

The Landings, Ford Airfield

Phase RM4 (South)

Design, Access & Design Code

Compliance Statement

RM4_01.A

August 2024

Vistry Group



Land at

The Landings, Ford - Phase 4



Design & Access Statement

August 2024

APUN DISTRICT COUNCIL F7824/PES

Vistry Group

finc

Methodology

The structure and detail of this document follows guidance set out by the National Design Guide (NDG) and National Planning Policy Framework (NPPF), adopted in July 2021. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Introduction and Purpose Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal. The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

(a) Explain the design principles and concepts that have been applied to the proposed development;

(b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been considered. They must detail any consultation undertaken and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

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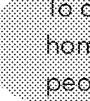
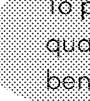
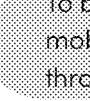
Introduction

This statement has been prepared jointly by FINC Architects in connection with the consultant team on behalf of Vistry to accompany a Full Planning Application on the Landings, Ford.

Description of Proposal

Reserved Matters application for 357 units including 30% affordable housing, public open space and associated landscaping, drainage and highways infrastructure.

Vision

-  To preserve and connect the proposed development to the airfield's history, including the former runways and historical alignment of the Arundel to Chichester canal.
-  To deliver a wide variety of new high-quality and attractive homes for the area, including affordable homes for local people and housing for the elderly.
-  To create a new social, economic and physical "heart" for the Ford community.
-  To preserve and enhance the existing environmental qualities of the site, and to establish a network of ecologically beneficial green and blue infrastructure.
-  To retain, incorporate and further support the existing community uses of Ford Market, Arun Sports Area, and the Flying Fortress.
-  To better connect local communities and promote sustainable mobility through a network of walking and cycling routes through the site that connect to the wider area.
-  To give Ford its own unique identity, defined by different character areas that come together into one cohesive and integrated neighbourhood.



Background

The site sits within a wider area of land currently allocated for development within the recently adopted Arun Local Plan (2021-2031). It is referred to in Policy H SP2 (SD8) "Ford Strategic Site" as providing at least 1,500 dwellings over the plan period.

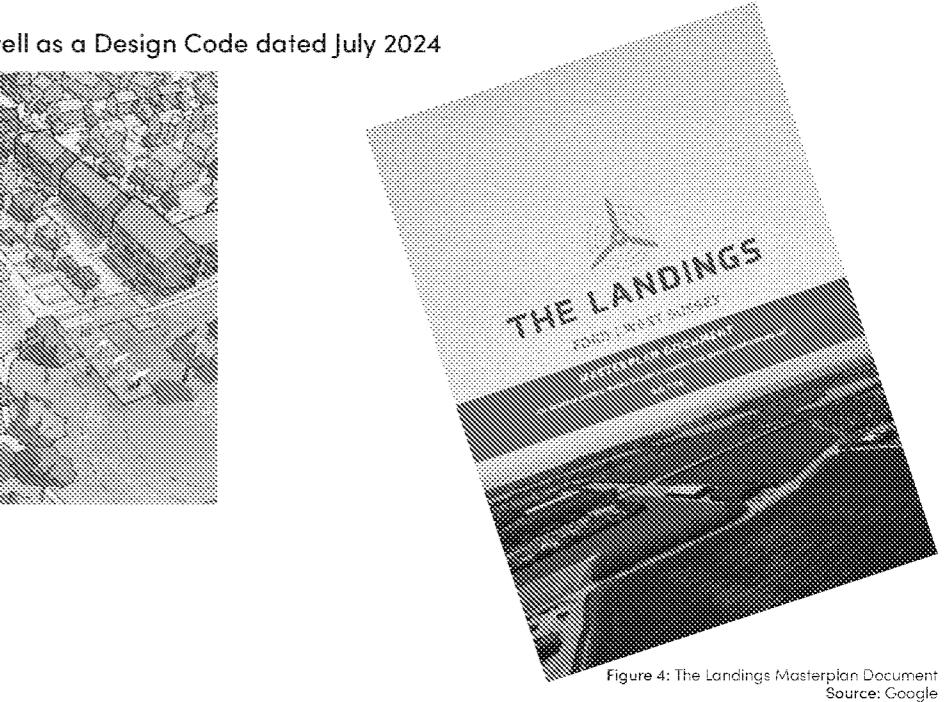
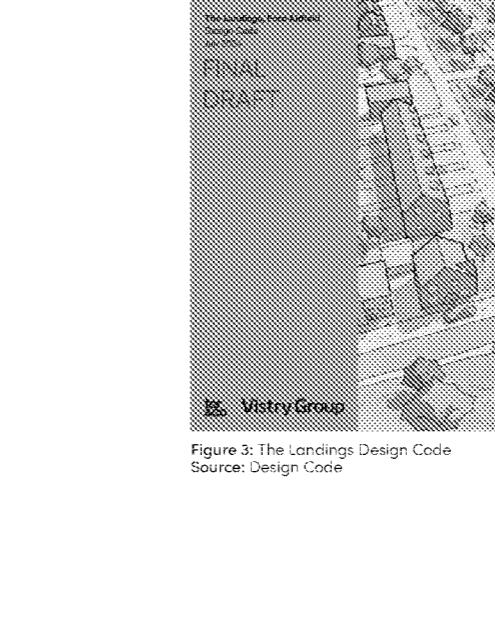
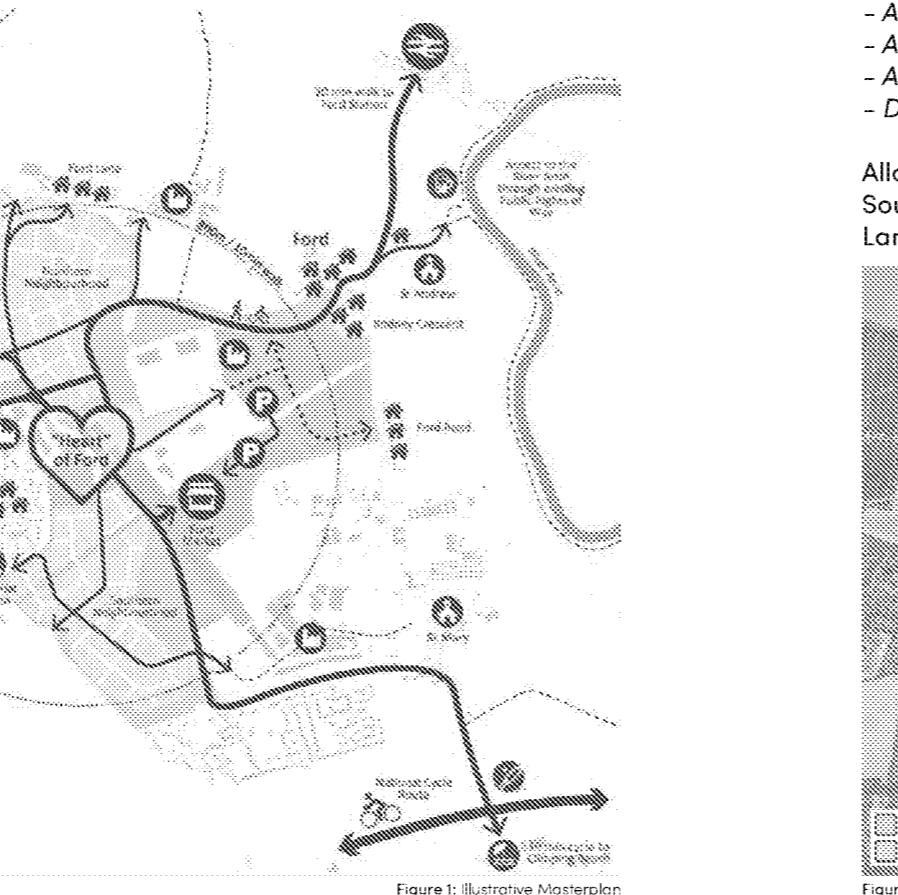
In July 2023, Arun District Council granted outline planning permission for the Landings masterplan REF No. F/4/20/OUT. This was prepared by BuroHappold on behalf of Redrow Homes Southern Counties and Wales Development Ltd.

