (4% v 26% England)
- 175 flats (8% v 14% England)
- 1,985 owner-occupied (91% v 69% England)
- 35 social rented (2% v 19% England)
- 110 privately rented (5% v 9% England)
- 40 homes in Council Tax Band A (2% v 25% England) at 2011

### Transport

- 370 households with no car (17% v 27% England)
- 655 households with 2 or more cars (30% v 30% England)
- 5 minutes average travel time to nearest employment centre by car at 2009
- 7% households travelling to work using public transport (v 15% England)
- 0.8 km to nearest GP (v 1.3km in West Sussex) at 2010
- 0.8km to nearest post office (v 1.1km West Sussex) at 2010

### Health

- 280 people with limiting long term illness (12% v 11% England)
- 145 disability allowance claimants (3% v 5% England) at 2011

### Skills

- 410 people with highest qualification (20% v 33% England) at 2010
- 400 people with no qualifications (19% v 13% England) at 2010
- 47% people working in managerial, professional etc occupations (v 42% England)
- 19% people working in administrative occupations (v 13% England)

### Biodiversity

- ancient woodland at Highdown Copse
- two Sites of Nature Conservation Importance at Ferring Rife and at Highdown Hill
- no Sites of Special Scientific Interest or local nature reserves

### Heritage

- one Conservation Area centred on the southern end of Ferring Street and the area west of the church including Greystoke Manor
- one Scheduled Ancient Monument (at Highdown Hill)
- 25 listed buildings (including the Grade I Parish Church of St. Andrew)

### Economy

- variety of retailers and services in the village centre and in South Ferring
- Benton Weatherstone stone and builders merchants on Ferringham Lane
- Five nursing homes and two caravan parks

### 3. Parish Issues

#### 3.1 The Ferring Parish Plan



The Parish Plan was published in 2005 and comprises a comprehensive, insightful and, for the most part, continuingly relevant today. It is therefore summarised below:

- Ferring has much in common with other parishes on the West Sussex coast. Like them, it was transformed in the 1920s and 1930s by holiday-home and permanent housing development, and in more recent years has become an attractive area for retirement for people
- House prices in Ferring, and the predominant house type (large bungalow), mean that few young families can afford to buy houses here – and there are hardly any to rent. Add to this the time and cost of travelling to work, and it is not surprising that the main movement into the village is of people who are retired or about to retire. Although people have been retiring earlier, those who retired here many years ago are living longer. So the age structure of the population is not going to change – unless to become even more dominated by older people
- One implication of the age structure is that there are only small numbers of people looking for jobs in Ferring, or needing to commute to neighbouring towns or to London. This means there are no pressures for industrial development or new road links to county or regional transport systems.
- The housing for sale in Ferring attracts newly retired people from Surrey and the southern London boroughs and there is a strong demand and steady turnover as the very elderly die or move into retirement or nursing homes. But the market does not really meet the needs of either young people who have grown up in Ferring and wish to remain here or older people who moved here many years ago and now, many of them widowed, do not want to move away but find their house and garden too large for them.
- There is a strong attachment to the idea of a village community, and resistance to ‘suburbanisation’. People draw a distinction between Goring, with its modern houses, streetlights, roundabouts, and continuity with Worthing - and Ferring with its open spaces, historic village centre, level crossing, and certain roads, which retain their rural character.

- That part of Ferring within the defined built up area is constrained by the A259, the Goring and Kingston gaps and the sea front. Within this area there are several important public open spaces, so there is no land available for development except the large gardens of some of the older houses. In practice, those possibilities are running out so that nearly all planning applications for additional housing are for redevelopment of very small sites – demolishing one house and building two (or more) on the same plot. But here too, there are obvious limits to what can be done without overloading the existing (1930s) infrastructure or destroying the character and attractiveness of the area.
- Ferring is self-contained in many ways but it cannot provide a full range of shopping or other services for its inhabitants. Travel to the supermarkets in Rustington and Durrington, and for other shopping and entertainment in Worthing, or to the council offices at Littlehampton, is inescapable and Ferring residents are dependent on cars or public transport for these journeys, in a way that town dwellers are not. Transport links are therefore important, not so much for commuting but for shopping and other needs.
- Only a small minority of roads in Ferring are maintained by WSCC. The rest are owned by the individual residents and maintained by cooperatives, the largest of which is the ‘Ferring Residents’ and Owners’ Association’. These include not just cul de sacs and private approach roads, but several miles of through-routes and roads to the beach. But since they are not owned or maintained by WSCC they are classified as ‘private streets’ and WSCC needs to be encouraged to apply its responsibility for traffic management and road safety. The management and maintenance of these roads is dependent on the skills and commitments of a very small number of volunteers, and the willingness of the individual owners to continue paying the annual charges, and neither can be guaranteed for the future.
- Ferring is vulnerable to the purely commercial pressures which would redevelop it to a much higher density, to provide more and more homes for people who want to retire to the Sussex coast. The community has to consider whether it wishes to limit that population density, and whether it wants to continue to be a community of mainly retired people, with services and controls on development to match, or to become a more balanced community with services and development policies based on a more typical age and social structure.

The Parish Plan accepted the difficult choices for the village but recognised that “*an ageing population needs services which have to be provided by people of working age; if these are not local people, they have to travel into Ferring, which adds to traffic and parking problems. But young families need affordable houses, jobs, school places and other services which are always going to be difficult to provide in a village where land values are high, development options very limited and local services focused very much on an older population.*”

This Plan therefore sought to “*provide for a balanced community where young families can live happily alongside the early retirers and both can enjoy the peace and beauty which our older residents have valued for many years. Conserving that relaxed and attractive environment certainly imposes restrictions on redevelopment, road widening, public transport, street lighting, surface water drainage and other facilities which town-dwellers take for granted. On the other hand, the village cannot be preserved exactly as it is now – it must develop to meet the needs of its people.*”

Finally, the Plan contains a series of proposals, the most relevant of which for the Neighbourhood Development Plan to consider are:

- road design which keeps through-traffic out of the village (maintaining the ‘no right turn’ into Ferring from the A259 and appropriate signage elsewhere)
- for the village centre, an integrated approach to traffic flows (taking into account the inescapable delays at the level crossing), long and short term parking, deliveries, road safety, pedestrian comfort, and easy access for disabled people to the Post Office, the Library and the Doctor’s Surgery
- important to maintain and improve bus services: within Ferring, bringing people from all over the village to the village centre, linking easily with Goring Station and a fast all-day service to Worthing and Littlehampton
- effective management of the Rife, the Sea Lane outfall and other public drainage facilities and jointly-funded work on some key drainage routes in the village
- maintain the open countryside status of Highdown Hill and its lower slopes, and the Goring Gap and the Kingston Gap, maintain the beach and Patterson’s Walk as an area for quiet recreation for local people, retain the open spaces within Ferring and help maintain bio-diversity through the ecological and environmental measures highlighted in the Ferring Habitat Survey 2003
- the Cricket and Football grounds need better facilities for changing and social activities and some young people would like a full-size Basketball pitch and a place to meet informally outdoors: we see this being provided on a multi-use hard surface recreation area possibly near the Rifers Centre
- some older residents would like a facility for bowls but this is expensive and difficult to provide without reducing public open space
- Ferring beach is not an appropriate area for speed boats, jet skiing or water skiing and where possible there should be better access for the elderly and the disabled
- horse riding should be welcomed but it would be in everyone’s interest to designate a horse trail to avoid conflict with vehicles and walkers
- planned redevelopment of larger sites becoming available, rather than piecemeal ‘infilling’ in gardens of existing houses or demolishing one house in order to squeeze two on the same plot
- redevelopment with the housing needs of local people in mind - a greater variety of housing types, to meet local housing needs (including apartments for older people, ‘starter homes’ for young families, houses to rent, adaptations for people with disabilities, rest homes for the infirm)
- all development to respect the character of Ferring, its environmental needs and its limited physical and service infrastructure (in particular, its increasing problems with traffic and parking)
- careful evaluation of planning applications for very large extensions to smaller houses in Ferring, which remove more affordable homes from the market
- encouragement for developers and housing associations to buy larger houses and subdivide them for use by smaller households
- a secure future for our one remaining sub-post office, no conversion of existing shop premises to residential use, a welcome for other small businesses suitable for a village and controls on businesses which generate unsuitable traffic or other unwelcome side-effects
- a Doctors Surgery in Ferring must be maintained with a full range of services, and available to all Ferring residents, whether at the Barn Surgery or in a new central location; ideally this would be an integrated Health Centre and Social Services Centre and a Dentist Surgery must be maintained, with NHS treatment available to all who want it
- Ferring should retain its primary school, its branch library and the village hall

### **3.2 Community Views**

Since the launch of the FNP, the Parish Council has established a number of groups under different themes to consider the issues the plan should address, seven years on from the Parish Plan:

- Sustainable Local Transport Group - to research the transport and highways needs of Ferring such that a sustainable policy for the next twenty years can be prepared for the Community Led Neighbourhood Plan.
- Environment, Amenities & Leisure Group - to bring forward realistic policies and proposals for the conservation and enhancement of the environment and amenities of the village (including any related leisure aspects) which represent as far as practicable the wishes and aspirations of the local community
- Local Housing Needs Group - to gain understanding of the current needs and requirements, for the next 5 years, for housing in Ferring and the constraints and pressures of achieving them.
- Drainage Group - to investigate the risk of flooding (sea, river, rainwater and ground water) and to establish what, if any, plans are in place to manage the risks and mitigate the impact of any flooding within the Village, and identify what awareness of flooding exists.
- Health, Safety & Wellbeing Group - to investigate what measures would help improve the health and wellbeing of residents in the parish and to find out if there are any actions that can be taken to help people feel safe in their homes and their community.
- Business & Employment Group - to investigate what businesses currently operate within the parish and to propose a reasoned business development plan for the next 15 years aimed at sustaining and improving businesses that directly serve the community and to investigate the possibilities of the development along the A259 and to lay down criteria designed to ensure that all should conform to standards of sustainability (both economic and environmental) and suitably benefit the community.

