

REPORT UPDATE

Application No: F/15/24/RES

Reason for the Update / Changes

1. Consultee Comments

The Conservation Officers comments have been taken 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.

2. 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.
- Condition 11 has been added to secure specific material samples in accordance with the materials schedule for the site.

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/15/24/RES

LOCATION: Land at Ford Airfield
Ford

PROPOSAL: 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).

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION This application seeks reserved matters approval for appearance, landscaping, layout and scale of 341 dwellings in

the north-western part of the Ford Strategic Allocation. Access has already been approved as part of the outline permission F/4/20/OUT.

Throughout the lifetime of the application, the description of development was amended from 340 dwellings, to 341 dwellings. In addition, the western open space was removed from the application, and is dealt with as part of the overarching infrastructure reserved matters (F/14/24/RES).

SITE AREA	11.42ha
RESIDENTIAL DEVELOPMENT DENSITY	Approximately 29.85dph with density ranges between 24.5dph - 32.8dph depending on character area.
TOPOGRAPHY	The site is predominantly flat. However, a substantial change in ground level is experienced along the northern boundary of the site where it adjoins Ford Lane. The application site sits substantially higher than the road level.
TREES	There are no Tree Preservation Orders (TPO) issued on any trees within the site, nor any conservation areas within the application site.
BOUNDARY TREATMENT	A large tree group (G1006) sits within this parcel and surrounds the former highway depot. The existing western boundary is entirely devoid of any vegetation, owing to the boundary being newly established across an arable field. The northern boundary also has no vegetation and is exposed to Ford Lane.
SITE CHARACTERISTICS	The whole of the site lies within the Parish of Ford, with all of this parcel currently in agricultural use. The northern boundary is adjoined by Ford Lane, and in the north-western corner is a commercial building known as Peregrine House. The current track access hosts mature boundary vegetation to the east and west, leading to a former highway works depot. To the south of this parcel, the Arun Way Public Open Space is proposed in the associated Infrastructure Reserved Matters (F/14/24/RES) which also contains PROW 363 running east west.
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 site is approximately 0.7km south of Ford railway station and 0.4km west of the River Arun. Generally, the overall site is a mixture of semi-rural and rural character, with increasing rural character towards the north. This is exacerbated by the views experienced of the South Downs National Park, located approximately 2km to the north of the site.

The site has a strong interface with the village of Yapton. Whilst screening is in place between the site and Yapton, and the site is separated by agricultural fields, the settlement is appreciated in views. Additionally, the spire of the Yapton Church, which sits within the Yapton Conservation Area is experienced in glimpsed views from the western boundary of the application site.

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 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.	App Cond with S106 30-05-23
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/14/24/RES

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).

No comments on planning history.

REPRESENTATIONS

1 no. public representation was made, which is summarised as:

No objection to the principle but concerns over the following:

- Concern that there is a lot of area provided within the IRM and some could be incorporated into a future RM phase to make a feature of the canal.
- Concern that Footpath 363 (along Arun Way) will have existing mature vegetation cut down and replaced with smaller specimens.
- Public access needs to be retained throughout construction period.
- The naming of the St Marys Meadow green area is confusing as it is similar with a road of that name in Yapton.

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 to 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 - Objects and queries how the existing footway along Church Lane is to be widened to 2.5m / 3m. They are also concerned about how Church Lane will be crossed by pedestrians from Horsemere Green Lane.

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:

The public representations received relate largely to the infrastructure reserved matters (F/14/24/RES), and are therefore not material to this decision. However, the St. Marys Meadow open space, which was removed from this application, is a character area as defined in the approved Design Code, however its formal name has not been agreed. In addition, the canal is agreed to be provided as a feature linear route, as per the Design Code.

The queries regarding the highways improvements, highlighted within the Travel Plan submitted for this application, relate the highway improvements which were secured as part of the Section 106 agreement for the outline permission.

The outline permission dealt with the location of the overall site, and therefore the comments raised in relation to the principle of development are not material to the consideration of this application.

Tree cover is covered within the report.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

ADC ENVIRONMENTAL HEALTH - Objection (05.03.2025)

Concerns over noise assessment and cumulative noise impacts being assessed. In addition, have concerns over odour from the Ford Waste Water Treatments Works.

ADC DRAINAGE ENGINEERS - Objection (30.07.2025).

- 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.
- Incorrect or Incomplete Modelling, including CV Values, contributing areas, surcharging and runoff rate. This may underestimate storage requirements and increase flood risk.
- Lack of assessment and justification of not using the existing large drainage channel, to the east of the site adjacent to Ford Road. This would not support policy W DM3 of the ALP.
- 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.
- Absent Water Quality assessment, in order to ensure source and site control measures are suitable water treatment for the phase.

WSCC LLFA - No objection.

WSCC Highways - No objection based upon amended and supplementary information provided to remove trees from visibility splays, changes to allow cyclists to rejoin Ford Lane, changes to the spread of visitor parking, and tracking details, which are acceptable.

However, they have highlighted that four dwellings (Plots 180-183) will not be able to accommodate EV charging in their allocated parking due to the parking being located on an adoptable street. Advises that the Local Planning Authority will need to advise on acceptability.

Comments also received on future connectivity to the site to the west which has recently had a screening opinion (F/4/25/ESO), and a subsequent planning application (F/19/25/OUT) for residential development and a school.

GREENSPACE OFFICER - No objection subject to conditions. General comments were provided to bolster the number and specification of trees across the site and noted several areas of verge which were underutilised and could support tree species. The amended plans have addressed this comment and provided semi mature and mature trees throughout the phase.

Street furniture should be consistent across the entire development in accordance with the Design Code, and their location should be identified. Requested condition of tree pits to ensure no conflict with underground infrastructure.

Full details of private landscaping are not shown, therefore a suitably worded condition will be required.

Comments were provided on the layout and proposals relating to the western public open space (St Marys Meadow). This included requests for conditions for the play provision, interpretation boards, street furniture, and increase in specification of the western boundary hedgerow / tree planting. However, the western boundary (St Marys Meadow) was removed from the application and placed within the Infrastructure Reserved Matters. These matters are addressed in this application.

ECOLOGY OFFICER - No objection. The quantum of ecological provisions is acceptable, and the timelines are appropriate for their delivery.

SUSSEX POLICE - General comments and advice provided. A well-overlooked and active frontage has been achieved, with streets and public areas benefiting from natural surveillance. Parking should be positioned to ensure visibility from active rooms such as kitchens or living areas. EV point locations must comply with building regulations and fire safety guidance. Apartment blocks should incorporate secure access control, avoiding timed-release systems, and mail delivery should use secure external boxes to prevent crime risks. Cycle stands must support locking both wheels and the frame, and pedestrian/cycle routes should be intuitive and well-connected to promote safety and surveillance. 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.

DESIGN OFFICER - Comments provided.

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

ENVIRONMENT AGENCY - No objection.

ACTIVE TRAVEL ENGLAND - No objection. Cycle crossing comply with LTN 1/20, and each dwelling will have cycle parking provided.

WSCC PROW - No comments provided.

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.

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:

Odour was identified and considered as part of the outline planning permission, where Condition 35 deals with additional surveys within certain areas of the site. This application does not propose any residential development within the zone identified by Condition 35, and therefore is not material to the assessment.

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
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

[Ford Neighbourhood Plan 2024-2041 Policy EH1](#)

Ford Neighbourhood Plan 2024-2041 Policy GA2
 Ford Neighbourhood Plan 2024-2041 Policy H1
 Ford Neighbourhood Plan 2024-2041 Policy H2
 Ford Neighbourhood Plan 2024-2041 Policy H6
 Ford Neighbourhood Plan 2024-2041 Policy EH3
 Ford Neighbourhood Plan 2024-2041 Policy EH8
 Ford Neighbourhood Plan 2024-2041 Policy EH9
 Ford Neighbourhood Plan 2024-2041 Policy GA1
 Ford Neighbourhood Plan 2024-2041 Policy H4
 Ford Neighbourhood Plan 2024-2041 Policy SA1

Protection of trees and hedgerows
 Parking and new development
 Quality of Design
 Housing Mix
 Integration of New Housing
 Buildings and structures of character
 Light Pollution
 Route of the Former Portsmouth to Arundel Canal
 Footpath and cycle path network
 Recreational Space
 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 9 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.

BIODIVERSITY NET GAIN

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 an uplift in 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 Ecology Officer as it demonstrates compliance with Policy ENV DM5.

