

# **Ferring Parish Neighbourhood Plan 2014-2029**

## **Site Assessments Report**

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## **SITE ASSESSMENTS REPORT**

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The purpose of this report is to provide a summary of sites assessed as suitable for allocating for housing development in the Ferring Parish Neighbourhood Plan (FNP). The report is published for the evidence base of the plan.

The assessment follows a similar methodology for strategic housing land availability assessment documents outlined in the good practice document published by DCLG in 2007, as adopted by Arun District Council in its 2012 Strategic Housing Land Availability Assessment (SHLAA).

It comprises an assessment of the one site assessed as potentially suitable in the SHLAA and other sites identified as part of the community survey and planning workshop. Sites identified in the SHLAA that have since been granted planning consent are not included. All other sites assessed as unsuitable for housing development in the SHLAA have been excluded from assessment in this report.

In making an assessment, the report qualifies, where relevant, that made in the SHLAA and it applies a finer grain of assessment.

***Ferring Neighbourhood Plan Steering Group***

<b>SHLAA Site Reference</b>	-
<b>Location</b>	Land rear of Henty Arms Public House, Ferring Lane
<b>Use(s)</b>	Allotments and storage yard
<b>Gross Site Area (Ha)</b>	0.30 Ha
<b>Suitability</b>	<p>The site is in two separate uses and ownerships. It is suited to housing use provided that satisfactory arrangements can be made for improving the access road and its junction with Ferring Lane, which is in close proximity to the level crossing. It adjoins housing development on its long northern boundary and eastern boundary and the garden and car park of a public house on its western boundary. A railway line forms the southern boundary, alongside which runs the access road to the site. The Henty Arms PH is listed in the adopted 2005 Arun Buildings or Structures of Character Supplementary Planning Document.</p> <p>To be suitable, the Parish Council as owner of the allotment site will be required to secure and deliver an alternative site within the parish. It must demonstrate that a safe access to Ferring Lane is possible, given the close proximity of the level crossing, to accommodate higher traffic movements than the present use. It must also show that noise pollution from the adjoining rail line is possible and that the scheme will not lead to the loss of the Henty Arms PH nor adversely affect its setting.</p> <p>The parish may also consider setting up a community land trust to deliver housing that meets a local demand for housing from older person households and that adopts a travel plan that minimises the number of traffic movements from the site.</p> <p>The project is suited to, and eligible for, a Community Right to Build Order, that may be made as an integral part of the Neighbourhood Plan.</p>
<b>Availability</b>	The landowners have indicated the land is available for residential development.

<b>Achievability</b>	Residential land in this location has a high value, relative to the established uses of allotments and storage yard. There will be a need to meet the cost of re-providing the allotments, of mitigating noise from the rail line and of improving the access road and junction.
<b>Net Developable Area (Ha)</b>	0.23 Ha
<b>Site Density</b>	60 dwellings per Ha = 14 dwellings
<b>Phasing</b>	5 years: 14 6+ years: 0
<b>Concluding Assessment</b>	The site lies within the built up area boundary defined in Policy 1 and is achievable and available. It can therefore be allocated.

<b>SHLAA Site Reference</b>	-
<b>Location</b>	Village Hall, Ferring Street
<b>Use(s)</b>	Community building
<b>Gross Site Area (Ha)</b>	0.11 Ha

<p><b>Suitability</b></p>	<p>The land is currently occupied by a village hall with ancillary car parking. It lies in the heart of the Ferring Village Centre and is adjoined by retail uses to the north and south and residential uses to the east and west. There is also a Grade II listed building opposite on Ferring Street.</p> <p>The village hall is a cherished local community asset but requires a significant investment for repair and modernisation. The relocation of its functions to a new facility 200m to the south west on Greystoke Road will enable the redevelopment of the site for housing.</p> <p>A housing use should be of a flatted type well suited to older person households given the very close proximity of village centre services. Its design should reflect the prominence of the site in views south to the Ferring Conservation Area beyond and in views east along Onslow Drive. The design should provide for up to one car parking space per dwelling and it should protect the amenities of adjoining commercial and residential uses.</p> <p>A Community Right to Build Order may be the most effective means of demonstrating how this proposal, which is inter-related to the redevelopment of a new facility at Greystoke Road, may be designed, financed and implemented.</p>
<p><b>Availability</b></p>	<p>The landowner has been consulted and has indicated that the land may be made available if alternative provision is made at the new site before the closure of the hall and if the local community supports the proposal through the Plan. However, it will want to see the details of the scheme and of a business plan for the new facility before making any commitment.</p> <p>A Community Right to Build Order may be prepared prior to the submission of the plan not only for this site but also for the Greystoke Road scheme to win the in-principle support of the landowner.</p>
<p><b>Achievability</b></p>	<p>Residential land in this location has a high value, relative to the established use of a village hall. There will be a need to meet the cost of demolishing the existing building but a high density scheme will enable the scheme to meet this cost and provide a capital sum contribution to the cost of the new facility.</p>
<p><b>Net Developable Area (Ha)</b></p>	<p>0.11 Ha</p>