The outline approval is for a new sustainable community on the former Ford Airfield comprising:

- Up to 1,500 dwellings (Use Class C3);
- A 60-bed care home (Use Class C2);
- Up to 9,000sqm of employment floorspace (Use Class B1);
- A local centre of up to 2,350sqm including - up to 900sqm retail / commercial (Use Classes A1-A5) and 1,450sqm community / leisure floorspace (Use Classes D1-D2);
- A two-form entry primary school (Use Class D1);
- A network of well-connected public open spaces with integrated SuDS features, allotments, new sports pitches and associated facilities and children's play spaces;
- A sustainable movement strategy expanding the network of existing cycle and pedestrian routes;
- A series of parameter plans establishing the key principles of the approval including land use and density, access and movement, green and blue infrastructure and;
- Demolition of existing buildings"

Allocated land within SD8 sits within single ownership, Vistry (South East) but may be split into several "phases" or applications. This application is made on behalf of Vistry South East for Phase 4 of the whole site.

Land within SD8 has the benefit of an approved Masterplan document, dated July 2021, as well as a Design Code dated July 2024.





Context & Analysis

Site Location

The development is comprised of 86.63 Hectares, with its location illustrated on the plan below. The site is a decommissioned Royal Navy Fleet Air Arm and Royal Air Force aerodrome that was constructed in 1917. It forms part of the Arun Local Plan (2011-2031).

In terms of its immediate context, the site's northern boundary is bound by Ford Lane. Ford Road forms its eastern boundary. Horsemere Green Lane shapes the southern boundary whilst Yapton Road/Rollaston Park defines the western boundary.

In terms of its wider context the site is located to the south-west of the Parish of Ford within the Arun District. In terms of wider surrounding settlements, the site sits in between the villages of Ford, Yapton and Climping. The towns of Arundel, Littlehampton and Bognor Regis are all in close proximity within a seven mile radius to the Ford area and provide local services to the area. The site also sits approximately 0.7km south of Ford railway station allowing for direct routes to Brighton, Southampton and London, and 0.4km west of the River Arun which is connected to the site via a footpath.

