

STATEMENT OF COMMUNITY ENGAGEMENT

LAND NORTH WEST OF GORING STATION, GORING BY SEA, NR WORTHING

ON BEHALF OF PERSIMMON HOMES THAMES VALLEY

PROPOSAL:

MIXED USE DEVELOPMENT COMPRISING UP TO 475 DWELLINGS ALONG WITH ASSOCIATED ACCESS, INTERNAL ROADS AND FOOTPATHS, CAR PARKING, PUBLIC OPEN SPACE, LANDSCAPING, LOCAL CENTRE (USES INCLUDING A1, A2, A3, A4, A5, D1, D2, AS PROPOSED TO BE AMENDED TO USE CLASSES E, F AND SUI GENERIS) WITH ASSOCIATED CAR PARKING, CAR PARKING FOR THE ADJACENT RAILWAY STATION, UNDERGROUNDING OF OVERHEAD HV CABLES AND OTHER SUPPORTING INFRASTRUCTURE AND UTILITIES.

Pegasus Group

Pegasus House | Querns Business Centre | Whitworth Road | Cirencester | Gloucestershire | GL7 1RT

T 01285 641717 | **F** 01285 642348 | **W** www.pegasuspg.co.uk

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1. INTRODUCTION

- 1.1 This Statement of Community Engagement has been prepared on behalf of Persimmon Homes Thames Valley (the Applicant). The application relates to land north west of Goring Station, Goring-by-Sea, near Worthing (the Application Site).
- 1.2 In summary, the application seeks outline planning permission for a mixed-use development that will deliver amongst other things, up to 475 dwellings and other supporting uses.
- 1.3 Applicants are encouraged to consult the local community in preparing development proposals to provide local people with the opportunity to shape new development in their area. They are also encouraged to engage with Planning Authorities and other stakeholders in pre-application discussions.
- 1.4 This Statement provides a full explanation of the consultation process and is accompanied by appendices, which contain evidence of the consultation process and summarises the outcome of feedback from respondents. The Statement also sets out how those responses have been taken into account in preparing the outline planning application.
- 1.5 The consultation process will also assist the Council and other stakeholders in the consideration of the application proposals and may provide a platform to apply appropriate planning conditions and/or Section 106 provisions, should planning permission be granted.
- 1.6 This Statement takes the following form:
- i. Section 2 – considers Planning Policy relating to community engagement;
 - ii. Section 3 – outlines the consultation process and programme undertaken by the Applicant;
 - iii. Section 4 – provides a summary of the consultation responses received;
 - iv. Section 5 – provides an overview of the formal consultation that has been undertaken with the LPA and other interested bodies.
 - v. Section 6 - sets out any changes made to the proposals as a result of the consultation process.

vi. Section 7 - provides a summary and conclusions

2. PLANNING POLICY FRAMEWORK

2.1 Under Section 18 of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities (LPAs) are required to produce a Statement of Community Involvement (SCI). As part of the SCI, LPAs are required to encourage participation from local community groups when development is proposed.

2.2 The main planning policy references for pre-application consultation relevant to the proposals are:

- The National Planning Policy Framework (NPPF), published February 2019;
- The National Planning Practice Guidance web-based resource, first published 6th March 2014, with updates;
- The Adur and Worthing Councils Joint Statement of Community Involvement (SCI) (Adopted 25th July 2019).

2.3 The role of pre-application discussions is not to seek to persuade or cajole people into supporting a project or application; rather it is to provide appropriate opportunities and environments within which people can communicate their concerns, or aspirations about the proposed development. Those issues and aspirations are recorded and reported to those who are engaged in designing the development project, or who are directly involved in the decision-making process.

National Planning Policy Framework (NPPF) (February 2019)

2.4 The NPPF sets out the national planning policy for the delivery of sustainable development through the planning system.

2.5 In addressing the need for pre-application consultation, paragraph 39 of the NPPF states:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”

2.6 Furthermore, paragraph 40 states that where they think it would be beneficial, local planning authorities should:

“...encourage any applicants who are not already required to do so by law to engage with the local community and,

where relevant, with statutory and non-statutory consultees, before submitting their applications.”

- 2.7 The applicant is therefore encouraged to provide evidence of how the community have been involved in pre-application discussions concerning the proposed development.

National Planning Practice Guidance (PPG)

- 2.8 The PPG web-based resource further raises the importance of consultation in the planning process, in particular the desire to “front-load” consultation in the form of pre-application discussions.
- 2.9 The PPG outlines in detail the consultation process which Local Authorities must follow during their determination of planning applications.

Adur and Worthing Councils Joint Statement of Community Involvement (Adopted 25th July 2019)

- 2.10 The Adur and Worthing Councils Joint Statement of Community Involvement (SCI) was adopted in July 2019. The revised SCI replaces the previous 2012 version and reflects changes to national policy and legislation in relation to Local Plans and Neighbourhood Plans. The Government also published a revised National Planning Policy Framework (2019) therefore the SCI has been updated to reflect these changes.

- 2.11 The SCI states that:

“A Statement of Community Involvement (SCI) seeks to describe how the public, businesses and interest groups within Adur and Worthing can get involved in planning policy, neighbourhood planning and the planning application decision making process. The SCI sets out the consultation measures that Adur & Worthing Councils will undertake when consulting on planning policy documents and publicising planning applications. Adur & Worthing Councils are two separate Councils but have a shared officer structure and thus a single joint SCI.”

- 2.12 The Joint SCI identifies that the pre-application discussions are a key part of any Council’s decision-making process. The Councils believe that the whole community should have the opportunity to engage in the preparation of both Adur and Worthing’s planning policy documents and also in the consideration of planning applications by development management.

3. THE COMMUNITY CONSULTATION PROCESS

- 3.1 The original consultation related to a proposal for outline planning permission for residential development of up to 465 dwellings with associated infrastructure, vehicular access, open space and landscaping on land north west of Goring Station, Goring-by-Sea, near Worthing (the Application Site). Vehicular access was proposed from Goring Street/A259.
- 3.2 A consultation leaflet was distributed on 1st October 2019 with approximately 2,000 leaflets delivered to households in close proximity to the site. The flyers provided local residents with information about the proposals including the planning policy background and a tear off section was provided to enable residents to express their comments and subsequently post them to the Pegasus Group office.
- 3.3 In addition, a dedicated webpage (www.chatsmorefarm.co.uk) was set up to provide an opportunity to obtain further information on the proposal as well as submit comments online.

APPENDIX 1 : CONSULTATION FLYER

APPENDIX 2 : FLYER DISTRIBUTION AREA

- 3.4 Direct emails were sent to local Councillors on Monday 30th September 2019, with electronic copies of the consultation leaflet.

APPENDIX 3 : EXAMPLE LETTER TO ELECTED MEMBERS

- 3.5 Pegasus Group received 588 completed comment forms, leaflet reply slips and emails as part of the consultation. The key issues and questions raised by respondents are summarised in Section 4. All comments that were received (including those received after 21st October 2019, but prior to submission of the application) have been considered.

4. CONSULTATION RESPONSES

- 4.1 The aim of the consultation was to provide local residents and stakeholders with the opportunity to comment on the potential new development proposals in their area, to raise any concerns that might otherwise have been missed and to make any further suggestions to improve the illustrative layout proposals.
- 4.2 From the responses received it is apparent that there are mixed views regarding the proposals. The overwhelming proportion of comments related to the highway matters, local amenities and services and the principle of the development. Residents raised specific concerns over the anticipated impact of the proposed development upon the potential increase of vehicular movements in the proximity, with frequent reference to the A259, and on neighbouring minor roads in Goring and Ferring.
- 4.3 Numerous comments indicated concerns around the principle of the development, stating that the site is not previously developed land, and any development will result in the loss of greenfield land and have a negative effect on the landscape. Further to that, some comments pointed out the loss of biodiversity and wildlife. A large number of respondents highlighted concerns around the quantum of the development and its impact on the services and amenities in the area. Overall, the main issues were:
- Principle of development;
 - Traffic, highways and access;
 - Landscape;
 - Services and amenities;
 - Biodiversity and the environment;
 - Flood risk.
- 4.4 The comments made have been summarised and analysed and are set out in the tables below.
- 4.5 The comments received are arranged to summarise the nature of the comment, and then set out the Applicant's response. It is intended not only to respond to the comments, but to also indicate, where possible, how the application proposals

address the comments. These issues are dealt with in brief below and more comprehensively through the technical and environmental reports that are submitted in support of the application, including the Design and Access Statement and the Transport Assessment.

