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From: Sue Howell [REDACTED]
Sent: 27 November 2024 16:09
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Cc: Jessica Riches <Jessica.Riches@arun.gov.uk>
Subject: Planning Consultation on: F/14/24/RES, F15/24/RES, F/16/24/RES

From: Arun District Council Leisure & Greenspace

Date: 27/11/2024

Application ref: F/14/24/RES, F/15/24/RES, F/16/24/RES

F/14/24/RES - Approval of reserved matters (layout, scale, appearance and landscaping) following outline consent F/4/20/OUT for the infrastructure RM 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).

F/15/24/RES - Approval of reserved matters (layout, scale, appearance and landscaping) following outline permission F/4/20/OUT for phase reserved matters¹ (North), for the erection of 340 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/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).

Location: Land at Ford Airfield Ford

Determining Authority: Arun DC

Summary recommendation: Recommend not to approve any play provision indicated within these applications with detail to be dealt with at a later stage through S106. Recommend that in general landscape detail is lacking in detail and in specification and should not be approved under this application. General Green Infrastructure appears to have been considered however further detail is still required to be submitted and approved.

Comments - F/14/24/RES – Infrastructure Reserved Matters

Response

This application for approval of reserved matters (layout, scale, appearance and landscaping) following outline consent F/4/20/OUT for the infrastructure RM 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).

The Infrastructure RM includes the spinal road, green infrastructure along the Arun Way, Landings Green POS, and Ryebank Park POS. Also, the Ford Runway is included in this application where it crosses the spinal road in the southern section of the site.

Page 68 of the approved Design Code identifies locations for a range of public art and interpretation boards. There are some locations in the Design Code which fall within the red line of this boundary, and therefore there should be consideration for the exact location. Specifically, the area at the end

of the canal alignment along the western boundary which should signify the continuation of the canal. However, no public art or interpretation appears to have been shown or included within this application. Whilst their appearance and information could be adequately conditioned, the locations should be identified to ensure that the area is of sufficient size and landscaping to provide a cohesive and high-quality public art strategy.

Seating and street furniture should be delivered across the site, including areas outside of LAP areas and generally within the open spaces across the site. Whilst the LAP areas will be dealt with as part of condition/S106 obligation, the remaining street furniture should be located on a plan, with details secured as part of a condition so that all furniture adheres to the Design Code and forms a coherent scheme across the development.

There are SuDs drainage detention basins located along Yapton Road, adjacent to the submitted RM4 Ryebank Park application. Some pathways are shown to be hoggins, however Macadam should be used to match cycle routes to the Climping gate access – this should include the North East corner where all primary destination routes need to be solid surface.

Additionally, the footpath in the southern section of Ryebank Park POS is provided as 2m in width. Given the importance of the route providing a connection from Climping, through the site and north to Yapton, this should be upgraded to a 3m path to accommodate cyclists.

Soft landscaping to areas surrounding Atherington House, Ford House, The Place listed buildings need to have enhanced landscape buffer areas incorporated into the landscape proposals.

Within the Landings Green Public Open Space, a new native hedgerow is proposed along the eastern boundary. This is proposed as single staggered, however as a new boundary which has potential intervisibility with a Listed Buildings, this should be minimum double staggered rows. This should also be applied throughout the scheme to ensure that hedgerows are of a sufficient depth to ensure suitably linked green infrastructure and avoid desire lines being created throughout. Western edge planting within the Landings Green also needs to be native in species choice because of the interface with the rural character area.

Street trees are shown along the spinal road, and are specified as being planted with 8-10cm girth standard trees. For better impact, a larger specification should be chosen, which would help to provide a good green infrastructure link. The species chosen are suitable, however, there are areas along the spinal road which do not host many trees and could be increased. Details of the tree pits and the servicing infrastructure should be sought to better understand how the applicant intends to ensure that these trees have maximum potential to survive and thrive.

Trees should not be located within swales or watercourse areas, and these will need to be relocated out of these SuDS feature areas.

There is an existing hedgerow which sits adjacent to Yapton Road, and it appears (even though there is an overlapping key) that this is largely retained up to the roundabout. However, a new hedgerow similar in species should be established to extend the existing hedgerow up to the roundabout and into the site. This will help to provide some better visual screening and transition into the site.

The ornamental species where indicated does not appear to be diverse enough with species variety. Species variety needs to include native and ornamentals which will allow a wide range of diversity, considerate of climate change potential and pest and disease challenges.

Planting mixes should include drought tolerant species and planting mixes which would thrive along with potential rain garden solutions, which we would welcome to be included within the landscape proposals at this stage, otherwise these could be conditioned subject to clear plans.

The Design Officer has highlighted the shapes of the SUDs features along Yapton Road. It is agreed that these appear dominant in the public open space and would be particularly unusable. The approved Design Code states that detention basins should be dual function, designed with shallow sides which are suitable for attenuation and public amenity / recreational value.

