

Planning Application F/1/21 PL – Change of use from agricultural land to use as open space (6 hectares) and education (10 hectares)

Supporting Evidence Audit

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- 1. Arun Local Plan 2018 Policy INF SP2 New Secondary School and its supporting evidence**
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1. Arun Local Plan 2018 Policy INF SP2 New Secondary School and its supporting evidence

Policy INF SP2

New Secondary School

A minimum of one 6 form entry Secondary School with expansion land for a 4 form entry expansion adjacent shall be provided on a site of at least 10 hectares to serve the new growth in Arun District. The broad location of search is defined as being in the central part of the district based on the increase to the pupil population from the Strategic Sites.

The school site will be subject to the following:

- a. To ensure that any site being made available for a new secondary school will be suitable consideration should be given to the following site-specific considerations. The site should be:
 - i. Level and regular shaped.
 - ii. Capable of being supplied by utility services, including gas, water, electricity, foul and surface water discharge.
 - iii. Made accessible by all forms of transport, including sustainable modes to enable links with the strategic sites.
 - iv. Capable of being delivered both physically and in a cost effective way by being free of constraints which could prevent or delay development of the site.
 - v. Able to provide a boundary landscaping to protect and enhance the amenity of neighbouring properties.
- b. A new school shall be designed to avoid adverse impact to adjacent land uses such as but not limited to lighting and noise.
- c. All development that generates a need for secondary school places where there is an identified deficit shall make an appropriate financial contributions as identified in the Infrastructure Delivery Plan.
- d. The new school shall be delivered through a legal agreement which sets out how and when the facility will be required to be delivered to meet the education requirements of the County Council as the Local Education Authority.

School Provision in Arun District
Prepared by: West Sussex County Council
February 2017



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Introduction

The purpose of this document is to facilitate discussion between all relevant parties, including the West Sussex County Council (WSCC), Arun District Council (ADC), Parish Councils, strategic site promoters and education providers, over the identification and consideration of options for primary school provision as well as the location of a new secondary school in Arun District. The identification of options for a secondary school is intended to facilitate a preferred location for a new secondary school in Arun District to inform the emerging Arun Local Plan.

Predicting school place demand is a complex task. Where children go to school involves a range of factors such as housing growth, inward and outward migration and parental preference. As a result, planning for school places is based on probabilities and not certainties and while pupil forecasts may be derived from sound methodology, they come without guarantees. Furthermore, the practice of school organisation must take into account a number of different, and at times conflicting, factors. This includes the need to:

- respond to local need, to raise standards, to promote diversity, to
- respond to government policy;
- to respond to external and internal findings on the quality of schools; and
- ensure that scarce resources are used efficiently.

This document highlights the justification and methodology used to identify the school provision required for Arun District. It also seeks to collate the various bits of information which has informed the education requirements in Infrastructure Delivery Plan.

Role of the County Council

The role of the County Council is to provide advice to Local Planning Authorities about the impacts of planned development on County Council infrastructure and services. This is achieved through supporting the preparation of the Local Plan evidence documents (e.g. Infrastructure Delivery Plans and Sustainability Appraisals) and formal responses to consultations on Development Plan Documents such as Local Plans. This advice is then considered alongside all other relevant issues by Local Planning Authorities before making planning decisions.

West Sussex has identified that growth in pupil numbers will be a factor for several years to come and, as each District and Borough finalises its Local Plan, those pupil numbers will be adjusted to reflect future housing numbers.

Role of Planning Policy

Local Planning Authorities are required to set out strategic policies in Local Plans and other Development Plan Documents to deliver the necessary infrastructure to support planned development. In order to secure the delivery of new schools, there is a need for planning policies to identify a suitable location and provide policies to secure developer contributions that will be needed alongside other funding sources to fund the delivery of new schools.

Following consideration of the options and all other relevant planning considerations, the County Council expects ADC to set out planning policies that will lead to securing a suitable, serviced site and developer contributions towards new schools in Arun District.

Education Provision Requirement

There are 36 primary schools in Arun district and six secondary schools, of which five have post 16 provision. The district is broken down into four planning areas, Angmering, Barnham/Westergate, Bognor/Felpham and Littlehampton (localities) and the schools are divided into these areas in line with their geographical location.