| Planning | |
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| Consultee Comment | Response |
| Development Scale, Layout and Appearance | |
| <p>Considers that the 'local centre' aspect of the proposed development would be located in the least appropriate place on the site.</p> | <p>The local centre is located to reinforce the Railway Station as a key destination and focal point for existing and proposed residents.</p> <p>It offers the opportunity for linked trips and will assist in assimilating the development with the fabric and function of the existing built up area.</p> <p>A more central location within the scheme would make for a more inward looking and less integrated development.</p> |
| <p>Concerned that the density of the proposed housing is too high, leaving insufficient space for appropriate levels of parking provision, public open space and footpaths.</p> | <p>The testing layouts which underpin the illustrative Masterplan demonstrate that the housing would be delivered with the necessary levels of car parking to meet the LPA's parking standards. This will be dealt with at the subsequent Reserved Matter (RM) stage.</p> <p>Public open space will also meet the LPA's standards.</p> <p>In fact the levels of public open space including those in the publicly accessible parkland and north south green corridors will significantly exceed the LPA's normal standards.</p> |
| <p>The siting of the proposed play area adjacent to the railway line which is isolated and likely to contribute towards issues with antisocial behaviour.</p> | <p>The play area is located centrally within the scheme where it would be overlooked by adjoining housing.</p> <p>The precise location of play areas can be agreed at the RM stage.</p> |

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| <p>Suggests that there should be a footpath running along the Ferring Rife as this is key existing feature.</p> | <p>Agreed. A new footpath is to be provided adjacent to the Ferring Rife.</p> |
| <p>Concerned that blocks of flats, several storeys in height, would be necessary in order to achieve the number of proposed units on the site.</p> | <p>Building heights will not exceed 4 storeys and taller buildings will be located in the least sensitive locations (where taller buildings already exist on neighbouring land) as illustrated in the Design and Access Statement.</p> <p>Heights will be restricted to 2 storeys on the more sensitive edges.</p> <p>The scheme will be made up of predominantly family housing and will not be dominated by flatted development.</p> |
| <p>Suggests that the new development should reflect the more traditional buildings found in the locality rather than be of contemporary appearance.</p> | <p>Agreed. The housing will be traditional in terms of its design and appearance.</p> <p>A more contemporary approach may however be followed for the Local Centre to add interest and legibility.</p> <p>Architectural design and appearance will be dealt with at the RM stage.</p> |
| <p>Please ensure that affordable housing is built alongside and dispersed amongst open market housing as part of the overall site layout.</p> | <p>The Applicant anticipates that the LPA will limit the maximum size of any affordable housing clusters to ensure that there is appropriate integration with the open market housing.</p> |
| <p>Services and Amenities</p> | |
| <p>Concerned that there is insufficient social infrastructure in the surrounding area to support the proposed amount of housing.</p> | <p>There is a wide range of shops and services in the area which would be accessible on foot, bicycle and public transport. Further details will be provided in the Transport Assessment and the Design and Access Statement</p> |
| <p>Concerned that financial contributions from developers alone will not be sufficient to address the increase in demand for local services.</p> | <p>The Applicant is confident that the application proposals will not place an undue burden on local facilities. Financial contributions will be provided through CIL and if necessary through s.106 to make the proposals acceptable (and in accordance with CIL Regulation 122).</p> |

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| <p>Unclear whether the proposed local centre would be for new or existing residents and what the purpose of the local centre would be.</p> | <p>It would meet the day to day needs of existing and future residents all in the vicinity of a key public transport node (the railway station).</p> |
| <p>Suggests that more shops/retail facilities are not required locally, given that shops are being closed and/or converted to flats in the local area.</p> | <p>The Applicant considers that there is market demand for additional facilities. If the market does not take up the units, they could be converted to provide additional housing but this would be dealt with under a separate application if required.</p> |
| <p>Suggests that the retail space in the proposed 'local centre' should be replaced with a GP surgery with capacity for more patients and consulting rooms.</p> | <p>GP surgeries operate in a commercial market and the description of development would not preclude a GP surgery if there was demand.</p> |
| <p>Has availability of school places been considered? The local primary and secondary schools are already oversubscribed, meaning that the children of future residents will have to drive their children to schools outside of the local area.</p> | <p>There is an undisputed need for housing in Worthing and wherever that housing is to be provided it will need to be served by local schools. New housing development would make use of any surplus capacity and where additional capacity is required this can be funded through CIL.</p> |
| <p>Understands that financial contributions would be made to fund development elsewhere, but unclear where the new schools, health and childcare facilities would go given low number of suitable sites.</p> | <p>This will be a matter for the Council and statutory consultees to decide.</p> |
| <p>Economy and Employment</p> | |
| <p>Local trade including tourism relies to a significant extent on the attractiveness and general character of the area. Concerned that tourism would be negatively impacted on as a result of the development.</p> | <p>There is no evidence to suggest that housing on this site would reduce tourism. The economy is more likely to be affected by a lack of suitable housing being available to the working age population and at rates that they can afford. A lack of housing will make it more difficult for people to be able to live and work locally.</p> |

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| <p>Concerned that no additional local employment is provided, necessitating more outward commuting to employment opportunities outside of the local area.</p> | <p>Employment will be provided on other sites in the Borough.</p> <p>Nobody suggested that the site should come forward for employment development.</p> |
| <p>Concerned that the proposed development will result in the loss of agricultural jobs and impact on the farming business currently utilising the site.</p> | <p>The land to the north will be retained in agricultural use.</p> <p>The planning system must balance the benefits of housing with the economic benefits of agricultural land.</p> <p>In order to meet local housing needs it is inevitable but there will be a loss of agricultural land as there is insufficient previously developed land in the area.</p> |
| <p>Housing Type / Affordable Housing</p> | |
| <p>House prices in the local area are expensive already and above national average. Without firm assurances that local young people will be able to afford the proposed properties, there are concerns that the new houses will not be genuinely affordable in real terms.</p> | <p>The delivery of less housing cannot be a solution to an affordability problem that is largely caused by insufficient housing delivery.</p> <p>Affordable housing will be secured through the legally binding s.106 agreement and will be required to meet the definitions of affordable housing as set out in Annex 2 of the NPPF</p> |
| <p>A 50%-50% split between open market housing and affordable housing would be marginally better than the housing mix proposed.</p> | <p>Affordable housing will be provided in accordance with the LPA's adopted policy (30%).</p> |
| <p>It is preferable that the site is not used for the development of executive housing as there is no shortage of this type of housing in the local area.</p> | <p>The proposals will provide for a mix of house types, sizes and tenures including 1, 2, 3 and 4 bed units to meet a wide range of housing needs and assist in making a balanced community.</p> |
| <p>We do need more housing, but it needs to be of a reasonable size for families and decent quality. Concerns that the houses will not be reasonably sized for occupation by families and that the built quality will be below standard.</p> | <p>As above.</p> <p>The LPA has identified the mix of housing that it considers appropriate and the scheme seeks to reflect this.</p> |

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| <p>Concerned that the national definition of affordable housing is not affordable to those who live and work in Worthing. 80% of market value on 30% of the development would be an empty gesture that will only benefit those moving into the area and working elsewhere.</p> | <p>The proposals would accord with local and national policy.</p> <p>s.106 agreements often include provisions that give first preference to local people.</p> <p>Other forms of affordable housing will be provided also in addition to discount market housing. This would include rental and intermediate tenures.</p> |
| <p>Housing Need</p> | |
| <p>Concerned that the proposed housing would not meet the housing needs of local people and would instead accommodate newcomers from London and wider south east.</p> | <p>See above re local preference.</p> <p>Some housing will inevitably be taken up by those looking to move to the area in the same way that LPAs elsewhere may need to pick up the needs of those that choose to leave the area.</p> <p>However there is evidence of locally generated need and the LPA has failed (and plans to continue failing) to meet that need locally, which means that local people will be forced to leave the area to meet their housing needs which is far more undesirable in social and economic terms.</p> |
| <p>Considers that there is no shortfall in housing in the local area, as there are examples of homes that are currently vacant or advertised for sale.</p> | <p>The evidence of need for housing is indisputable and the LPA fully accept that there is an unmet need for housing in the area.</p> <p>There will always be a small proportion of vacant properties and properties for sale in a given area. That is normal. It is not however evidence of an absence of need.</p> |
| <p>Land Use</p> | |
| <p>The site is subject to Policies SP5 and SP6 in Worthing's Draft Local Plan which seeks to designate the land as a Local 'Green Gap'. This has been accepted by the Local Authorities in both Worthing and Arun. Has this been taken into account by the developer?</p> | <p>The site is not designated for any purpose in the adopted Local Plan.</p> <p>The Applicant is aware of the proposed designations in the emerging Local Plan but these are the subject of unresolved objections and have yet to be tested through an independent Examination.</p> <p>These policies cannot be afforded significant weight at this time as per the guidance set out in NPPF paragraph 48.</p> |