The groups have been meeting over the last year and a summary of their discussions is provided below:

#### Sustainable Local Transport Group

- The outstanding Traffic Regulation Order is of paramount importance to all residents in Ferring and is need to facilitate all future transport matters appertaining to the village. The TRO, once enacted, will lead to at least a recognised 30mph speed limit and if the aforementioned return is anything to go by might well result in an agreed 20 mph throughout the village (excluding the A259)
- The existing public bus services are of prime importance to many of the villagers and must not disappear in any future reorganisations of the local bus companies.
- Additional road signage will become applicable when the aforementioned TRO is in place. Requested items like zebra crossings in Ferring Street and Sea Lane, by the school, operable yellow lines to stop on street parking which currently causes much annoyance to villagers, along with additional street signs would all be enforceable after the TRO is enacted.
- Further in-depth public consultation is needed to facilitate additional parking areas in the village. The group has investigated several other areas for consideration but these would need to be further investigated by the Parish Council before being mooted as possible areas for consideration.

### Environment, Amenities & Leisure Group

- Support for the conservation and enhancement of Ferring's physical setting, especially the safeguarding from further development of the Kingston and Goring Gaps, remains "rock solid" within the community as a whole.
- Support for the conservation and enhancement of all aspects of Ferring's natural and built environments remains extremely strong and consistent. This lends additional strength to initiatives currently being pursued in this regard, including a revision of the current Register of Tree Preservation Orders and a possible consolidation of the boundaries of the currently designated Ferring Conservation Area.
- Demand for better amenities in the village, whether indoors or outdoors, remains very substantial. By its nature, this demand is spread across a wide range of requests and is concerned not only with improving the quality of such amenities but also with enhancing the quality of access to and enjoyment of what is provided, both now and in the future.
- The demand for better amenities needs to be tackled from the perspective of children/young persons/families on the one hand and of adults/seniors on the other hand. Further targeted research is needed in particular re the wishes of young persons in this regard.
- A preliminary "steer" appears to have been obtained from responses to our surveys, which may help in determining a future approach to issues relating to community buildings in the village. This seems to favour retaining, improving and making the best use of current facilities rather than initiating a project, say, to plan for a new purpose-built community centre - the latter possibly having the potential to provide a more efficient and sustainable alternative for different future uses over the longer term. We consider that related aspects could, for example, include setting up a "Community Development Forum" or similar body to encourage greater co-ordination in the use of our community facilities and to obtain wider social benefits for the village as a whole.
- Other aspects which we have considered might include bringing forward one building, in particular, to be a facility open to all during appropriate hours to provide something like a welcoming "village hub" for informal "drop in"/less structured social activity. Such a suggestion could be the type of initiative which a community development forum, if set up, might wish to consider.
- In addition, recent progress in preparing for the commencement of a locally run youth facility at the Rifers Centre now appears to open up the imminent transfer of this facility to a locally based organisation with yet new opportunities arising.

### Local Housing Needs Group

- Bungalows/houses - the number on the market at any given time averages between 90 and 110 and the average length of time to find a buyer is between 12 and 14 weeks.
- Who is buying? - almost without exception the purchasers are retired in the age groups 65 – 80+
- What type of housing exists already? - in the main Ferring has a large percentage of bungalows of 2 and 3 bedrooms, representing about 80% of the housing stock. The rest is made up of larger houses and a small number of flats. The prices of property in Ferring generally precludes younger or first time buyers.
- Where do purchasers come from? - the agents find that the vast majority come from Surrey and north of the region in what they call the North South Drift.
- What do purchasers want? - mainly bungalows.
- What type of property might do well? - some local residents who wish to downsize but remain in the area would show interest in small 1 bedroom warden controlled houses or bungalows, flats may be considered but multiple floored developments would not be popular because of the stairs.

### Drainage & Flooding Group

- Nothing in this document can alter the overriding “riparian” legal responsibility of property owners to maintain efficient drainage systems on their property whether it be drains, soakaways, ditches gutters or any other device or effective systems.
- West Sussex County Council announced a “kick Start” programme for a “Community Flood Prevention Fund” in July 2012 whereby local schemes involving Parish Councils and landowners can share costs split 50/50.
- Ferring Parish Council to check that all Planning applications for individual properties provide for surface water to be disposed of effectively either to surface water sewer or properly designed soakaway.
- Ferring Parish Council to check that all new developments with a discharge into a sewer or to the Rife incorporate SUDS drainage. Plus that existing drainage channels and ditches are operational and effective.
- Arun District Council to ensure that Riparian responsibilities are identified and enforced as referenced at Arun Website
- Ferring Parish Council must pursue West Sussex County Council in the clearance and maintenance of the Sea Lane outfall pipe.
- The Rife - that Ferring Parish Council nominates one Parish Councillor to ensure that the Environment Agency carry out constant essential maintenance on Flap valves weed clearance along the length of the Rife. Plus, the visual inspection of all piped access points into the Rife - in conjunction with Land owners. The Parish Council should look regularly at all Developments that drain into the Rife (upstream) to ensure regular maintenance on working procedures. (This can be by inspecting/receiving visual report records carried out by the appointed agents).
- Southern Water - that the Ferring Parish Council approach Southern Water to see the results of the condition surveys of pressure mains and if deterioration of the mains has been identified establish what actions are to be taken.
- Southern Water - Ferring Parish Council to establish via SW what type of overflow exists at Onslow Drive pumping station.
- Southern Water - Ferring Parish Council to establish via SW the outcome of the mathematical Model exercise of the area and for a presentation to be given of the outcome to the Council.
- Southern Water - Ferring Parish Council to press for increase in sewerage capacity for 1 in 50 year event.
- Ferring Parish Council should increase awareness of the EA flood warning service.
- Ferring Parish Council to undertake a soil sample survey across the village to identify where additional soakaways could be effectively provided.
- Ferring Roads Association - that the association should look to provide additional soakaways within their areas of responsibility to provide a “mini Sustainable Urban Drainage System (SUDS)” system to alleviate standing water.
- Ferring Parish Council should encourage all residents of private roads to be part of a roads maintenance scheme. This would ensure that drainage and roads are effective across the whole village as the area is a shared land system and no area exists in isolation.
- Ferring Parish Council should ensure EA modify local Coastal Defence Strategy to note that the Rife outfall is not pumped and reflect the need to raise the Rife flood defences in line with strengthening of sea defences

### Health, Safety & Wellbeing Group

- Some residents commented that they felt the village needed a modern health centre, longer opening hours (early evening and Saturday morning surgeries) to meet the needs of workers, commuters, school pupils etc. Basically having more time from their GP's and more adequate parking for the very old/ disabled.
- Many residents remarked on the need to have a policeman/ community support officer "presence" in the village. Some commented on the need for street lighting, especially younger people, to make them feel safer.
- Residents aged 12-20 felt there were few activities for them other than the sports clubs or scouts.
- Better communication about activities was requested by all age groups. Older age groups scored the ease of participation highly but some individuals who would like to participate found it difficult to get to the venues.
- Younger age groups all mentioned needing more things to do, somewhere to "hang out", youth clubs etc.
- Elders stated problems with parking and traffic, access to buildings, long waits at the level crossing as negative points.
- Many said how much they liked the village and the amenities here and made general comments about the need to protect and conserve what we have here. Some mentioned other problems, i.e. potholes in roads, dog waste, poor pavements, puddles when it rains, the need to ban cycling on footpaths, better access to beaches, need for Community hub meeting place and designated "welcome people in " groups.
- The majority of participants used the "very good" option and only one person felt life in Ferring was poor.
- Some participants expressed anxiety verbally (but not on their questionnaire) about the development of Asda and possible housing development in Jenkins Yard and Greenyer's Field, both gap land sites just beyond the village boundary.
- Ferring presents as a friendly, caring village where the majority of residents, particularly the retired, enjoy their day to day life in the village.