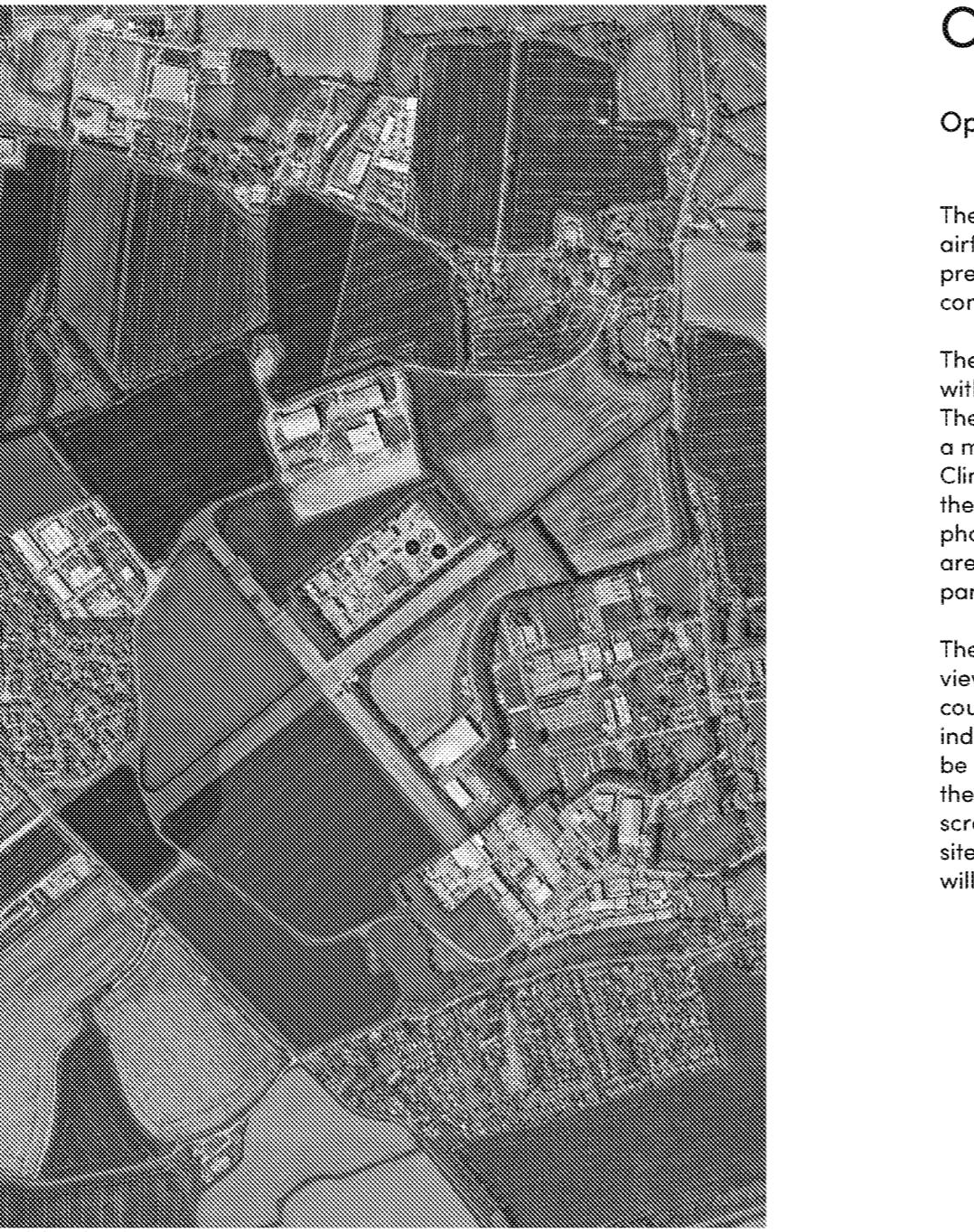


Figure 5: Phase 4 area within whole site boundary
Source: FINC Architects

Opportunities & Constraints

Opportunities and Constraints

The site was previously a mixture of agricultural land, an airfield as well as featured a canal. The site is therefore predominantly flat which opens up opportunities for technical considerations like drainage.

There are several mature tree belts, but most of these are within the northern part of the site and don't affect phase 4. The southern boundary to the south of the site is surrounded by a mature hedgerow creating screening between the site and Climping. There are a number of public right of ways crossing the site, with a PROW running north-west to south east in phase 4 of the site. Runway 07 also runs along the northern area of phase 4, and needs to be considered in the design particularly due to its important heritage.

The site is surrounded by several industrial areas which block views out of the site and create a disconnect to the wider countryside. The sewage treatment works are one of these industrial uses, and has a 300m offset in which housing cannot be placed due to noise or odour which affects phase 4 of the site minimally. Some areas may need acoustic or visual screening to reduce the impact of these industrial areas on the site, but phase 4 is heavily buffered through open space which will provide natural screening.

