

REPORT UPDATE

Application No: F/14/24/RES

Reason for the Update / Changes

1. Report Clarifications

Officers would like to provide further clarity on the report itself:

- The report suggests that the Local Centre will achieve a 20mph speed. However, clarification has been received that the spine road has been designed to a 30mph speed in its entirety, and a detailed Road Safety Assessment (RSA) will determine whether further speed restrictions need to be put in place, particularly through the Local Centre. However, this will be introduced through other measures such as speed limit signs, if it is deemed necessary.
- The language used within the report in relation to the Ford Airfield Runway suggests that the Runway Arm is being retained. This could be misinterpreted, and as such for clarity the physical runway will not be retained, but a substantial portion will be undeveloped and made into a linear park, conserving the alignment of the runway arm only.
- The basin improvements specifies further permanent water, however this should be read as semi-permanent.
- The report states that no basins along Yapton Road were identified on the approved parameter plans, however this is incorrect, and both open space and basins were shown along Ryebank Park Public Open Space (POS) in the approved parameter plans.
- Officers identified within the report that the proposed LAP's were sufficient in number and location, however have since identified that a further LAP along the St Marys Meadow Public Open Space has not been omitted from revised plans owing to other infrastructure being located here. There is space along the St Mary's Meadow POS area to include this, or to expand the existing LAPs, and therefore the condition has been updated to reference the need to include this.

There are no changes which would warrant any different consideration of the plans, or newly introduced material considerations, and therefore conclusions remain in full.

2. Basin Fencing

The applicant has instructed a RoSPA assessment of the plans to ensure no further fencing is required around the basins, however this is yet to be assessed and confirmed in writing. A verbal update has been received to suggest further marginal planting, signage and the like could be incorporated instead, and therefore it is likely that a compliance condition will be added as a result.

Therefore, the recommendation will not change and the applicant will be required to provide written confirmation that fencing is not required, prior to approving the application.

3. Consultee Comments

The Conservation Officers comments have been taken into account whilst preparing the report, however a summary of their conclusions was not provided within the report. The comments can be found in full on the planning register for completeness.

4. Planning Conditions Updates

Since the publication of the Ford report, the following conditions have been changed / updated:

- Condition 1 has been updated to add in several plans which were missed (no new plans are proposed).
- Condition 2 has been amended to add that the play areas will be in alignment with the approved Design Code.
- Condition 8 has been amended to align the delivery of planting with the phasing strategy from the outline planning permission. This ensures a more comprehensive overview of the planting strategy and more specific trigger points for each open space area.

An updated conditions sheet accompanies this update.

Notes: Changes to recommendations, conditions and / or reasons for refusal will always be reflected in the recommendation section of the attached Officer's Report.

Recommendation Report for Approval of Reserved Matters Following Outline Approval

REF NO:	F/14/24/RES
LOCATION:	Land at Ford Airfield Ford
PROPOSAL:	Approval of reserved matters (layout, scale, appearance and landscaping) following outline consent F/4/20/OUT for the infrastructure reserved matters including the provision of a primary spine road and associated secondary road junctions, pavement, footpaths, cycle infrastructure and bus stops; site wide drainage infrastructure including foul pumping stations, foul sewer infrastructure, SUDS basins, SUDS swales, surface water infrastructure; acoustic fencing; public open space including landscape details, play areas, footpaths & associated works. This application affects a Public Right of Way, may affect the setting of a Listed Building and falls within CIL Zone 1 (Ford strategic site - zero rated).

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	This application seeks reserved matters approval for appearance, landscaping, layout and scale of the proposed development for the infrastructure phase only. Access was permitted as part of the outline permission F/4/20/OUT. This application encompasses the central spine road through the site, areas of open space, drainage and foul infrastructure. The following open spaces are part of this application: - Landings Green POS is located in the north-eastern corner of the site. - St Marys Meadow POS forms the open space to the western boundary in the north of the site (and to the west of residential phase RM1N under application
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F/15/24/RES).

- The Arun Way POS forms a key linear pedestrian, cyclist and equestrian route from east-west in the northern part of the site (connecting St Marys Meadow POS and Landing Green POS). It is an existing PROW, which is to be upgraded as part of the development, and retain the existing mature hedge and tree boundary.
- Climping Edge POS is located on the southern boundary of the site, adjacent to Horsemere Green Lane.
- Ryebank Park POS is located on the western boundary of the southern part of the site, parallel to Yapton Road.

SITE AREA	20.38ha
RESIDENTIAL DENSITY	Not applicable, as this application provides the central spinal road, public open spaces and associated infrastructure.
TOPOGRAPHY	The site is predominantly flat. However, a substantial change in ground level is experienced along Ford Lane, with the application site sitting higher than the road. Additionally, further level changes occur within the north-south tree belt following PROW 366/1 and adjoining Ford Lane.
TREES	There are no Tree Preservation Orders (TPO) present on any trees within the site, nor any conservation areas within the application site. A mature tree belt crosses the site east to west along PROW 363/1. The existing track access from Ford Lane has mature vegetation and trees alongside it. Along Yapton Road, there is a well-established hedgerow, which part of will be removed to facilitate the access to the site (approved as part of F/4/20/OUT). Vegetation is also present along the border of the site which sits alongside Horsemere Green Lane.
BOUNDARY TREATMENT	To the north of the development, along Ford Lane, there is no significant boundary vegetation which aligns Ford Lane. Both eastern and western boundaries in the north of the site are devoid of any boundary treatment, given the proposed development creates new boundaries within existing fields. Within the south of the development, mature hedgerows are found along Yapton Road and Horsemere Green Lane. Within the centre of the development, the boundary treatments vary from hedgerows and fences to open hard landscaping, such as the access to the Flying Fortress.
SITE CHARACTERISTICS	The site is bound by Ford Lane to the north, a former runway, waste management and agricultural uses to the east, Horsemere Green Lane to the south and Yapton Road, Rollaston Park and agricultural land to the west.

Much of the land is in agricultural use. However, a large proportion of the concrete runways of the former Ford Airfield remain. The southern and eastern runways, which adjoin the application site, are used for car boot sales, a farmers' market and market uses on Thursdays, Saturdays and Sundays.

The former airfield accommodates several waste management uses, which adjoin the application site. These include a wastewater treatment works (operated by Southern Water), a waste transfer station (operated by Grundon) and a recycling facility (operated by Viridor). The access road to these three uses is included in the eastern part of the site from Ford Road.

In the central part of the site, there is the 'Flying Fortress' (indoor children's play area) and the 'Arun Sports Arena' (indoor five-a-side football facility). The access to these facilities is from Rollaston Park.

The whole of the site lies within the Parish of Ford. It adjoins the Climping Parish boundary at Horsemere Green Lane and Yapton Road. It touches the Yapton Parish boundary at its western-most point, on the course of the former Portsmouth and Arundel Canal.

There are several Public Rights of Way (PROW) which pass through the site (Path Numbers 363, 363_1, 366, 200_3 and 175). These provide footpath connections between Yapton and Ford Lane, or eastwards to Ford Road, and Yapton Road to Ford Road (via Rudford Industrial Estate).

CHARACTER OF LOCALITY

The site is located between the villages of Yapton, Ford and Climping. It is approximately 3km to the north west of Littlehampton town centre and 4km south west of Arundel town centre. The South Downs National Park boundary lies approximately 2km to the north of the site.

The site is approximately 0.7km south of Ford railway station and 0.4km west of the River Arun.

Generally, the site is considered to be a mixture of semi-rural character, with the north of the allocation appearing more rural than the south, owing to the visual connections to the SDNP.

RELEVANT SITE HISTORY

F/4/20/OUT	Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and	App Cond with S106 30-05-23
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1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding. This application affects a Public Right of Way. This application is the subject of an Environmental Statement. This application may affect the setting of a Listed Building. This application falls within CIL Zone 1 - Zero Rated.

F/3/25/NMA	Non-material amendment following the grant of F/4/20/OUT relating to the rewording of condition 13 (contamination verification).	Approve 12-02-25
F/22/25/NMA	Non-material amendment following the grant of F/4/20/OUT relating to the rewording of condition 17 (to allow the ecological protection and enhancement plan to be delivered in 2 parts, and to amend the trigger related to the submission and approval of the Bewick Swan mitigation from prior to commencement to prior to above slab level.	Approve 13-10-25
F/16/24/RES	Approval of reserved matters following outline permission F/4/20/OUT for phase reserved matters 4 (south), for the erection of 357 No. residential dwellings plus associated roads, infrastructure, parking, landscaping, open space & play areas and associated works. This application affects a Public Right of Way, may affect the setting of a Listed Building and falls within CIL Zone 1 (Ford strategic site - zero rated).	
F/15/24/RES	Approval of reserved matters (layout, scale, appearance and landscaping) following outline permission F/4/20/OUT for phase RM1 (North), for the erection of 341 No. residential dwellings plus associated roads, infrastructure, parking, landscaping and associated works. This application affects a Public Right of Way, may affect the setting of a Listed Building and falls within CIL Zone 1 (Ford strategic site - zero rated).	