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| <p>No information about alternative brown field sites has been made available, preventing a balanced view of the suitability of this particular site for development. Suggests that there must be other sites to consider for development that are more practical and that will not result in as much hostility from the local community.</p> | <p>It is an undisputed fact that there is insufficient brownfield land to meet current housing requirements. Land is in such low supply that the LPA is currently proposing to only meet 33% of its housing requirement which would result in a shortfall of approximately 8,600 dwellings [see emerging Local Plan paragraph 2.34].</p> <p>The respondent has not provided any evidence of alternative sites to dispute this.</p> |
| <p>Concerns that the proposed development would constitute the 'overdevelopment' of the site. This site needs half as many dwellings.</p> | <p>The proposals provide housing at a suitable density and reducing the density by half will mean that the developer is failing to make effective use of land and more greenfield land will need to be found elsewhere to deliver the balance.</p> <p>As noted above the LPA is already struggling to find land suitable for housing.</p> |
| <p>Concerned about the cumulative impact of the proposed development and other large housing developments in the area (i.e. Durrington and Littlehampton). Has the cumulative impact been considered?</p> | <p>The cumulative impact has been considered. In particular it will be noted that the proposed highways mitigation is required to address the cumulative impacts of development in the area rather than the traffic attributed solely to the application proposals.</p> |
| <p>Concerned that the site is prime agricultural land. Concerned that the loss of agricultural land is inappropriate due to increasing focus on producing and consuming food locally rather than importing food from overseas.</p> | <p>See commentary above regarding agricultural land and the lack of alternative sites.</p> |
| <p>Concerned that the proposed development constitutes the 'thin end of the wedge' and would be precursor for the rest of the 'Goring Gap' being developed.</p> | <p>Every application must be determined on its merits.</p> <p>It is inaccurate to refer to the loss of the "rest" of the gap as the site is not designated as a protected gap in the adopted Local Plan.</p> |

| Local Culture and Placemaking | |
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| <p>Considers that it is important that the ethos and village nature of Ferring is maintained. Concerned that the proposed development would negatively affect sense of community.</p> | <p>There is no evidence to suggest that the proposals would cause material harm to community cohesion in the area.</p> <p>New residents will also have something to offer as part of the new neighbourhood and will in time become part of the wider community.</p> |
| <p>Concerns that the proposed development is too large and out of proportion for villages the size of Ferring and Goring.</p> | <p>The development is sized to help meet an identified shortfall in housing whilst being sympathetic to the character and appearance of the area.</p> |
| <p>Concerned that the site does not have any statutory or non-statutory designations for landscape, character or quality.</p> | <p>The status of the site is a reflection of the fact that it does not have the attributes that would take it out of the ordinary and justify an elevated level of protection.</p> |
| <p>Green spaces provide multiple benefits to local communities, including mental wellbeing, and this would be lost as a result of the proposed development.</p> | <p>The Applicant would agree that access to open space is beneficial to health and well-being.</p> <p>The site is currently a private arable field with public access limited to the PROW on the southern and south western boundaries.</p> <p>The proposals will significantly increase public access and will make the site a more important resource for the local community for recreation and amenity purposes than it is at present.</p> |
| <p>Considers that gaps between villages maintains the identity and community of villages.</p> | <p>There is no gap between Ferring and Goring. The settlements merged visually and physically decades ago with residential development to the south.</p> <p>Other urbanising features also further erode the perception of separation such as the railway, the A259 and the HV power lines that traverse the site.</p> |

| Transport | |
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| Consultee Comment | Response |
| <p>The proposed development appears to have a single entry/exit point which could prove problematic for emergency vehicles to achieve access.</p> | <p>Whilst access and layout are reserved matters, details are provided as part of the Transport Assessment which show in detail how the site would be accessed.</p> <p>Provision will be made for a secondary access to allow for emergency access should the main access into the development become temporally blocked.</p> <p>The means of access has been discussed with the Highways Authority and is considered suitable to serve this development.</p> |
| <p>Concerned that adjacent minor roads and alternative routes will become compromised during peak times.</p> | <p>The Transport Assessment has assessed the impact of the development on the surrounding road network through detailed modelling and the proposals would not have an unacceptable impact on the operational performance of localised junctions during the weekday AM and PM peak hour periods.</p> |
| <p>How will the proposed new access alleviate congestion and slow-moving traffic locally?</p> | <p>The proposed roundabout junction for the development will keep traffic moving unlike a signal controlled junction.</p> <p>The works to Goring Street and the provision of additional parking for the rail station will also assist in removing on-street parking and create a safer environment for pedestrians and cyclists accessing local destinations.</p> <p>Off-site mitigation is proposed for the A259 Goring Street / A2032 / Titnore Lane (i.e. Goring Crossways) and A259 Goring Street / Goring Way / Aldsworth Avenue / Ardingly Drive / Goring Way roundabout junctions. These schemes would fully mitigate the impact of the development proposals and other WBC Local Plan sites on the local highway network, in the 2024 future year scenario during the weekday AM and PM peak hour periods, respectively.</p> |

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| <p>Concerned that the development would result in the generation of between 500-1000 additional cars trying to egress onto Goring Street.</p> | <p>The Transport Assessment accurately predicts vehicular traffic movements in association with the residential and commercial aspects of the mixed-use development proposals over the course of a typical weekday including the AM and PM peak hour periods.</p> <p>It is noteworthy that the site is located in a highly sustainable location that benefits from being accessible on-foot, by cycle and by public transport to a host of local and regional destinations. Further, a range of local amenities catering for the everyday needs of future households are available and accessible on-foot in Goring-by-Sea district centre. Consequently, there is significant potential for future households to adopt sustainable travel patterns and behaviour for a variety of journey purposes in favour of the private car.</p> |
| <p>Considers that local roads are already congested and poorly maintained. Concerned that an increase in vehicles on the existing roads will make worsen the current situation.</p> | <p>Irrespective of the potential impact of the residential-led mixed-use development proposals, the combination of committed development set out in the Worthing Local Transport Study and background growth in traffic, as predicted by TEMPro would place a significant constraint on the operational performance of the junction during the '2033 Base' scenario, and lead to the manifestation of excessive queues and delays at the A259 Goring Street / A2032 / Titnore Lane (i.e. Goring Crossways) and A259 Goring Street / Goring Way / Aldsworth Avenue / Ardingly Drive / Goring Way roundabout junctions.</p> <p>The proposed improvement schemes for the A259 Goring Street / A2032 / Titnore Lane (i.e. Goring Crossways) and A259 Goring Street / Goring Way / Aldsworth Avenue / Ardingly Drive / Goring Way roundabout junctions would fully mitigate the impact of the residential-led mixed-use development proposal, and substantially reduce queues and delays on the majority of the arms, under the '2033 Base + Development + Mitigation' scenario during the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively. Moreover, the proposed mitigation would reduce queues</p> |