### Business & Employment Group

- Ferring residents want local businesses to be successful with minimal disruptive impact on the current perception of Ferring as being a very attractive place to live.
- Parking in the village is often chaotic, inconsiderate and disorganised. Review the parking requirements and implement changes as clearly the vast majority of residents want to see an improvement.
- There is inadequate signage especially to South Ferring
- The local authority to make it easier to change the use of a building especially if a property has been vacant and unused for a considerable time.
- Businesses need to work together and to facilitate this improvement the "Ferring Business Development Group" has been formed.
- A cohesive and structured development plan is required for the Hangleton Lane area to maximise the previous piecemeal plan.
- There should be a combined approach with neighbouring local authorities to protect the strategic open spaces.

The groups will be involved throughout the process of preparing the plan, which will be developed using rich, local information produced by the groups to supplement the information contained in this report.

### **3.3 Community Survey**

A comprehensive community survey has been undertaken of all households in the parish in October/November 2012. The response rate to the survey was 46%, which is a relatively high level of response for this type of survey. The survey is intended to provide additional information on the character of the parish and the views of its communities on what the FNP should seek to preserve and to improve.

The Parish Council has published the outcome of the survey in a separate document but a summary of the survey is included here:

- The greatest proportion of respondents identified that they had lived in Ferring for 20 or more years, this group represented approximately a third (33%) of those responding to the question. Approximately a quarter of respondents (28%) had lived in Ferring between 11 and 20 years, 20% for 5 years or less and 19% for between 6 and 10 years.
- Just over half of those living in respondents households (51%) were identified as being 65 years or older. The next largest group were those aged between 50 and 65, these represented 23% of those living in respondents' households.
- In all age ranges (with the exception of those aged 6 to 10) there were more females residing in respondent's households than there were males.
- 38% of respondents strongly disagreed that the Neighbourhood Plan should allocate land for affordable housing. However, 34% agreed that market housing should be allocated as part of the plan's formulation.
- A clear majority of the responding (69%) said that the 50 additional dwellings for Ferring proposed in Arun's Draft Plan were too many, with 29% saying it was about right and 1% saying that it was too few.
- A slight majority of respondents (57%) expressed the view that new dwellings should be placed in the village, with 47% wishing this to occur on the edge of the village in green gaps.
- A clear majority of respondents (77%) would like to see additional housing constructed in small increments at a time, with 4% supporting a few large projects and 19% supporting a combination of the two.
- The type of housing identified by the greatest proportion of respondents as being required in Ferring over the next 15 years was bungalows (48%) followed by flats (36%). One to two bed (31%) and two to three bed (31%) properties being the most commonly identified as being needed.
- Of the options to facilitate ease of access to GPs, dentists and other health facilities, the greatest support (60%) was expressed for longer opening hours (early evenings and Saturday mornings).
- A clear majority of respondents (70%) made clear that they currently feel safe in the village. Only 24% of those responding to the question supported an increased Police or PCSO presence and 22% the use of a village warden who could enforce parking and bye-laws.
- The greatest proportion of respondents identified: the safeguarding of the Kingston and Goring Gaps from Development (88%); preserving Ferring's trees, conservation areas and public open space (83%); flood prevention and mitigation (71%); enhancing and maintaining the beach area (64%) and improving the quality of access e.g. rights of ways and pathways (28%) as very important.
- The greatest proportion of respondents identified providing additional allotment spaces and community gardens (37%) and the provision of adult education and special interest courses locally (34%) as being of average importance; improving the quality of existing amenities for children/young people (31%); improving the quality

of existing amenities for adults and senior citizens (33%); expanding the range of amenities for children/young people (33%); expanding the range of amenities for adults and senior citizens (35%); and improving the standard of community buildings in the village (32%) were all identified by the greatest proportion of respondents as being of average importance.

- Approaching two-thirds of respondents (63%) supported a 20 mph speed limit through Ferring, with 55% of respondents opposing the use of part of the village green as a car park and 48% opposing the use of Glebelands as a car park.
- The greatest proportion of respondents opposed an increase in the precept to pay for either Ferring's own designated Police Officer (42%) and the employment of a village warden to enforce bye-laws (46%).
- Just over two-thirds of respondents (69%) identified that they were concerned about flooding and drainage issues in Ferring both now and in planning for the future.
- The vast majority of respondents (81%) made clear that they were concerned about development and its impact on flooding locally. A similar proportion (82%) supported the view that the Parish Council should work with the County Council and Local Authority to enforce responsibilities on landowners with regard to drainage maintenance.
- Just over half of those responding (60%) indicated that they would be prepared to pay an extra £10 per annum on the local precept to improve surface water drainage and help alleviate flooding in the village.
- A majority of respondents supported Ferring's Neighbourhood Plan considering: a policy to make it easier to change the use of a building from business to residential if it has been vacant for a considerable period of time (84%) or a cohesive and structured developmental plan for the Hangleton Lane area to replace the previous piecemeal development of the area.
- A majority of respondents rejected Ferring's Neighbourhood Plan considering: increased parking provision in the village by using some of our green spaces (59%) or improved signage to South Ferring shops and facilities (52%).
- Three-quarters of those responding (76%) supported a combined approach being adopted with neighbouring local authorities in order to protect the strategic open spaces.

### **3.4 Developments, Applications & Site Promotions**

#### Developments

The parish has seen little development of any scale over the last few years with the exception of the recent superstore development on the Littlehampton Road.

#### Applications

There are a number of current planning permissions and applications in the parish, the most notable of which are:

- An application for 39 at Jenkins Yard, Glenbarie Way (FG/23/10) refused with the appeal upheld but challenged by ADC
- An application for 40 dwellings at Greenyers Field, Littlehampton Road (FG/108/11) refused with an appeal decision pending
- An application for 9 dwellings at 32-34 Sea Lane (FG/99/12) refused and appealed

There are 20 dwellings (a net 13 dwellings) on 15 different sites consented as at 1 April 2011.

### Site Promotions

In addition, 21 sites in the parish have been assessed by Arun District Council as part of the Arun Strategic Housing Land Availability Assessment (SHLAA), the latest version of which was published in September 2012.

This document provides an overview of land in Arun with the potential for housing development in the short and medium-to-long terms. The District Council has reviewed each site submitted by considering its availability, developability and deliverability. Those sites that pass these three tests may be considered to meet housing supply; those that do not are rejected for re-consideration in future reviews of the document.

The assessment indicates that three of the sites assessed may have potential for future housing development though all three sites are outside the built-up area boundary. Two of the three sites are the subject of current appeals identified above (Jenkins Yard and Greenyers Field).

The FNP will provide a further opportunity to consider these sites within the context of all the detailed, local issues arising in the plan, together with any others submitted for consideration on the publication of this report.

A list and location plan of all the submitted and assessed sites is attached as Annex B to this report.

## **4. Wider Issues**

The parish falls within the planning authority areas of Arun and the South Downs National Park. Each of these administrations has adopted and emerging policies and proposals that have a significant influence over the strategy and detailed content of the FNP.

The National Planning Policy Framework (NPPF) published by the Government in 2012 is also an important guide in preparation of local plans and neighbourhood development plans. At examination, the submitted FNP must demonstrate that is consistent with the policies and intent of the NPPF.

The development plan for Arun currently comprises the saved policies of the adopted 2003 Arun Local Plan and the South East Plan, the regional spatial strategy for the south east region, approved in 2009. The FNP must be deemed by ADC to be in conformity with the development plan.

### **4.1 National Planning Policy Framework**

The NPPF contains a number of key policy principles that will shape the FNP. These are itemised below:

- The presumption in favour of sustainable development (para. 14)
- The role of NDP's (16)
- Helping achieve economic growth (20)
- Minimising journey lengths (37)
- Boosting the supply of housing (47)
- Delivering a wide choice of high quality homes (50)
- The quality of development (58)
- Promoting healthy communities (69)
- The use of community right to build orders (71)
- The designation of Local Green Spaces (76/77)
- Conserving and enhancing the natural environment (109-115)
- Conserving and enhancing the historic environment (126)
- The test of soundness of development plans (182)
- Neighbourhood plans (183-185)

The principles above are those of most relevance to the FNDP but many other principles in the framework will have some bearing on the preparation of the document in due course.

### **4.2 Arun Local Plan 2003**

All the built-up area boundary of the settlement of Ferring falls within Arun. There are a number of saved policies of the 2003 Local Plan that remain especially relevant to the FNP, the majority of which have been updated in the emerging Local Plan:

- Built Up Area Boundary (GEN2)\*
- Protection of the Countryside (GEN3)
- Provision of New Residential Development (GEN5)
- The Form of New Development (GEN7)
- Tidal Flooding & Coastal Defence (GEN10)
- Inland Flooding (GEN11)
- Public Access to the Coast (GEN13)\*
- Coast Protection & Sea Defence Works (GEN19)
- Buildings or Structures of Character (GEN22)
- Areas of Special Character (AREA1)

- Protection of Open Spaces (AREA5)\*
- Allotments (AREA6)\*
- Strategic Gaps (AREA10)\*
- Sites of Local Importance for Nature Conservation (AREA15)\*
- Affordable Housing (DEV17)
- Local & Village Centres (DEV30)
- Tourist Accommodation & Attractions (DEV34)
- Tourism Development Requiring a Coastal Location (DEV35)
- Existing Caravan Sites (DEV35)

It should be noted that most of the above policies are for general application across the Arun district. However, policies marked \* are shown on the Proposals Map as they relate to Ferring. The table of District Plan policies in section 4.3 below notes which of these saved policies relates to each emerging policy for ease of reference.