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 applications which have been submitted in unison by the same applicant. These form the northwestern phase of the development for 341 dwellings (Phase RM1 under F/15/24/RES), the southernmost part of the site for 357 dwellings (Phase RM4 under F/16/24/RES) and the infrastructure elements including the spinal road and the majority of the open spaces (including the open drainage features) (IRM under F/14/24/RES).

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)

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 included 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-App workshops and subsequent planning application, the Council instructed an independent external design consultant to provide advice.

DESIGN AND LAYOUT

The Design Code approved through the discharge of Condition 7 imposed on F/4/20/OUT established that the development of the site will incorporate a total of seven distinct residential character areas, which are identified as follows (north to south):

- Ford Lane Character Area is located along Ford Lane to the north of the site.
- St Marys Meadow Character Area is located to the western boundary of the northern part of the site, and faces open countryside.
- Arun Way and Landings Green Character Area forms the bulk of the development in the north of the site, and is located north of the Arun Way Green Infrastructure Link.
- Heart of Ford, which is the centre of the site and includes the Local Centre.
- Runway Character Area which includes land either side of the newly established linear park, formed along the existing runway.
- Runway Park Character Area which fronts the edge of the Runway Park Public Open Space in the south of the site.
- Ryebank Park Character Area which largely adjoins the Ryebank Park POS and Climping Edge Public Open Space.

The development proposed in this application is located within the north of the site only and falls within three of the identified character areas. These are St Marys Meadow, Arun Way & Landings Green, and Ford Lane.

Street Hierarchy

The access arrangements were approved under the outline planning permission, securing roundabouts on 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 considered as an acceptable principle as part of the outline, and WSCC Highways raised no objections. Future Reserved Matters are then able to establish secondary and tertiary, streets which connect into the primary spine road to create a legible street hierarchy, which is supportable.

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 proposed secondary street is 5.5m in width and runs east-west from the spine road where it turns south to join the Arun Way POS, where it is proposed to cross and continue in future phases of the development. The verges along the secondary street measure approximately 2m on one side and up to 5.5m on the other, allowing for a more verdant character, signifying its importance as a circulatory route. The pedestrian and cycle path would be 2m and 3m in width respectively along the secondary route. As such, the secondary street design is in accordance with the Design Code.

Development to the west of the proposed spine road shows both mews and tertiary streets. Small deviations in highway width are present along the tertiary streets, for example, a pinch point outside of plot 112 measures approximately 4.9m. In addition, a mews street adjacent to plot 36 would measure approximately 4.16m in width, 0.34m below the minimum set out in the Design Guide. Whilst some variation may be imperceptible, this highlights the constrained nature of the proposal.

The tertiary streets have 2m paths on both side, and verges which accord with the Design Code parameters, however, are somewhat eroded by the inclusion of parallel parking pays.

The application has been amended to address comments from the Design Officer to ensure that the proposed tertiary streets do not include off set and staggered junctions, which interrupt the legibility and movement through the site. The block structure is considered an improvement and is supported by officers.

Amended plans were received in response to WSCC Highway comments, regarding trees within visibility splays and various connections to future phases and along Ford Lane. The amended plans have been reviewed by WSCC Highways and no objections remain outstanding on the acceptability of the proposed road network.

Therefore, the proposal is in accordance with policies T SP1, T DM1 and D DM1 of the ALP which seek to ensure safe operation of a highway and facilitate good placemaking principles through well-functioning streets.

Layout

Throughout the determination period, several amendments to the design have been undertaken, with some undertaken in response to officer and consultee. These include:

- Change from 7 apartment blocks to 4 apartment blocks.
- Addition of 1 dwelling.
- Changes to garden depths and simplification of garden shapes.
- Changes to parking arrangements.
- Changes to the alignment of the tertiary road in the eastern part of the site to be ensure consistency.

The Design Code establishes that the block structure of the development will become looser around the perimeter of the development to reflect the rural context of the site. Development along the western edge, facing the open countryside consists predominantly of larger detached dwellings, allowing for space between the built form and a looser grain of development. This is considered an appropriate response to the edge of the development which would help to soften the transition between the site and the wider countryside.

Dwellings proposed on the edge of the development face outwards towards the open countryside and Ford Lane. This would provide a strong active frontage to the open spaces and provides for a good edge treatment.

Vehicular parking has been provided through a range of allocated on plot, and off plot spaces, alongside garages, which meets the Arun Parking Standards guidance. Tandem on-plot parking spaces are the predominant approach undertaken, with parking bays located parallel to the highway also being a common style of parking.

Cars would generally be located between built form to hide its presence within the streetscene, however there are instances where parking is more prominent in the streetscene or a parking arrangement which is dominating in appearance. In some cases, landscaping has been provided along the street to allow softening of their impact. Furthermore, these instances are uncommon and would not cause unacceptably significant harm.

To the rear of Plots 189 and 190, the proposed layout includes a rear parking court accommodating eight parking spaces, arranged as four tandem bays distributed across two blocks. No vehicle tracking has been provided to demonstrate the feasibility of manoeuvring vehicles within this arrangement. Regardless of the actual feasibility, the proposed layout would necessitate the movement of multiple vehicles in a tight area, with use of just a single access route, to enable the egress of vehicles parked in the innermost bays. The arrangement would be unacceptable due to owners being more inclined to park in front of dwellings to avoid having to undertake these movements every day.

The concerns raised in relation to the parking layout and inclusion of tandem parking within the parking court are issues of functionality on a relatively small portion of the site. Therefore, these issues by themselves are not deemed to warrant refusal of the application.

Rear garden distances and privacy set-back distances are discussed in more length within the report, however, are generally compliant across the site. However, the use of minimum set-back distances and gardens depths are prominent in the scheme, adding to the somewhat cramped appearance of the scheme.

Density

Page 77 of the Design Code sets out density and block structure guidelines for each character area. St Mary's Meadows is shown as 20-27dph; Ford Lane 22-28dph and Arun Way & Landing Green is 27-38dph. The lowest densities occur along St Marys Meadows and Ford Lane, given the development interfaces with the open rural characteristics of the surroundings. St Marys Meadow and Ford Lane

character areas are proposed to be the least dense (20-27dph and 22-28dph respectively) within the site, to achieve a sensitive transition to the edges of the site.

The Design Code establishes that the block structure of the development will become looser around the perimeter of the development to reflect the rural context of the site.

Towards the centre of the site, it is intended that development will be denser, to ensure that this reflects the focus of the development within the Local Centre and reflect the ability for larger scale development to be accommodated.

The density of the proposals accords with the principles identified through the design code with St Mary's Meadow at a 24.5dph, Ford Lane at 24.7dph and Arun Way and Landings Green at a density of 32.8dph. It is acknowledged that due to the use of minimal garden depths, parking in front of dwellings, parallel parking along the highway, and the number of units sought, the proposed development does appear constrained. However, the overall design is substantially in accordance with the overarching design principles identified for this part of the site through the outline approval and subsequent Design Code and therefore is acceptable.

Height

The Design Code (page 79) discusses the approach to building heights, which are intended to enhance legibility through scale with heights increasing towards the Local Centre.

The proposed development would be predominantly 2-storeys, with 2.5 storey dwellings located along the Arun Way and east of the primary road towards the south of the phase heading toward the Local Centre. Four apartment blocks are proposed within this application which are proposed to be three storey buildings.

Whilst the proposed three-storey apartments fall within an area shown as 2-storey within the parameter plan, this building would be positioned closer to the primary street and act as a marker building, which would make a positive contribution to placemaking.

In addition, 1no. 2.5 storey dwelling is proposed in the north-western corner adjacent to the existing building, known as Peregrine House, to the south of Ford Lane. Given this existing building is three storeys, this would have an acceptable relationship and appropriate stepping down in height from this building.

The scale of the proposed development is considered appropriate and would be substantially in accordance with the outline approval as well as the high-level principles established through the Design Code.

Elevational treatments and Materials

Page 89 of the approved Design Code sets the general principles towards materials. This approach was supported by officers as it will ensure that each character area has a distinct identity to assist with legibility and interpretation of the development. Whilst simultaneously providing a palette of materials and detailing across the site which is cohesive.

House types are of a traditional simple form with a predominance of pitched roofs and hipped roof forms, primarily with eaves fronting the highway.

In the Ford Character Area, courtyards are starting to be formed, with buildings proposed in black

weatherboarding, reflecting a Sussex barn-style. In the St Marys Meadow Character Area, accent materials through render and flint are proposed, however it is noted that only four dwellings are to be provided in flint, minimising its contributions.

Front door colours have been proposed in bolder darker colours, which is a deviation from the Design Code which identifies that door colours would be predominantly pastel or muted colours in the north of the development. Whilst this is a relatively minor deviation from the proposed materials strategy this deviation would result in the homogenisation of this design feature adversely impacting upon the character area principles. However, this conflict could be adequately addressed by a planning condition.