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| | <p>and delays, to that likely to be experienced in the '2024 Base + Development' scenario, thereby alleviating the impact of other committed development sites set out in the Worthing Local Transport Study and background growth in traffic.</p> <p>In the context of the guidelines within paragraph 109 of the NPPF it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport planning and highway grounds</p> |
| <p>Concerned that Ferring village has many streets that are self-funded/privately managed and that additional traffic using the privately financed streets has not been acknowledged or considered.</p> | <p>This is not a planning issue.</p> <p>In any event the access to the site is via Goring rather than Ferring. It is highly unlikely that future households / end-users of the mixed-use development proposals would utilise the local highway network of Ferring in gaining access to various destinations.</p> |
| <p>Concerned that the proposed new roundabout would be in the wrong place and instead should be located at the end of A259 by The Strand to function more effectively.</p> | <p>The design, layout, and positioning of the proposed access arrangements has been agreed with the Local Highways Authority, West Sussex County Council.</p> <p>The provision of a 4-arm roundabout junction would require additional land located to the north of Ferring Rife, which is proposed to be retained as undeveloped land.</p> |
| <p>Concerned that the proposal will make crossing the A259 to get to the Downs dangerous for pedestrians and cyclists.</p> | <p>The proposed access arrangement would involve the permanent closure of the A259 Goring Street / Minor Goring Street priority give-way junction and the creation of an internal link road circa 70-metres to the south-west.</p> <p>This internal link would operate as a secondary access and enable future households / end-users as well as other motorised users to gain access to Goring rail station, Station House, Church of Jesus Christ and several residential blocks (Hereford, Salisbury and Winchester)</p> |

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| | <p>situated at the northern end of Minor Goring Street.</p> <p>The closed section of carriageway would be reinstated as a shared foot / cycleway, which would connect a relocated toucan crossing to an enhanced link to Goring rail station. Consequently, the mixed-use development proposals would enhance the existing foot / cycleway network and provide safer conditions for pedestrians and cyclists.</p> |
| <p>Suggests that there should be pavements beside the internal roads and plenty of off-road parking for the new houses.</p> | <p>This will be a matter of detailed design at the Reserved Matters stage. Suitable provision will be made for pedestrians and parking will be provided in accordance with the Council's standards.</p> |
| <p>Concerned that the development would encourage rather than discourage car use.</p> | <p>The site is sustainably located where opportunities existing to travel on foot, by cycle and by public transport can be maximised, in line with national, regional, and local planning policy and best practice guidance.</p> <p>Most notably the site is located next to Goring-by-Sea rail station and a number of bus stops, which are served by frequent bus services, providing connectivity to a host of local and regional destinations. Further, a wide range of amenities, which are likely to cater for the everyday needs of future households are available and accessible on-foot in Goring-by-Sea district centre.</p> <p>A Residential Travel Plan has been prepared to accompany the planning application. This sets out a long-term strategy for encouraging future households and end-users to adopt sustainable travel patterns and behaviour, in favour of the private car.</p> <p>The RTP sets out a range of 'hard' infrastructural and 'soft' information-led measures for encouraging a significant modal shift away from private car.</p> |
| <p>Suggests that each dwelling needs to have individual facilities to charge/recharge electrical vehicles.</p> | <p>The developer expects to be installing the necessary infrastructure as part of the</p> |

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| | development to facilitate electrical vehicle charging. |
| <p>Concerned that Goring Station is not a suitable hub for rail travel.</p> <p>Observes that Southern Rail services at Goring Station are often bus replacement services. How will existing rail travel issues be addressed as part of the proposed development?</p> | <p>The Applicant disagrees.</p> <p>Siting new development next to a public transport node provides an opportunity for residents and the rail operators.</p> <p>In addition, the development proposals include the provision of a car park, adjacent to the rail station and introduction of waiting / parking restrictions in the form of double yellow lines along Minor Goring Street to accommodate the demand from rail commuters, thereby creating safer conditions for all highway users.</p> |
| <p>Concerned that scheduled road improvement works would be stalled or prevented as a result of the proposed development.</p> | <p>There will be an inevitable lead-in time with any planning application such that it should not affect any improvements that are scheduled to take place in the short term.</p> <p>In the longer-term road space would be booked with the County Council at an appropriate time to minimise any disruption.</p> |
| <p>Concerned that building a new car park to serve Goring Station will not resolve problems with on-street parking and will instead generate more vehicular movements and parked cars.</p> | <p>A combination of additional parking and on street parking restrictions can ensure that the parking arrangements are suitable.</p> <p>The capacity of the proposed car park is considered appropriate. This would provide 73 spaces including 4 disabled bays.</p> <p>This would cater for the circa 38 vehicles were observed to be parking along the northern section of Minor Goring Street and with a margin for additional users.</p> <p>Encouraging greater use of the rail network is a benefit of the scheme particularly if it encourages people to use their cars less.</p> |
| <p>Suggests that the roundabout proposed at the site access should be reconsidered</p> | <p>A roundabout is proposed with an all moves arrangement.</p> |

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| due to potential effect of the "left turn only" system. | |
| Will new speed limits be introduced along the A259 and at the proposed access? | No new speed limits are proposed. The new junction arrangement will naturally control vehicle speeds along the A259 Goring Street and have a positive impact on highway safety. |
| Why would an extension to Goring Station car park be needed? | To address the existing on street parking problems and to encourage greater use of the rail station as a more sustainable option than the private car. |
| Concerned that the proposed road layout will cause congestion because of the close proximity to other roundabouts and busy junctions. | The effect of the proposals on existing junctions and the implications for queuing has all been assessed as part of the Transport Assessment. Mitigation is proposed where it is necessary to make the proposals acceptable in transport terms. |
| Can assurances be given that streets within the new development will be designated as 'No Long-Term Parking'? | With additional parking available for the rail station this should not be necessary. If problems arise in the future, the Highways Authority has the power to impose new Traffic Regulation Orders. |
| Concerns about the impact of construction traffic entering the site from Goring Street during the construction period. | It is anticipated that a Construction Traffic Management Plan will be agreed as part of any planning permission This can be secured by a suitably worded planning condition. |
| Will road widening and traffic lights be needed to regulate traffic flow? | The proposals will deliver a new and comprehensive access solution and reconfiguration which includes a roundabout junction, partial closure of Goring Street, a toucan crossing and a secondary access into the site. Traffic lights are not necessary. |

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| <p>Concerned that existing public transport provision is inadequate for any increased demand.</p> | <p>Public transport operators operate as commercial businesses and it is to be expected that if there is additional demand the operators will increase service provision to capture those additional revenue streams.</p> <p>Residents would also be well placed to walk and cycle to local facilities.</p> |
| <p>Concerned that several years ago West Sussex County Council claimed that local road network was at 120% capacity and has increased since then.</p> | <p>The Transport Assessment has modelled the existing and future highway capacity in line with the requirements of the County Council and has concluded that there would be capacity to accommodate this development with the proposed mitigation measures that have been proposed.</p> |
| <p>Please make sure that the proposed pedestrian routes are wide enough and hard standing and suitable for mobility scooters.</p> | <p>Pedestrian and cycle routes will be designed to meet the County Council's standards.</p> |

| Landscape | |
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| Consultee Comment | Response |
| <p>Suggests that the site creates a corridor between Arun and Worthing. Considers that once a small part of the gap is lost to development, the whole integrity of the gap is lost.</p> | <p>There is no continuous green corridor that separates Arun from Worthing.</p> <p>It is evident from visiting the site and a cursory look at an aerial photograph that the urban areas are already joined and this took place decades ago with residential development to the south of the railway.</p> <p>With the above in mind, the Applicant has noted the respondent's comment about the integrity of any such gap being lost once a small part has been lost.</p> |
| <p>Concerned about the proximity of Highdown Hill to the application site, and</p> | <p>The application is supported by a Landscape and Visual Impact Assessment.</p> |

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| <p>the landscape impact of the development when viewed from Highdown Hill.</p> | <p>A series of representative viewpoints have been analysed including views from Highdown Hill.</p> <p>The LVIA explains that the proposals would be seen in the context of existing built development which surrounds the site on three sides as well as the railway line, the A259 and the powerlines that cross the site.</p> <p>The development would assimilate with the existing pattern of built development along the wider coastal plain. Views beyond the site to the coast would be maintained. The proposed development is therefore compatible with the prevailing pattern of development in the area.</p> |
| <p>Considers that the site commands views of the Highdown ancient monument and that this has not been taken into consideration.</p> | <p>See above.</p> <p>The application is also supported by a Built Heritage Assessment which properly considers the effects on Highdown Camp. It concludes that no harm to the significance of the Scheduled Highdown Hill Camp and its setting is anticipated.</p> |
| <p>Considers that the proposals would result in light pollution in Ferring, which currently has no street lighting.</p> | <p>A lighting strategy can be agreed as part of the planning application to control any undesirable light spill into adjoining areas.</p> |
| <p>Suggests that planting tall tree species around the perimeter of the site would soften the visual impact.</p> | <p>Significant tree planting is proposed as part of the planning application, as illustrated on the Masterplan. The detail of the planting can be agreed at the Reserved Matters stage. As well as assimilate the development into the surrounding landscape, this would also bring ecological benefits.</p> |
| <p>Considers that the application site as it exists today represents valuable scenery.</p> | <p>The landscape value of the site is objectively assessed as part of the Landscape and Visual Impact Assessment. It explains that the site does not carry any statutory or non-statutory designations for landscape character or quality.</p> <p>It is undistinguished in landscape terms and has few notable features save the large drainage ditch, Ferring Rife.</p> |