### **4.3 Arun Local Plan 2013-28**

Since the publication of the 2003 Local Plan, the South Downs National Park Authority has been formed, based on the boundary of the Area of Outstanding Natural Beauty. This has removed the open land from Highdown Hill to the A27 road junction at Patching – effectively the northern-most third of the parish – from the Arun planning authority area.

The FNP is being prepared in anticipation of the submission of the new Local Plan but also acknowledges some saved policies in the 2003 plan. In doing so, it is expected the FNP will be submitted for examination – where its conformity to the development plan will be a key consideration – prior to the examination and adoption of the new Local Plan.

Once adopted, the FNP will be the primary means by which planning applications in the parish will be judged against, where it contains specific policies and proposals that complement the Local Plan.

The Draft Arun Local Plan, published for consultation in September 2012, sets out the vision for the future of Arun and guides development to achieve that vision. It is a place shaping document that sets out the strategic vision, objectives, policies and proposals which affect the whole district or parts of it to 2028 and beyond.

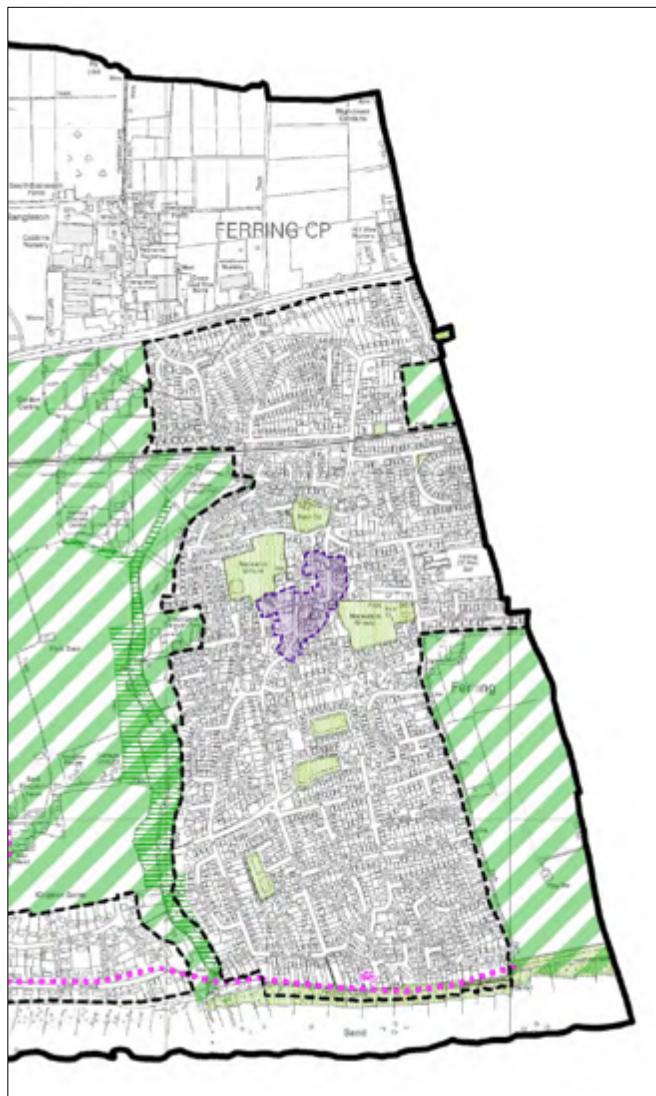
Its vision of Arun is “*by 2028, the district will be a safer, more inclusive, vibrant and attractive place to live, work and visit. Arun’s residents will be healthier and better educated, with reduced inequalities between the most and least affluent.*”

The Plan sets out a series of strategic objectives:

- To strengthen Arun’s economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the district through the provision of appropriate employment sites, better infrastructure including road access, quality affordable accommodation and the development of business support and partnerships;
- To reduce the need to travel and promote sustainable forms of transport;
- To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;
- To plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the district’s housing requirements and the needs of Arun’s residents and communities both urban and rural, ensuring that

- issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities;
- To protect and enhance Arun's outstanding landscape, coastline, historic, built and archaeological environment thereby reinforcing local character and identity;
- To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities; and
- To promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population.

The Local Plan is flexible enough to enable Neighbourhood Development Plans to reflect the individual characteristics and requirements of their localities. It enables those making planning decisions to respond to changing circumstances, and take advantage of any unforeseen opportunities to promote the vision and strategic objectives of the District.



*Plan C: Extract of 2012 Draft Arun Local Plan Proposals Map*

The District Council's preference is that the location and nature of this development be identified through Neighbourhood Plans beyond the series of strategic housing allocations proposed in the Local Plan. The figure above should be seen as a floor (minimum) rather than a ceiling (maximum).

If communities wish to promote more development to achieve additional local infrastructure improvements then the Local Plan will not prevent this, provided it meets with the vision, strategic objectives and policies of this Plan.

The identification in the Local Plan of where new homes will be delivered, and the subsequent detailed allocations and policies in Neighbourhood Plans, is essential to demonstrate that the new homes that Arun requires to become more self-sufficient and meet the needs of its community can be delivered. This will then protect the district from other development proposals outside of the areas identified in the Local Plan and Neighbourhood Plans. If it appears that development will not be delivered through Neighbourhood Plans, then the District Council, as a last resort, will need to consider producing its own allocations document.

The Plan contains a wide range of strategic policies that will guide the nature and quality of development in the District. These cover issues that apply to the whole District, or have implications beyond individual parish boundaries. The plan expects other Parish or village specific policies will come forward through Neighbourhood Plans.

In Table A below are listed the Draft Local Plan policies that offer an opportunity to the FNP to refine a policy in more detail to suit local circumstances. In each case, the relevant extract from the policy is included (and a reference to the relevant saved policy from the 2003 Plan), together with a brief commentary on the scope for the FNP to make policy in due course. All FNP policies and proposals will be expected to be well-evidenced as a matter of course.

No.	Policy	Extract and Commentary
SP1	Sustainable Development	<p><i>“Planning applications that help to achieve the central aim of this Local Plan, which is to increase employment density and which accord with the policies in this Local Plan and/ or adopted Neighbourhood Development Plan will be approved, unless material considerations indicate otherwise”</i></p> <p>All development plans are obliged to contain a policy of this type.</p>
SP2	Built-up Area Boundary (Saved Policies GEN2 and GEN3)	<p><i>“Development will be permitted within the area defined as the Built-Up Area Boundary on the Proposals Map, subject to all other policies in this Local Plan. Outside the Built-Up Area Boundary, the countryside will be safeguarded against inappropriate development in line with the policies set out in the Local Plan.”</i></p> <p>This enables the FNP to test, confirm or amend the boundary on the Proposals Map.</p>

SP6	Hierarchy of Centres (Saved Policy DEV30)	<p><i>“Village and suburban centres, including shopping parades and standalone shops form an important resource for businesses, visitors and residents. The expansion and additional provision of such facilities to a scale appropriate to the existing settlement or the planned expansion of that settlement will be welcomed by the Council provided that it adds to the range and accessibility of goods and services.”</i></p> <p>This enables the FNP to define a village centre on its Proposals Map and to propose appropriate policies.</p>
DM7	Tourism Related Development (Saved Policy DEV35)	<p><i>“All proposals for development, including expansion, which are likely to attract visitors (such as leisure or cultural facilities) will demonstrate that they are in accessible locations and will be accompanied by workable and realistic travel plans as well as addressing visitor management issues and achieving good design.”</i></p> <p>This enables the FNP to identify small scale tourism development schemes.</p>
SP8	Housing Allocations (Saved Policy GEN5)	<p><i>“Table 13.2 sets out the total Council's allocated housing units for Parishes and Towns over the life of the Plan (Ferring 50 total allocation). All Neighbourhood Development Plans shall provide for the stated number of housing units with respect to their Parish and Town Council areas. It should be noted that these are minimum allocations.”</i></p> <p>This policy requires the FNP to allocate sufficient land for new housing to meet its supply target.</p>
SP9	Affordable Housing (Saved Policy 17)	<p><i>“For all development schemes of 1-14 residential units the Council will require 15% affordable housing to be provided on-site as part of the development, in the first instance and for all developments of 15 residential units or more the Council will require 30% affordable housing to be provided on-site as part of the development in the first instance. The Council will negotiate the affordable housing tenure mix on development sites from an initial default position of 80% rent and 20% intermediate market housing. Provision of affordable housing can be by either an Arun preferred Register Partner, an Affordable Housing Provider or the Council. All providers will be required to sign and adhere to the principles of the Council’s Developer and Partner Charter Plus.”</i></p> <p>This may provide the FNP with an opportunity to translate this standard policy into proposals that reflect the specific needs of the parish.</p>