<b>Site Density</b>	90 dwellings per hectare = 10 dwellings
<b>Phasing</b>	5 years: 10 6+ years: 0
<b>Concluding Assessment</b>	The site lies within the built up area boundary defined in Policy 1 and is achievable and available. It can therefore be allocated.

<b>SHLAA Site Reference</b>	-
<b>Location</b>	Land at Ferringham Lane
<b>Use(s)</b>	Industrial & Car Workshop
<b>Gross Site Area (Ha)</b>	0.56 Ha
<b>Suitability</b>	<p>The site is in two separate employment uses. The site is suited to housing development as it lies within the built up area boundary and would make good use of 'brownfield' land. It is surrounded on all sides by existing housing development and falls partially within the boundary of the Ferring Conservation Area. The listed Home Farm Cottage adjoins the eastern boundary of the site.</p> <p>A housing use will not be contrary to saved development plan policy but emerging Local Plan policy seeks to protect existing employment land, unless the Neighbourhood Plan can provide a justification for the proposed loss of employment land. The employment density of the site is relatively low, given its types of use, and vehicle movements and noise are occasional nuisances to local residents (though not sufficient to require urgent attention).</p> <p>A housing scheme will improve the amenities of local residents and significantly enhance the setting and special character of the Conservation Area and listed building. At a higher medium density, it will also make an important contribution to meeting the future demand and need for housing in the village, using a scarce site in the built up area and close to the village centre.</p>

<b>Availability</b>	The site is not currently available but may become so during the plan period if the Neighbourhood Plan is approved.
<b>Achievability</b>	The site has established use value for a B2 industrial use and car repair facility. In this location, the land value of such uses is considerably lower than the value of residential land. Even taking into account the higher development costs of demolitions and of addressing any ground condition problems, the residual value of a housing scheme of this size ought to deliver a viable scheme.
<b>Net Developable Area (Ha)</b>	0.56 Ha
<b>Site Density</b>	46 dwellings per Ha = 26 dwellings
<b>Phasing</b>	5 years: 0 6+ years: 26
<b>Concluding Assessment</b>	The site lies within the built up area boundary defined in Policy 1 and is achievable. However, it is not likely to be available until later in the plan period and should not be allocated. Rather, it should be the subject of a site specific policy supporting the land coming forward for housing.

<b>SHLAA Site Reference</b>	110
<b>Location</b>	Land east of Green Park
<b>Use(s)</b>	Agricultural
<b>Gross Site Area (Ha)</b>	2.42 Ha

<b>Suitability</b>	<p>The site lies outside the built up area boundary and within the settlement gap between Ferring and Goring. The SHLAA assessed the site as having low landscape capacity for development as it forms part of the key visual distinction of Ferring village from Worthing to the east. Achieving access to the site is also very difficult from within the parish – land would have to be acquired by the developer and access agreed with the private owners of Green Park. In which case, it is more likely that access will be dependent on a significantly larger development scheme to the east in Worthing Borough, which would render the strategic gap worthless.</p> <p>The site is crossed by power lines in its south east quadrant and adjoins a main rail line. It is only potentially accessible via a private road (Green Park) that is not well suited to serving any additional housing.</p> <p>The local community has expressed a clear dislike of the principle of housing development on this site (as expressed in the Community Survey). Its selection would therefore jeopardise a successful referendum result.</p>
<b>Availability</b>	The land agent has indicated the land is available for development.
<b>Achievability</b>	Green field development in this location is normally viable. However, a significant proportion of the gross site area may not be developable due to the alignment of the power line and proximity of the rail line. In addition, the requirement for a new access, or significant off-site highways works will increase the cost of a scheme.
<b>Net Developable Area (Ha)</b>	-
<b>Site Density</b>	-
<b>Phasing</b>	-
<b>Concluding Assessment</b>	The site lies outside the defined built up area boundary of Policy 1 and should not be allocated. Further, its inclusion would seriously risk a successful referendum, given the clear community dislike of the principle of development in the open space gap to Worthing.