4 no. three storey 'L' shaped apartment blocks are proposed, three of which are proposed adjacent to the Arun Way Public Open Space (POS) and define where the spine road and the secondary road join future phases. The apartment blocks proposed along the Arun Way are intended to mark the transition into the centre of the site, and the Heart of Ford Character Area, and utilise a brown brick to help transition between the colour palette of the character areas. The apartment blocks are positioned in prominent positions on the corners of primary and secondary streets, creating landmarks throughout the site, contributing to good placemaking.

Overall, whilst there are further opportunities to provide more accent materials for greater distinction, the development provides sufficient variety to demonstrate the character areas.

General material palettes have been provided to demonstrate how varying colours and tones will establish character areas. Specific material specifications (supplier and specific type) have not been provided, and as such will be secured by conditioned, and subject to this details the proposals are acceptable.

Conclusion on Layout and Density

The proposed development demonstrates broad compliance with the principles established through the approved Design Code and outline consent. There is a clearly defined street hierarchy, which creates a legible and functional network of highway and pedestrian / cycle paths. The layout responds appropriately to its context, with a looser grain and larger dwellings along the rural edge. The proposed scale and height are appropriate to its surroundings and the elevational treatments provide adequate variation. Although some parking arrangements raise concerns regarding functionality, these are limited in scope and do not warrant refusal.

Overall, the proposals would be in accordance with policies T SP1, T DM1, LAN DM1, and D DM1 of the Arun Local Plan, and is acceptable.

RESIDENTIAL AMENITY & PRIVACY

ALP policies D DM1 and QE SP1 are relevant with regards to privacy and amenity. The Council's Design Guide (ADG) sets out guidance on interface distances between houses to avoid overlooking and provide suitable amenity:

- Back to Back: min. 21m between habitable rooms of properties or to existing buildings.
- Back/Front to Side: min. 14m between habitable rooms and side gable of adjacent property.
- Front to Front: min. 16m between habitable rooms of properties facing each other.
- Back to Boundary: min. 12m between habitable rooms and site boundary to existing landscaping.
- There are no standards for either side to side or front to back.

There are some deviations in front-to-front distances, where this reduces to approximately 15-16m, however this would only impact a small number of properties, particularly those which are corner plots

with multiple outlooks, and therefore would be imperceptible and would be acceptable in relation to privacy. The front-to-front distance between plots 339 to 309 would be considerably reduced at 12.69m, however the plots would not be parallel to each other and there is therefore reduced overlooking within this more perpendicular arrangement. In addition, the flat at plot 316 would have a front-to-front distance of 13.26m with plot 307, however the dwellings would be slightly offset and the bedrooms would not have any interfaces. The internal layout would also mean that the living room of plot 307 would not have any overlooking.

The ADG identifies that building frontages should be set back at least 2m from the plot boundary to provide defensible space, to provide distinction between private and public areas, and provide privacy to occupiers from passers-by (part H.01 and H.04 of the ADG). In all but two plots this has been achieved, and larger front gardens are provided throughout the scheme to provide variation and suitable amenity within the street scene.

Plot 190 and 284 have been identified as having less than the minimum 2m defence distance (approximately 1.86m, and 1.46 respectively), which the applicant has not identified as a deliberate design choice. However, this impacts a very small proportion of the overall units and would not be seen to be detrimental so as to cause harm to the occupiers or the proposed layout.

The Council's Design Guide sets out guidance on minimum garden depths in order to provide adequate private amenity space. Private rear gardens should be a minimum of 10.5m deep, and flats with balconies should be at least 3sqm for functionality reasons, or have access to external amenity spaces.

In relation to rear gardens, amendments to the design have resulted in largely regular shapes for ease of maintenance for occupiers and are acceptable in this respect. The majority of the site complies with the minimum depth standards, and in many cases exceeds this. However, deviances in relation to minimum rear garden depths are as follows:

- Plot 103: 10.48m
- Plot 122: 10.49m
- Plot 178: 10.33m
- Plot 249: 10.48m
- Plot 259: 10.41m
- Plot 260: 10.41m
- Plot 267: 10.46m
- Plot 313: 9.53m

The above garden depths would still ensure adequate private amenity space for enjoyment and recreation. The plots, most importantly, would still comply with the back-to-back minimum distances between dwellings and therefore retain sufficient privacy.

In addition, the following plots have a garden depth of under 10.5m on part of the back boundary fence line, however due to the shape meet the minimum distance on their longer side. These plots all meet the minimum interface distances with surrounding dwellings and therefore are acceptable:

- Plot 18: 10.13m (extending to 10.6)
- Plot 41: 10m (extending to 11.4m)
- Plot 107: 10.09 (extending to 10.79m)

Plot 22-23, 32-33, 66-67 are also shorter than 10.5m (9.9m, 9.59, 10.48 respectively), however these are maisonettes, akin to flats, so would be acceptable in their current form. Additionally, they all provide adequate distances to ensure minimal overlooking for privacy.

Overall, there are deviations in minimum distances and garden depths, indicating slight difficulties in accommodating the density of development proposed. However, where minor deviations have been identified, these maintain adequate amenity and privacy for occupiers and would not result in unacceptably adverse harm, and as such would be in accordance with Policies D DM1 and QE SP1 of the ALP.

SOFT LANDSCAPING

Officers raised concern with the planting treatment to the north of the site, which showed an isolated low hedgerow along Ford Lane. Amended plans have been received and show a continuous hedgerow adjacent to the roundabout and along Ford Lane. This treatment also allows for the continuation of an appropriate boundary in future phases.

A total of 318 trees are incorporated into streets and public open spaces, which contribute positively to the character of the development. There are instances where trees have reduced in quantum, however this has largely been undertaken to aid visibility splays.

Approximately 60% of the tree species chosen are native, however the remainder provide for seasonal interest and are suitable as a street tree. Most trees are specified as mature or semi-mature trees and therefore provide instant impact to the street scene, which is supported.

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. Details of tree pits and servicing could be adequately conditioned and is therefore acceptable.

The Greenspace Officer has highlighted that details of trees have been specified on the softworks plans, however on-plot planting detail is limited and does not detail the species and quantum in each plot. Therefore, a condition will be imposed to ensure full details are provided to ensure a suitable planting scheme is provided, and therefore the details for soft landscaping are acceptable.

PUBLIC OPEN SPACE (POS)

There is no formal Public Open Space (POS) proposed within this application. However, open space is proposed along the western and southern boundaries of this phase of the site, which are included as part of the Infrastructure Reserved Matters application under reference F/14/24/RES.

The open space provides for a softer transition to the open countryside, and the soft landscaping details would provide for a strong native hedgerow and trees to soften the built form in accordance with Policy D DM1 of the ALP and EH1 of the FNDP2.

PLAY PROVISION

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 proposed development will provide a mixture of play provision quantum of 1.815ha, through the provision of a mixture of LAPs, LEAPs and NEAPs across the site. Play areas have been made larger than the minimum requirements, and each public open space area has a bespoke theme to provide a genuinely exciting and contextually led play

design strategy.

This application does not include any proposed LAP or LEAPs, given that the open space associated with this application is being secured via the infrastructure reserved matters F/14/24/RES. This accords with the play strategy approved within the Ford Design Code and as such is acceptable.

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.

There are no designated heritage assets located within the site, nor immediately adjacent to the development. 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. The Yapton Conservation Area is located approximately 500m west of the sites boundary, separated by an agricultural field, and which includes various listed buildings such as the Manorial Dovecote at Church Farm and the Parish Church of St Mary.

Peregrine House a non-designated heritage asset is located to the northwest corner of the development along Ford Lane. Both non-designated heritage assets within the site (runway and canal) are not part of this application, and are therefore not material to the assessment of the proposed development.

Peregrine House (non-designated heritage asset)

Peregrine House is identified in the new Ford Neighbourhood Plan under policy EH3 as a non-designated heritage asset, is a valuable building which has strong historical links to the operation of the Ford Airfield. While the building retains some heritage significance, its change of use to a commercial property and subsequent structural alterations have reduced its overall contribution to local character and historic interest.

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 proposed layout would result in several residential dwellings being located along its eastern and southern boundary. However, the dwellings would be largely two storey with one 2.5 storey dwellings. This arrangement would ensure that Peregrine House remains appreciable as a non-residential building - especially from Ford Lane, thereby preserving its historic association with the former airfield.