DM18	Housing Mix (Saved Policies GEN5, DEV21 and DEV22)	<p><i>"An appropriate mix of housing types and sizes shall be provided in all new development. These shall reflect SHMA findings. The final mix will be negotiated with the developer on a site-specific basis."</i></p> <p>This may enable the FNP to make specific proposals for housing mix on each allocated site.</p>
DM20	Open Space, Sport & Recreation (Saved Policy AREA5)	<p><i>"Where the development does not generate sufficient demand for one whole unit of the relevant open space, outdoor sport or recreation facility (the threshold for a new facility on-site), a financial contribution towards new provision or capacity improvements to existing facilities elsewhere will be required. Where new play areas are proposed, they shall be located along public routes and spaces where they can avail of natural surveillance and human presence."</i></p> <p>This enables the FNP to identify new open space, sport or recreation facilities.</p>
SP17	Allotments (Saved Policy AREA6)	<p><i>"The Council will encourage the development of sites as allotments. The loss of allotment sites to development shall only be permitted where a site of a similar scale can be provided in close proximity to the existing allotment site, subject to the above criteria."</i></p> <p>This enables the FNP to allocate land for new allotments.</p>
DM25	Green Infrastructure Corridors (Saved Policies GEN13, GEN29, AREA5 and AREA10)	<p><i>"Development schemes proposed within any of the Green Infrastructure Corridors listed below and shown on the Proposals Map shall be assessed in accordance with the criteria below and must be consistent with all other Local Plan policies. Type A Green Infrastructure Corridors (including Ferring) are those undeveloped areas of land adjacent to the coastal plain and rural inland areas within the district which provide space for wildlife habitats and ecosystems. They also provide space for water in parts of the District that are at most significant risk of flooding and also protect key views of the coast and towards the South Downs National Park. These areas are characteristically tranquil as a result of their rural nature and darker night skies and also act to retain the District's distinctive landscape character and sense of place. Out of all of the Green Infrastructure Corridors, those within Type A require the highest level of protection."</i></p> <p>This enables the FNP to test, confirm or amend the boundary on the Proposals Map.</p>
DM30	Buildings/Structures of Character (Saved Policy GEN22)	<p><i>"The Council will continue to identify and compile a list of locally important buildings and structures which make a positive contribution to local distinctiveness."</i></p>

		The FNP may identify buildings/structures in the parish to be included on the list.
DM32	Areas of Special Character (Saved Policy AREA1)	<p><i>"Within Areas of Special Character, as defined on the Proposals Map, planning permission will be granted."</i></p> <p>The FNP may propose to designate an Area of Special Character on the Proposals Map.</p>
SP26	Infrastructure Provision & Implementation	<p><i>"The District Council will work to bring forward infrastructure required as a result of the Local Plan. Where new infrastructure is needed to support new development, the infrastructure must be operational no later than the completion of the development or phase of development for which it is needed. The Council may seek fair and reasonable contributions to be made by landowners or developers towards the cost of infrastructure, service or amenity provision, to meet the needs of occupiers or users of the development. Landowners may also be required to contribute towards community benefits and infrastructure through the Community Infrastructure Levy."</i></p> <p>The FNP may identify infrastructure projects on which its development proposals depend, for consideration for Community Infrastructure Levy and other funding.</p>

*Table A: Summary of Draft Local Plan Policies*

The FNP is not obliged to address all the policies above. Where it chooses not to, then the Arun Local Plan will be used alone to consider planning applications.

In addition, the Draft Local Plan contains other policies that are more strategic or generic in nature and will not require any further interpretation by the FNP. They will, however, be used in determining planning applications in Ferring Parish, if adopted in the Plan. They are listed below:

- DM6 Retail Development
- DM9 Horticulture
- DM12 Independent Living & Care Homes
- SP13 Design
- SP14 Adapting to Climate Change
- SP15 Energy & Climate Change Mitigation
- DM19 Renewable Energy
- SP18 Transport & Development
- DM22 Parking & Development
- DM29 Listed Buildings
- DM31 Conservation Areas
- SP23 Natural Environment
- DM40 Flood Risk
- DM41 Sustainable Drainage Systems
- DM42 Coastal Protection

### Arun District Community Infrastructure Levy

In addition, Arun is preparing its Community Infrastructure Levy (CIL) Charging Schedule. The Levy will complement its Local Plan and will replace some, but not all, elements of the S106 (planning obligation) agreement mechanism to secure funding from development schemes to contribute to investment in supporting infrastructure.

In 2009 ADC published its Infrastructure & Funding Study as the first step in understanding the infrastructure needs of the new Local Plan. Its revision will inform the funding required from the CIL, the Draft Charging Schedule of which ADC intends to publish for consultation alongside its submission Local Plan in 2013.

The study identified no infrastructure requirements in Ferring.

### Neighbourhood Development Orders & Community Right to Build Orders

The Localism Act 2011 enables local communities to make orders that grant planning permission for specified types of development. Although not essential, it is expected that the process of preparing a Neighbourhood Development Plan will provide an opportunity to a parish council to propose, consult on and make an order in accordance with the regulations.

A Neighbourhood Development Order could identify types of development (that would require planning permission) in all or part of the parish area and grant consent. This could, for example, provide for the FNP to propose change of uses from a retail to a business use in a village centre.

A Community Right to Build Order, which is a more specific type of Neighbourhood Development Order, could grant consent for a specific development proposal in the parish promoted by the parish council as a qualifying body. This could, for example, enable the parish council in the FNP to propose a local housing scheme on land in the parish.

In both cases, the orders can only be made by the District Council as local planning authority once the FNP has been examined, subject to a referendum and adopted.

## **4.4 South Downs National Park**

Although only a relatively small area of the parish lies within the National Park, for completeness the key evidence relating to this area has been included here.

### South Downs National Park Local Plan

The South Downs National Park became the organisation with the statutory responsibility of writing planning policy for the National Park Area on the 1st of April 2011.

The Authority sees planning policy affecting development in a number of ways:

- *"It can restrict certain types of development from being built in certain locations (for example a planning policy could prevent new houses being built in an area with protected species, or an area liable to flooding)*
- *"It can shape development in certain locations (for example a planning policy could only allow certain numbers of a particular type of business within a town centre, in order to prevent less profitable uses being squeezed out leading to particular goods and services being unavailable)*

- *It can promote development in certain locations (for example by designating a plot of land within a settlement for business, or affordable housing designation, or any other use that is needed)*
- *It can provide funding for community facilities (for example a policy could specify that anyone wanting to build a house in an area has to contribute a certain amount to a new village hall, or playing pitch or whatever else is most needed)*

*It is therefore important that the planning policy approach that is decided upon best reflects the needs of the people who live in South Downs National Park and those who visit it, by shaping development in a manner that conserves and enhances the natural beauty, wildlife and cultural heritage of the area.”*

The mechanism through which the National Park Authority will create its planning policy is the emerging National Park Local Plan. The Local Plan will set out how the National Park will develop into the future. It is proposed that the Plan will be formally submitted to the Secretary of State in June 2015 and be adopted by June 2016. It will set the planning policy framework for the National Park for the period up to 2035. It is likely to continue to evolve over time to meet the changing needs and aspirations of the National Park.

#### South Downs Management Plan (2008)

The Plan includes a variety of policies and proposals to deliver its vision of the South Downs as “*a landscape of the highest quality where the diversity of landscape character enjoyed at the turn of the 21st century has been retained and enriched, offering people the experience of natural beauty<sup>2</sup> at its very best*” that are relevant to the parish:

- Ensure all land management and development control decisions conserve and enhance landscape character (policy P1.1)
- Ensure that all regional and local planning policies take full account of the implications of development and associated infrastructure beyond the boundary of the protected landscape on the character, quality and amenity of the South Downs landscape and the Heritage Coast (P1.4)
- Provide a robust planning policy framework for the conservation and enhancement of the South Downs through national planning policy, the South East Plan and the harmonisation of relevant planning policies within the Local Development frameworks of constituent local authorities, ensuring that they reflect the policies of this Management Plan and the principles contained in Part B of the ‘South Downs Planning Guidelines’ (1.5)
- Support established and new business activities that are/will contribute to maintaining the natural beauty of the South Downs and/or provide local services for local people (P7.2)
- Support farm diversification enterprises that help maintain the viability of farm businesses engaged in sustainable land management and that do not adversely affect natural beauty (P7.11)
- Improve opportunities for the quiet enjoyment of the countryside including those who are excluded from experiencing the countryside (P8.9)

#### South Downs Integrated Landscape Character Assessment (2011)

The parish forms part of the Angmering and Clapham Wooded Estate Downland character area. This is described as “*a distinctive ridge of chalk dominated by large woodland blocks and estates in the central part of the South Downs extending from the Hampshire/West Sussex border in the west to Worthing in the east*”.

This area of downland is located on the lower chalk dipslope between the Arun and Adur valleys ... the southern and eastern boundaries are defined by the National Park boundary. The southern boundary follows the A27 along most of its length, but diverts south to include Hightown Hill. This boundary represents a change in character to the Upper Coastal Plain. The eastern boundary abuts the urban edge of Worthing. There are views across this wooded downland from the A27.