No comments to make on planning history.

REPRESENTATIONS

1 no. public representation was made, which commented:

- The canal is protected under the Local Plan and the route forms one of ADC's Active Travel routes.
- The canal alignment should be delivered as an active travel route and development should ensure the protection of canal infrastructure.

Ford to Hunston Canal Society - Comments received as follows:

- Line of canal along edge of RM2 does not have green all the way along as per the Design Code.
- Canal should be a separate path and not part of the road.
- The configuration of the canal should be wider than just a footpath, and there is an opportunity to reflect the canal through a water feature.
- The employment Zone has remnant of the historic canal route which also needs to be protected.

Ford Parish Council - Comments received as follows:

- Wishes to see a controlled crossing at Johnson Way/ Rollaston Park and Yapton Road due to speed and volume of traffic.
- The road from Rollaston Park to the Bilsham Road/Burndell Road junction states a cycle demarcation should be provided, but there is concern over how this is to be achieved on the existing road.
- Unclear how the proposed widening of existing footway along Church Lane is to be achieved.
- Unclear how the realignment of Ford Road will be completed to provide a route from Ford Lane to the Ford Station.
- Concern over the primary road becoming a rat-run and wish for this to be 20mph.
- Query over swale maintenance to ensure they do not become stagnant.
- Swales along Yapton Road conflict with policy LC6 of the Ford NDP2.
- Parts of the site in the north and northeast of the site conflicts with Policy EH5 of the FNDP2 and SP1 of the ALP.
- Query whether the plans meet Policy EH1 of the FNDP2 and provide 30% tree cover.

Climping Parish Council - Comments are as follows:

- Lack of information on the maintenance agreement for the SUDs.
- Relies upon surface water discharge to private drains outside of the site.
- Queries whether Foul Pumping stations have a backup should the pumps fail.
- Would want to see access to Foul Pumps more robust than grass-crete.
- Would like controlled crossings along Church Road.
- Wishes to ensure PROW access I maintained throughout construction period.

Ford Community Land Trust - Support the principle of the development, however, raises the same concerns as Ford Parish Council regarding highways queries and principle of development outside of policy boundary.

COMMENTS ON REPRESENTATIONS RECEIVED:

Matters relating to the principle development are not a material matter in this application. In addition, matters raised relating to future parcels of development within the site, including the Employment Zone, are not matters related to this application.

With regards to the canal, the main body of the canal present within the allocation site sits outside of this application. Only the intersection of the highway infrastructure is present, however this is addressed in full within the body of the report.

Surface water and foul drainage designs, along with maintenance plans, have been conditioned as part of the outline permission, and are therefore not material to this application.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

ENVIRONMENTAL HEALTH - Objection.

DRAINAGE ENGINEERS -Objection (30.07.2025).

Engineers have highlighted extensive issues related to the lack of suitable water groundwater testing and infiltration testing which rules out infiltration capacity in the north. It is accepted that in the south of the reserved matters infiltration has been ruled out due to groundwater levels being high, the north has not undergone sufficient testing for the scale and size of the development reliant on it.

Key issues identified include:

- Insufficient Winter Ground Water Monitoring and infiltration testing data, particularly in the northern part of the site, where infiltration may be viable but has not been adequately explored.
- Failure to follow the SuDS hierarchy, with surface water proposed to be discharged to watercourses without sufficient justification for the non-viability of infiltration.
- Inadequate modelling and calculation discrepancies, including incorrect CV values, unverified surcharging assumptions, and inconsistencies between contributing areas and drainage infrastructure sizing.
- Unclear or unsupported connections to third-party land, with legal and technical uncertainties surrounding outfall permissions.
- Failure to provide adequate interception drainage details to ensure the first 5mm of rainfall of all rainfall events are dealt with via interception, in conflict with the SUDs manual.
- Amenity and safety concerns, particularly regarding basin depths exceeding recommended limits, which may necessitate fencing and reduce visual and recreational value.
- Potential conflicts with existing drainage infrastructure, which has not been adequately surveyed, protected, or integrated into the proposed layout.

WSCC LLFA - Objection. Amended information did not adequately address concerns raised. Maintain that as drainage can influence the layout and appearance of the development, wish for this to be resolved at reserved matters stage.

WSCC HIGHWAYS - More information required. Further information is required on additional vehicle tracking, and traffic calming measures. Impacts of tree planting in visibility splays needs further cumulative assessment, and there is a recommendation that the cycle link to Ford station should be upgraded to shared use. There are also comments on future connectivity to the site to the west which has recently had a screening opinion (F/4/25/ESO) for residential development and a school.

DESIGN OFFICER - Advice provided to ADC.

ECOLOGY OFFICER - No objection. Suitable quantum and location of ecology provisions, and timeline for implementation is acceptable.

SOUTH DOWNS NATIONAL PARK - No comments to make on the basis of the proposal and location of the site.

GREENSPACE OFFICER - No objection, subject to the imposition of suitably worded conditions.

Amended plans have bolstered tree planting facing on edge of development and along spine road where possible, which is supported.

Concern raised over the size and depth of the proposed drainage basins and their contribution to amenity in this space. However, amendments to the landscaping and design changes to the basins are acceptable and, whilst it is acknowledged these are dominant features, this is acceptable with the landscape interventions.

Street furniture should be consistent across the entire development in accordance with the Design Code and a condition should be imposed to secure their specific appearance. Concern was raised over conflicts with lighting and drainage underground infrastructure, which would need to be conditioned to secure details of tree pits and the like.

Play areas were found to be appropriate in location, and size, however the indicative play areas were not as ambitious as the Design Code and contained a lot of duplicated play experiences which would not be supported. The play plans are noted as indicative, and therefore a condition requiring full details would make this acceptable.

The number of interpretation boards and public art is lower than the approved Design Code, but subject to a condition to require these details in full this is acceptable.

SUSSEX POLICE - General comments and advice provided. Play provision should be overlooked with good natural surveillance and good access. Areas of private and public should be distinct, and POS should have features which prevent unauthorised vehicular access. To provide a dog free play area, fencing and railing should be considered. Planting should maintain clear sightlines, with ground cover below 1m and tree canopies above 2m to support visibility and deter antisocial behaviour. Lighting is also an important security measure to reassure the public at night time.

ACTIVE TRAVEL ENGLAND - Further information required. Further information whether a bus gate has been considered to reduce the use of the spinal road as a cut through. ATE require confirmation the Local Highway Authority are content with the traffic calming measures proposed. Details on the bus facilities is acceptable, showing shelter, raised kerbs and real time passenger information, and confirmation of an LTN 1/20 scheme is welcomed.

WSCC PROW - No objection.

ARBORICULTURAL OFFICER - No comments provided.

HOUSING OFFICER - No comments provided.

SOUTHERN WATER - Objection based upon concern that the Ford Wastewater Treatment Works may result in odour on new sensitive development that would prejudice the operation of the treatment works. Wish to see a smaller odour zone.

Development not within southern waters statutory area for water supply drainage services. Need to contact Portsmouth Water. Any new proposed pumping stations that require adoption must be planned in

accordance with the Southern Water Services Specification. Further advice to applicant on connections to public sewers is available online.

COMMENTS ON CONSULTATION RESPONSES:

With regard to objections raised by EH and Southern Water, odour was identified and dealt with as part of the outline planning permission. The outline planning permission includes condition 35 which sets out an odour zone where should a sensitive use be proposed, further odour assessments would be required. However, any development outside of the odour zone would be acceptable given the evidence submitted to date under the outline permission.

POLICY CONTEXT

The application mostly sits within the SD8 Ford Strategic Housing Allocation, as per Policy H SP1, which supports the principle of residential development to meet the housing needs of the district. The northeastern corner of the site is located outside of the Built Up Area Boundary and the SD8 strategic allocation.