Therefore, the development would not result in any harm to this non-designated heritage asset in accordance with Paragraph 216 of the NPPF, policy EH3 of the FNDP2, and policies HER SP1 and HER DM2 of the ALP.

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 proposes residential approximately 670m west of Atherington House, this built form will be located behind the retained mature vegetation. Therefore, the development would not introduce any visual or physical impacts on the setting of the Listed Buildings. The Conservation Officer has no objections to the proposals and therefore this is acceptable.

The Conservation Officer has no objection to the proposed development and the development would not give rise to any harm to the significance of the Listed Building or its setting, and would therefore be in accordance with policies HER SP1 and HER DM1 of the ALP and the NPPF.

Yapton Conservation Area and Listed Buildings

Yapton 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, and agricultural fields immediately to the east of the Conservation Area have a mild beneficial contribution to the significance of the church and Conservation Area.

The Parish Church of St Mary's significance is derived from its architectural, historic and archaeological interest. Its setting comprises the churchyard and other nearby buildings within the Conservation Area.

The Conservation Area, and the Listed Buildings within it, are separated from the proposed development by agricultural fields, and views are screened from the wider countryside to the east by virtue of a thick line of tall trees which block views in and out. The application site is separated from the church and Conservation Area by two arable fields and is outside of the setting of both the church and Conservation Area.

The heritage impacts of the development were considered at outline stage where it was concluded that the development of the site would not give rise to any harm to the setting or significance of the Yapton Conservation Area or the Listed Buildings within it.

The development would be two storeys along the interfacing boundary and would also be screened by a mature hedgerow and trees (as proposed within F/14/24/RES) which would further separate the built form from the designated heritage assets.

Therefore, the proposal would not result in harm to the significance of the Listed Buildings or the Yapton Conservation Area as a result of development within their settings, and is considered to comply with Policies HER SP1 and HER DM1 of the Arun Local Plan and the relevant provisions of the NPPF.

NOISE

Policy QE DM1 requires new noise sensitive development to not be adversely impacted by existing 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 mitigation would be

necessary through the provision of mechanical ventilation and acoustic barriers would likely be required given the adjoining uses. However, given no layout was assed through the determination of the Outline application, 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. Condition 25 makes specific reference to Section 4 of the Waste Infrastructure Statement (submitted as part of the outline) which related specifically to industrial noise sources. Therefore, the condition wording makes it clear that designing out noise through locations of gardens, buffer zones and orientation of living spaces would be needed to demonstrate acceptable living conditions for future occupiers and ensure there would not be a scenario where the adjoining uses were prejudiced.

The application was 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. The Council's Environmental Health Officer (EHO) raised an objection to the proposed development based upon insufficient detail and the assessments not taking account of cumulative noise. Comments relating to the 4m acoustic barriers relate to the infrastructure reserved matters under F/14/24/RES, which are dealt with within that assessment.

The Noise Assessment prepared by Ardent (Ref 2205771-R03D) concludes that the main noise source is from the traffic along Ford Lane, and the new proposed spine road. Industrial and commercial noise sources were not dominant in the acoustic environment, and therefore an individual noise assessment for specific adjacent industrial uses was not required. It is accepted that development within this parcel is not likely to suffer from noise impacts associated with existing industrial and commercial uses.

The independent Noise Consultant has raised concerns with the assessment of road traffic noise especially that associated with the spine road. It has been highlighted that it is unclear from the submitted noise assessment whether it has considered future through traffic along the spine road in addition to internal traffic noise from people accessing the development. In addition, further technical requests have been made by the consultant.

Furthermore, the it was identified within the noise assessment that to achieve satisfactory noise levels, residents will be required to keep windows closed and as such alternative means of ventilation will need to be provided via a fan cooling unit associated with the ground source heat pumps. The dwellings impacted by this are those adjacent to Ford Road and the proposed spine road. In total, this would impact 161 dwellings and 27 apartments (see Figure 7-1 of the Noise Assessment) which equates to approximately 57% of the units within this phase of the development.

However, a relaxed criteria under BS 8233 allows for an additional 5 dB with windows open where this is justified.

The applicants at the request of officers have provided additional information in response to the noise consultant, and this information is currently awaiting review. An update will be provided in relation to whether the proposal accords with policies QE SP1, QE DM1 and WM DM1 of the Arun Local Plan 2011-2031 and policies W2 and W10 of the Waste Local Plan.

HOUSING MIX

Policy H DM1 of the Arun Local Plan seeks to secure a mix of dwelling types and sizes, including affordable housing units and custom build housing. The application proposes 341 dwellings with the following mix of house sizes:

Dwellings	%
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1 bed dwellings -	36	10.6 %
2 bed dwellings -	65	19.1%
3 bed dwellings -	173	50.7%
4 bed dwellings -	62	18.2%
5 bed dwellings -	5	1.5%
Total	341	100%

The Design Officer has raised concern about the overprovision of 3 and 4 bed dwellings, and the need to facilitate a much higher level of 1 & 2 bed dwellings within the Local Centre as a result. However, the design rationale for a higher predominance of larger detached dwellings facing the open countryside to create a better transition between the development and countryside is supported. In addition, a higher density of development is supported closer to the Local Centre where important community uses are to be located.

In addition, this application deals with one parcel of development, out of a potential 1,500 dwellings. Therefore, accepting this mix would not prevent a suitable housing mix across the entire site. In future phases, a cumulative assessment will be undertaken with approved phases to ensure that the mix remains policy compliant.

The Housing Officer has not provided any comments, however, based on the above mix there is a broad mix of housing which reflects the character of this parcel of the development and would contribute to the sites overall housing mix.

No custom build housing has been proposed within this phase as established through the discharge of condition 5 under F/36/24/DOC which identified that custom built units would form part of a future phase. Therefore the exclusion of custom build units from this phase is acceptable in accordance with Condition 5 as well as the S106 signed under reference F/4/20/OUT.

In summary, the housing mix as proposed is acceptable and would accord with policy H DM1 of the ALP and policy H2 of the FNDP2.

AFFORDABLE HOUSING

Policy AH SP2 of the ALP requires a minimum of 30% affordable housing, which was secured through the S106 agreement under the outline permission.

Of the 341 dwellings proposed, 29.9% of dwellings (102 dwellings) are proposed to be affordable units. Whilst this application does not provide for a minimum of 30% of affordable units, the site will comprise up to 1,500 dwellings which will allow for future reserved matters applications to deliver the 0.1% affordable units not provided by this application. For example, F/16/24/RES secured an affordable provision of 30.3%. Given the exact final tenure mix and distribution of affordable units is secured through the S106 agreement, this is acceptable.

Regarding tenure distribution on the site, there are two scenarios for the future disposal of the affordable housing, as the affordable housing units could be taken on by a Registered Provider or the Ford Community Land Trust (CLT) and the S106 requires these to be as below unless otherwise agree with the Local Planning Authority:

- The Community Land Trust tenure mix would be: 37% Affordable Rented Housing; 38% Intermediate Housing; and 25% First Homes (FH).
- The Registered Provider tenure mix would be: 67% Affordable Rented Housing; 8% Intermediate Housing; 25% First Homes (FH).

The indicative mix of affordable dwellings proposed should an Affordable Housing Provider take them on, is proposed to be as follows:

	Total No.	% Total	First Homes	Aff Rent	Intermediate
1 bed dwellings -	34	33.3%	15	19	0
2 bed dwellings -	25	24.5%	11	14	0
3 bed dwellings -	41	40.2%	0	33	8
4 bed dwellings -	2	2.0%	0	2	0
Total	102	100%	26	68	8

Whilst there appears to be a higher provision of three beds, and less two beds, it is acknowledged that this parcel has a higher proportion of three bed dwellings as part of its overall mix, and it expected that the overall mix of affordable dwellings align with policy AH SP2 of the ALP as future parcels come forward. Therefore, the affordable housing provision and tenure mix as proposed is acceptable.

ACCESSIBLE DWELLINGS

All of the proposed dwellings comply with the National Described Space Standards (NDSS), with some dwellings being larger than the minimum standards. This is acceptable from a space standard point of view and is in accordance with Policy D DM2 of the ALP.

ADC's 'Accommodation for Older People and People with Disabilities' Guidance note (2020) was approved at Planning Policy sub-committee on 27 February 2019, and is a material consideration for planning decisions. The document suggests developments should secure 50% of the overall units to be designed to M4(2) standard (accessible and adaptable dwellings), plus two additional units (4%) to be designed to M4(3) standard (wheelchair accessible).

The proposed development would deliver 291 units (85.3%) which meet the M4(2), and 14 units (4.1%) which would meet the wheelchair accessible M4(3) standard. The dwellings shown provide a mixture of flats and semi-detached dwellings.