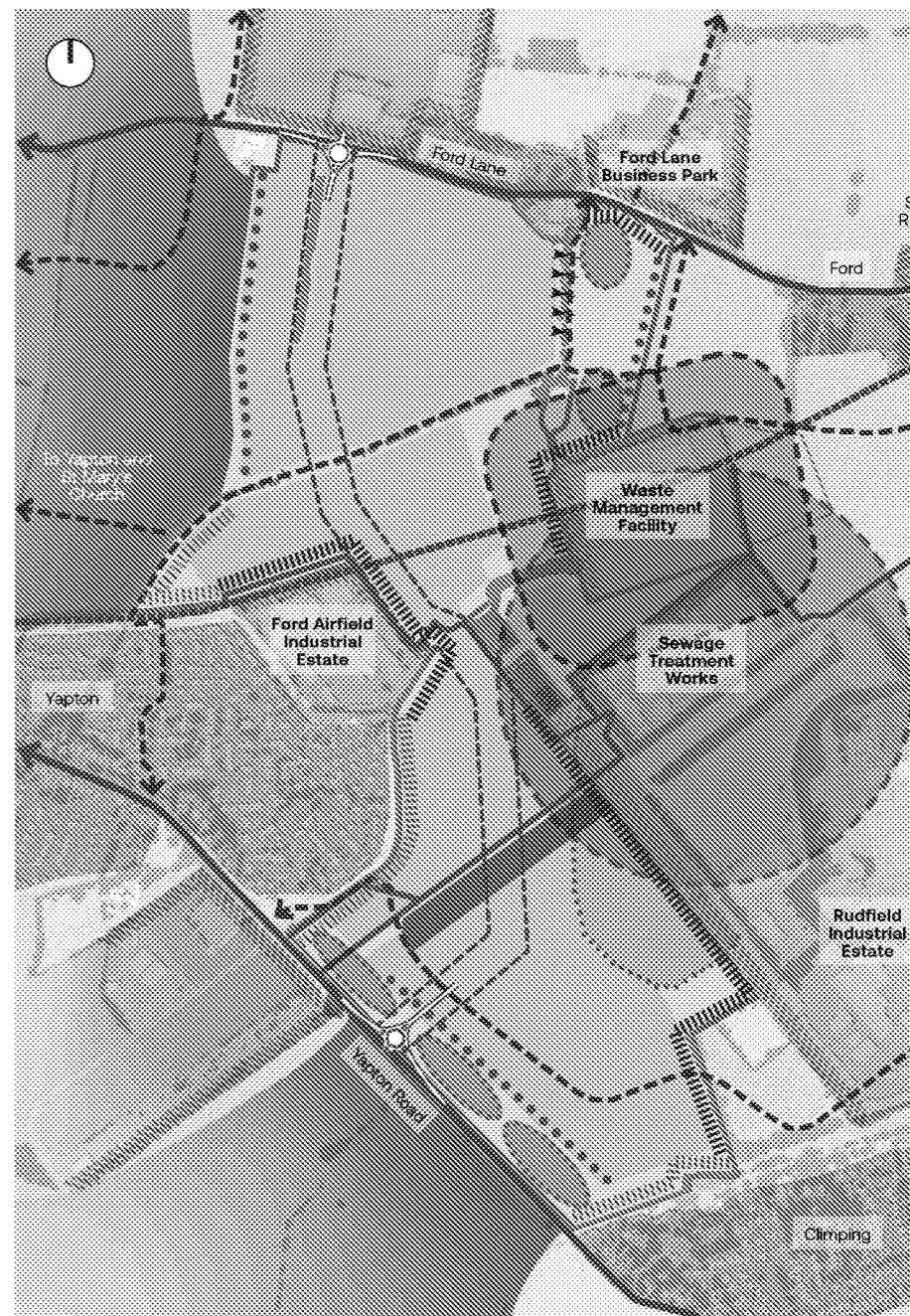


Figure 6: Constraints and Opportunities Plan
Source: Design Code

History of the Site

Prior to the 20th Century, the site was primarily used for agricultural purposes. The first major feature through the site was the Portsmouth to Arundel canal. It opened in 1816, but was abandoned in 1855. The Arun Local Plan requires development proposals for the Ford Strategic Allocation (SD8) to reflect the historical alignment of the canal.

In 1917 an aerodrome was constructed on the site, initially for military use by the Royal Air Force and Royal Navy Fleet Air Arm during World Wars I and II. In later years the airfield was also used by civilian aircraft until it ceased operations in 1980. The concrete runways largely remain and since 1988 they have been home to Ford Market. Today it is still used as a market and car boot sale throughout the week. The proposals that come forward for the site must celebrate the heritage assets of the canal and the airfield that make this site unique. The western arm of the runway – Runway 07 – bisects the southern part of the site. The alignment of the runway should be reflected in the layout for the development.

You can see the development of Ford in the figures adjacent.



1876: Showing the alignment of Chichester to Arundel canal



1980-1981: Showing the former aerodrome



Landscape Strategy - Land Memories

Figure 7: Historical Maps of the Site
Source: Design Code

Identity

Design Evolution and Engagement

The NDG states that well-designed places with high quality buildings and attractive spaces have:

- a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;
- have a character that suits the context, its history, how we live today and how we are likely to live in the future; and
- are visually attractive, to delight their occupants and other users"

Throughout the consultation process, active engagement has been prioritised in order to achieve a cohesive identity within the existing setting and for the existing residents. This engagement has taken various forms, including consultations with local design officers, pre-planning meetings throughout the process up to July as well as a 2 day public consultation in May. Where possible, the proposals have been amended to incorporate comments and development as constraints have become understood in increased detail.

As an initial exercise for the detailed masterplan, a draft plan was created and illustrated in the figure adjacent. This plan considered the key opportunities and constraints afforded by the parcels in its high-level concept. This has since developed into the final illustrative layout seen on page 11.



Figure 8: Initial Masterplan of Phase 4
Source: FINC Architects

Design

Proposed Site Layout

Following a number of iterations, the illustrative layout is presented on the following page. The heritage-led layout has evolved alongside our consultants reports and illustrates the collaborative nature of the project.

The site layout comprises some key areas, relating to the immediate landscape and physical context in those parts of the site. These areas can be simplified to include the following;

 **Runway** - Located just south of the central pinch point of the site. A celebration of the industrial heritage of the airfield which is to be reflected through the landscape and built form of the proposals. A repurposing and extension of Runway 07 will create a new linear park in this character area, and will provide a transition from the rural edge of Ryebank Park to the south to The Heart of Ford to the north. This character area is predominantly located across Phase 5, with some appearance along the northern edge of Phase 4

 **Runway Park** - Located in the south east of the development, this character area provides a harmonious relationship to the Runway character area through built form. It is more rural in nature but features contemporary architecture through the fenestration and architectural detailing of the buildings. A framework of weaving corridors are created through a network of swales that form part of the blue infrastructure strategy for the southern neighbourhood. These green corridors all provide direct routes to the Runway Park open space to the east, with a naturally curving profile of the park creating an informal and loose building line.

 **Ryebank Park** - The southern most character area of the development which creates the south and south west boundary of the site. Ryebank Park will create a southern gateway and sense of arrival from Yapton Road, with the main spine road travelling north into the northern part of the site. The landscape setting of this character area provides physical and visual separation from the adjacent settlements with the edge of the development featuring contemporary architecture and distinct materials.

Functional and accessible open spaces which respect and utilise the site's existing features.