DEVELOPMENT PLAN POLICIES

Arun Local Plan 2011 - 2031:

AHSP2	AH SP2 Affordable Housing
DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DSP1	D SP1 Design
ENVDM4	ENV DM4 Protection of trees
ENVDM5	ENV DM5 Development and biodiversity
ENVSP1	ENV SP1 Natural Environment
HERDM1	HER DM1 Listed Buildings
HERDM3	HER DM3 Conservation Areas
HSP2	H SP2 Strategic Site Allocations
HWBSP1	HWB SP1 Health and Wellbeing
QEDM1	QE DM1 Noise Pollution
QEDM2	QE DM2 Light pollution
QEDM3	QE DM3 Air Pollution
QESP1	QE SP1 Quality of the Environment
TDM1	T DM1 Sustainable Travel and Public Rights of Way

<u>Ford Neighbourhood Plan 2024-2041 Policy EH1</u>	Protection of trees and hedgerows
Ford Neighbourhood Plan 2024-2041 Policy EH3	Buildings and structures of character
Ford Neighbourhood Plan 2024-2041 Policy EH8	Light Pollution
Ford Neighbourhood Plan 2024-2041 Policy EH9	Route of the Former Portsmouth to Arundel Canal
Ford Neighbourhood Plan 2024-2041 Policy GA1	Footpath and cycle path network
Ford Neighbourhood Plan 2024-2041 Policy H4	Recreational Space
Ford Neighbourhood Plan 2024-2041 Policy SA1	Ford Airfield

PLANNING POLICY GUIDANCE:

NPPDG	National Design Guide
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD11	Arun Parking Standards 2020
SPD12	Open Space, Playing Pitches & Indoor & Built Sports Facilities
SPD13	Arun District Design Guide (SPD) January 2021

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans, The South Inshore & South Offshore Marine Plan and Made Neighbourhood Development Plans. The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Ford Neighbourhood Development Plan was made on 09 January 2019. However, the plan was updated and so the most up to date plan is Ford Neighbourhood Plan 2, which was made on 19 March 2025, and now referred to as FDNP2 within the report.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no overriding material considerations to warrant a decision otherwise than in accordance with the Development Plan and legislative background.

CONCLUSIONS**PRINCIPLE OF DEVELOPMENT**

Both the ALP and the FNDP allocate the site for residential dwellings for a development of at least 1,500 units to be delivered as part of the strategic housing site (SD8) at Ford. An outline permission was granted (F/4/20/OUT) which establishes the principle of development, including up to 1,500 dwellings, care home, primary school, and a new Local Centre forming various retail, commercial and community uses.

Several parameter plans were approved through the outline planning permission, setting out general land use areas for residential development, local centre uses, and schools, along with maximum heights and densities. In addition, areas of open space, buffer planting, and retention of footpaths are shown. The approved parameter plans also include the general location of the spine road, connecting Ford Lane and Yapton Road, through the proposed new Local Centre.

There are three reserved matters applications which have been submitted in unison by the same applicant. These form the northwestern phase of the development for 341 dwellings (Phase RM1N under F/15/24/RES), the southernmost part of the site for 357 dwellings (Phase RM4S under F/16/24/RES) and the infrastructure reserved matters (Phase IRM under F/14/24/RES) which does not include any residential dwellings, but consists of the following:

- The central spine road and associated verges and pedestrian/cycle route;
- Areas of Public Open Space (POS), which include:
 - Provision of foul pumping infrastructure within the open spaces
 - Drainage Infrastructure, including attenuation basins and the like
 - Pedestrian routes
 - Play areas

This application seeks to secure reserved matters approval for appearance, landscaping, layout and scale of the above. All other matters were considered through the granting of permission F/4/20/OUT with conditions included in relation to the following matters which will require discharge prior to the commencement of development:

- Archaeology (Condition 6);
- Construction Management Plan (Condition 10);
- Contamination Scheme (Condition 12 & 13)
- External lighting (Condition 15)
- Updated Badger Survey (Condition 16)
- Ecological Protection and Enhancement Plan (17)
- Employment and Skills Plan (Condition 19);
- Arboricultural Method Statement and Tree Protection Plan (Condition 22);
- Location of rising main and foul sewer pipes (Condition 27);
- Foul Drainage (Condition 28);
- Surface Water Drainage (Condition 29, 30, 31 and 32);
- Scheme for managing explosives (Condition 34)

Additional conditions required submission of details to be included within the RM. These include:

- Ecological Protection and Enhancement Plan (Condition 18)
- Layout and appearance particulars (Condition 20)
- Landscaping particulars (Condition 21)
- Noise scheme (Condition 25)
- Renewable Energy (Condition 26)

Given the application only deals with the public open spaces around the residential parcels and the spine road, renewable energy will not be required as part of the application. All other matters have been addressed within the application, and are discussed later in the report.

Furthermore, Condition 7 of the outline permission required a Design Code to be submitted and approved prior to the submission of any reserved matters and is intended to set out the design objectives and strategy for the delivery of the strategic allocation. The Design Code was approved under F/10/24/DOC and sets out the strategy in relation to character areas for both residential and public open space, including the design approach to the character areas, such as density, elevational treatments, height, and materials. In addition, the Design Code developed a play strategy, and detailed the design objectives for the development of the historic canal alignment and runway areas.

Through the development of the Design Code, Pre-Application workshops and subsequent planning application, the Council instructed an independent external design consultant to provide advice.

DESIGN AND LAYOUT - HIGHWAYS

NPPF Paragraph 135 identifies that development should function well and add to the quality of the area. This is reflected through Policy D DM1 of the ALP as well as the Arun Design Guide and the National Design Guide.

The access arrangements were approved under the outline planning permission, securing a roundabout along both Ford Lane and Yapton Road. Therefore, in terms of highway safety the proposal is in accordance with policies T SP1 or T DM1 of the ALP and will not have an unacceptably adverse impact upon the safe operation of the highways network.

The development has been designed around the provision of a primary spine road which links the approved Ford Lane and Yapton Road roundabout accesses, which was approved as part of the outline, with WSCC Highways raising no objection.

The approved Design Code establishes the general principle of road hierarchy with various street types to be delivered as part of the proposals. These are:

- Primary Street: 6.5m wide with 2m footway on one side and 3.5m shared footway/cycle way. Verges should measure a minimum of 2m on both sides and mature large tree specimens.
- Secondary Street: 5.5m wide with 2m wide footway on one side and 3m footway/cycleway. Verges should measure a minimum of 2m on both sides with medium tree specimens.
- Tertiary Street: 5m wide with 2m wide footway on both sides and 2m footways on both sides and verges measuring a minimum of 2m on both sides with medium to small tree specimens.
- Mews Street: 4.8m wide shared surfaces (minimum of 4.5m wide at pinch points) with no footways and context driven use of verges and tree planting.

The primary spine road is included in this application and comprises a bi-directional 6.5m wide single carriageway, and includes four bus stops in each direction. Active Travel England requested investigation into a bus gate to prevent the spine road from becoming used as a cut through. However, this is fundamentally at odds with the principles established through the outline approval. WSCC Highways have reviewed the proposals and amended plans have been submitted resulting in additional traffic calming measures, and restricting vehicle speeds to 20mph through the Local Centre. Ford Parish Council commented that they wished for the whole spine road to be restricted to 20mph, however, WSCC Highways have raised no concerns with the proposed design speeds, which would be 30mph and 20mpg through the Local Centre.

The eastern side of the spine road features a 3.5m wide pedestrian / cycle path, while the western side features a 2m wide pedestrian link. Both sides of the spine road feature planted verges, and all but one area provide a 2m verge, as per the Design Code. In the central part of the spine road a 30m section of verge reduces to approximately 1.5m, however this reduction in width has been to incorporate a substantial amount of landscaping adjacent to the footpath. In addition to this landscaping the verge opposite is shown as 3m in width, and as such this minor deviation from the approved design code is acceptable and would not adversely impact upon the overall design strategy for the spine road.

The route of the spine road in the north of the site from Ford Lane, allows for the retention of existing vegetation to the west of the spine road in the north which will enhance the amenity and character of the spine road. WSCC Highways have been consulted on the proposals and raised no objection to the development as proposed.

The proposed highway elements are acceptable and would comply with the Development Plan, specifically policies T SP1 and T DM1 of the ALP.

DESIGN AND LAYOUT - PUBLIC OPEN SPACE (POS)

The Ford site includes several areas of Public Open Spaces (POS):

- Landings Green POS is in the north-eastern corner of the site.
- St Marys Meadow POS forms the open space to the western boundary in the north of the site (and to the west of residential phase F/15/24/RES).
- The Arun Way POS forms a key linear pedestrian, cyclist and equestrian route from east-west in the northern part of the site (connecting St Marys Meadow POS and Landing Green POS). It is an existing PROW, which is to be upgraded as part of the development, and retain the existing mature hedge and tree boundary.
- Runway Park POS is located in the south of the development, along the northeast boundary.
- Runway POS is a linear civic space, located along the former arm of the runway.
- Climping Edge POS is located on the southern boundary of the site, adjacent to Horsemere Green Lane.
- Ryebank Park POS is located on the western boundary of the southern part of the site, parallel to Yapton Road.

This application includes all the open spaces identified above, except for the Runway Park POS which is included as part of F/16/24/RES and Runway POS which will be included as part of a future phase.

The location of the open spaces are set out in the approved Design Code, with each area having a different character and function to provide interest across the site. The open spaces also act as natural green buffers to ensure separation with commercial and industrial uses as well as to act as transitions to the wider countryside and green infrastructure links in accordance with the development plan. The open space locations proposed align with those set out in the approved Design Code and as such the location of the open space proposed is acceptable.