This level of provision exceeds the requirements of Condition 5 imposed on the outline permission (F/4/20/OUT), and will ensure compliance with the S106 requirements as well as ADC's 'Accommodation for Older People and People with Disabilities' Guidance note (2020), and accord with policy D DM1 of the ALP.

SURFACE WATER DRAINAGE

Condition 29 of the outline planning permission requires the development to be drained in accordance with the established overarching 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.

ECOLOGY AND PROTECTED SPECIES

The outline planning permission contains two conditions requiring details for 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 this Reserved Matters submission states the following will be provided across the proposed open spaces:

- 146 no. bat boxes on dwellings;
- 156 no. bird boxes on dwellings;
- 15 no. Bee bricks; and
- Hedgehog Highways.

It is noted that the NPPG was updated in June 2025 (Paragraph: 017 Reference ID: 8-017-20250609) to reflect a general aim of one swift box for every dwelling, however, the Council's Ecology Officer has confirmed that there is no objection to this given that the outline pre-dates the PPG guidance.

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 V11) 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.

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 consideration 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 (24053-AIA8-RM1 North-CA, by Barrell Tree Consultancy, 24th July 2025) and Tree Protection Plan (24053-23-RM1) detailing which trees are to be retained and removed. Those trees and hedgerows to be removed are as follows:

Category B Trees: G1002 (fell part), G1006 and G1041
Category C Trees: H1003, G1004, G1005

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 hedgerow to be removed are necessary to facilitate delivery of the development. 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 included 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.

VEHICLE PARKING

The site sits within Parking Behaviour Zone 1 of the Arun Parking Standards SPD, and as such 2 no. parking spaces are required per 1, 2, and 3 bedroom dwellings. Each 4+ bedroom dwelling requires 3 no. parking spaces. In addition, visitor parking spaces must be delivered at a rate of 20% of the total number of residential units proposed. The proposed development is therefore required to provide 749 residential allocated parking spaces and 68.2 visitor spaces (817.2 parking spaces in total).

The proposed development would provide:

- 641 no. x allocated residential parking spaces
- 32.5 no. parking spaces within garages (65 garage spaces)
- 89 no. x visitor parking spaces
- 2 no. service parking spaces

The total number of parking spaces (excluding service spaces) of 762.5 no. spaces, would equate to a provision of 93.33% of the expected requirement as per the Arun SPD, an under provision of 6.67%. This is because 43 no. flats within the apartment blocks, and some maisonette flats (plot 33, 66-67, 314-317 only) are proposed to have 1 no. allocated vehicular parking space each, instead of the required 2 no. parking spaces per dwelling. in total 27 of those flats would be 1 bed apartments, and 16 would be 2 bed apartments.

Paragraph 3.2 of the Arun Parking SPD states that "To satisfy the promotion of sustainable travel modes and choices it is considered that a 10% variation below the target parking demand value will be allowed where appropriate travel provision is provided including travel plans, public transport contributions (e.g. through S106 contributions involving Strategic Allocations and Community Infrastructure Levy once adopted, for other non-strategic sized developments for offsite infrastructure of a strategic nature) and other sustainable travel initiatives. This is also as a result of increasing affordability issues resulting in young people staying with parents for longer."

The applicant has acknowledged the under provision of car parking spaces and notes that the outline application is subject to a Travel Plan which promotes sustainable travel modes. The proposed development would incorporate a bus route along the spine road, along with a new school, care home, community centre, and retail/commercial space within the Local Centre. In addition, pedestrian/cycle connections are secured towards the Ford Train Station through the S106 obligations, along with other highway infrastructure improvements, and therefore would be a suitable location for active travel. Furthermore, following comments from officers, further visitor parking has been provided within the apartment parking courts, and close by on street.

The applicants have undertaken a review of Census data for the area that the site is located within,

which shows that existing residents within flats (of all sizes) only own cars at a rate of 0.88 cars per dwelling. This highlights that there could be some more flexibility with flatted developments based on car ownership.

Distances to the train station from the apartment block (Plot 131-139) located furthest away would be approximately 2.04km, taking on average between 20-25 minutes (at 3mph) by walking, and 5 minutes by bicycle. This is considered an acceptable walking distance.

Based upon the site being within acceptable walking distances of key facilities at the proposed new Local Centre (approximately 0.5miles from the Local Centre to Plot 122), bus stops along the spine road, and the connections to Ford train station, the under provision of parking spaces would accord with ADC's Parking SPD.

The Arun Design Guide and Manual for Streets require 5% of the overall parking requirement to be provided as accessible bays or bays for use by people with disabilities. These spaces should be well distributed across the site, with both curtilage spaces and visitor spaces provided as disabled standard. The parking requirement for this development would therefore require 38 no. spaces designed to disabled parking standard.

Within the overall 762.5 spaces provided, 25 no. spaces are designed to disabled standard (distributed as 20 allocated and 5 visitor spaces), and therefore would not accord with the development plan or national guidance. However, it is preferred that visitor spaces are not delivered as disabled spaces unless there is an identified need. Disabled parking bays can be accommodated on the road for residents if there is a need and a number of the visitor bays are capable of conversion to meet disabled standards should it be necessary.

The overall parking provision is acceptable for the reasons set out above and would accord with policy T DM1 of the ALP and policy GA2 Ford NDP2.

CYCLE PARKING

The Arun Parking SPD stipulates that 1 and 2 bedroom dwellings are required to provide a minimum of 1 cycle storage space; 3+ bedroom dwellings should provide for 2 cycle parking spaces, and; flats with communal storage should have one space per unit.

The proposed development would provide for 46 cycle spaces provided within apartment blocks and maisonette flats. A total of 612 cycle spaces would be proposed within cycle sheds located within the rear garden of dwellings for the remaining 306 dwellings. The design and appearance of cycle parking for dwellings in rear gardens can be secured through planning condition.

Therefore, the proposed cycle parking is in accordance with Policy T DM1 of the ALP and the Arun Parking Standards SPD and is therefore acceptable.

EV CHARGING

Policy QE DM3 and T SP1 of the ALP promote the inclusion of Electric Vehicle (EV) charging in order to promote better air quality and a lower carbon future. The Council's Parking Standards SPD (January 2020) states that all dwellings with a driveway or garage must be provided with an EV charging facility.

All dwellings have been shown to have an EV charging facility on the driveway or garage, either through a free-standing feature or a wall mounted point.

Four dwellings (Plots 180-183) have not been shown to be provided with EV charging for their allocated parking due to the location of the parking being on the other side of the main pedestrian pavement. WSCC Highways have confirmed that they would not support cross pavement EV charging cable gullies on highways that are to be adopted, and therefore the four dwellings would not be able to accommodate any EV Charging.

However, the parking spaces in these plots are located outside of the curtilage of the dwelling, and therefore would not be required to have an EV charging facility in line with the Council's Parking SPD.

The Parking SPD requires a minimum of 30% of the parking spaces for other developments to be provided with an EV charging facility. The flatted development would provide 1 EV charger per allocated space and therefore would provide above the 30% requirement.

The EV chargers will be conditioned to be provided prior to occupation of any dwelling, and the proposals would be in accordance with the objectives of the policies QE DM3 and T SP1 of the ALP.

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.

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 the purposes and duties of the national park.

The South Downs National Park (SDNP) is located approximately 1.74km to the north of this application. The impact of the National Park will largely be in long distance views by introducing further built form and lighting.

Significant mature landscaping treatments to the boundaries are proposed, to help soften the transition of urban form in these views. In addition, a condition is imposed on the outline to deal with lighting to ensure the development is sensitively lit.

The South Down 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.

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, bollard lighting is also proposed in apartment parking courts for additional security. Further individual sensor lighting for properties may also be incorporated as part of the development. This is consistent with the FNDP2 Policy EH8 and is considered acceptable.

Lighting has been indicatively shown on the plans, demonstrating that this can be incorporated within the design across the site without impeding on the landscaping strategy or visibility splays. Overall, the details of exact lighting requirements will be subject to condition, and there is reasonable certainty that this can be achieved under the current design and layout, and is therefore acceptable.

SUSTAINABILITY AND CLIMATE CHANGE

Policy ECC SP1 seeks to ensure that development adapts to climate change impacts through use of shading, ventilation, and SUDs. Tree planting has been proposed along streets, which will contribute to passive shading and surface water designs will be required to be designed to provide sufficient capacity to deal with climate change impacts to flooding frequency and volumes.