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| <p>Questions why the site does not have any statutory or non-statutory designations for landscape, character or quality.</p> | <p>For the reasons set out above. There is nothing that takes the landscape qualities of the site out of the ordinary.</p> |
| <p>Considers that development (in particular, multiple storey development) will have a considerable impact on the view from the coastal Greensward up to Highdown.</p> | <p>The proposed building heights are consistent with existing built form in the area and care has been taken to ensure that taller buildings are appropriately located within the site.</p> <p>Regardless of this, the elevation of Highdown is such that the overall roofline of the development would not harm views up to Highdown.</p> <p>It is also to be noted that the proposed parkland alongside the Rife will afford public access to this part of the site and create new opportunities for people to enjoy views up towards Highdown. View corridors have also been created within the development to allow views to Highdown.</p> |
| <p>Considers that the site is valued open green space, forming part of the setting of Highdown and the South Downs National Park.</p> | <p>Most open land will be of some value to somebody, but as noted above, when objectively assessed and considered in the context of the hierarchy of nationally and locally designated landscapes, the site is undistinguished.</p> <p>For completeness it should be noted that the site has not been identified as forming part of a "valued landscape" for the purposes of NPPF paragraph 170a.</p> <p>The effect of the proposals on the settings of the National Park and Highdown have been properly assessed as part of the LVIA and Built Heritage Assessment.</p> |
| <p>Asserts that resisting the development of the site prevents the whole Sussex coast becoming one giant urban sprawl.</p> | <p>Development on this site will not cause the Sussex Coast to be one giant urban sprawl.</p> <p>It is a small part of the coastal plain which is already surrounded by development on three sides and is heavily influenced by other urban features including the railway, the A259 and the HV power lines.</p> |

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| <p>Concerned about the cumulative impact of developing greenfield land, since each undeveloped field contributes to the wider landscape.</p> | <p>In the absence of suitable alternative previously developed sites it is inevitable and necessary to release greenfield land for housing. Given that the site already adjoins development on three of its four boundaries and that the Rife provides a clearly defined and defensible boundary, its impact on the wider landscape will be limited.</p> |
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| Ecology | |
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| Consultee Comment | Response |
| <p>Supportive of the proposals. Please make sure that the wildlife corridor area is retained.</p> | <p>The wildlife corridor will be retained and enhanced.</p> |
| <p>Native trees species such as Hawthorn should be planted along the field boundaries. Existing native tree species (including two old apple trees on the east boundary of the site) should be retained and protected.</p> | <p>Much of the existing boundary vegetation will be retained, and the proposals include approx. 2km of new native hedgerow planting.</p> |
| <p>Considers that the wildlife in the area will suffer "disastrous consequences" as a result of the proposed development.</p> | <p>The development is focused on the arable land use within the site which offers limited value to wildlife other than skylark. Ferring Rife and much of the existing boundary vegetation will be retained and extensive new native-species habitats will be created as part of the landscape plan.</p> |
| <p>Concerned that if the site is developed, birds and other wildlife will simply disappear from the area.</p> | <p>The breeding bird survey has shown that most species use the rife and boundary vegetation, which will both be retained and enhanced. There will be a loss of skylark breeding territories in the area of arable land to be developed but the applicant can provide replacement habitat on other land within its control. Impacts on other species can be adequately mitigated and it is anticipated that they will continue to use the site following development.</p> |

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| <p>Considers that the entirety of the site constitutes a wildlife corridor.</p> | <p>Most of the site is commercially worked arable farmland.</p> <p>It is not a designated ecological site.</p> |
| <p>Observes that the Skylark breeds on the site and is classified as a 'red listed' species of environmental concern.</p> | <p>There will be a loss of skylark breeding territories in the area of arable land to be developed but the applicant can provide replacement habitat on other land within its control in the local area.</p> |
| <p>Questions whether an ecological survey taken place here? Questions the assertion that the site is 'low grade' in terms of ecology.</p> | <p>The application is supported by the necessary ecology assessments.</p> |
| <p>Considers that the site is of high importance for migrating birds.</p> | <p>The wintering bird survey has shown that most species use the rife and boundary vegetation, which will both be retained and enhanced. The arable fields (where the development will be focused) were little used by overwintering birds, and when a species was present it was in low numbers; for example there were no gamebirds (such as pheasant and grey partridge) observed and no wintering flocks of finches, thrushes, larks and buntings. Limited use of the site was made by gulls.</p> |
| <p>How does the proposal respect, support and encourage biodiversity?</p> | <p>The proposed development has been informed by a suite of habitat and protected species surveys, the findings of which have influenced the design and landscape strategy. A biodiversity assessment shows that net gain can be achieve for both area and linear habitats, while an ecological mitigation plan shows a range of micro-habitat features which can be delivered on site.</p> |
| <p>A 'wildlife corridor' would be a wholly insufficient substitute for an undeveloped site.</p> | <p>The proposals would deliver net biodiversity enhancements.</p> |
| <p>Considers that a recent report by Natural England detailing the decline of native wildlife supports the case for retaining undeveloped land in Worthing.</p> | <p>Each site must be considered on its own merits.</p> |

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| <p>Concerned that dividing the site along the river Rife would “cut off” the site from the wider natural environment.</p> | <p>The site has limited connectivity with the surrounding area. It is enclosed by residential development on three sides and is severed from the north by the A259 and from the south by the railway.</p> |
| <p>It was stated in the ecology studies at the consultation event that 10 varieties of bat have been identified on the site. Given there are 18 Species of Bat in the UK, this is not insignificant and therefore one assumes, that this is a fertile feeding ground or transition route to their feeding areas.</p> | <p>The majority of bat activity recorded on the site was focused on the boundary features and Ferring Rife, which will both be retained and enhanced. The arable land which is the focus of development proposals is unlikely to support a diverse or abundant invertebrate prey for bats.</p> |
| <p>Considers that the site supports endangered local wildlife and is a special and embedded part of the Highdown & South Downs National Park.</p> | <p>The proposed development has been informed by a suite of habitat and protected species surveys, the findings of which have influenced the design and landscape strategy. Impacts on protected species can be adequately mitigated and it is anticipated that they will continue to use the site following development. A biodiversity assessment shows that net gain can be achieved for both area and linear habitats, while an ecological mitigation plan shows a range of micro-habitat features which can be delivered on site.</p> |
| <p>Pollution (including noise and lighting) would be detrimental to wildlife and environment.</p> | <p>Mitigation measures are proposed to address and appropriately manage these risks.</p> |
| <p>How will any existing wildlife living on the site be relocated?</p> | <p>The ecology assessments have not concluded that any of the existing needs to be physically relocated as the overwhelming majority can continue to be accommodated following development. There will be a loss of skylark breeding territories in the area of arable land to be developed but the applicant can provide replacement habitat on other land within its control in the local area.</p> |

| Drainage and Flood Risk | |
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| Consultee Comment | Response |
| <p>Considers that the site is highly prone to flooding. Observes that nearby areas of Ferring have flooded in the past. What is the probability of flooding on the site?</p> | <p>The application is supported by a Flood Risk Assessment and Surface Water Drainage Strategy which has been devised in consultation with the Lead Local Flood Authority and the Environment Agency.</p> <p>This provides the necessary technical detail to explain how the development will be safe from flooding, will not add to flood risk elsewhere and how surface water drainage will be dealt with.</p> <p>The majority of the site is Flood Zone 1 and no housing would be built beyond this zone.</p> <p>Land immediately adjacent to Ferring Rife is identified as being at increased risk of flooding (designated as Flood Zone 2 and 3), however, development will be avoided in such areas and will instead be used as parkland and other (compatible) green infrastructure.</p> |
| <p>Concerned that the new houses will flood on account of being situated near a floodplain, impacting the occupants.</p> | <p>This will not be the case.</p> <p>See above.</p> <p>Detailed site-specific flood modelling works have been undertaken to identify the extent of flood risk associated with the site, with consideration afforded to the impacts of climate change for the design life of the development. This information, along with information provided by Worthing Borough Council undertaken at a strategic level, has been utilised in order to ensure appropriate mitigation is afforded to the development in view of the potential risks of flooding.</p> |
| <p>Concerned that additional concrete will result in less area for drainage and flood relief. Concerned that water runoff will increase the risk of flooding south along the Rife.</p> | <p>The proposals incorporate on site Sustainable Urban Drainage Systems which will ensure that surface water can be stored on site and run-off attenuated to improve on greenfield run off rates -</p> |