It is noted that Policy LC6 of the FDNP2 suggests a small portion of the Ryebank Park POS is allocated as Open Space, and no development is permitted. However, the proposals would facilitate open spaces along this road, and whilst basins are proposed for drainage, there is still amenity and recreational opportunity. Therefore, there would be no conflict with Policy LC6 of the FNDP2.

Pedestrian and Cycle Connections

Various footpaths, bridleways and cycleways are proposed throughout the development and provide several circular recreational routes of varying lengths through the open spaces, which will help to promote active travel and enjoyment for future occupiers as well as existing nearby residents. The spine road is proposed to have a continuous 3.5m path on the east and a 2m on the west, which will also allow continuation of cycle paths through the residential development. In addition, footpaths and cycleways will be continued throughout the residential phases of the development from the spine road, creating permeability across the development.

In the south of the site, a 3m wide macadam pedestrian/cycle path provides a circular route around the residential development, connecting the Runway Park POS (not included within this application) with the Ryebank Park POS, and providing connection points along Yapton Road, Horsemere Green Lane and to the Rudfield Industrial Estate.

The Design Code identified that the Arun Way should function as a green infrastructure link retaining the mature tree line which will help to maintain its character. The Arun Way POS hosts the Public Right of Way (PROW) 363, which goes through the tree belt. The application proposes to provide a 3m wide Type 1 Limestone cycle / footpath / bridleway to the south of the tree belt, in accordance with the requirements of WSCC. PROW 363 ends at the east of Arun Way and continues within the Landings Green POS on PROW 366, which is a north-south path which joins with Ford Lane. PROW 200 continues east but with a modified route to facilitate the delivery of the proposed attenuation basin. These surfaces continue in 3m wide Type 1 Limestone in keeping with the other PROW improvements proposed. The path to the southeast corner of the Landings Green POS also provides an off-road connection towards Ford Train Station.

A 1m wide compacted hoggin footpath is proposed along the Arun Way which will provide connection to the proposed local areas of play (LAPs) throughout. The proposed planting and surfacing is deemed to be an appropriate rural treatment, and the width is acceptable owing to the presence of the 3m wide bridleway to the south.

Within Landings Green, a 2m wide hoggin surfaced footpath is proposed around the perimeter of the Landings Green POS, providing a recreational route for users throughout this area.

The WSCC PROW Officer originally objected based on PROW 200 not being incorporated into the design removing continuous access to PROW 366_1 to the east of the site. The amended plans show a 2m wide hoggin path continuing up to the applicant's boundary for onward connection to PROW 200 and as such the PROW Officer has withdrawn their objection.

The applicant has been advised that an application has been made for the development of a secondary school to the west of the development (reference F/19/25/OUT). As such the applicant has provided a plan which highlights five potential future connections along the St Mary's Meadow POS which would support pedestrian and cycle connections to the school. Subject to a suitably worded condition requiring delivery / access of the land if approval of the secondary school is given, this would be acceptable.

Policy HWB SP1 of the ALP, Policy GA1 and SA1 of the FNDP2, the Arun Design Guide, and National Design Guide support the integration of infrastructure to support healthy living, such as circular hard surfaced paths for recreational activity. The layout and design of the pedestrian, cycle and equestrian routes are in accordance with relevant policies and are acceptable.

Foul Pumping Stations

Four foul pumping stations are proposed across the site to facilitate the foul drainage scheme;

- 1no. along St Marys Meadow Public Open Space (POS);
- 1no. within the southern boundary of the site within the Climping Edge Public Open Space (POS);
- 1no. adjacent to the spine road, close to the Ford Industrial Estate;
- and; one within the treeline within the Landings Green Public Open Space (POS).

The foul pumping stations are accommodated within the POS and appear somewhat incongruous. However, officers are aware that there are limited opportunities for these to be located within the site due to physical constraints. The applicants have amended the design to provide close boarded fencing and additional landscaping to better screen them. On this basis officers raise no objections to their proposed siting or design.

The details of the proposed foul water scheme are subject to a condition imposed on the outline, and any application for discharge will be subject to consultation with Southern Water.

Drainage Basins

Arun Local Plan policies and the Arun Design Guide set out clear expectations that public open spaces must be of high quality, integrating SuDs features, providing suitable footpaths of lighting and be inclusive. Depressions in the ground are proposed to be incorporated within Landings Green POS and Ryebank Park POS to facilitate the applicants surface water drainage scheme. Basins are located in the below areas:

- Two drainage attenuation basins in Landing Green POS (northeast of the site).
- Four drainage attenuation basins in Ryebank Park POS (southwest of the site).

The Design Code sets out that Ryebank Park POS will utilise a series of drainage attenuation basins which will serve the southern parcels of the development, and two basins are proposed within Landings Green POS. The principle of locating drainage basins in Landings Green was accepted at outline, although Ryebank Park was not shown at outline stage. The basins have been refined in both location and design and the approved Design Code identified basins in the locations now proposed.

On submission of the application, two drainage basins were proposed in Landings Green POS, and a series of five basins were proposed within Ryebank Park POS. The Design Officer raised concerns in relation to their size and depth, and the impact that these basins had upon the useability of the POS.

Amended plans resulted in the amalgamation of two basins in Ryebank Park POS, along Yapton Road, where one of the largest basins would measure approximately 326m in length and cover approximately 13,410sqm in area. In Landings Green POS, the northern and southern basins increased to approximately 8,050sqm and 10,578sqm respectively, increasing in size by 3,480sqm. The total area of SUDs basins proposed within this application would be approximately 39,115sqm.

There was concern that owing to the expanded size of the basins within Ryebank Park POS, this would result in less circulation around the features, and would result in reduced permeability and interaction with the basins for amenity. Concerns were also raised in relation to the basins being regular in shape and the absence of any trees within the margins. Additionally, approximately 85-87% of the basins were proposed to be seeded with wildflower meadow mix or short grass, resulting in an expansive area of monotonous habitat.

The two basins within Landings Green POS would have a maximum depth of approximately 2.48m and 2.69m. Within Ryebank Park POS, the three basins would have a maximum depth of approximately 1.768m, 1.54m, and 1.63m. ADC Drainage Engineers have highlighted the potential requirement for a fence due to the depth of the basins. The SUDs manual states that "fencing is generally not desirable as it may reduce the amenity benefits provided by the detention facility." This is reflected within the approved Design Code which identifies that fencing should be avoided with appropriate gradients adopted. The Greenspace Officer has also confirmed that they would object to the use of fencing, as it would erode the open parkland character of the POS. The basins would provide a maximum 1:3 slope in line with best practice, however the applicants have been approached to ascertain the likelihood of fencing being required and this will be provided as a verbal update to Members at Committee.

The enlargement of the northern basin in the Landings Green reduced the separation of the northernmost play area to the attenuation basin, by approximately 3m.

In response to the concerns raised above by the Case Officer and Greenspace Officer, the applicant has submitted amended plans. The amended plans result in the following changes to the proposed basins:

- Additional structural landscaping on the edge of the basins through provision of trees.
- Increased areas of permanent water of 100mm to help establish different habitat types within the basin.
- More variety of planting within the basin itself, including native shrubs and species which will thrive in permanent water.
- Use of boulders to provide variation within the basins.
- Implementation of berms within the northern basin of Landings Green and the southernmost basin in Ryebank Park to promote naturalised access across the basin and provide a focal point in the design.
- Establishing widened pathways which extend to the edge of permanent water bodies in both Landings Green POS and Ryebank Park POS, forming viewing platforms with benches and interpretation boards.
- Relocation and amendments to the northmost LAP areas within the Landings Green POS to increase the separation distance.

The amended designs, would not significantly change the size or depth of the basins, would provide improved access to the basins for users. and result in the basins being better integrated with the landscape, allowing users better interaction. A viewing platform is proposed at the end of the Runway within the Ryebank Park attenuation basin, in accordance with the Design Code, which would enhance the amenity value provided by the basin.

The attenuation basins within both Landings Green POS and Ryebank Park POS provide areas of permanent water which will provide ecological and amenity value in accordance with the approved Design Code. The additional extension of shallow water within the basin itself will support a more varied planting scheme, adding biodiversity to the site.

The amended plans result in a substantial increase in land take of the basins, which would not count towards the public open space quantum requirements as per the Council's adopted Open Space SPD. The Planning Statement Addendum (IRM_01.C July 2025) states that the additional 3,480sqm of land take due to the increased basins in the Landings Green POS would have to be accommodated in a future reserved matter phase. Whilst this is not explicit in the Design Code, it would result in more open space being located closer to dwellings, which is supported.

As such, subject to confirmation that fencing will not be required as part of the proposed design, the proposed landscaping proposals are acceptable and are in accordance with the Outline Parameter Plans, Design Code, and Arun Local Plan.

SURFACE WATER DRAINAGE

This application seeks approval for the scale, layout, appearance and landscaping of the depressions within the landscaping areas, which will eventually support the applicants surface water drainage infrastructure, as required by condition 29, including:

- Drainage attenuation basins in Landing Green POS (northeast of the site).
- Drainage attenuation basins in Ryebank Park POS (southwest of the site).
- Swales along the spine road, located only within the southern part of the application.
- Areas of vegetation contributing to interception of surface water.