Policy ECC SP2 also requires major development to produce and supply at least 10% of the total predicted energy demands through renewable energy generation. Condition 26 of the outline planning permission has a condition requiring details of the renewable energy to be submitted alongside any reserved matters, however erroneously it did not require 10% of energy generation through renewable energy such as solar panels. It requires 10% of the energy supply to be secured from decentralised, renewable or low carbon energy sources

The Energy and Sustainability Statement (June 2025, By AES Sustainability Consultants Ltd), proposes a Fabric First approach to buildings, ensuring ventilation, insulation and air leakage are secured to minimise energy consumption. In addition, each dwelling is proposed to have a ground source heat pump, which would provide over 10% of the sites energy supply.

The dwellings would be subject to a condition to require the Ground Source Heat Pumps to be provided prior to occupation, the proposed development would comply with policy ECC SP1 and ECC SP2 of the ALP.

WATER SUPPLY

Policy W DM1 seeks to ensure that developments are provided with adequate water supplies and that the use of these water supplies is efficient.

No concerns have been raised about impacts on water abstraction sites as a result of this development. In addition, a suitably worded planning condition would ensure dwellings would provide measures to meet the optional building control standard of 110 L/person/day.

Therefore, subject to a planning condition, the proposal would be in accordance with the Policy W DM1 of the ALP.

CONCLUSION

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 proposed development would provide an appropriate legible and safe layout for both non-motorised and motorised users, and would be sufficiently varied in treatment to provide elements of interest. The density would be acceptable, and there would be no unacceptably adverse overbearing, overshadowing or overlooking impacts on existing or future occupiers. The scale of the development would be appropriate to the site, and suitable landscaping would be provided throughout.

Therefore, subject to conditions, and resolution of the noise mitigation for the dwellings, the application is recommended for approval subject to conditions as proposed.

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 confirmation from the Environmental Health officers that the proposed noise mitigation is acceptable; and should any minor changes be required that this is undertaken in consultation with the vice 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 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

The application has been reviewed against the Section 106 agreement and there are no conflicts with the agreement.

CIL DETAILS

This application is CIL liable, therefore, developer contributions towards infrastructure will be required (dependent on any exemptions or relief that may apply).

RECOMMENDATION

APPROVE CONDITIONALLY

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

SITE LOCATION PLAN 180641-TORRMN1-MP-P001 REV A

Existing Block Plan 180641-TOR-RMN1-MP-P1000 REV A

Proposed Block Plan 180641-TORRMN1-MP-P002 Rev E

Proposed Site Layout & Roof Plan 180641-TOR-RMN1-MP-P003 Rev F

Proposed Part M Plan 180641-TORRMN1-MP-P005 Rev E

Proposed Storey Heights Plan 180641-TOR-RMN1-MP-P006 Rev E

Proposed Garden Depths & Separation Distances Plan 180641-TOR-RMN1-MPP007 Rev E

Proposed Parking Plan 180641-TORRMN1-MP-P008 Rev F

Proposed Refuse Strategy Plan 180641-TOR-RMN1-MP-P009 Rev E

Proposed Materials Plan 180641-TORRMN1-MP-P010 Rev F

180641-Ford-RM1 Accommodation Schedule Rev D

Proposed Housing Mix and Tenure Plan 180641-TOR-RMN1-MP-P004 Rev E

Proposed Street Scene Elevations Ford Lane Character Area 180641-TOR-RMN1-MP-P100, Rev D

Proposed Street Scene Elevations St Mary's Meadow Character Area (1 of 3) 180641-TOR-RMN1-MP-P101, Rev B

Proposed Street Scene Elevations St Mary's Meadow Character Area (2 of 3) 180641-TOR-RMN1-MP-P102, Rev B

Proposed Street Scene Elevations St Mary's Meadow Character Area (3 of 3) 180641-TOR-RMN1-MP-P103, Rev C

Proposed Street Scene Elevations Arun Way & Landings Green Character Area 180641-TOR-RMN1-MP-P105, Rev C

Proposed Street Scene Elevations Arun Way & Landings Green Character Area 180641-TOR-RMN1-MP-P104, Rev C

RM1 Site Sections Sheet 1 2205771-D180 Rev B

RM1 Site Sections Sheet 1 2205771-D180 Rev A

Apartment Type 1 Proposed Ground Floor Plan 180641-TOR-RMN1-APT1-P001, Rev D

Apartment Type 1 Proposed First Floor Plan 180641-TOR-RMN1-APT1-P002, Rev D
Apartment Type 1 Proposed Second Floor Plan 180641-TOR-RMN1-APT1-P003, Rev D
Apartment Type 1 Proposed Elevations 1 180641-TOR-RMN1-APT1-P010, Rev E
Apartment Type 1 Proposed Elevations 2 180641-TOR-RMN1-APT1-P011, Rev E
Apartment Type 3 Proposed Ground Floor Plan 180641-TOR-RMN1-APT3-P001, Rev E
Apartment Type 3 Proposed First Floor Plan 180641-TOR-RMN1-APT3-P002, Rev E
Apartment Type 3 Proposed Second Floor Plan 180641-TOR-RMN1-APT3-P003, Rev E
Apartment Type 3 Proposed Elevations 1 180641-TOR-RMN1-APT3-P010, Rev E
Apartment Type 3 Proposed Elevations 2 180641-TOR-RMN1-APT3-P011, Rev E

Composite Landscape Masterplan RM1, RM4, and RM Infrastructure 180641-TOR-RM1-XX-DR-L-P-024, Rev H
Landscape Key plan RM1 180641-TOR-RM1-XX-DR-L-P-001, Rev F

Hardworks and Boundaries 1 of 10 RM1 TOR-RM1-XX-DR-L-P-002 Rev E
Hardworks and Boundaries 2 of 10 RM1 TOR-RM1-XX-DR-L-P-003 Rev E
Hardworks and Boundaries 3 of 10 RM1 TOR-RM1-XX-DR-L-P-004 Rev E
Hardworks and Boundaries 4 of 10 RM1 TOR-RM1-XX-DR-L-P-005 Rev E
Hardworks and Boundaries 5 of 10 RM1 TOR-RM1-XX-DR-L-P-006 Rev E
Hardworks and Boundaries 6 of 10 RM1 TOR-RM1-XX-DR-L-P-007 Rev F
Hardworks and Boundaries 7 of 10 RM1 TOR-RM1-XX-DR-L-P-008 Rev E
Hardworks and Boundaries 8 of 10 RM1 TOR-RM1-XX-DR-L-P-009 Rev E
Hardworks and Boundaries 9 of 10 RM1 TOR-RM1-XX-DR-L-P-010 Rev E
Hardworks and Boundaries 10 of 10 RM1 TOR-RM1-XX-DR-L-P-011 Rev F
Softworks 1 of 10 RM1 TOR-RM1-XX-DR-L-P-012 Rev D
Softworks 2 of 10 RM1 TOR-RM1-XX-DR-L-P-013 Rev D
Softworks 3 of 10 RM1 TOR-RM1-XX-DR-L-P-014 Rev D
Softworks 4 of 10 RM1 TOR-RM1-XX-DR-L-P-015 Rev D
Softworks 5 of 10 RM1 TOR-RM1-XX-DR-L-P-016 Rev D
Softworks 6 of 10 RM1 TOR-RM1-XX-DR-L-P-017 Rev E
Softworks 7 of 10 RM1 TOR-RM1-XX-DR-L-P-018 Rev D
Softworks 8 of 10 RM1 TOR-RM1-XX-DR-L-P-019 Rev D
Softworks 9 of 10 RM1 TOR-RM1-XX-DR-L-P-020 Rev D
Softworks 10 of 10 RM1 TOR-RM1-XX-DR-L-P-021 Rev E
Planting Schedules RM1 TOR-RM1-XX-DR-L-P-022 Rev C

St Mary's Meadow Transect RM1 TOR-RM1-XX-DR-L-P-023 Rev D

RM1 - Vehicle Tracking and Visibility Plan (Sheet 1 of 2) 2205771-D002, Rev E
RM1 - Vehicle Tracking and Visibility Plan (Sheet 2 of 2) 2205771-D003, Rev E

RM1 - Levels Strategy (Sheet 1) 2205771-160 Rev F
RM1 - Levels Strategy (Sheet 2) 2205771-161 Rev F