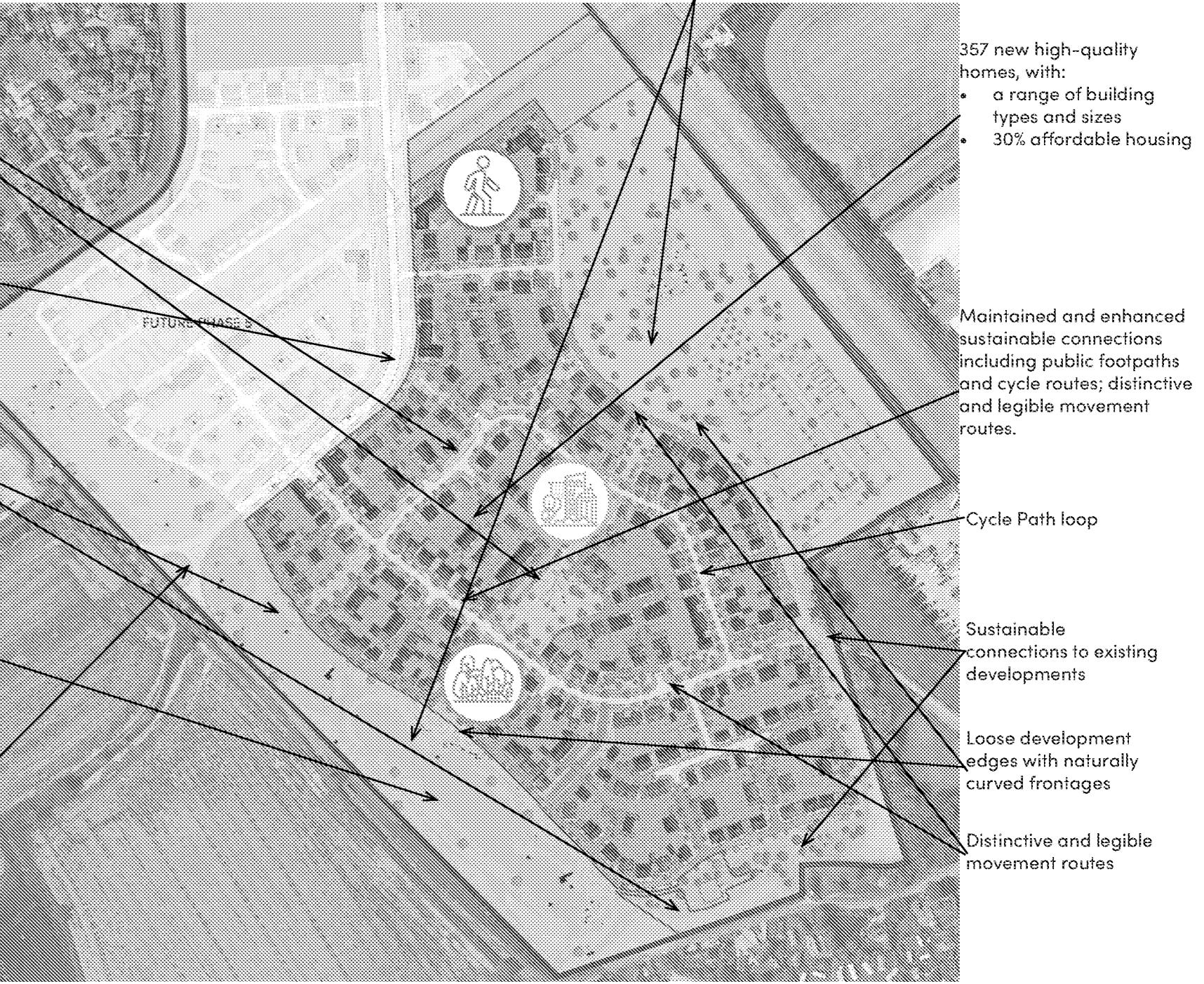


Figure 9: Final Coloured Site Layout for Phase 4
Source: FINC Architects



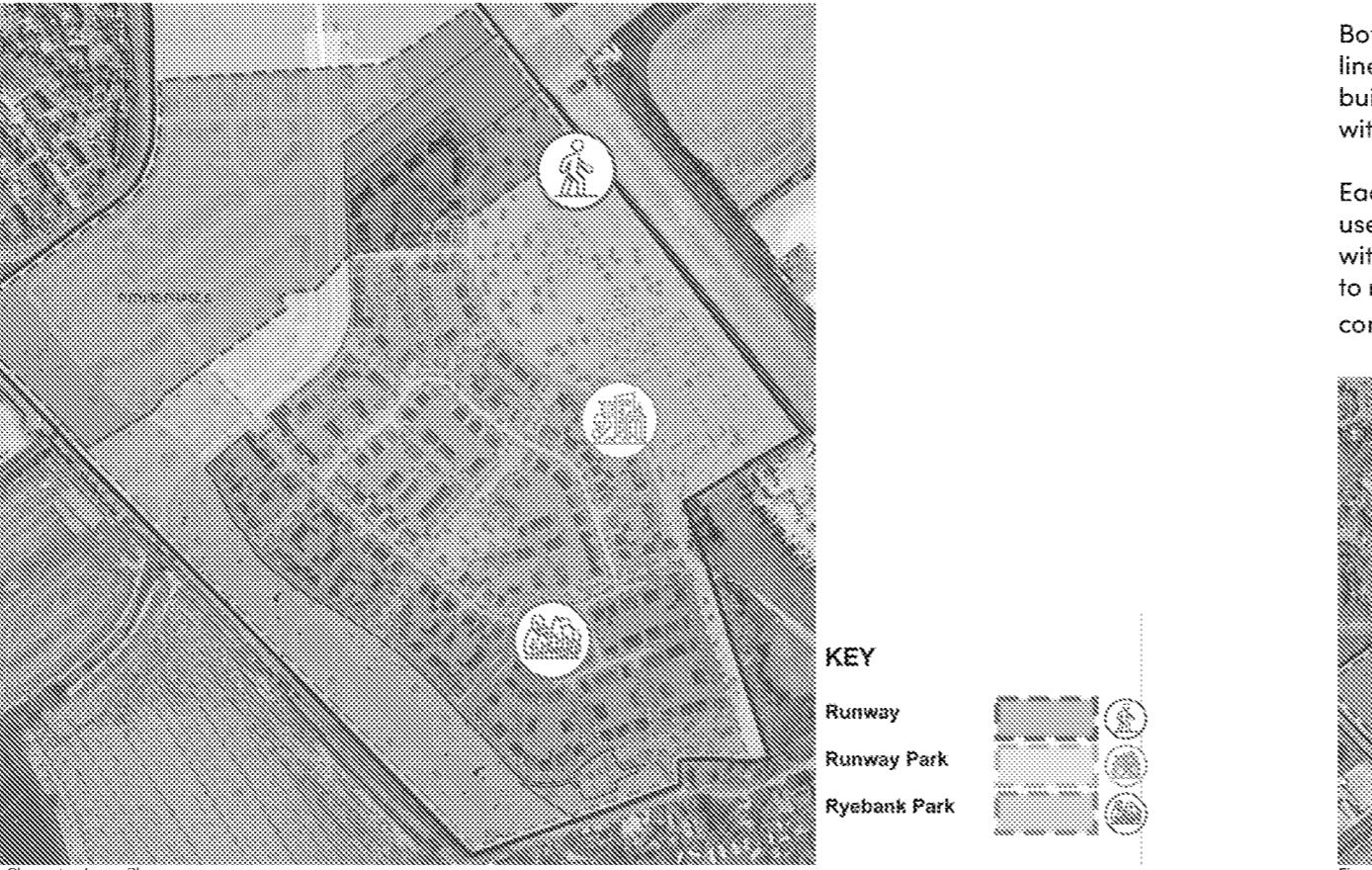
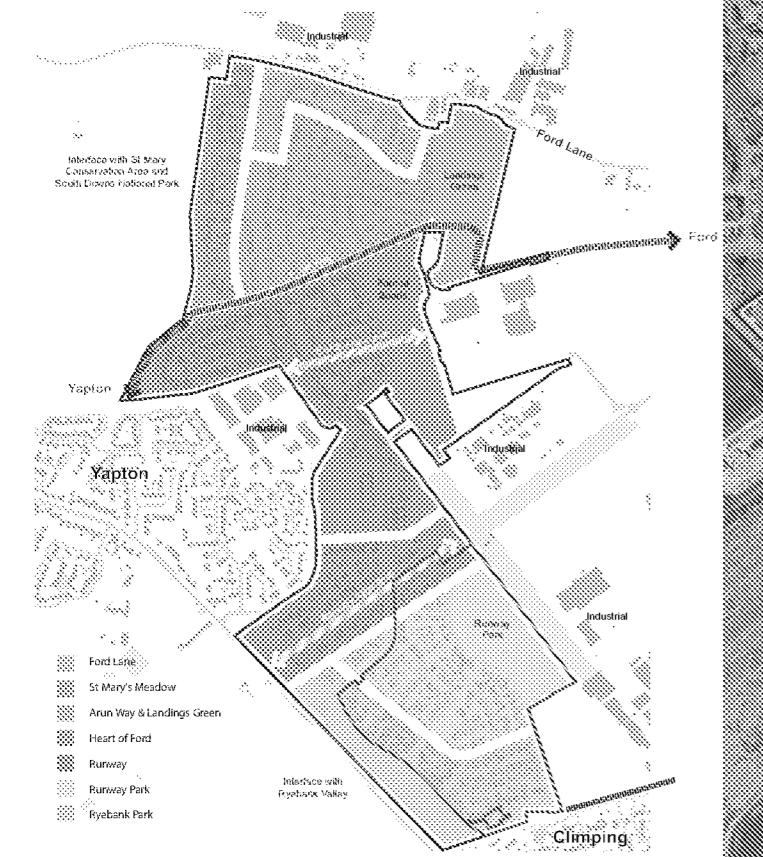
Design Areas

Detail

The Design Code states "A sense of place is the quality that makes a place special and lodges it in the memory so that people want to stay or return. The way in which a place is planned within the natural environment and its local context, together with the form and appearance of the buildings and the design of its public spaces, all contribute to the identity and the establishment of a sense of place.", this has been brought forward into the site and sub-character areas have been identified and described within the Design Code.

The following pages contain the detailed layout of different parts of the site, additional information for the final proposals, including materials and detailing are also provided. The final proposals are also included, showcasing the evolution of different parts of the site.

The following pages should be read in conjunction with the Design Code to understand the contextual analysis that has informed the character areas, and the character areas that relate to the different parts of the site.



Runway



The Design Code identifies that the Runway Character area has been created to provide opportunities to celebrate the alignment of the western runway Runway 07. The northern half of the Runway will be retained as a linear park, contributing to wider play, public art and landscaping. Due to the width of the linear park, the design code identifies the need for 2.5-3 storey buildings to help provide a sense of enclosure. Contemporary building forms are used to celebrate the industrial heritage of the airfield and include design features such as limited deviation in the building line, high levels of enclosure, high levels of repetition/rhythm and the use of buff brick and black metal works. This not only creates a unique character but also avoids coalescence by allowing Yapton to retain its distinctive identity.

Both the apartment buildings and the formal terrace create a continuous frontage into the linear park whilst providing a gateway feature into the southern part of the site. These focal buildings along the main spine road to the south are indicative of a change of character area with more contemporary features and provide way-finding south-wards to open spaces.

Each building will be made up of either light brown multi or buff multi brick with the occasional use of brown multi brick for visual interest. Brown or dark grey roof tiles will also be used, with dark framing to windows with the occasional use of white frames. Flat canopies help to reinforce the contemporary style of the buildings, with black or bold coloured doors completing the style.