The area comprises a chalk dipslope, exhibiting a strong and distinctive topography of rolling hills, and an outlying chalk ridge at Hightown Hill, separated by a narrow clay vale. Bronze Age and Iron Age earthworks at Hightown Hill provide a strong sense of historical continuity. The clay vale between the chalk dipslope and the outlying chalk ridge at Hightown Hill was probably started from the late Saxon period onwards, producing the irregular patchwork of early enclosures still visible around Ecclesden Farm (east of Angmering).

All of the landscape and visual sensitivities listed in the landscape type evaluation apply to this character area. Of particular sensitivity in this character area are:

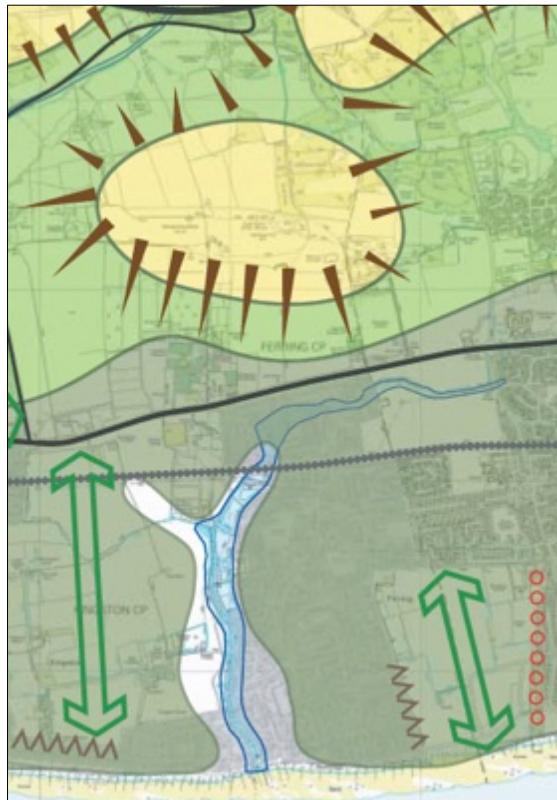
- Ancient woodland, for example at Clapham Wood and species-rich chalk grassland, for example at Hightown Hill
- The historic parkland landscapes at Angmering and Michelgrove Parks.
- The flint mines at Patching Hill and the Bronze Age and Iron Age earthworks at Hightown Hill which provide a strong sense of historical continuity.

#### 4.5 Other Strategies, Plans & Studies

There are a number of other strategies, plans and studies that may influence the FNP. All form part of the evidence base of the Draft District Plan and therefore have some relevance to the parish. Their key points of relevance to the parish are summarised here:

##### Arun Landscape Study (2006)

- The Kingston and Goring Gaps identified as part of the Chichester to Shoreham Coastal Plain of the WSCC Character Areas
- Four adjoining landscape character areas – Angmering Coastal Plain, Ecclesden Hills, Kingston Lower Coastal Plain and Ferring Lower Coastal Plain – all assessed as having ‘substantial’ landscape sensitivity and ‘moderate’ landscape value (exc. Angmering Coastal Plain assessed as ‘slight’) and therefore all having ‘low’ landscape capacity for development (exc. Angmering Coastal Plain which is ‘low/medium’)
- Assesses the Worthing-Ferring strategic gap (the ‘Goring Gap’) as consisting “*of a single landscape character area which functions as one visual compartment. The boundaries are robust given the policy requirements to protect the undeveloped coastline and avoid the potential for coalescence of the existing settlements.*”
- Assesses the East Preston-Ferring strategic gap (the ‘Kingston Gap’) as consisting “*of a single visual compartment of largely similar landscape character. There is urban influence on the fringes of the gap, particularly along the eastern and southern boundaries. The boundaries are robust given the potential for coalescence between settlements and the likelihood of increased intervisibility between East Preston and Ferring.*”
- It concludes, “*there are no changes proposed for two of the strategic gaps, the Worthing and Ferring and the East Preston and Ferring gaps. Their function relies on single visual compartments and their existing boundaries are robust given that need to protect the undeveloped coastline, prevent coalescence and maintain visual separation.*”



*Plan D: Extract from Arun Landscape Study*

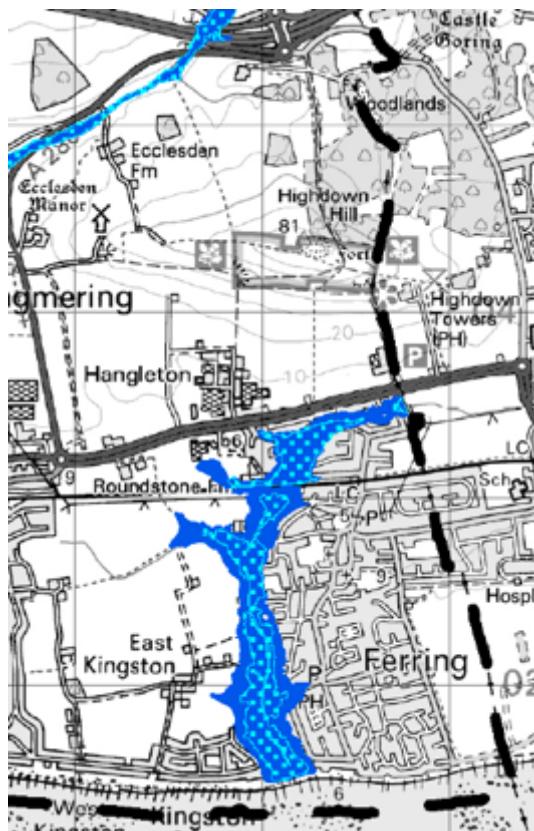
#### Arun PPG17 Assessment (2009)

- 3 amenity greenspaces (Rife Way, Little Paddocks and Ocean Drive) are accessible to all residents of the village
- 1 natural and semi-natural area (Little Paddocks) is accessible to the southern half of the village
- the village is well served by outdoor sports facilities at Little Twitten and Rife Way Recreation Grounds
- under-provision of childrens play and teenager facilities in South Ferring – only the Rife Way facility in the village
- under-provision of allotments in South Ferring – only the Henty Arms allotments in the village

#### Arun Strategic Flood Risk Assessment (2008)

- The West Sussex Rifes are a group of smaller watercourses that rise in or just south of the South Downs in the western extent of the county. They include ... Ferring Rife. The chalk geology of the South Downs has a significant influence on the behaviour of the watercourses. Downstream of the Downs, the topography flattens and geology is less permeable. This, combined with their discharge outlets being blocked during high tides, means that the area is relatively poorly drained. In some areas, water levels are managed through small earth embankments and pumping. These activities have limited impact during large flood events. Relatively shallow depths of flooding can affect large areas and can last for a significant amount of time.

- There are two emergency warning areas in Ferring - Upper Ferring Rife at North Ferring (F3E1) extending from Northbrook College to the railway line at Ferring and the Lower Ferring Rife (F3E2) at South Ferring including areas from south of the railway line down to Ferring Beach.
- The Ferring Rife and land either side from Ferring Beach to the A259 are identified in Flood Zones 2, 3a and 3b for both fluvial and tidal flooding events
- In respect of tidal flooding its states “*Ferring defences are “most likely to breach in a 50 year return period ... at Ferring Rife the defence would be overtopped, which would cause flooding of properties and gardens adjacent to the rife. The proposed breach location is east of the Ferring Rife entrance. The defence is made of timber breastwork plus a short length of rock revetment. This section of defence would fail easily and the breach would spread quickly due to the timber breastwork, consequently the breach would be 200m in length and the time to close would be 56hours. The results show that for the ... Ferring Rife breach scenario the extent of flooding is similar to the undefended scenario.*”
- It also identifies a coastal risk area (i.e. an area where the possible causes of flooding include wave overtopping, breach (possibly as a result of climate change) and backing up through tidal outfalls) around the entrance to the Rife up to Oval Waye and behind the beach in the Ferring Marine and Sea Drive/Sea Lane area