House Type: 122 Proposed Floor Plans 180641-TOR-RMN1-HT122-P001, Rev B
House Type: 122 Type 1: Elevations 180641-TOR-RMN1-HT122-P002, Rev B
House Type: 122 Type 2: Elevations 180641-TOR-RMN1-HT122-P003, Rev B
House Type: 122 Type 3: Elevations 180641-TOR-RMN1-HT122-P004, Rev C
House Type: 122 Type 4: Elevations 180641-TOR-RMN1-HT122-P005, Rev C
House Type: 122 Type 5: Elevations 180641-TOR-RMN1-HT122-P006' Rev A
House Type: 122 Type 6: Elevations 180641-TOR-RMN1-HT122-P007' Rev A
House Type: 122 Type 7: Elevations 180641-TOR-RMN1-HT122-P008, Rev A

House Type: 236 Proposed Floor Plans 180641-TOR-RMN1-HT236-P001 Rev B
 House Type: 236 Type 1: Elevations 180641-TOR-HT236-P002, Rev B
 House Type: 236 Type 2: Elevations 180641-TOR-RMN1-HT236-P003, Rev C
 House Type: 236 Type 3: Elevations 180641-TOR-RMN1-HT236-P004, Rev B
 House Type: 236 Type 5: Elevations 180641-TOR-RMN1-HT236-P006, Rev C
 House Type: 236 Type 6: Elevations 180641-TOR-RMN1-HT236-P007, Rev A

House Type: 241 Proposed Floor Plans 180641-TOR-RMN1-HT241-P001, Rev B
 House Type: 241 Type 3: Elevations 180641-TOR-RMN1-HT241-P004, Rev B
 House Type: 241 Type 4: Elevations 180641-TOR-RMN1-HT241-P005, Rev D
 House Type: 241 Type 5: Elevations 180641-TOR-RMN1-HT241-P006, Rev B
 House Type: 241 Type 6: Elevations 180641-TOR-RMN1-HT241-P007, Rev C
 House Type: 241 Type 7: Elevations 180641-TOR-RMN1-HT241-P008, Rev C
 House Type: 241 Type 8: Elevations 180641-TOR-RMN1-HT241-P009, Rev C
 House Type: 241 Type 9: Elevations 180641-TOR-RMN1-HT241-P010, Rev B
 House Type: 241 Type 10: Elevations 180641-TOR-RMN1-HT241-P011, Rev A
 House Type: 241 Type 11: Elevations 180641-TOR-RMN1-HT241-P012, Rev A
 House Type: 241 Type 12: Elevations 180641-TOR-RMN1-HT241-P013, Rev A
 House Type: 241 Type 13: Elevations 180641-TOR-RMN1-HT241-P014
 House Type: 241 Type 14: Elevations 180641-TOR-RMN1-HT241-P015

House Type: 242 Proposed Floor Plans 180641-TOR-RMN1-HT242-P001, Rev B
 House Type: 242 Type 3: Elevations 180641-TOR-RMN1-HT242-P004, Rev A
 House Type: 242 Type 4: Elevations 180641-TOR-RMN1-HT242-P005, Rev A
 House Type: 242 Type 5: Elevations 180641-TOR-RMN1-HT242-P006, Rev A
 House Type: 242 Type 6: Elevations 180641-TOR-RMN1-HT242-P007, Rev A
 House Type: 242 Type 7: Elevations 180641-TOR-RMN1-HT242-P008, Rev A

House Type: 341 Proposed Floor Plan 180641-TOR-RMN1-HT341-P001, Rev B
 House Type: 341 Type 1: Elevations 180641-TOR-RMN1-HT341-P002, Rev C
 House Type: 341 Type 2: Elevations 180641-TOR-RMN1-HT341-P003, Rev C
 House Type: 341 Type 3: Elevations 180641-TOR-RMN1-HT341-P004, Rev C
 House Type: 341 Type 4: Elevations 180641-TOR-RMN1-HT341-P005, Rev B
 House Type: 341 Type 5: Elevations 180641-TOR-RMN1-HT341-P006, Rev B
 House Type: 341 Type 6: Elevations 180641-TOR-RMN1-HT341-P007, Rev C
 House Type: 341 Type 7: Elevations 180641-TOR-RMN1-HT341-P008, Rev B
 House Type: 341 Type 8: Elevations 180641-TOR-RMN1-HT341-P009, Rev C
 House Type: 341 Type 9: Elevations 180641-TOR-RMN1-HT341-P010, Rev B
 House Type: 341 Type 11: Elevations 180641-TOR-RMN1-HT341-P012, Rev C
 House Type: 341 Type 12: Elevations 180641-TOR-RMN1-HT341-P013, Rev A
 House Type: 341 Type 13: Elevations 180641-TOR-RMN1-HT341-P014, Rev A

House Type: 342 Proposed Floor Plans 180641-TOR-RMN1-HT342-P001, Rev B
 House Type: 342 Type 1: Elevations 180641-TOR-RMN1-HT342-P002, Rev C
 House Type: 342 Type 2: Elevations 180641-TOR-RMN1-HT342-P003, Rev C
 House Type: 342 Type 3: Elevations 180641-TOR-RMN1-HT342-P004, Rev B
 House Type: 342 Type 5: Elevations 180641-TOR-RMN1-HT342-P006, Rev C
 House Type: 342 Type 6: Elevations 180641-TOR-RMN1-HT342-P007 Rev B
 House Type: 342 Type 7: Elevations 180641-TOR-RMN1-HT342-P008, Rev B
 House Type: 342 Type 8: Elevations 180641-TOR-RMN1-HT342-P009, Rev A
 House Type: 342 Type 9: Elevations 180641-TOR-RMN1-HT342-P010, Rev A

House Type: 343 Proposed Floor Plans 180641-TOR-RMN1-HT343-P001, Rev B
House Type: 343 Type 1: Elevations 180641-TOR-RMN1-HT343-P002, Rev B
House Type: 343 Type 2: Elevations 180641-TOR-RMN1-HT343-P003, Rev A
House Type: 343 Type 3: Elevations 180641-TOR-RMN1-HT343-P004, Rev A

House Type: 351 Proposed Floor Plans 180641-TOR-RMN1-HT351-P001, Rev B
House Type: 351 Type 1: Elevations 180641-TOR-RMN1-HT351-P002, Rev C
House Type: 351 Type 2: Elevations 180641-TOR-RMN1-HT351-P003, Rev C
House Type: 351 Type 3: Elevations 180641-TOR-RMN1-HT351-P004, Rev C
House Type: 351 Type 4: Elevations 180641-TOR-RMN1-HT351-P005, Rev C
House Type: 351 Type 5: Elevations 180641-TOR-RMN1-HT351-P006, Rev C
House Type: 351 Type 8: Elevations 180641-TOR-RMN1-HT351-P007, Rev A

House Type: 352 Proposed Floor Plans 180641-TOR-RMN1-HT352-P001, Rev B
House Type: 352 Type 2: Elevations 180641-TOR-RMN1-HT352-P003, Rev C
House Type: 352 Type 3: Elevations 180641-TOR-RMN1-HT352-P004, Rev C
House Type: 352 Type 5: Elevations 180641-TOR-RMN1-HT352-P006, Rev C

House Type: 354 Proposed Floor Plans 180641-TOR-RMN1-HT354-P001, Rev B
House Type: 354 Type 3: Elevations 180641-TOR-RMN1-HT354-P004, Rev C
House Type: 354 Type 4: Elevations 180641-TOR-RMN1-HT354-P005, Rev C
House Type: 354 Type 5: Elevations 180641-TOR-RMN1-HT354-P006, Rev C
House Type: 354 Type 6: Elevations 180641-TOR-RMN1-HT354-P007, Rev C
House Type: 354 Type 7: Elevations 180641-TOR-RMN1-HT354-P008, Rev C
House Type: 354 Type 8: Elevations 180641-TOR-RMN1-HT354-P009, Rev C
House Type: 354 Type 9: Elevations 180641-TOR-RMN1-HT354-P010, Rev C
House Type: 354 Type 10: Elevations 180641-TOR-RMN1-HT354-P011, Rev A
House Type: 354 Type 11: Elevations 180641-TOR-RMN1-HT354-P012, Rev A
House Type: 354 Type 12: Elevations 180641-TOR-RMN1-HT354-P013, Rev A

House Type: 355 Proposed Floor Plans 180641-TOR-RMN1-HT355-P001, Rev B
House Type: 355 Type 1: Elevations 180641-TOR-RMN1-HT355-P002, Rev B
House Type: 355 Type 3: Elevations 180641-TOR-RMN1-HT355-P004, Rev B

House Type: 356 Proposed Floor Plan 180641-TOR-RMN1-HT356-P001, Rev B
House Type: 356 Type 1: Elevations 180641-TOR-RMN1-HT356-P002, Rev C
House Type: 356 Type 2: Elevations 180641-TOR-RMN1-HT356-P003, Rev C
House Type: 356 Type 3: Elevations 180641-TOR-RMN1-HT356-P004, Rev C
House Type: 356 Type 4: Elevations 180641-TOR-RMN1-HT356-P005, Rev D