Condition 29 of the outline planning permission requires the development to be drained in accordance with the principles identified within the Drainage Technical Note (ref: C85228-JNP-92-XX-RP-C-1004 dated 9 July 2021), as below:

"Prior to the commencement of each phase of development (excluding demolition, site survey and site investigation works) as identified within the Phasing Strategy under Condition 5 full details of the proposed surface water drainage scheme for that phase, in accordance with the principles set out in the Drainage Technical Note (ref: C85228-JNP-92-XX-RP-C-1004) dated 9 July 2021 and the requirements of the Design Code secured under Condition 7, shall be submitted to and approved in writing by the Local Planning Authority.

The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity."

The outline drainage strategy established that the development would utilise attenuation basins in the south of the site, but importantly it was identified that an infiltration-based system could be provided in the north of the site.

The Council's Drainage Engineers provided a comprehensive drainage response on 30 July 2025. Through their consultation response the Council's Drainage Engineers have raised concerns that the level of testing and monitoring is inadequate for the size and scale of the site. This is because the groundwater levels and infiltration potential of the ground in the north of the site have been demonstrated to be variable. As such, the level of data provided by the applicant has not demonstrated a sufficient level of consistency to allow for infiltration to be ruled out entirely.

There are concerns that the testing directly seeks to support the current layout submitted (including F/15/24/RES) and does not seek to use testing to identify and maximise opportunities for infiltration as per the SuDS hierarchy. Further concerns were raised in relation to modelling, contributing areas and surcharge conditions which could have an impact on design of the basins and as such the layout of the open space.

The applicant's drainage team contend that the drainage strategy is acceptable with the additional amendments made to the size of the basins, and maintain that these matters can be resolved through the discharge of condition process.

Officers have sought legal advice in relation to the consideration which should be given to the drainage design through the determination of this application, given the concerns raised by the Council's Drainage Engineers and WSCC as the Lead Local Flood Authority (LLFA). The legal advice confirmed that the Council should not be considering any aspects of surface water drainage design as part of this application owing to the principles established and conditions imposed through the determination of the outline permission granted. Therefore, considerations should be limited solely to the reserved matters, namely layout, scale, appearance and landscaping.

The concerns raised by the Council's Drainage Engineers have been reiterated to the applicant, and it has been made clear that Officers maintain concerns as to the ability of the applicants to adequately address these concerns within the constraints of the proposed layout. However, it is ultimately the applicant's responsibility to ensure that the layout as proposed can accommodate a suitable drainage scheme which accords with relevant development plan policies and complies with the overarching principles set out within the condition. Therefore, all matters pertaining to surface water drainage will be considered as part of the discharge of condition application. Should the applicants have difficulty discharging the condition due to the layout proposed, then they will need to apply to amend the reserved

matters details within the defined timescales of the outline.

SOFT LANDSCAPING

Spine Road

The primary spine road is proposed to be planted with trees on both sides of the road within the verges, with a variety of suitable species and some mature sized trees to provide instant impact. Whilst there are small areas along the spine road devoid of trees, this is to ensure sufficient clear visibility splays for vehicles connecting to the spine road. Whilst, in the south of the site swales are proposed which preclude the implementation of tree planting. The approach ensures that adequate trees have been proposed along the spine road to deliver a tree-lined avenue, in accordance with the NPPF and Policy EH1 of the FNDP2.

The Greenspace Officer has requested further details of tree pits and servicing infrastructure to ensure street trees are provided adequate room for underground growth, however, has noted that this would not preclude the proposed soft landscaping proposals from being brought forward. This is supported by Policy EH1 of the FNDP2, which seek to support general tree health. Details of tree pits and measures to support tree health can be secured through conditioned.

St. Marys Meadow POS

The St. Marys Meadow POS, located on the western boundary, seeks to create a new frontage onto the open countryside and the interface with Yapton Conservation Area. Through amendments to the submission requested by officers, the boundary planting has been bolstered to provide double staggered hedgerows and additional larger specimen trees. The Greenspace Officer has advised that the amended plans have addressed their concerns and are acceptable.

Climping Edge POS

The proposed open space would retain existing boundary planting, and provide additional native structural woodland and scrub planting, which would ensure a strong visual separation between Climping and Ford. Suitable native species and sizes have been proposed in accordance with Policy EH1 of the FDNP, and the Greenspace Officer has raised no objection to the proposals.

Ryebank Park POS & Landings Green POS

Within Landings Green POS, officers initially raised concern about the size of the new boundary hedgerow and planting, and requested this to be larger and more mature. Amended plans show that the new boundary vegetation to the east of the POS has been increased to double staggered standard, and provide additional individual trees within the hedgerow. Additionally, trees within the boundary treatment have been increased in size specification, which would ensure a mature landscaping treatment. Similarly, tree sizes have been increased within Ryebank Park.

The hedgerow species selected are native in accordance with Policy EH1 of the FNDP2.

Soft Landscaping Conclusion

The open spaces and the spine road, subject to the imposition of conditions pertaining to details of tree pits and servicing infrastructure, would provide a suitable planting scheme which accords with Policy D DM1 of the ALP and Policy EH1 of the FNDP2.

PLAY PROVISION

The Council's Open Space, Playing Pitches, Indoor and Built Sports Facilities (January 2020) Supplementary Planning Document (SPD) requires a development of 1,500 dwellings to provide a minimum of 1.815ha of play provision.

The approved Ford Design Code (pg. 38) sets out that the overall development will provide a total area of 1.815ha of play, through the provision of Local Areas of Play (LAPs), Locally Equipped Areas of Play (LEAPs) and Neighbourhood Equipped Area of Play (NEAPs) across the site. Play areas have been made larger than the minimum requirements identified through the council's SPD to ensure meaningful provision, and a strategy for the locations and sizes of play areas has been set out to achieve the required quantum of play across the site. The Design Code sets out that each public open space area has a bespoke theme to provide a genuinely exciting and contextually led play design strategy.

This application covers LEAP no. 3 (1,800sqm) and LAP Cluster 6 (1,400sqm) located within the Landings Green POS; LAP Cluster no. 3 along the east-west route of the Arun Way POS; LAP Cluster 2 (1,500sqm) located along the western boundary of the site along the St. Marys Meadow character area; and LAP Cluster no. 1 located within Ryebank Park POS which is situated along Yapton Road.

The LEAP and LAPs proposed in this application are of a sufficient size to accord with the play strategy in the approved Design Code, and all have appropriate buffer distances to ensure adequate amenity of future occupiers of the site. Future reserved matters will need to be mindful of these separation distances when designing layouts.

The Play Designs have been submitted indicatively, however the Greenspace Officer has raised concerns that there are duplicated play items and experiences, and the need to match the ambitions of the Design Code. However, the play details (levels, equipment, planting, fencing etc) are to be secured through a suitably worded planning condition and therefore the details to be approved at this time are acceptable.

PUBLIC ART AND SIGNAGE

The Arun Design Guide states that Public Art helps create a richer sense of place and identity. As such, Page 68 of the Ford Design Code provides locations for public art and signage across the site to provide interest and amenity. Different zones have been identified to help provide various contextual themes across the site.

Within this application, the Design Code stated that 12no. pieces of public art, 2 no. interpretation boards and 4 no. wayfinding posts would be accommodated within the site to provide interest, education and wayfinding. However, only 3 no. public art, and 2 signage locations have been shown within the plan. Given the nature of the locations identified within the Design Code as open space, they are not restricted by built form, and therefore it would be entirely possible to condition these details to be submitted at a later date to better reflect the Design Code.

The full details of the public art, signage and wayfinding posts would therefore be subject to a suitably worded planning condition, and thus acceptable.

Furthermore, the outline draft Travel Plan appended to the Section 106 Agreement suggests that the location of notice boards, for information on public transport and car sharing will be provided as part of the layout within the Reserved Matters, however their locations have not been identified. It is likely that this could sit within the current layout without impeding the design of the development, and therefore a suitably worded planning condition would be added to any permission.

Subject to planning condition to secure the details of the location, appearance and content of signage and public art, the development would be acceptable and comply with Policy D DM1 of the ALP.

HERITAGE

ALP policies HER SP1, HER DM1 and HER DM4 are relevant to the consideration of impacts of the development upon heritage assets. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty to have special regard to the desirability of preserving Listed Buildings and their setting when determining planning applications.

Paragraph 216 of the NPPF states that in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

There are no designated heritage assets located within or immediately adjacent to the site. There are various Listed Buildings located outside of the development site, the closest being Atherington House, which is situated approximately 190m to the east of the Landings Green POS. Manorial Dovecote at Church Farm is located approximately 450m to the west of the site. In addition, the Yapton Conservation Area sits to the west of the application site, separated by an existing agricultural field. Several Listed Buildings are present within the Conservation Area.