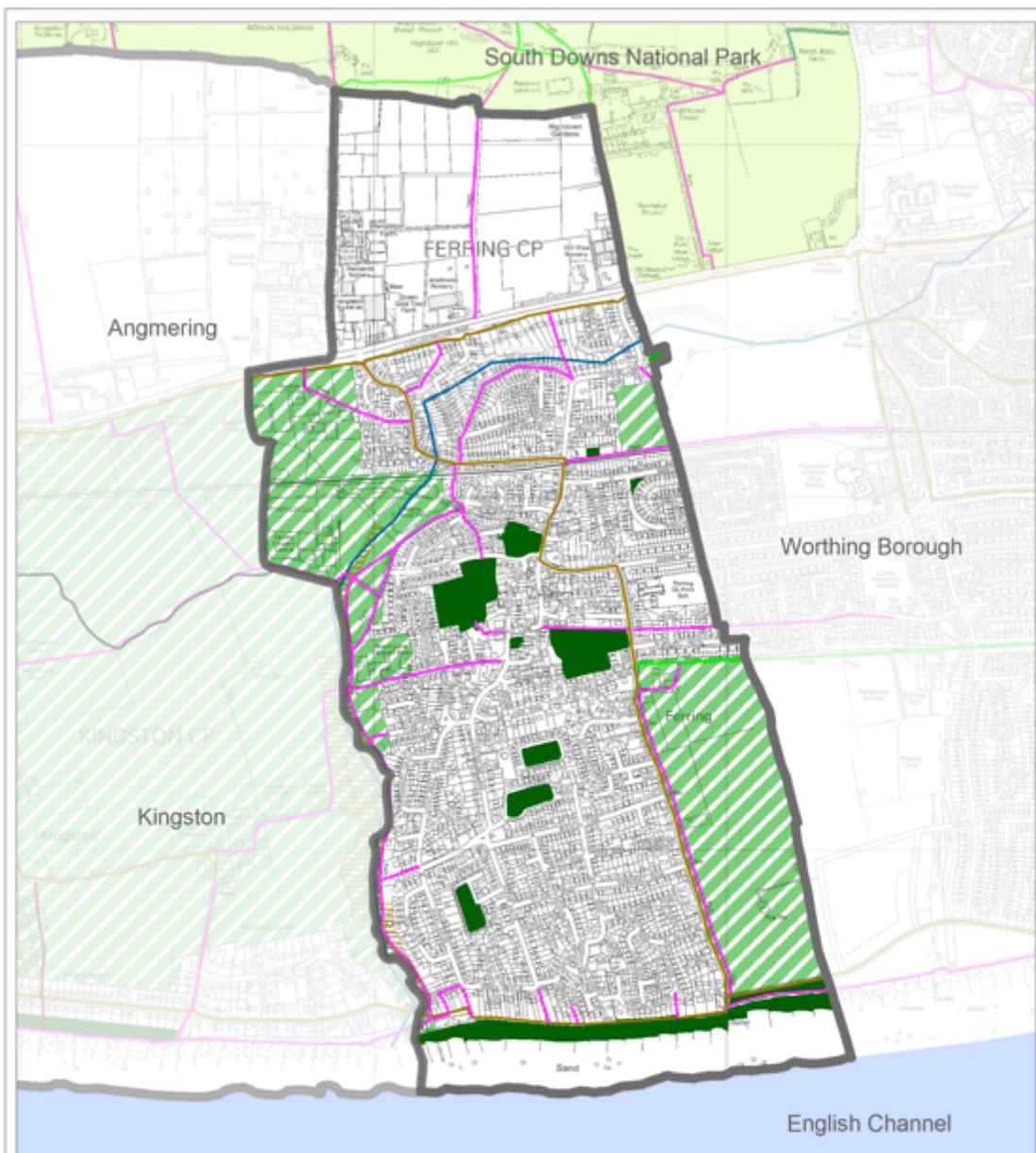
Plan E: Fluvial Flood Risk Map



*Plan F: Tidal Flood Risk Map*

#### Arun Green Infrastructure Study (2012)

- Ferring Green Infrastructure Corridor identified to incorporate the strategic gaps either side of the village with the following characteristics: settlement edges often sharply contrast with adjacent open countryside. Narrow gaps of open land at Kingston, Ferring, provide views to the sea and separation between the urban areas. Meandering rifes and straight drainage ditches. A low density of native hedgerows and hedgerow trees, interspersed with shelterbelts, single species hedges or individual standards planted using tall trees such as Poplar, Monterey, Pine and Tulip trees. Clusters of windblown trees. Contains habitats of conservation importance. Resists coalescence and provides areas of tranquillity close to urban areas. Provides a setting to Listed buildings. Contains Grade 2 agricultural land.
- The proposed Corridor has the following sensitivities/issues: urban development pressures, especially in the gaps between settlements. Loss of tree and hedgerow cover due to wind, salt desiccation and drought. Planting of hedge and tree boundaries with unsympathetic exotic species such as Leyland Cypress. Conserve habitats of nature conservation importance. Conserve setting to Listed buildings. Conserve Grade 2 agricultural land.
- Identifies a series of existing open spaces, e.g. Little Paddocks, the Rife SNIC, the South Coast Cycle Route, public footpaths and the extent of the proposed Ferring Green Infrastructure Corridor in the Draft Local Plan but no biodiversity opportunity areas
- No major or priority projects identified in Ferring



## Ferring Parish Council Boundary

### Green Infrastructure Network

Scale: 1:15,000 @ A4      Hectares of Parish: 298.9



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Ordnance Survey 100018487

### Key:

Arun District Boundary	Public Rights of Way:	Existing Open Space	This is the Green Infrastructure Network Map for the area of Ferring Parish Council (which falls under Arun District Council's Planning Authority boundary).
Parish Boundary	Footpaths	Green Infrastructure Corridor (GIC) - Type A	
Surrounding Parishes	Bridleway	Green Infrastructure Corridor (GIC) - Type B	
Rivers	Cycle Routes	SNCI	(Also subject to Community, Infrastructure and Housing Growth)
	Biodiversity Opportunity Area		
	SNCI		
	Sites of Nature Conservation Importance		

Plan G: Ferring Green Infrastructure Map

### Arun Employment & Economic Land Assessment (2010)

- The former Ferring Worthing Garden Centre on the A259 was identified as a potential new strategic employment site but has since been consented for a superstore, which will be open shortly
- No other sites in or adjoining the parish have been assessed or proposed

### Arun Infrastructure & Funding Study (2009)

- There are no projects identified in the study in the village or wider parish

### Arun Habitat Survey (2008)

- The Rifes (e.g. Ferring) form wildlife corridors which connect areas of grazing marsh associated with them and the sea. Peninsulas of greenspace formed by the Rifes and adjoining land dissect south coast conurbations and prevent further merger. ADC should seek to protect and enhance areas of greenspace identified within wildlife corridors and ecological networks. There is a potential opportunity to deliver specific biodiversity conservation, restoration and enhancements objectives; opportunities to strengthen the strategic networks of natural habitats; and areas of significant natural heritage that may be particularly sensitive to change (i.e. the result of large scale developments or adverse effects caused by climate change).
- There is a deficiency of accessible Sites of Nature Conservation Importance (SNIC) for the eastern part of the village, as the only designated SNIC's are at the Rife and at Highdown Hill – it therefore proposes the fields to the east of the village in the Goring Gap as a potential SNIC.

### Arun District Strategic Transport Study (2006)

- preserved and maintained unless essential footpaths are deemed necessary. Footpaths and bridleways should be preserved and maintained
- Lack of mains sewage in all areas should be considered. Any new development in the village centre should have electrical supply cables buried.

### West Sussex Local Transport Plan (2011): Arun District Extract

- The existing infrastructure deficit along the coast is widely considered by local businesses to contribute to poor economic performance in Arun and the need for regeneration. As a result, Bognor Regis and Littlehampton have both been identified as strategic places where new development is expected to help deliver regeneration during the lifetime of the Plan.
- Access to Littlehampton from the east and west is generally good, although delays can be caused through the volume of traffic travelling on the A259 in the local area during peak hours. From the north access via the A284 and Wick level crossing suffers from delays, which, alongside the issues associated with the A27 around Arundel, contributes to poor connectivity.
- New development will be required to integrate into the existing transport network and deliver enhancements to the infrastructure, stimulating regeneration, improving connectivity and encouraging long term sustainable travel behaviour.
- Road congestion during peak periods affects many parts of the highway network, especially the A27 at Arundel, A29 and A259, disrupting journey times and causing poor air quality. The lack of safe crossing points on these routes also causes community severance.

- Large numbers of access links (estate roads and private drives) onto the A259 increase journey times, levels of congestion and traffic pollution within Bognor Regis.
- Traffic travelling between the A27 and A259 via the A284 and A29 to access Littlehampton, Bognor Regis and the coastal area is often delayed due to the level crossings at Wick and Woodgate which also create congestion and poor air quality.
- The current provision of pedestrian and cycling facilities throughout the District, and in particular within Bognor Regis and Littlehampton, are unable to support and maintain sustainable travel, as much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing.
- The current public right of way network linking the South Downs with the coastal plain is disjointed, deficient in terms of bridleway access and requires surface enhancements in many places.
- Due to the low use of some bus services there is uncertainty over the future viability of some services.
- Developing opportunities through new development to improve the access along the A259 including improvements that will achieve better bus journey times.
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.
- Developing and implementing schemes which contribute to the completion of the Bognor Regis and Littlehampton cycle networks, particularly maximising opportunities for seafront cycle routes and enhancing routes which will be of particular interest to tourists.
- Improving access through the urban rights of way network within the Littlehampton area, to help improve community cohesion, community safety, tourism, access to local shops and services and to change travel modes and habits.

#### **4.6 Summary of Key Issues for the Parish of Ferring**

An analysis of the parish and wider issues indicates a series of actual or perceived ‘strengths’ or ‘assets’ or ‘advantages’, relative to other places. It also indicates the parish has actual or perceived ‘weaknesses’ or ‘disadvantages’.

In both cases, they present a combination of opportunities and challenges for the FNP to address, given there is likely to be a direct influence of land use planning and development decisions.