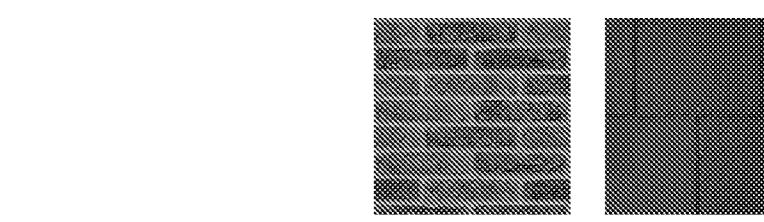
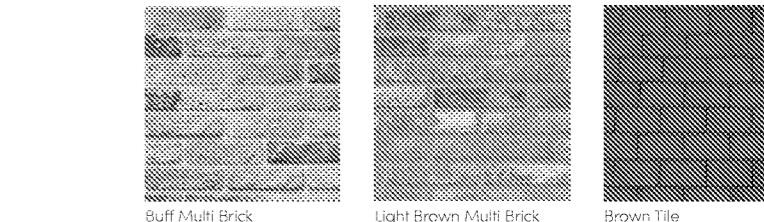
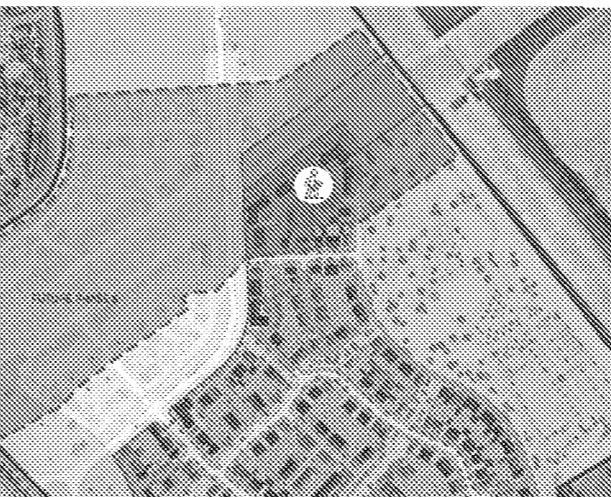
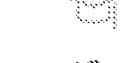
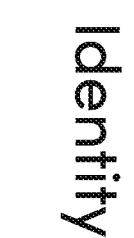


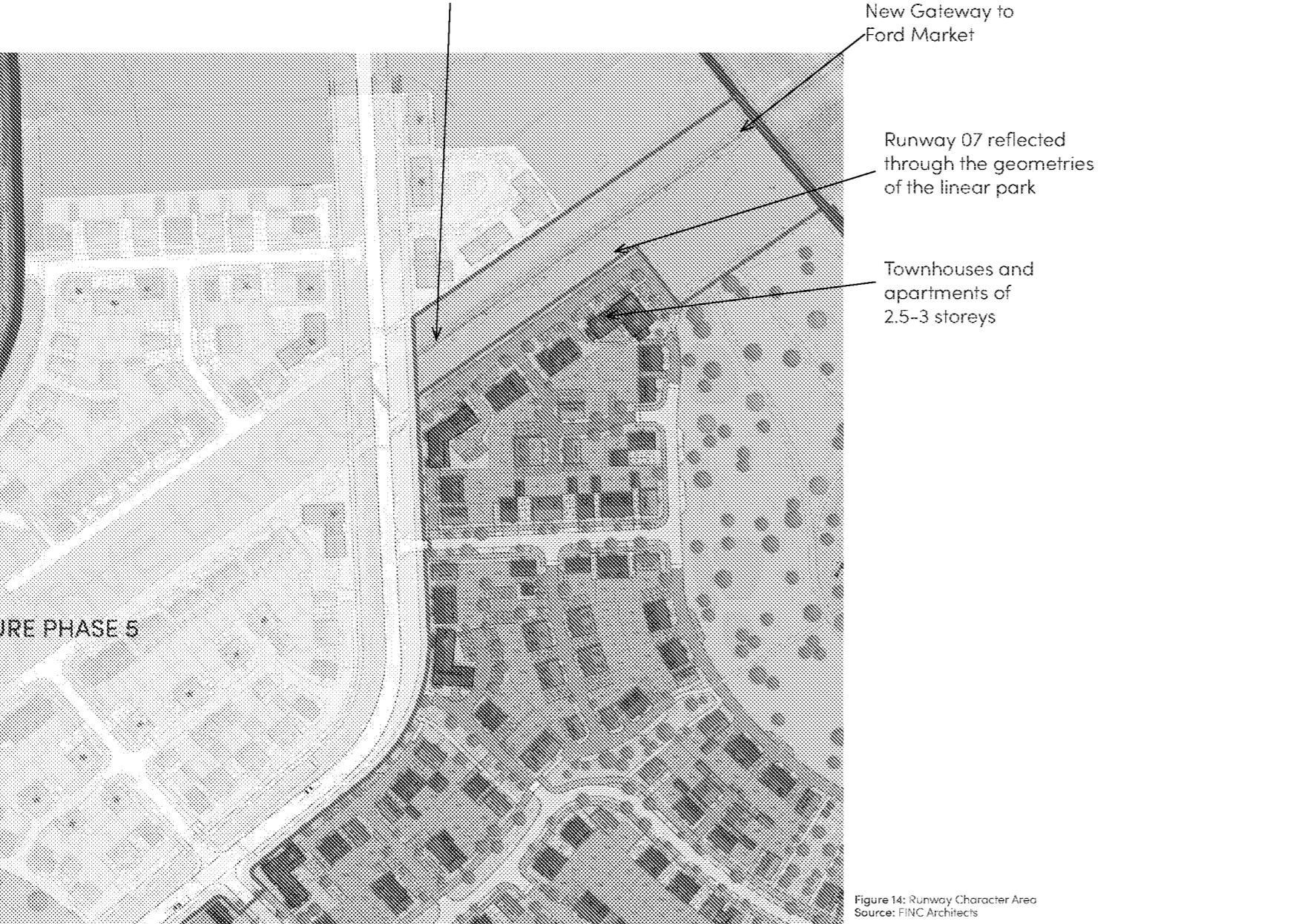
Figure 13: Example Streetscene and Materials
Source: FINC Architects and Google