The County Council is the Local Education Authority (LEA) for West Sussex. The County Council also has a statutory duty to ensure that there is sufficient and appropriate education provision across West Sussex. It discharges this duty in partnership with diocesan authorities and other education providers. Therefore, before a site is selected, there is a need for informal consultation (separate from the Local Plan process) with local stakeholders, including elected members and education providers on any site options. The views of local stakeholders will be taken into account before the County Council sets out its position on any options.

A statement of common ground will be drawn up between WSCC and ADC which is a framework of agreement to the principles of the education provision in the Local Plan.

Accessibility

Statutory guidance for sustainable travel and transport to/from schools is provided by the Department for Education¹ (DfE). This guidance notes the duty placed on local authorities to promote the use of sustainable travel and transport and the requirement to provide travel arrangements for pupils who live outside maximum walking distances from schools.

Sustainable modes of travel can be defined as those that the local authority considers may improve the physical well-being of those who use them, the environmental well-being of all or part of the local authority's area, or a combination of the two. In order to fulfil the duty to promote the use of sustainable modes of transport, the new secondary school site should be accessible by public transport and safe routes for walking and cycling.

In the context of a new school site, there is a need to consider both existing sustainable transport infrastructure (e.g. bus routes and railway stations) and also future provision, such as new bus routes, which may be delivered as strategic developments take place.

Other Requirements

The basic requirements set out in this document are intended to aid site identification. However, each potential site would need to be assessed by the County Council on an individual basis as constraints such as topography, access arrangements and flooding issues, could all have impacts on the site and affect the delivery of new education facilities. Therefore, before a preferred location is selected an initial feasibility assessment would need to be undertaken.

To ensure that any site being made available for a new secondary school will be suitable and meet the requirements of the County Council as LEA, consideration should be given to the following site-specific considerations. The site should be:

- A level and regular shaped site.

¹ Refer to 'Home to school travel and transport guidance. Statutory guidance for local authorities' (DfE, 2014)

- Utilities to the site boundary including gas, water, electricity, foul and surface water discharge. Documentary evidence to be provided.
- An access road and footpath to site boundary. Details of proposed finish levels to be provided.
- A site which is free of existing, or new, underground or overhead services.
- Details of any previous or existing way leaves, easements or covenants.
- A site which is free of public access (Rights of Way) or access to adjacent land and properties.
- A site which is free of contaminated soil.
- Details of previous land usage.
- Nature of adjacent land use before development and post development. Include details of neighbouring disputes, railway lines and flight paths.
- If applicable, details of conservation area/Area of Outstanding Natural Beauty (AONB)/Site of Significant Importance/National Park.
- A site which is free of planting (existing or new) which would colonise the site and inhibit or delay the development of the site, including notifiable species, ancient woodland/hedgerows or Tree Preservation Orders (TPO).
- A site which has been included within the overall development site clearance and is free of 'endangered wildlife'. Documentary evidence of surveys and reports to be provided.
- A site which is free of ecological matters such as flood risk, water courses, culverts, underground springs/streams. Details of ecological matters on adjacent land to be provided. Documentary evidence to be provided.
- Details of potential/known archaeological issues. Documentary evidence to be provided.
- Specialist site boundary fencing if site is adjacent to a railway line, sewage plant, motorway/dual carriage-way, bus depot or facilities which will cause acoustic issues for the school users.
- Early access to the site for WSCC employees and their agents to ensure site is fit for purpose, to undertake surveys and inspections prior to construction. Site to be clearly set out with tamper-proof markers.
- CAD drawings (DWG as well as PDF format) to be provided prior to sign off of Section 106 Agreement to ensure site is fit for purpose.

Adjacent Land Uses

Although there are no restrictions on which land uses would be appropriate adjacent to a new school site, adjacent land uses could affect site suitability through impacts such as lighting, noise, dust and other emissions, that could prejudice the future operation of the site as a location for a new school, or its future expansion. Site consideration should also be sensitive to issues associated with site security and child safeguarding.