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| | <p>offering betterment. Allowances have also been made to consider the impacts of climate change, as well as 'urban creep' which considers the potential for a further increase in the areas of hardstanding impermeable surfacing which may be introduced throughout the design life of the development.</p> <p>There would be no impact on third party land.</p> <p>The principles of the proposed drainage strategy have been developed through consultation with Worthing Borough Council and West Sussex County Council.</p> <p>A surface water drainage strategy can be secured by condition.</p> |
| <p>Considers that the area is unable to deal with large volumes of rain water at high tide. Observes that pumps and drainage operated by Southern Water have failed in the past during severe storms. Concerned that the development will greatly increase the likelihood of flooding in the surrounding areas.</p> | <p>See above.</p> <p>It is not proposed that surface water will be pumped. High tides and 'tide lock' scenarios are considered, and the impacts of a surcharged outfall (with the level to be agreed with Worthing Borough Council) will be accommodated.</p> |
| <p>Observes that the site is low lying relative to the water table. Concerned that the threat of climate change has not been taken into consideration.</p> | <p>Initial groundwater monitoring has been undertaken, in conjunction with infiltration testing meaning that the impacts of such have and will continue to be considered. The existing drainage strategy has been developed in view of the current results and have been discussed with Worthing Borough Council Drainage Engineers.</p> <p>Additional groundwater monitoring will be undertaken during winter months when levels are at their peak.</p> <p>The impacts of climate change have been considered, and the required limits have been assessed.</p> |
| <p>Observes that 1 in 1000-year flooding calculations are often used to justify development in relation to flooding from natural causes. How is this calculation relevant to the proposal and what does it mean?</p> | <p>See FRA for full details.</p> <p>It is more common that a 1-in-100-year 'event' is used as the design criteria for development, although information is often also available for a 1-in-1000-year event.</p> |

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| | <p>The development must be able to cater for a 1-in-100-year event, with consideration also given to impacts of climate change. Urban creep has also been considered in relation to this development.</p> <p>The development will comply with the necessary design standards in order to ensure it is safe for its design life.</p> |
| <p>How will domestic water drainage and usage be assessed? Concerned that mains water levels are already low for Southern Water areas, impacting on mains water supply for new and existing occupants.</p> | <p>Water usage is normally controlled by building regulations unless stricter optional standards have been tested and adopted through the plan making process</p> |
| <p>Concerns that the SUDS/drainage ponds are insufficient to prevent run-off to the Rife causing flooding directly downstream.</p> | <p>The SUDs/drainage ponds would sized to meet the drainage requirements of the scheme and the outflow would be attenuated to ensure that there was no impact downstream.</p> <p>Attenuated storage will be provided on site to ensure that run-off leaving the site does not exceed pre-development 'greenfield' run-off rates. Betterment will be sought in this respect.</p> <p>Any pond, or ponds, will be supported by 'high-level' storage, such as in the form of permeable paving and other features which will be considered in greater detail at the appropriate time.</p> <p>The overall storage provision will be sufficient to support the development in view of the required design criteria.</p> |
| <p>Observes that the site currently absorbs rainwater in a natural way and is concerned that the proposed development would jeopardise this.</p> | <p>See above re. surface water drainage</p> <p>Infiltration testing undertaken to date indicates poor drainage characteristic in relation to the underlying soils. The presence of groundwater will also likely impact upon such. The existing topography of the site has been assessed, which indicates that the site falls towards Ferring Rife. Therefore, it is evident that the site currently drains to Ferring Rife. Any post-development run-off which</p> |

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| | discharges to the Rife will do so at greenfield run-off rates or better. |
| Concerned that the Rife would be unable to cope with additional surface water drained into it, causing the river to overflow. | See above re. drainage pond capacity and attenuation. As mentioned above, run-off would be restricted to at least greenfield run-off rates, with on-site attenuated storage provided. |
| Observes that the Rife outflows to the sea and therefore has reduced flow at high tide. Concerned that there must be some residual impact and potential increase in flooding. | See above re. drainage pond capacity and attenuation This point has been addressed, above. |
| How was the area of designated flood plain either side of the River Rife calculated? | Historical flood mapping and use of lidar data. The Environment Agency are responsible for determining Flood Zone extents. This is done through modelling works which is then, often, related to LiDAR data and OS mapping. Site-specific modelling works have been undertaken at the site which provides a greater level of accuracy, given that this is based on site-specific survey data, rather than the higher level 'strategic' level prepared by the EA. |

| Heritage and Archaeology | |
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| Consultee Comment | Response |
| I am an archaeologist and have found artefacts in this field in 3 sites (site 1, site 2 and site 3). Site 1 seems to be the most important where I found a vast amount of Neolithic flint implements and scrapers and also medieval pottery such as a skillet and pipkin. If development does take place, then hopefully site 1 will be preserved as a recreation ground if it turns out to be archeologically important. | A below ground archaeological desk-based assessment (DBA) has been prepared by CgMs Heritage (part of the RPS Group) which provides full details of the archaeological investigations that have been undertaken. The study site is located within the Archaeological Notification Area: Multi-period Settlement Activity Northbrook |

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| | <p>College, Worthing (DWS8644) as defined by Worthing Borough Council. The red designation signifies the ANA has a high archaeological potential.</p> <p>The DBA has considered the potential for other yet to be discovered archaeological assets within the site, and concludes that there is a high potential for prehistoric archaeology and a moderate potential for all other periods.</p> <p>The site is perceived to have high archaeological potential for the late prehistoric periods, a moderate potential for the Roman period, a moderate potential for the Medieval period, and a low potential for all other periods. A late Post-Medieval farm was present within the site.</p> <p>As a result of this further mitigation measure will be needed in advance of development.</p> |
| <p>Do you know if there is anything of archaeological interest there? This seems likely – what provision will you make?</p> | <p>As above.</p> |

4.6 In addition to the primary issues analysed above, a large number of other matters were mentioned 5 times or less and often on only 1 or 2 forms. These are summarised below:

- Concerns about the existing weir at the north west corner of the site being used as an informal crossing point, leading to damage to the weir.
- Comments about loss of views from private gardens.
- Concerns about overpopulation in the Borough and potential for spread of disease.
- Expressions of interest in purchasing a new home on the site.
- Comments about behaviour of pets and dog mess, and limited ability to control this.
- Concerns about anti-social behaviour and drug dealing as a result of the new housing.

- Concerns about workmanship and quality of the new houses.
- Comments suggesting that developers should be prohibited from building on agricultural land.
- Comments criticising developer reputation, profits and bonus schemes.
- Comments about democracy and democratic deficit.
- Comments about Brexit.
- Comments regarding intensive farming methods harming biodiversity.
- Comments about claustrophobia.
- Comments about employers in the area relocating to other regions.
- Complaints about the location, timing, advertisement and notice given of the public consultation event.
- Comments about not receiving a consultation leaflet in the post.
- Comments about there being insufficient consultation leaflets to take home from the event.
- Comments about immigration.
- Comments about queues at local supermarkets.
- Comments criticising Government's 'Help to Buy' scheme.
- Comments about planning decisions and strategy of the 1970's and 1980's.
- Comments criticising Local Authority.
- Comments suggesting alternative uses for the site.
- Comments regarding the long-term motivations of the developer.
- Comments about worsening health issues such as asthma.
- Comments about World War II.