In addition, there are two non-designated heritage assets present within this application: 1) the western arm of the ford airfield runway, and 2) the historic line of the Portsmouth to Arundel canal. These non-designated assets are considered to make a significant contribution to the historic character and context of the site and its former use.

Runway (non-designated heritage asset)

The parameter plan approved under the outline permitted the runway to 'shift' somewhat allowing some of the western arm of the runway to be built upon as it was deemed that this would retain the linear nature of the arm resulting in less than substantial harm.

The spine road intersects the former Ford Airfield Runway within the south of the site and this was considered as part of the outline permission previously granted. The approved Design Code establishes that the former runway should be delivered as a linear civic space, emphasising its horizontal nature and strengthening its presence and celebrating its cultural value as a non-designated heritage asset.

The Conservation Officer initially raised concerns with the alignment of the road and runway, commenting that the runway should be prioritised to ensure a cohesive treatment throughout the runway. The design would have prioritised highway users and resulted in the weakening of the linear civic space. In addition, street lighting columns were within the runway section, which would detract from the runway's horizontal emphasis and continuation of linear treatments throughout the greenspace proposed through the design code.

This application also includes planting along the spine road which crosses the runway, and as such this application sets a precedent for the species and size of planting for the linear tree feature along the length of the runway. The Ford Design Code states that "a strong avenue of large trees shall mark the path of the former runway at a maximum of 10m intervals" (pg. 37). The Greenspace Officer raised concerns with the planting at this junction, highlighting that the species would not deliver the uniform and impactful design that is proposed within the Design Code for the linear space.

The applicants amended the design in response to consultee comments so that the hard landscaping treatment is repositioned to prioritise the alignment of the runway, as opposed to accommodating the material at right angles for the benefit of road users. This would ensure that the runway feature is a cohesive and prominent part of the design, which contributes to placemaking through its treatment and prioritises the linear civic space for pedestrians.

Amendments to the plans were made to secure the delivery of semi-mature Ulmus New Horizon trees, which have been confirmed by the Greenspace Officers as providing a much better uniform shape for this and are suitably mature to ensure the planting is adequately sized on completion of the development for instant impact for this asset. The Greenspace Officer and Heritage Officer have confirmed that they are satisfied with the proposals.

On the basis of the amendments made by the applicant the proposals will not result in any harm to the significance of the non-designated heritage asset. Therefore, the design would conserve the former Ford Airfield Runway in accordance with Policy HER SP1 of the ALP and Paragraph 216 of the NPPF and would be acceptable.

Canal (non-designated heritage asset)

Policy HER DM5 of the ALP and Policy EH9 of the FDNP2 seek to protect the historic line of the Portsmouth to Arundel Canal, and redevelopment should seek to preserve and celebrate its history.

Paragraph 216 of the NPPF states that in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The approved Design Code sets out the historic alignment of the canal will be clearly identified in the development through the provision of a new linear park which connects to the spine road. A strategy for public art, play and architectural features intends to celebrate the rich history of Ford and support excellent placemaking.

Only a small section of the historic line of the canal is present within this phase of the development, where it intersects with the spine road. The majority of the canal within the development, and specifically the linear park formed along the canal route, will be submitted as a future reserved matters application.

The Conservation Officer has confirmed their support for the canal design shown within this application, now that the amended design identifies the location for the public art which was secured within the Public Art Strategy within the Design Code.

Therefore, the proposal would conserve and enhance the non-designated heritage asset in accordance with Policy HER SP1 of the ALP and Paragraph 216 of the NPPF and would be acceptable.

Atherington House

Atherington House is a listed building located to the north-east of the proposed development. The Grade II listed building is located to the south of Ford Lane and is described as a large L-shaped 17th/18th century house, designated primarily for its architectural significance.

The outline planning permission concluded no harm to this Listed Building owing to the retention of public open space in the remaining field to the west of the house, and retention of the existing mature tree line which would screen the proposed residential development.

This application continues to include the development of Landings Green POS, which is proposed for public open space and drainage infrastructure. The open space would provide a new planted field boundary, which whilst this would reduce the size of the current field and enclose the last remaining gap between the development and the Listed Building, would help screen recreational activities (walking, cycling, playing) from the Listed Building to preserve its setting.

The Conservation Officer has no objections to the proposals and therefore this is acceptable.

Therefore, the development would not give rise to any harm to the significance of the Listed Building as a result of the development within its setting, and would be in accordance with HER SP1 and HER DM1 of the ALP and the NPPF.

Yapton Conservation Area and Parish Church of St Mary

The Parish Church of St Mary, Yapton is located on the north-eastern edge of the built-up area of Yapton, within the Church Lane part of Yapton Conservation Area. Its significance is derived from its architectural, historic and archaeological interest. Its setting comprises the churchyard and other nearby buildings within the Conservation Area.

This part of the Conservation Area is characterised by the church and its churchyard, Church Farmhouse, and three substantial houses. The Conservation Area is described as a loose grouping of buildings with high substantial flint boundary walls, mature landscaping including many substantial trees that enhance the rural character of the area, which forms its setting.

The church is largely screened from the wider countryside to the east (i.e. the direction of the application site). The countryside to the east of the Conservation Area forms the agricultural context of both the church and the Conservation Area. As such, the fields immediately to the east of the Conservation Area have a mild beneficial contribution to the significance of the church and Conservation Area. This contribution diminishes with increased distance. The site is separated from the church and Conservation Area by two arable fields and is considered to be outside of the setting of both the church and Conservation Area. In this location, the western boundary is subject substantial planting and screening.

Therefore, the proposal will not give rise to any harm to the significance of the Parish Church of St Mary or the Yapton Conservation Area as a result of the development within its setting, and would be in accordance with HER SP1 and HER DM1 of the ALP and the NPPF.

NOISE

Policy QE DM1 requires new noise sensitive development to not be adversely impacted by existing noise or future noise exposure. Policy QE DM1 also states that to safeguard the continued use of existing industrial and commercial uses and to protect amenity, noise sensitive development should not normally be permitted where:

- High levels of noise will continue throughout the night, especially during the hours when people are normally sleeping.
- There is a likelihood of complaints about noise from industrial development.

During the determination of the outline planning permission, it was identified that various acoustic barriers would likely be required given the adjoining existing noisy uses such as Redstone Tyres and Ford Industrial Estate. However, given no layout was being secured at this point, further information on noise was required, and as such Condition 25 was imposed on the outline application to ensure that noise mitigation measures were submitted as part of each reserved matters application. The condition

wording makes it clear that designing out noise through the siting of gardens, implementation of buffer zones and orientation of windows would need to be considered in combination with acoustic barriers in order to provide suitable living conditions and not prejudice continued operations of existing adjoining uses.

The application is accompanied by a Noise Assessment prepared by Ardent (Ref 2205771-R03D) which was necessary to satisfy the requirements of Condition 25 imposed on the outline planning approval. It identifies that the application included a proposal for a 4m high acoustic noise barrier in the northeast of the site, along the shared boundary with Redstone Tyres and a 4m high acoustic boundary wall around the Ford Industrial Estate, located to the west of the central part of the application.

The Council's Environmental Health officer raised an objection (5 March 2025) to the application based upon concerns around cumulative and individual noise impacts. Subsequently, the Council instructed an External Noise Consultant to undertake an independent review of the noise impacts and determine the acceptability and necessity of the proposed noise mitigation.

Officers and the External Noise Consultants raised concerns that the inclusion of the two noise barriers (adjacent to Redstone Tyres and Ford Industrial Estate) is premature. Without the proposed layout of the residential development which results in the need for the proposed noise mitigation barrier, officers are unable to properly assess the adequacy of the noise mitigation. Once the layout is known the noise barrier may need to be amended (to be shorter or taller) depending on the layout and this will need to be fully assessed alongside the relevant reserved matters application.

Following discussions, the applicant has withdrawn the plans related to both noise barriers. Instead, these will be submitted as part of future phases where the closest noise receptors can be identified and properly assessed in relation to their orientation and mitigation.

Furthermore, this application establishes the details of the spine road only, which was established as part of the development under the outline application. Assessment of the dwelling's acoustic environment in relation to this noise source will be determined under the relevant applications.

Therefore, the application has adequately addressed details in relation to noise as per condition 25 and in accordance with Policies QE SP1, QE DM1 and WM DM1 of the Arun Local Plan 2011-2031 and W2 and W10 of the Waste Local Plan.

SOUTH DOWNS NATIONAL PARK

The allocation site is located approximately 1.74km south of the South Downs National Park.

The NPPF places great weight to conserving and enhancing the landscape and scenic beauty in National Parks. In addition, the 2023 Levelling Up and Regeneration Act places a statutory duty of the Council to further to purposes and duties of the national park.

This application is for the infrastructure associated with the residential development. The impact on the National Park will largely be in long distance views by introducing further built form and lighting.