A new school will also have impacts on adjacent land uses and care should be taken in the design of strategic developments to avoid positioning adjacent land uses that will be sensitive to impacts such as lighting and noise which may be generated by a new school.

When considering the suitability of adjacent land uses, consideration will be given to the potential to sufficiently mitigate impacts on, or from, the school site.

This document should be considered alongside other supporting evidence such as WSCC Planning School Places 2017 document (page 28 -39) and the Arun Infrastructure Delivery Plan.

Primary School Provision

Size and costs

The basis for all educational requirements is the Child Product Ratio calculations undertaken by West Sussex County Council. It is these calculations which have determined what schools are needed and what size they need to be. When planning for those schools, the assumed site areas are taken as:

1fe – 0.9ha – 1.12ha and costs circa £6 000 000

2fe – 1.6ha – 2ha and costs circa £10 600 000

3fe – 2.3ha - 2.89ha and costs circa £15 000 000

Costs were prepared by AECOM and Grant Associates and are estimates based on predicted costs 1Q2017 and include construction, professional fees, furniture equipment and ICT but exclude the cost of legal and financial fees and charges, land purchases, wayleaves and licences, infrastructure costs outside the site boundary, site abnormalities/demolition and VAT.

Justification for primary school provision required (data used and assumptions made)

The need for primary school places depends on the local child population. An increase in the pupil population in the district has led to an increasing demand for school places and this trend is predicted to continue for the foreseeable future. Looking at the severity of demand in recent years the birth rate alone does not reflect the increase in starting/transferring school applications received. These increases are partly due to inward migration and an increase of pupils from the existing housing mix in the area. This demand is not likely to be evenly spread across the district due to the geography of the area therefore; some localities will experience greater pressure than others.

Forecasting pupil numbers is based on a number of factors, such as birth data, migration trends and on the anticipated future housing numbers. However, this is by no means an exact science and we are continually reviewing our methodology, as sources of alternative data become available.

In order to determine the need we have taken our current pupil projections, including any known committed housing developments across the Arun District. We then add on the proposed housing, based Arun DC housing trajectory and build out rates, calculate the anticipated child product from these housing developments and added them to our projections.

When the projected pupil numbers exceeds the current school capacity (95%) this determines if/when it is anticipated a new school will be required. Currently our projections show that an increase in the secondary provision would require additional capacity to be provided in the academic year 2024/25. However if the housing from the Local Plan proceeds as per the housing trajectory is currently proposed this requirement will be bought forward to 2020/21.

See Appendix 1 which shows the calculations used to determine the size/entry and location of the primary schools needed.

Locations for primary schools

Forecasting pupil numbers is based on a number of factors, such as birth data, migration trends and on the anticipated future housing numbers. However, this is by no means an exact science and we are continually reviewing our methodology, as sources of alternative data become available.

The proposed strategic housing allocations were used to determine the locations for primary schools.

Strategic site location	Proposed Primary school requirement
Pagham South	Provision of land and contributions towards 1 FE Primary School expandable to 2FE to be delivered in conjunction with Pagham North.
Pagham North	Contributions towards 1 FE Primary School expandable to 2FE to be delivered in conjunction with Pagham South.
West of Bersted	Provision of 3FE primary to serve West of Bersted.
Barnham/Eastergate/Westergate (BEW)	Provision of two 2FE primary schools comprising of a 2FE school and a 1FE school expandable to 2FE to serve BEW. (Based on 2,300 homes within plan period).
Fontwell	Contribution to a ½ form of entry (FE) expansion in the Westergate/Barnham locality, for primary education.
Yapton	Provision of 1FE primary school.
Ford	Provision of new 2FE primary school.
Climping*	Provision of a 1FE primary school expandable to 2FE to serve Climping.
West Bank Littlehampton	Provision of a 1.5FE primary school expandable to 2FE to serve West Bank Littlehampton.
Angmering North	1FE primary school expandable to 2FE to be delivered in conjunction with Angmering South and East.
Angmering South	1FE primary school expandable to 2FE to be delivered in conjunction with Angmering North

*based on strategic development of 500 dwellings

Secondary School Provision

The criteria that are set out in this document are intended to guide the identification and consideration of options. However, it is recognised that it may not be possible to identify sites which meet all criteria. In this case, the criteria will be used to guide thinking about the acceptability or otherwise of the available options and identification of the most suitable option.