##### Strengths

- Attractive, coastal residential location
- Safe, quiet and compact residential area
- Well-established, elderly resident community and services
- High landscape quality of the South Downs National Park
- Well-used and looked after public open spaces
- Reasonable number and range of shops, cafes etc in the village centre and South Ferring

##### Weaknesses

- Mix of housing types not meeting demand for homes for young couples starting families or for elderly households wanting to downsize
- Reliance on private cars for shopping trips
- High risk in the village from either surface water, fluvial and/or tidal flooding

### Opportunities for the FPNDP

- to shape and control future planning decisions by refining District-wide policies to suit the circumstances of Ferring
- to maximise the number of new dwellings in the parish that will meet the local demand in the open market for specific housing types and tenures
- to capture the S106 and/or CIL financial benefits resulting from development in the parish to invest in local infrastructure priorities to identify appropriate sites for local housing and suitable delivery mechanisms
- to identify viable community assets to protect from inappropriate development proposals

### Challenges for the FPNDP

- to determine how to respond to the need to be in conformity with the emerging Arun Local Plan, especially in respect of the local housing supply target
- to identify suitable sites for housing development without causing unacceptable environmental impact
- to resolve how the South Coast Cycle Route should be routed through the parish

## **5. Towards a Vision & Objectives for the Plan**

The FNP will need to establish a vision of the parish in 2028 and identify a series of objectives through which the vision will be achieved by the plan. The process of defining the vision will begin as the local community considers the content of this report with a view to preparing the draft FNP.

From an analysis of the evidence comprising this report, the following selection of objectives (and their key measures of success) are proposed to be considered in the Draft FNP:

- To create a vibrant, attractive, safe and accessible villages that builds upon its special character
- To plan and deliver a range of housing mix and types in locations with good access to services and facilities by foot and bus as well as car
- To protect and enhance the outstanding landscape, coastline, historic assets and environment of the parish
- To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity

As the Draft FNP is prepared so these objectives will be reviewed and specific measures proposed against which the success of the plan can be judged by the local community in years to come. The Draft FNP will also propose a vision of the parish in 2028, inspired by the insights of the 2005 Parish Plan and of the work of the themed groups.

## **Annex A – Evidence Base**

The list below contains all those documents collected and reviewed in the process of preparing this report. All are available to view via the Ferring Parish Council website's neighbourhood plan pages.

- Community Profile for Ferring Parish
- Ferring Community Event Notes (2012)
- Ferring SHLAA (2012)
- Ferring NDP Community Survey (2012)
- Ferring Housing Market Survey (2012)
- Ferring Housing Sales Data (2012)
- Ferring Parish Plan (2005)
- Ferring Housing Register & Stock (2012)
- Arun Note on 5 Year Housing Supply (2012)
- Arun Locally Generated Housing Needs Survey (2010)
- Arun Affordable Housing Options Viability Study Update (2010)
- Arun Employment & Economic Land Assessment 2010
- Arun District Shopping Centre Survey (2006)
- Arun Settlement Sustainability Study (2007)
- Arun Infrastructure & Funding Study (2009)
- Arun District Strategic Transport Study (2006)
- Arun Strategic Flood Risk Assessment (2008)
- Arun Landscape Study (2006)
- Arun PPG17 Assessment (2009)
- Arun Green Infrastructure Study (2012)
- Arun Local Plan (2003)
- Arun Draft Local Plan Consultation Draft (2012)
- Arun Habitat Survey (2008)
- Economic Impact of Tourism in Arun (2008)
- Arun Local Plan Sustainability Appraisal (2012)
- Arun Core Strategy Habitats Assessment (2010)
- Arun Economic Strategy (2009)
- Arun Draft Leisure Strategy
- South Downs National Park Management Plan (2008)
- South Downs National Park Housing Requirements (2011)
- South Downs Landscape Character Assessment (2011)
- South Downs National Park Employment Land Review (Oct 2012)
- South Downs National Park Settlement Hierarchy (due 2012)
- South Downs National Park SHLAA (due 2012/13)
- South Downs National Park Strategic Flood Risk Assessment (due 2012)
- South Downs National Park Transport Infrastructure Study (due 2012)
- Coastal West Sussex SHMA (due Nov 2012)
- West Sussex Strategic Housing Market Assessment: Arun (May 2009)
- West Sussex Sustainable Energy Study (2009)
- West Sussex Local Transport Plan 2011-26
- A Revision of the Ancient Woodland Inventory for West Sussex (2010)

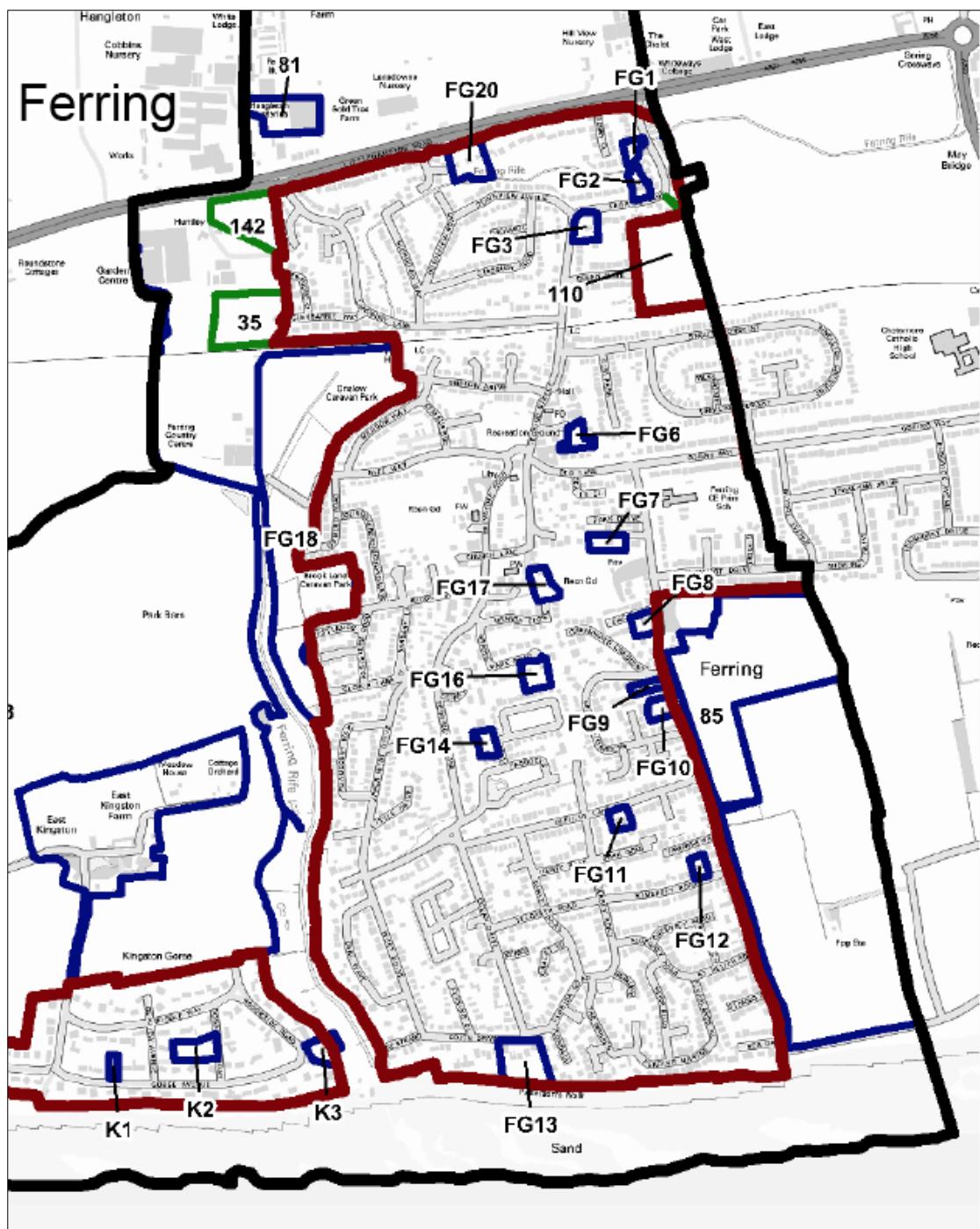
## Annex B – Strategic Housing Land Availability Assessment

The table below contains a list of all the sites in the parish submitted to, and assessed by, ADC for consideration in the SHLAA for the emerging Local Plan. A plan showing all the sites is also attached.

Site Code	Site Name/Location
FG1	49 Ferring Lane*
FG2	37 Ferring Lane*
FG3	20 Ferring Lane*
FG6	17-23 Sea Lane*
FG7	The Garden House*
FG8	36 Sea Lane*
FG9	42 Sea Lane*
FG10	50-54 Sea Lane*
FG11	38 Beehive Lane*
FG12	Somerset Rd*
FG13	South Drive*
FG14	44 Ferringham Lane*
FG16	8-10 Grange Park*
FG17	Church Lane*
FG18	West of Rife Way*
FG20	138-142 Littlehampton Rd*
35	Jenkins Yard, Glenbarie Way**
81	Hangleton Nursery*
85	Sea Lane*
110	East of Green Park**
142	Greenyers Field, Littlehampton Rd**

\* Sites rejected by ADC

\*\* Sites outside settlements considered by Arun District Council as having some future potential for housing development



## *Plan H: Extract from 2012 Arun Strategic Housing Land Availability Assessment*