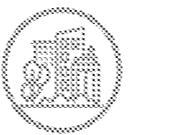
Runway



Linear Park



way Park



Code identifies that the Runway Park Character area has extensive landscape elements defining the southern area. Weaving green movement corridors throughout the development providing wayfinding between Ryebank Park and Runway Park, with low profile swales incorporated in these corridors providing drainage. These green movement corridors inform the parcel formations in Runway Park, with buildings fronting onto these open spaces to ensure passive surveillance is present at all times along the perimeter. Along the northern edge, the development naturally follows the curve of the Ryebank Park space, with a looser density and larger buildings predominantly being used for residential purposes.

northern edge, the development naturally follows the curve of the Runway, with a looser density and larger buildings predominantly being used along the buildings facing onto the open space will provide a harmonious relationship between buildings facing the linear park in the Runway character area, and will provide transition between the 2 character areas.

ing will be made up of either light brown multi or red/buff multi brick with the use of buff multi brick and dark red multi brick for visual interest and to assist in between character areas. Red or dark grey roof tiles will also be used, with windows and flat canopies completing the contemporary style. White Rendered tile hang will be used to provide contrast to landmark buildings and bu



W Park Character Area Key Map

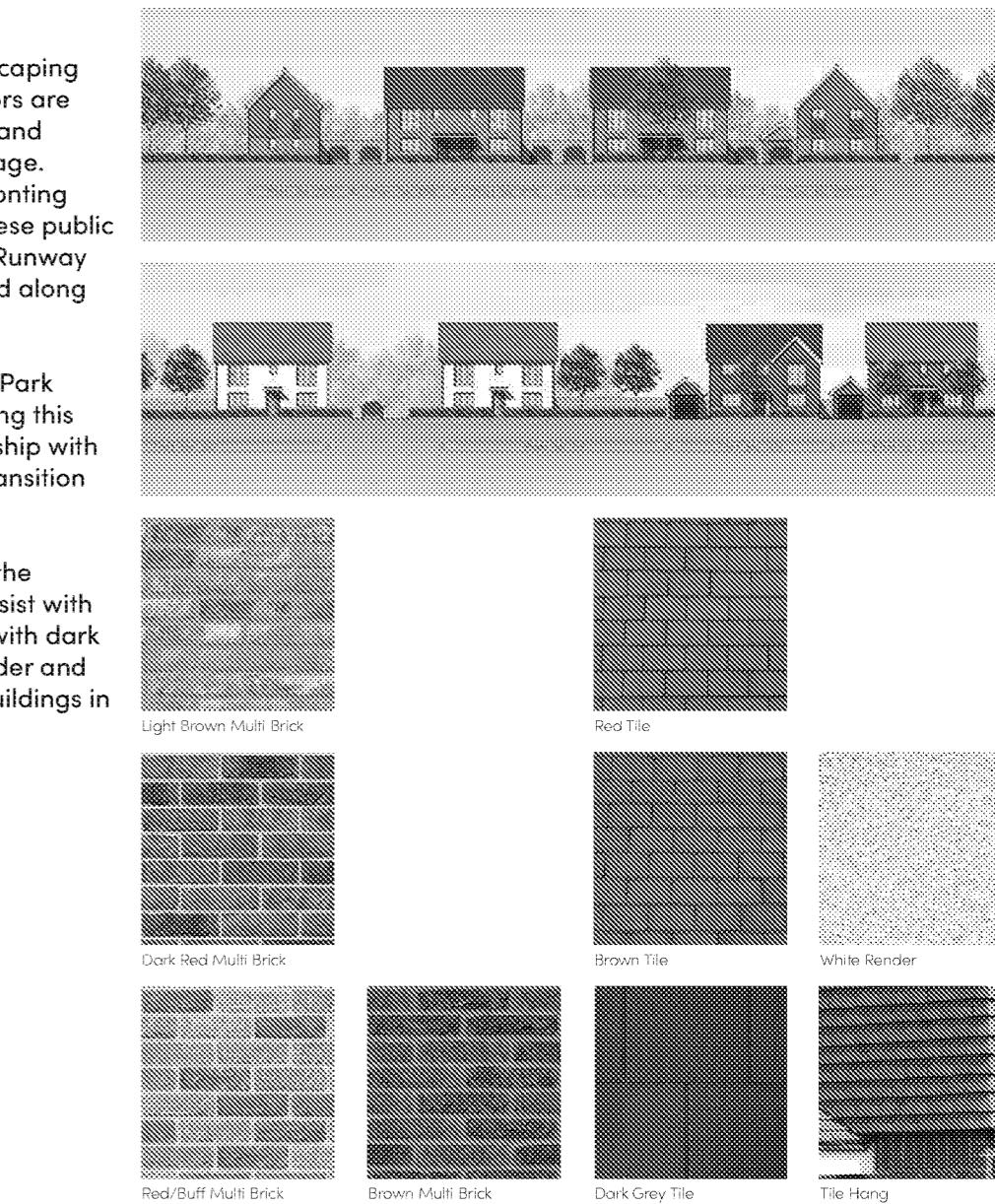


Figure 16: Example
Source: FINC Arch

Runway Park



Ryebank Park



The Design Code describes that the Ryebank Park Character area is on the south west edge of the development and will work to retain the unique identities of the adjacent settlements. Existing hedgerows will be retained in order to screen the new development from the adjacent existing settlement with additional substantial landscaping creating a physical separation between the 2 developments. Numerous attenuation basins are set within the landscaped park to manage drainage. A new roundabout provides access from Yapton road, creating a gateway into the development from the south with opportunities for focal buildings in this area.

Along the south-western edge, detached buildings follow a meandering building line along the development edge which responds to the rural context and landscaping adjacent. Further inside the character area, green corridors with swales create wayfinding towards the Runway Park character area with housing fronting onto these corridors.

Each building will be made up of either red multi brick or dark red multi brick with the occasional use of red/buff multi brick for visual interest. Red or dark grey roof tiles will also be used, with white framing to windows and flat canopies completing the contemporary style. White Render and contemporary tile hang are predominantly used with occasional flint applications to provide contrast to landmark buildings and buildings in key areas.