- Comments suggesting that residential development should be re-located to the Midlands.
- Comments about there being unanswered questions following the public event.
- Comments pertaining to local hostility to new housing schemes.
- Objections to building on the site should not be dismissed as 'NIMBY-ism'.
- Comments suggesting that there is no housing need locally due to estate agents advertising properties for sale in the area.
- Comments about local MP objection to the proposals.
- Comments about the structural condition of road bridges in the local area.
- Comments regarding hose pipe bans during summer months.
- Comments surrounding customer care and 'snagging' on finished units.
- Comments suggesting more development would create a "Mickey mouse town" vibe.
- Comments about a badger being killed on the road adjacent to the site.
- Comments about home insurance quotes and pricing.
- Comments about air pollution.
- Comments about bad driving habits and risk-taking by drivers.
- Comments about traffic doubling in the area over the past 15 years.
- Comments suggesting that a solar farm should be erected should consent for residential development not be forthcoming.
- Comments suggesting that unoccupied or under-occupied buildings in the Borough should be upgraded or converted to create new homes.
- A number of single word responses such as 'object', 'disagree', 'no', or 'stop' were received.

4.7 The above issues generally fall into four main categories: -

- i) Detailed matters which are addressed in the planning application documents, but which were not specifically referred to in the public consultation material.
 - ii) Detailed matters more appropriate for the next stages (e.g. Reserved Matters).
 - iii) Specific opinions on matters which cannot be addressed as part of the planning application.
 - iv) Matters beyond the control of the developer.
- 4.8 The responses received following the consultation event have been fully considered as the application proposals have been finalised. The focus of the majority of comments related to the principle of development and highway matters.
- 4.9 The comments raised through public consultation are welcomed and insofar as they are relevant to an outline application are addressed in full through the technical documents submitted in support of the application.
- 4.10 The comments made on matters of detail are noted and can be taken into consideration during the consideration of detailed design at the reserved matter approval stage.

5. FORMAL PRE APPLICATION DISCUSSIONS

- 5.1 The Applicant has engaged in formal pre application discussions with the LPA as encouraged by the NPPF. This has enabled the Applicant to discuss various matters with officers, including but not limited to the following:-
- The principle of development on the site
 - Housing land supply
 - The availability/non availability of any other options for growth in Worthing
 - The emerging Local Plan
 - Duty to cooperate obligations
 - Landscape and visual impact issues
 - The scope of the application documentation.
- 5.2 The Applicant has attended 3no. meetings with the LPA over the last 2 years and has also been liaising intermittently with officers over the telephone during this time.
- 5.3 The Applicant has also been liaising with other statutory consultees, including the Local Highways Authority and the Environment Agency to agree technical matters and the scope of the technical documents that would support the application to ensure that all relevant information is made available when the application is submitted.

6. CHANGES TO THE DEVELOPMENT PROPOSALS

6.1 The proposals have evolved in many ways since the community consultation event, the meetings with the LPA and discussion with other consultees, including inter alia:-

- The Feedback was reported to the technical consultants to ensure the pertinent issues had been addressed in their supporting documents and tested through modelling where appropriate.
- The access arrangements for the site now include a roundabout and a secondary access.
- The green infrastructure has been strengthened with wider north south green corridors and greater detail on the proposed parkland adjacent to the Ferring Rife.
- Additional planting is also proposed to help filter views of new built development.
- More work has been undertaken to demonstrate net biodiversity enhancements.
- Some of the drainage ponds have been relocated
- The land within Arun District has been removed.

6.2 A copy of the original Illustrative Masterplan at the time of the community consultation is provided at Appendix 4.

APPENDIX 4 : THE ORIGINAL ILLUSTRATIVE MASTERPLAN

7. SUMMARY AND CONCLUSIONS

- 7.1 The Applicant has undertaken pre-application consultation with the local community and other interested parties as encouraged by Government policy, contained within the NPPF and the PPG, and the Council's Statement of Community Involvement.
- 7.2 The public consultation exercise has allowed local residents and other stakeholders to consider the proposals before the planning application has been finalised and to offer suggestions and recommendations to help shape new development in the area, which have been taken into account by the Applicant.
- 7.3 It is acknowledged that pre-application consultation will not always change the views of those who wish to object to a development proposal, but it ensures that there is an opportunity to openly review and discuss the proposals with the developers and their consultant team and to help shape new development.
- 7.4 The concerns raised above have been noted and considered and where appropriate addressed through the application and supporting documentation.
- 7.5 Some of the comments have related to off-site matters and as such it has not been necessary to make any direct changes to the proposals as a result of the consultation.

APPENDIX 1

CONSULTATION FLYER

CHATSMORE FARM

PUBLIC CONSULTATION



INTRODUCTION

Persimmon Homes are in the process of preparing a planning application for an attractive new residential led mixed use development on land at Chatsmore Farm, Goring. A public consultation exhibition is to take place on 7th October 2019 where further details will be provided.

Persimmon Homes has been focusing on proposals for the Company's freehold land, extending northwards of Goring Station, over several years in the context of a significant and severe housing shortfall in the area. In short, Worthing Borough Council is required to find land for a minimum of 880 new homes per year to accord with the national planning guidance.

The proposals seek to develop the site for up to 465 new homes, 30% of which will be affordable housing. The proposals also include a new local centre, car parking for the railway station and extensive areas of public open space.

WHAT HAPPENS NEXT

The public consultation event is to be held on Monday 7th October 2019, 1:30pm to 7:30pm at The Richmond Room, Ground Floor, Assembly Hall, Stoke Abbott Rd, Worthing, BN11.

You are invited to attend and we look forward to seeing you there.

Even if you can't attend, your views are still important to us and we would appreciate it if you could take the time to complete a comments form and return using the Freepost tear off section of this leaflet. If you wish you can also comment via our website page at:

www.chatsmorefarm.co.uk

Please send any comments by Monday 21st October 2019.

Alternatively, you can email:

chatsmorefarm@pegasusgroup.co.uk

All comments received will be carefully reviewed and considered by the development team in the process of finalising the design for the proposed development.

THE SITE

The site, known locally as Chatsmore Farm, extends to some 19 ha. The local train station lies adjacent to the south eastern boundary of the site. The northern boundary of the land extends along the edge of the A259, while the southern boundary runs along the South Coast rail line.

The surrounding area comprises residential properties, with fields and an open landscape to the north of the A259. Chatsmore Catholic High School is located in its campus just beyond the southern boundary, adjacent to the railway line.

The site itself comprises flat arable fields, bordered by semi-improved grassland. Within the north portion of the land a river, Ferring Rife, flows east to west, beyond which there is a prominent overhead electricity power line, which is supported by lattice pylons.

The proposals have been shaped by detailed landscape and ecological assessments of the site that have been distilled into the accompanying master plan

The broad principles are as follows:

- The area to the north of the Rife is to remain as open farmland;
- The area to the south of the Rife is to be a neighbourhood of approximately 465 new homes;
- There will be an extensive belt of public open space and a retained wildlife corridor;
- There will be a new public car park to serve Goring Station; and
- A new local centre in the south eastern corner



P.1173 | September 2019

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2



Pegasus Planning Group
Pegasus House
Querns Business Centre
Whitworth Road
Cirencester
GL7 1RT



The exhibition will provide you with an opportunity to view and comment on the proposals prior to the submission of the outline planning application to the Council.

We are keen to hear your views, so please do take the opportunity to speak to representatives of the project team at the exhibition and submit your comments on the feedback forms that have been provided.

PROPOSALS

The proposals are in outline form and are shown here on the draft Illustrative Masterplan, which encompasses some 19 ha overall. The main components of this mixed use scheme are set out below.

- Approximately 465 new homes are proposed to help address the acute housing shortage in the Borough;
- A range of 1, 2, 3 and 4 bed dwellings (mix to be agreed as part of a future Reserved Matters application)
- 30% affordable housing will be affordable including 25% rented units and 75% shared ownership;
- The unsightly pylons which now cross the site will be removed;
- The land to the north of the Ferring Rife is to remain in agricultural use, and the river and its broad margins will continue to function as a wildlife corridor;
- The on-site open space will be opened up to the public with a larger parkland area in the northwest corner;
- Our preliminary ideas are that Persimmon Homes will also provide a new car park for the station with space for around 40 cars as well as a new local centre.