The planting mixes within these large basins are proposed as wet meadow mix. This is a generally acceptable seed mix for SUDs features, however, the size and extent of the basins will result in a generally monotonous scheme which only flowers seasonally. Instead, thought should be given to a well thought out planting scheme with a range of aquatic species and wetland species that create a genuinely exciting scheme that is visually exciting year round.

The approved Design Code identifies locations for areas of play. This reserved matters has several LAPs and a proposed LEAP within its red line boundary. The LEAP is located and shown in Landings Green, within the tree line. Consideration needs to be given in future RM proposals to ensure that houses are built with adequate buffer distances to the LEAP area in this location, however the LEAP itself is of a good size and accords with the size parameters approved with the Design Code and is acceptable.

The Ryebank Park LAPs (x3) are proposed fairly close to the SUDs features here. Particularly LAP 1 where the play area sits between two suds features. There is potential for this LAP to be reduced a little in size so as to create a better buffer between the drainage basins and the play equipment, and place this in the Climping Edge LAP where this is an excellent location and better accommodating of this feature.

It should be noted that all play areas should follow the high quality, bespoke nature, and theming of the approved Design Code. The play area details submitted so far are promising, however the council would push to see more equipment in some play areas and reduce any repetitive equipment across the site. However, it is accepted that these are indicative, and the case officer should condition these details for approval.

Comments - F/15/24/RES – RM1N

Response

This application for approval of reserved matters (layout, scale, appearance and landscaping) following outline permission F/4/20/OUT for phase reserved matters1 (North), for the erection of 340 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).

RM1 North includes the northwestern corner of the site, and includes two character areas, St Marys Meadow and Ford Lane.

This RM application has focussed on location in detail of bins/seat/access LAPs and LEAPS only.

The soft landscape proposals appear limited in detail, detailing primarily the structure trees, which as an observation appear generally small in specification. Larger sized tree stock will be required with trees greater than standard and extra heavy standards specified at time of planting. The detailed planting plans appear to lack any semi mature / mature tree stock which will be required to give instant impact and green infrastructure to this new boundary feature.

Details of native hedge species are supported, however in some areas such as the N/W Ford Road entrance and the western boundary, these are shown as single row hedge formations. These should be increased to be a minimum of double staggered row native species to create the depth of landscaping required to provide a typical and characteristic boundary treatment in this area. Hedgerows have also been indicated with gaps to correspond with planting beds, but which have the potential to allow inappropriate desire lines and cut throughs which should be addressed.

The new western boundary of this RM will create a new frontage onto the open countryside and interface with views from the Yapton Conservation Area. Therefore, trees should be planted larger than extra heavy standard size (semi mature and mature) to provide a good quality buffer. The number of trees also appear insufficient (as only 38 are shown across this extensive edge) to provide a strong structural boundary with sufficient height.

Soft landscaping needs to be robust and appropriate for location to soften the built form. Where tree planting is indicated, these trees need to be planted at substantial size to give instant impact with appropriately underground structure to aid in establishment.

There are areas of landscaping adjacent to roads which are proposed solely as grass. Opposite plot 226, for example, there are missed opportunities for street trees along the road. Areas like this should be planted with trees to deliver the NPPF requirement of tree lined streets, and which help support shading, cooling, air pollution reduction, visual amenity etc.

Additionally, the trees listed in the planting schedule do not show the quantity of proposed trees with a breakdown of their specification – this would be helpful to understand the impact of the landscaping.

Street lighting and cable runs could cause conflict with the street trees shown in these locations. Street trees need to be substantial in size at time of planting and have appropriate underground planting structure incorporated in order to allow them to survive and thrive. Details of tree pits should be provided to ensure they have maximum opportunity for success and longevity.

Areas where LAPs and fitness trails have been provided. The 3 LAPs would deliver 1,200sqm of LAP, however it is unclear how 300sqm of fitness trail will be accommodated in accordance with the Design Code. The locations of the LAPs provide sufficient buffer distances to frontages of dwellings and is acceptable.

The LAP play areas submitted indicatively (Shown on plan reference RM1-XX-DR-L-P-025) show a general commitment to align the play items with the approved play themes within the Ford Design Code. However, there is a lot of space between items and items which are repetitive (multiple animal statues) and therefore I would wish to see some changes made. However, it is not proposed to approve these as part of the reserved matters application. However, the key does not specify that play will be submitted later, as the other RMs do, and this should be made clear, as the LPA will wish to approve these at a later date through planning condition. The Case officer should ensure that these areas are conditioned for approval at a later stage, and that all submissions must accord with the Design Code to deliver high quality, bespoke, and inclusive play in line with the proposed themes agreed.