House Type: 361 Proposed Floor Plan 180641-TOR-RMN1-HT361-P001, Rev B
House Type: 361 Type 1: Elevations 180641-TOR-RMN1-HT361-P002, Rev C
House Type: 361 Type 4: Elevations 180641-TOR-RMN1-HT361-P003, Rev B
House Type: 361 Type 4: Elevations 180641-TOR-RMN1-HT361-P005, Rev C
House Type: 361 Type 5: Elevations 180641-TOR-RMN1-HT361-P006, Rev A
House Type: 361 Type 6: Elevations 180641-TOR-RMN1-HT361-P007, Rev A
House Type: 361 Type 7: Elevations 180641-TOR-RMN1-HT361-P008 Rev A
House Type: 361 Type 8: Elevations 180641-TOR-RMN1-HT361-P009, Rev A

House Type: 451 Proposed Floor Plans 180641-TOR-RMN1-HT451-P001, Rev C
House Type: 451 Type 1: Elevations 180641-TOR-RMN1-HT451-P002, Rev C

House Type: 451 Type 2: Elevations 180641-TOR-RMN1-HT451-P003, Rev C
House Type: 451 Type 3: Elevations 180641-TOR-RMN1-HT451-P004 Rev B
House Type: 451 Type 4: Elevations 180641-TOR-RMN1-HT451-P005 Rev B
House Type: 451 Type 5: Elevations 180641-TOR-RMN1-HT451-P006 Rev A
House Type: 451 Type 6: Elevations 180641-TOR-RMN1-HT451-P007 Rev A

House Type: 452 Proposed Floor Plans 180641-TOR-RMN1-HT452-P001, Rev B
House Type: 452 Type 3: Elevations 180641-TOR-RMN1-HT452-P004, Rev B

House Type: 462 Proposed Floor Plans 180641-TOR-RMN1-HT462-P001, Rev B
House Type: 462 Type 3: Elevations 180641-TOR-RMN1-HT462-P004, Rev C
House Type: 462 Type 4: Elevations 180641-TOR-RMN1-HT462-P005, Rev C
House Type: 462 Type 5: Elevations 180641-TOR-RMN1-HT462-P006, Rev C
House Type: 462 Type 6: Elevations 180641-TOR-RMN1-HT462-P007 Rev A
House Type: 462 Type 7: Elevations 180641-TOR-RMN1-HT462-P008 Rev A

House Type: 466 Proposed Floor Plans 180641-TOR-RMN1-HT466-P001, Rev B
House Type: 466 Type 2: Elevations 180641-TOR-RMN1-HT466-P003, Rev C
House Type: 466 Type 3: Elevations 180641-TOR-RMN1-HT466-P004, Rev C
House Type: 466 Type 4: Elevations 180641-TOR-RMN1-HT466-P005, Rev C
House Type: 466 Type 5: Elevations 180641-TOR-RMN1-HT466-P006 Rev A
House Type: 466 Type 6: Elevations 180641-TOR-RMN1-HT466-P007 Rev A

House Type: 467 Proposed Floor Plans 180641-TOR-RMN1-HT467-P001, Rev B
House Type: 467 Type 1: Elevations 180641-TOR-RMN1-HT467-P002, Rev C
House Type: 467 Type 4: Elevations 180641-TOR-RMN1-HT467-P005, Rev C

House Type: 468 Proposed Floor Plans 180641-TOR-RMN1-HT468-P001, Rev B
House Type: 468 Type 2: Elevations 180641-TOR-RMN1-HT468-P003, Rev C

House Type: 474 Proposed Floor Plans 180641-TOR-RMN1-HT474-P001, Rev B
House Type: 474 Type 1: Elevations 180641-TOR-RMN1-HT474-P002, Rev C
House Type: 474 Type 2: Elevations 180641-TOR-RMN1-HT474-P003, Rev B
House Type: 474 Type 3: Elevations 180641-TOR-RMN1-HT474-P004 Rev B
House Type: 474 Type 4: Elevations 180641-TOR-RMN1-HT474-P005 Rev A

House Type 571 Proposed Floor Plan 180641-TOR-RMN1-HT571-P001, Rev A
House Type: 571 Type 3: Elevations 180641-TOR-RMN1- HT571-P004 Rev A
House Type: 571 Type 4: Elevations 180641-TOR-RMN1- HT571-P005 Rev A

House Type: 581 Proposed Floor Plans 180641-TOR-RMN1-HT581-P001 Rev A
House Type: 581 Type 1: Elevations 180641-TOR-RMN1-HT581-P002 Rev A
House Type: 581 Type 2: Elevations 180641-TOR-RMN1-HT581-P003 Rev A
House Type: 581 Type 3: Elevations 180641-TOR-RMN1-HT581-P004 Rev A

Single Garage Plans Elevations: Hipped 180641-TOR-RMN1-SG-001, Rev A
Single Garage Plans Elevations: Ridge 180641-TOR-RMN1-SG-002
Double Garage Plans Elevations 180641-TOR-RMN1-DG-002
Car Barn Plans Elevations 180641-TOR-RMN1-CB-001
Bin / Cycle Stores Type 1 180641-TOR-RMN1-B1-P001, Rev A
Bin / Cycle Stores Type 2 180641-TOR-RMN1-B2-P001, Rev A

Reason: For the avoidance of doubt and in the interests of proper planning.

- 2 No development above slab level shall take place until, and notwithstanding the approved plans, full details of all on-plot planting details have been submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in strict accordance with these details.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of delivering high quality development in accordance with Arun Local Plan policies D DM1.

- 3 Prior to the commencement of the development, full details of tree pits within verges 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.

- 4 Prior to the occupation of any dwellings, full details of cycle parking for each dwelling shall be submitted to and approved in writing by the Local Planning Authority. The details approved shall be implemented in full for each dwelling prior to its occupation.
- 5 Each dwelling hereby permitted shall not be occupied until the relevant ecological feature (bat box, bird box, bee box etc) has been installed in accordance with the approved plan Ecological Protection and Enhancement Plan - Reserved Matters Phase 1 (North)_25 July 2025_UES04099/22_V11). The ecological features shall thereafter be permanently retained in good working condition.

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.

- 6 All landscaping (hard and soft) shall be carried out in accordance with the details approved. All planting, seeding or turfing comprised in the approved details shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, 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.

- 7 The dwellings identified within the plan Proposed Part M Plan 180641-TORRMN1-MP-P005 Rev E shall be erected to M4(2) Accessible and Adaptable Dwelling and the Optional Requirement M4(3) Wheelchair Users standard as defined in Approved Document M of the The Building Regulations 2010 (as amended).

Reason: To ensure an appropriate level of accessible and inclusive dwelling for a range of ages and abilities in accordance with policy D DM1 of the Arun Local Plan

- 8 No dwelling hereby approved shall be occupied until the means to ensure a maximum water consumption of 110 litres use per person per day, has been complied with for that dwelling and retained in perpetuity thereafter.

Reason: To improve the sustainability of the dwellings in accordance with Arun Local Plan policies ECC SP1 and W DM1.

- 9 Prior to the occupation of any individual dwelling, the dwelling shall be fitted with the low carbon measures in line with the approved Energy and Sustainability Statement (June 2025) V2.

Reason: To ensure the development complies with the outline requirements to deliver renewable and low carbon energy.

- 10 The proposed Electric Vehicle (EV) Charging points as shown on Proposed Parking Plan 180641-TOR-RM1N-MP-P008 Rev E will be provided prior to the occupation of each relevant dwelling and retained thereafter.

Reason: To ensure adequate EV provision on occupation.

- 11 Prior to development above slab level, sample materials and specifications for all external dwelling materials shall be submitted to and approved by the Local Planning Authority. The samples and specifications shall be in accordance with the approved Proposed Materials Plan 180641-TORRMN1-MP-P010 Rev F, and the dwellings shall be constructed in accordance with the approved details.

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

- 12 Prior to the occupation of each relevant dwelling, all noise mitigation (cavity walls, glazing, balustrades and ventilation etc) described within Technical Report 2205771-R41A (Dated 20/11/2025, By Ardent Consulting Engineers), and Reserved Matters RM1 (North) Noise Assessment 2205771-R03D (dated August 2025, By Ardent Consulting Engineers) shall be fully implemented and retained thereafter.

Reason: In the interests of amenity and satisfactory living environment of occupiers in accordance with Policy QE DM1 of the Arun Local Plan.