Overall, the scheme would deliver numerous benefits to the local community and Worthing District Council as well as the Government's New Homes Bonus Scheme and a comprehensive Section 106 package comprising of Education, healthcare, childcare, greenspace, highways and public transport contributions



| KEY | |
|-----|---|
| | Site Boundary |
| | Proposed Development Parcels |
| | Indicative Development Units |
| | Mixed Use Development Blocks |
| | Key Space |
| | Shared Surface |
| | Courtyard |
| | Mews Lane |
| | Parkland |
| | Open Space |
| | Sustainable Drainage Strategy (SuDS) |
| | Existing Vegetation |
| | Proposed Vegetation |
| | Proposed Planting to Northern Boundary |
| | Potential New Pedestrian Route |
| | Principal Vehicular Access Point |
| | Principal Vehicular Route |
| | Potential Location of Play Area |
| | 200m Walking Distance from Goring Station |
| | Existing High Voltage Cable |
| | Pylon Grounded |
| | Access to Station Parking & Mixed Uses |

ILLUSTRATIVE MASTERPLAN

CHATSMORE FARM PUBLIC CONSULTATION

Your comments are important to us and form part of the public consultation process for the proposals

Comments

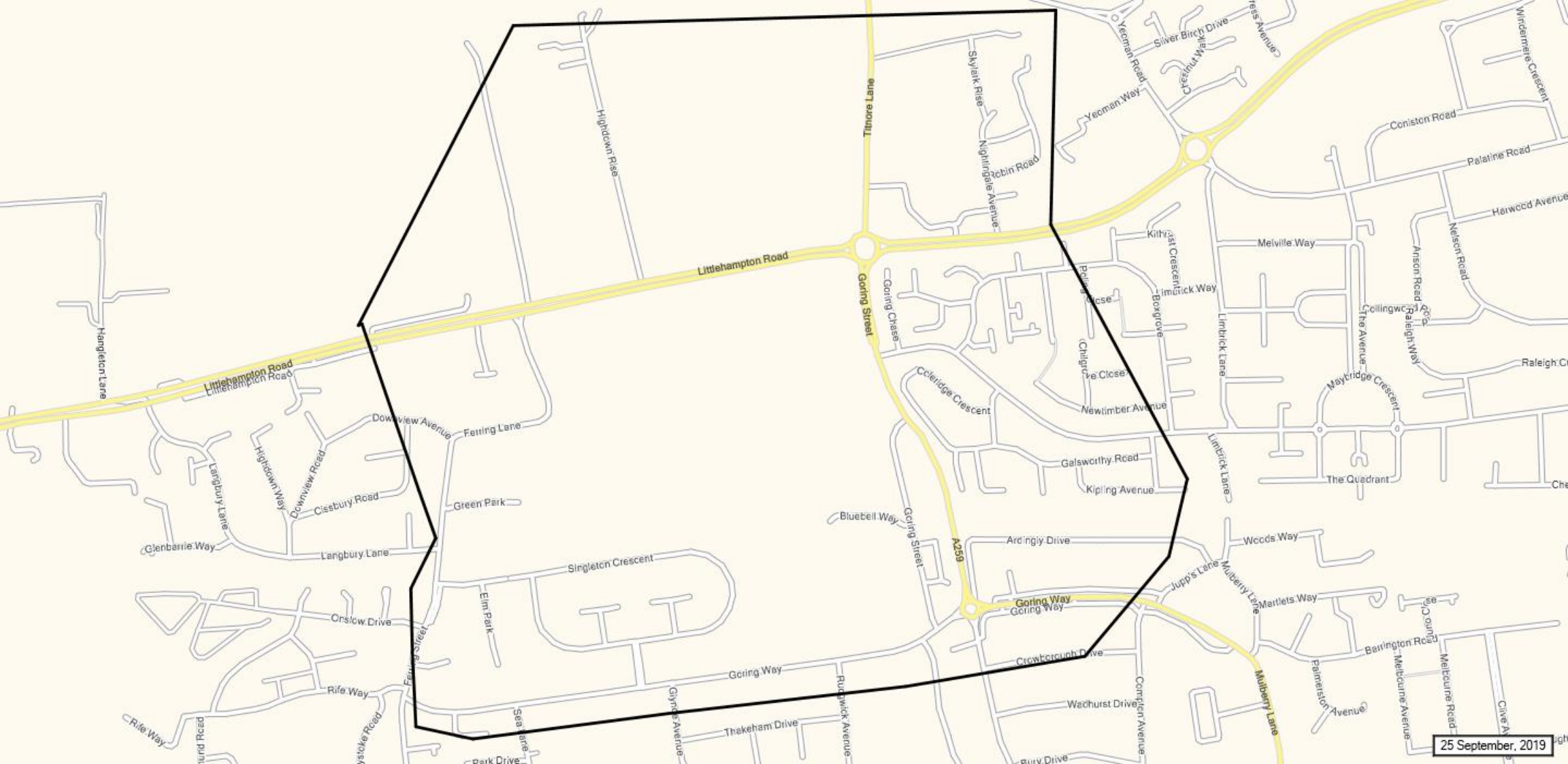
A series of horizontal dotted lines for writing comments.



Please send any comments by Monday 21st October 2019

APPENDIX 2

FLYER DISTRIBUTION AREA



APPENDIX 3

EXAMPLE EMAIL TO ELECTED MEMBERS

CIR-P.1173/DH/AJ

30th September 2019

Cllr Nicola Waight
28 Furze Road
Worthing
West Sussex
BN13 3BH

Dear Cllr Waight,

Public Consultation Event: Land at Chatsmore Farm, Goring-by-Sea

I write to you in respect of an upcoming public consultation event that will be taking place on Monday 7th October 2019, between 1:30pm – 7:30pm at The Richmond Room, Ground Floor, Assembly Hall, Stoke Abbott Road, Worthing, BN11 1HQ. Please find attached a leaflet advertising the public consultation event with this letter.

The public consultation event concerns a new residential-led mixed use development on land at Chatsmore Farm in Goring-by-Sea. The proposals seek to develop the 19-hectare site for up to 465 new homes, 30% of which will be affordable housing. The proposals also include a new local centre, car parking for the railway station and extensive areas of public open space.

The scheme would deliver numerous benefits to the local community and Worthing District Council as well as the Government's New Homes Bonus Scheme and a comprehensive Section 106 package comprising of education, healthcare, childcare, greenspace, highways and public transport contributions.

Members of the public are invited to attend the public consultation event, which will provide opportunity to view and comment on the proposals prior to the submission of the outline planning application to the Council.

Should you require any further information, please contact me using the contact details provided.

Yours faithfully,

PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT

T 01285 641717 | **F** 01285642348 | **W** www.pegasusgroup.co.uk

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Adam Jones
Planner
Email: adam.jones@pegasusgroup.co.uk

APPENDIX 4

ORIGINAL ILLUSTRATIVE MASTERPLAN

A1



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 Contractors, Sub-contractors and suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect.
 Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

| REV | DESCRIPTION | DATE | AUTHOR | CHK'D |
|-----|--------------------|----------|--------|-------|
| P1 | Preliminary Issue | 20/09/19 | MB | PM |
| P2 | Redline Amendments | 24/09/19 | MB | PM |

KEY

- Site Boundary
- Proposed Development Parcels
- Indicative Development Units
- Mixed Use Development Blocks
- Key Space
- Shared Surface
- Courtyard
- Mews Lane
- Parkland
- Open Space
- Sustainable Drainage Strategy (SuDS)
- Existing Vegetation
- Proposed Vegetation
- Proposed Planting to Northern Boundary
- Potential New Pedestrian Route
- Principal Vehicular Access Point
- Principal Vehicular Route
- Potential Location of Play Area
- 200m Walking Distance from Goring Station
- Existing High Voltage Cable
- Access to Station Parking & Mixed Uses

200m WALKING DISTANCE

Cycle, Motorcycle Storage

Station Green

Ground Floor Mixed Uses/Retail, Commercial, Nursery, Creche

GORING TRAIN STATION



Romsey Office
 Building 300, The Grange, Romsey Road, Michelmersh, SO51 0AE
 t: 01794 367703 f: 01794 367276 www.thrivearchitects.co.uk

PROJECT
Goring Station
 Goring-on-Sea
 For: Persimmon Thames Valley

DRAWING
Concept Masterplan - 03

| SCALE | DATE | AUTHOR | CHK'D |
|-------------|-------------|--------|-------|
| 1:1250 @ A1 | 20/09/19 | MB | PM |
| JOB NO. | DRAWING NO. | REV | |
| PERS190227 | CMP-03 | P1 | |