Street furniture, such as bins, benches, cycle stands, needs to be provided within the wider area, and not just within the proposed LAPs and LEAPs. Further locations should be provided to ensure regular intervals for seating are provided, particularly where fitness and senior trails are located. There are some seats provided along St Marys Meadows, as shown on the hardworks plans, however are not provided all the way along the open space. Details of the bins, seating and bike

stands could be adequately conditioned to ensure that there is a holistic and joined up approach and in accordance with the Design Code.

Page 68 of the approved Design Code identifies locations for a range of public art and interpretation boards. There is one location within this RM which is proposed for an interpretation board, however there are no details of its exact location here. Whilst their appearance and information could be adequately conditioned, the locations should be identified to ensure that the area is of sufficient size and landscaping to provide a cohesive scheme.

Comments - F/16/24/RES – RM4S

Response

This application for 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).

RM4 is generally located to the southeast of the development, and includes the Ryebank Park, Runway Park, and Runway character areas. This Reserved Matters also includes the Runway Park Public Open Space which hosts the allotment area, and parts of the Ryebank Park POS adjacent to Horsemere Green Lane.

Page 68 of the approved Design Code identifies locations for a range of public art and interpretation boards. There are some locations in the Design Code which fall within the red line of this boundary, and therefore the RM should specifically identify their location at this stage. However, no Public art or interpretation appears to have been shown or included within this application, such as within the Runway Park POS. Whilst their appearance and information could be adequately conditioned, the locations should be identified to ensure that the area is of sufficient size and landscaping to provide a cohesive and high-quality public art strategy.

Greater quantities of trees, and an increase in their specification on planting are required for the Public Open Space areas. The edge of the development area facing the allotments could accommodate a greater number of trees which would assist in the softening of this area. Further trees are required along from Horsemere Green Lane north along the footpath and within the corner strip in this location. As a general comment green infrastructure link trees need to be bolstered across the development site.

The infrastructure proposed for the allotments appears to be well designed and detailed, with provision of suitable fencing, parking, appropriate access and communal areas for gathering. It is also positive to see additional integrated landscaping and individual trees within the allotment area in order to provide some visual screening to the allotments from the public open space.

This reserved matters includes a Neighbourhood Pocket Park, a LEAP and several LAPs. The LEAP and LAPs are all of a sufficient size that accord with the play strategy in the approved Design Code, and all have appropriate buffer distances to ensure adequate amenity of occupiers.

The play areas have been created with the approved Design Code themes in mind and there is a number of high quality bespoke items. Nonetheless, there are couple of items which the council would want to amend to maximise the playspace and ensure that items are not duplicated. However, it is not proposed to approve these as part of the reserved matters application. Therefore, the Case officer should ensure that these areas are conditioned for approval at a later stage, and that all

submissions must accord with the Design Code to deliver high quality, bespoke, and inclusive play in line with the proposed themes agreed.

It is noted that swale routes in the bottom corner (nr Plot 81) are lacking in planting detail and require a well landscaped corridor to support green infrastructure routes.

Sue Howell
Leisure and Landscape Officer
Environment and Climate Change

Arun District Council, Bognor Regis Town Hall,
Clarence Road, Bognor Regis, PO21 1LD

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From: Planning.Responses <Planning.Responses@arun.gov.uk>

Sent: Monday, September 16, 2024 9:34 AM

To: Tree Landscape <Tree.Landscape@arun.gov.uk>

Subject: Planning Consultation on: F/14/24/RES

To: **Parks and Landscapes**

NOTIFICATION FROM ARUN DISTRICT COUNCIL

The Town & Country Planning Act 1990 (as amended)

Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 6

Approval of Reserved Matters Following Outline Approval

Application No: F/14/24/RES
Registered: 11th September 2024
Site Address: Land at Ford Airfield Ford
Grid Reference: 499204 102967

Description of Works: Approval of reserved matters (layout, scale, appearance and landscaping) following outline consent F/4/20/OUT for the infrastructure RM 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).

The Council have received the above application.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 17th October 2024 . You can also monitor the progress of this application through the Council web site:

<https://www.arun.gov.uk/planning-application-search>

The application will be determined having regard to the development plan policies (if any are relevant) and other material considerations. The development plan can be accessed via the website

<https://www.arun.gov.uk/development-plan> as can information on what comments we can consider

<https://www.arun.gov.uk/planning-application-comments>

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

Should the application go to appeal the Planning Inspectorate will publish any comments made to the Council on their website: <https://acp.planninginspectorate.gov.uk/> but they will protect personal details.

In the absence of a reply within the period stated, I shall assume that you have no observations to make.

Yours sincerely

Jessica Riches

Planning Officer- Arun District Council

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Email: jessica.riches@arun.gov.uk

PLCONSULT (GOB) 2020