Significant landscaping to the boundaries of the site have been established in the Design Code and are carried through in this application, to help soften the transition of urban form in these views. In addition, a condition is imposed on the outline to deal with lighting.

The South Downs National Park have confirmed that they have no comments on the application based upon the context and location of the site and this is therefore acceptable.

HARD LANDSCAPING

The plans provide details of the location of benches, bins, and cycle stands. The Greenspace Officer has raised no objection to the locations specified, but requests that a condition is imposed to require further details of appearance and ensure a cohesive treatment throughout the development in accordance with the Design Code.

Hard surfacing has been detailed within the plans, however in some instances further details are needed, for example colour and type of block paving to be provided. This can be secured through a planning condition, and therefore is acceptable.

EXTERNAL LIGHTING

ALP Policy QE DM2 states outdoor lighting should not have an adverse impact on neighbouring uses or the wider rural landscape, particularly in relation to the rural environments and ecology. FNDP2 Policy EH8 also supports sensitive lighting and requires that where practicable all new roads within development proposals should not feature street lighting.

Condition 15 of the outline planning permission requires the submission of full lighting details prior to the commencement of each phase of development, however a review from consultees and officers to ensure that street lighting can be provided without severely impacting the soft landscaping or visibility splays is required as part of the reserved matters assessment.

The applicants have advised that in order to provide a sensitive lighting treatment, lighting will be concentrated along primary and secondary roads, and key pedestrian routes, such as towards Ford Road and the railway station. Additionally, lighting is also proposed in apartment parking courts for additional security.

Throughout the central spine, locations of streetlights are shown indicatively, and will be subject to the discharge of condition to secure the exact design, colour temperature and other specifications. However, this demonstrates that a lighting scheme can be easily achieved without detrimental impacts to the proposed landscaping or visibility splays.

Bollard lighting has been utilised to provide more sensitive lighting on pedestrian paths towards Ford Road and the railway station to enhance the perception of safety and along the footpath adjacent to the Ford Industrial Estate. Additionally, bollard lighting is proposed indicatively at the point where the Runway intersects the spine road. This allows the lighting treatment to be sensitive to the heritage asset which should ensure tall lighting columns are avoided in this space, which could detract from the horizontal emphasis of the design.

Overall, the details of exact lighting requirements will be subject to condition, and there is certainty that this can be achieved under the current design and layout, and is therefore acceptable.

TREES AND HEDGEROWS

Policies ENV DM4 of the ALP and EH1 of the Ford Neighbourhood Development Plan 2 (FNDP2) seek to protect trees unless it is demonstrated that the benefits of the development outweigh the loss.

The outline application permitted the removal of trees and hedges to facilitate the creation of the roundabouts on Ford Lane and Yapton Road, and therefore their removal has not been considered further in the determination of this application.

There are no Tree Preservation Orders (TPO) trees within the site, nor any conservation areas which give rise to additional considerations. The application is supported by an Arboricultural Method Statement (By Barrell, 24th July 2025) and Tree Protection Plan (24053-22-IRM) detailing which trees are to be retained and removed. Those trees and hedgerows to be removed are as follows:

- Category B Trees/hedges: G1002 (part), G1006 (part), T1025, T1026, T1027, T1028, T1029, G1041 (part), T1055, T1057, T1058, T1125.
- Category C trees/hedge: H1003, T1056, T1124, T1126, T1129, T1130, H1162 (part), H1171 (part), H1178 (part), H1188 (part), G1013, G1007 (part), T1091, T1092, G1014 (part).
- Category U trees/hedges: T1138.

The Council's Tree Officer has not provided any comments despite being consulted. However, on the outline application noted that the proposed development would be achievable without the significant loss of trees, and the loss of trees and hedgerows of low-moderate value can be adequately mitigated with an ambitious and detailed soft landscaping treatment.

The trees and hedges to be removed are necessary to facilitate vehicular and pedestrian accesses across the site, however large areas of existing vegetation are proposed to be retained, including along Arun Way POS and the tree belt aligning the spinal road.

The proposed landscaping scheme provides more than two trees for every tree lost, which would exceed ALP policy requirements. Additionally, the appendix of Policy EH1 of the FNDP2 requires 30% tree cover, however an exact percentage has not been calculated. Regardless, the number of trees proposed throughout the open space provides for verdant open spaces, and mature planting within the street scene.

The outline has a condition imposed which requires tree protection details to be submitted prior to commencement, including protection fencing. Therefore, the proposal would comply with policy D DM1 and ENV DM4 of the Arun Local Plan and policy EH1 of the Ford Neighbourhood Plan 2, NPPF and the Arun Design Guide.

ECOLOGY AND PROTECTED SPECIES

The outline permission included two conditions requiring details of the mitigation measures for protected species.

Condition 17 of the outline permission requires details prior to the commencement of the development in relation to the ecological provisions, such as bat boxes, bird boxes and hibernacula. To date, this has not been approved, however the RM submission states the following will be provided across the proposed open spaces:

- 12 no. Bat boxes on existing retained trees.
- 9 no. Bird boxes on existing retained trees.
- 7 no. Hibernacula.
- 10 no. Log / brash piles.
- 4 no. Hedgehog boxes.
- 11 no. Insect box.

The Council's Ecologist has confirmed that they are satisfied with the ecological features proposed within the open spaces.

Reference is also made in Condition 17 to the mitigation measures for Bewick Swans, which

encompasses vegetation along surrounding footpaths. Condition 17 requires full details and a timeline prior to occupation of the development (see F/22/25/NMA), and therefore this can be adequately dealt with as part of the discharge of Condition 17.

Condition 18 of the outline permission requires that the reserved matters application includes details showing the location and implementation timelines for the ecological features listed above. An Ecological Protection and Enhancement Plan (UES04099/22 V10) has been submitted in support of condition 18.

The locations of the ecology features have been provided, and delivery triggers have been specified within the application to address the requirements of Condition 18. Amendments were made to satisfy the Council's Ecologists concerns with insect box locations, and as such the Ecologist has raised no objection to the application.

Therefore, on the basis of the information provided in support of the application the proposals would accord with the outline permission, and policy ENV DM5 of the ALP.

BIODIVERSITY NET GAIN (BNG)

In England, a 10% increase in Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). However, the outline permission pre-dates the requirement imposed by the Environment Act 2021. Therefore, only Policy ENV DM5 of the Arun Local Plan applies, which requires a net gain Biodiversity in the first instance.

A BNG Assessment was provided collectively for all RMs (IRM, RM1N and RM4S), and whilst this was undertaken at outline stage and therefore unlikely to be exact, no objection has been raised by the Council's Ecologist as the development will comply with Policy ENV DM5 of the Arun Local Plan.

CLIMATE CHANGE

Policy ECC SP1 of the ALP seeks to ensure that development adapts to climate change impacts through use of shading, ventilation, and SUDs. Many of the dwellings are positioned to maximise solar gains, and the development is subject to a condition dealing with surface water, which will take account of projected climate change conditions. In addition, the provision of tree planting along the spine road and within open spaces provide sufficient shading within the environment.

Policy ECC SP2 of the ALP also requires major development to produce at least 10% of the total predicted energy demands through renewable energy. Condition 26 of the outline planning permission has a condition requiring details of the renewable energy, however, this application does not have any dwellings proposed. Therefore, no details of the proposed renewable energy are required for this reserved matters application.

ODOUR

Policies QE SP1, H SP2c, WM DM1, of the ALP, Policies W2 and W10 of the WLP, and Policy EE3 of the FNDP2 seek to ensure that new development is not impacted by significant negative impacts in relation to odour, or prejudices the operation of existing waste sites.

Odour was addressed as part of the outline application which sought to map potential odour conflicts, in order to avoid odour from nearby uses impacting on residential amenity of future occupiers. Condition 35 was imposed on the outline planning permission which required further odour assessments on any sensitive uses located within a certain distance of odorous parts of the waste water treatment works.

Southern Water have objected to this application on the basis that they wish to see a more generous odour zone to protect the future operation of the Ford Waste Water Treatment Works. However, odour was assessed at the outline application stage, hence the imposition of this condition, and the conclusions on odour from outline stage cannot be revisited as part of this application.

Furthermore, this application seeks the approval of infrastructure and associated open spaces, and therefore would not result in any sensitive uses or sensitive users which would required further odour assessment. This application does not propose any sensitive development uses within the odour zone defined by condition 35, and therefore is compliant with the outline planning permission and is acceptable.

CONCLUSION AND RECOMMENDATIONS

The principle of development has already been established through the granting of outline permission for the erection of up to 1,500 dwellings on the site and associated infrastructure and open space under reference F/4/20/OUT.

The infrastructure and open space would support the delivery of up to 1,500 dwellings and associated uses. The open spaces have been designed appropriately with suitable specifications, and would provide a safe highway network for the development. There is no identified harm arising from the proposal.

Therefore, subject to conditions, the Reserved Matters of layout, scale, appearance and landscaping should be approved.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

The recommendation is for the Planning Committee to delegate to the Group Head of Planning authority to grant reserved matters planning permission subject to conditions and the confirmation that fencing is not required around any basin feature; and should any minor changes be required that this is undertaken in consultation with the chair or vice chair of the Planning Committee.

HUMAN RIGHTS ACT

The Council in making a decision, should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (Right to respect private and family life), Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for refusal of permission in this case interferes with applicant's right to respect for their private and family life and their home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of neighbours). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for refusal is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the

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following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

COMPLIANCE WITH SECTION 106 DETAILS

It has been noted that there are more play areas than originally set in the Section 106 agreement, and thus a requirement to manage just three play parks has been stipulated. This has been acknowledged by the applicant and will be part of a future Deed of Variation. It is not a requirement to deal with this as part of the reserved matters, as the details of any management obligation will not be approved until the deed of variation has taken place and all play parks are managed under the same management body.

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The development hereby approved shall be carried out in accordance with the following approved plans:

Site Location plan 2205771-D060 Rev C

IRM - Enabling Infrastructure General Arrangement 2205771-D100 Rev P16

IRM - Bus Stop Design 2205771-R22 September 2024

Indicative Pump Station General Arrangement 2205771-D122

IRM - Vehicle Tracking and Visibility Plan (Sheet 1 of 7) 2205771-D010 Rev E

IRM - Vehicle Tracking and Visibility Plan (Sheet 2 of 7) 2205771-D011 Rev F

IRM - Vehicle Tracking and Visibility Plan (Sheet 3 of 7) 2205771-D012 Rev F

IRM - Vehicle Tracking and Visibility Plan (Sheet 4 of 7) 2205771-D013 Rev E

IRM - Vehicle Tracking and Visibility Plan (Sheet 5 of 7) 2205771-D014 Rev F

IRM - Vehicle Tracking and Visibility Plan (Sheet 6 of 7) 2205771-D015 Rev G

IRM - Vehicle Tracking and Visibility Plan (Sheet 7 of 7) 2205771-D016 Rev F

Reserved Matters Infrastructure Primary Street North Sheet 1 of 2 TOR-RMIN_XX_DR_L_P-004 Rev G

Reserved Matters Infrastructure Primary Street North Sheet 2 of 2 TOR-RMIN_XX_DR_L_P-005 Rev G

Reserved Matters Infrastructure Primary Street (Central) TOR-RMIN_XX_DR_L_P-006 Rev G

Reserved Matters Infrastructure Primary Street (South) TOR-RMIN_XX_DR_L_P-007 Rev F

Runway Crossing TOR-RMIN-XX-DR-L-P-027 Rev B

Composite Landscape Masterplan, RM1, RM4 and RM Infrastructure TOR-RMIN_XX_DR_L_P-013 Rev H

Reserved Matters Infrastructure Ryebank Park 1 of 2 TOR-RMIN_XX_DR_L_P-008 Rev H

Reserved Matters Infrastructure Ryebank Park 2 of 2 TOR-RMIN_XX_DR_L_P-009 Rev H

Reserved Matters Infrastructure Landing Green Sheet 1 of 2 TOR-RMIN_XX_DR_L_P-001 Rev H

Reserved Matters Infrastructure Landing Green Sheet 2 of 2 TOR-RMIN_XX_DR_L_P-002 Rev H

Reserved Matters Infrastructure Site Sections - Landings Green TOR-RMIN_XX_DR_L_P-011 Rev D

Reserved Matters Infrastructure Site Sections - Landings Green TOR-RMIN_XX_DR_L_P-012 Rev D

Reserved Matters Infrastructure Arun Way TOR-RMIN_XX_DR_L_P-003 Rev F

Reserved Matters Infrastructure St Mary's Meadow TOR-RMIN_XX_DR_L_P-019 Rev C

Reserved Matters Infrastructure Climping Edge TOR-RMIN_XX_DR_L_P-020 Rev B

STEP-Detail TOR-RMIN-XX-DR-L-P-105

Reserved Matters Infrastructure Planting Schedule TOR-RMIN_XX_DR_L_P-010 Rev F

Infrastructure RM- Levels Strategy (sheet 1) 2205771-D150 Rev D

Infrastructure RM- Levels Strategy (sheet 2) 2205771-D151 Rev F

Infrastructure RM- Levels Strategy (sheet 3) 2205771-D152 Rev E

Infrastructure RM- Levels Strategy (sheet 4) 2205771-D153 Rev E

Infrastructure RM- Levels Strategy (sheet 5) 2205771-D154 Rev E

Infrastructure RM- Levels Strategy (sheet 6) 2205771-D155 Rev D

Infrastructure RM- Levels Strategy (sheet 7) 2205771-D156 Rev E

Ryebank Park Basin Sections Ryebank Park 1 of 2 TOR-RMIN_XX_DR_L_P-021 Rev C

Ryebank Park Basin Sections Ryebank Park 2 of 2 TOR-RMIN_XX_DR_L_P-022 Rev D

Ryebank Park - Section A-A TOR-RMIN-XX-DR-L-P-028

Landings Green - Section B-BB TOR-RMIN-XX-DR-L-P-029

Landings Green - Section C-CC TOR-RMIN-XX-DR-L-P-030

Ecological Protection and Enhancement Plan (reference UES04099/22 V10, by United Environmental Services Ltd)

Infrastructure RM- Site Sections (sheet 1) 2205771-D170 Rev D

Infrastructure RM- Site Sections (sheet 2) 2205771-D171 Rev A

Infrastructure RM- Site Sections (sheet 3) 2205771-D172 Rev A

Reason: For the avoidance of doubt and in the interests of amenity.

- 2 Prior to occupation of any dwelling approved under the outline F/4/20/OUT, full details of the play areas (Local Areas of Play and Locally Equipped Areas of Play) and Trails (fitness, sensory and senior) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include specifications of equipment, surfacing, landscaping and a timeline for the delivery of each play area or fitness trail. The submission shall align with the approved Design Code (Condition 7 of F/4/20/OUT), unless otherwise agreed in writing by the Local Planning Authority. The approved details thereafter shall be provided in full accordance with the approved details and timelines.

Reason: To ensure that play provision is in place for residents on occupation in accordance with Arun Local Plan Policy OSR DM1 and supports the concepts and principles of the approved Design Code under Condition 7 of the outline.

- 3 Prior to the occupation of any dwelling approved under F/4/20/OUT, full details of street furniture, including benches, bins, and cycle stands shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a timeline for their delivery, and the development shall be carried out in strict accordance with the approved details.

Reason: In the interests of amenity in accordance with policies D DM1 and OSR DM1 of the Arun Local Plan.

- 4 Prior to occupation of any dwelling approved under the outline F/4/20/OUT, full details of the Public Art features, interpretation boards, wayfinding signage and community notice boards (to promote public transport, car sharing, and details about the sites water features), along with a timeline for their delivery shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in full accordance with the approved details.

Reason: In the interests of amenity in accordance with policies D DM1 and OSR DM1 of the Arun Local Plan, and to conform to the approved Design Code and RoSPA recommendations.

- 5 Prior to the commencement of the development, full details of tree pits within verges and open spaces shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented at the point of street tree planting, and shall be carried out in strict accordance with the approved details.

Reason: To ensure the necessary infrastructure to support the trees growth and safeguard any underground infrastructure and drainage assets. This is necessary to be a pre-commencement requirement as the infrastructure will be required to be finalised prior to installation.

- 6 Prior to any Play Area being open for use, a certificate confirming the agreement from the Royal Society for the Prevention of Accidents (RoSPA) shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include details of any physical changes, if necessary, for approval in writing by the Local Planning Authority.

Reason: In the interests of amenity and safety in accordance with policies D DM1 and OSR DM1 of the Arun Local Plan.

- 7 The ecological measures stated within Ecological Protection and Enhancement Plan (reference UES04099/22 V10, by United Environmental Services Ltd) shall be carried out in line with the included timetable, unless otherwise agreed in writing by the Local Planning Authority for any variation.

Reason: To conserve and enhance protected and priority species and habitats and allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), s40 of the Natural Environment and Rural Communities Act 2006 (Priority habitats and species) and Arun Local Plan ENV DM5.

- 8 All planting, seeding or turfing comprised in the approved details shall be carried out in accordance with Condition 5 of the outline planning permission, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development in accordance with Arun Local Plan policies D DM1 and ENV DM4.

- 9 Should the adjoining land to the west of the site gain planning permission for a Secondary School use, then free and unrestricted access to the site to facilitate the footpath links shown on plan St Mary's Meadow Future Connections TOR-RMIN-XX-DR-L-P-023 Rev B shall be given by any landowner.

Reason: To ensure the safeguarding of future sustainable access should a Secondary School be proposed in accordance with INF SP2 and T DM1 of the Arun Local Plan.