School Size

In the case of secondary schools, the County Council would normally wish to see schools operate at a minimum of six Forms of Entry (FE) or above², although we recognise that 4FE and 5FE secondary schools are currently well established and operating in West Sussex. In planning terms, an FE is 30 pupils, therefore a 6FE 11-16 secondary school would have year groups of 180 and a total of 900 pupils on roll.

To ensure the site is capable of being expanded in the future to meet the needs arising from demographic change and/or future housing development, the County Council would wish to ensure that sufficient land is available for future expansion to 10FE.

² Planning School Places (WSCC, 2017)

Site Size and Costs

The Department of Education and Education Funding Agency have produced non-statutory area guidelines for mainstream school sites for all age ranges³. The County Council use this document as a guide to minimum site size requirements for new schools within the County.

Based on the formulae in this document, the recommended minimum site size requirement for a new 10FE secondary school is 10.5 hectares.

The guidance document acknowledges that the site size requirements should be used as a guideline and that there may be cases where the standards cannot be met; “in line with policies which seek to increase choice and opportunity in state funded education, these guidelines will not necessarily have to be met in every case and should always be applied flexibly in light of the particular circumstances.”⁴

West Sussex County Council has identified the need, over the plan period, for a new 10FE Secondary School to mitigate the impact of the strategic development sites proposed. The estimated cost of this facility is between £42.1 and £47.7 million.

³ Refer to Area Guidelines for mainstream schools Building Bulletin 103 (DfE, EFA, 2014)

⁴ Refer to page 3 of Area Guidelines for mainstream schools Building Bulletin 103 (DfE, EFA, 2014)

⁵ https://www.nao.org.uk/wp-content/uploads/2013/03/10089-001_Capital-funding-for-new-school-places.pdf

Justification for secondary school provision required (data used and assumptions made)

Forecasting pupil numbers is based on a number of factors, such as birth data, migration trends and on the anticipated future housing numbers. However, this is by no means an exact science and we are continually reviewing our methodology, as sources of alternative data become available.

In order to determine the need we have taken our current pupil projections, including any known committed housing developments across the Arun District. We then add on the proposed housing, based Arun DC housing trajectory and build out rates, calculate the anticipated child product from these housing developments and added them to our projections.

When the projected pupil numbers exceeds the current school capacity (95%) this determines if/when it is anticipated a new school will be required. Currently our projections show that an increase in the secondary provision would require additional capacity to be provided in the academic year 2024/25. However if the housing from the Local Plan proceeds as per the housing trajectory provided by Arun District Council it is currently anticipated this requirement will be bought forward to 2020/21.

See Appendix 2 which shows the calculations used to determine the size/entry and location of the secondary school needed.

The identification of options

There are currently six secondary schools in the District that broadly serve the immediate area where they are located, (although it is recognised that pupils at secondary school age are prepared to travel a greater distance for education). The schools currently offer a cumulative total of 47 forms of entry. The proposed housing in the District will, by the end of the plan period, produce a further 14 forms of entry.

- The Angmering School (8FE) - currently in consultation for expansion to 9FE to cater for current pupil demand. Limited land availability for further expansion.
- Ormiston Six Villages Academy (5FE)
- St Philip Howard Catholic High School (5FE)
- The Regis School (10FE)
- Felpham Community College (8FE)
- The Littlehampton Academy (11FE)

The existing schools currently have capacity to cater for approximately 4FE based on the most recent pupil projections, however it should be noted that this is subject to change and the numbers are reviewed twice a year. Whilst some of the school sites may have capacity to increase their published admission number and expand the buildings to cater for additional pupils these options may already have been explored in relation to the housing trajectory for pre 2016. It should be noted that three of the schools are academies and one is voluntary aided and therefore outside of local authority control when it comes to admissions policy.

The 10 Hectare site (location still to be determined) would be required to accommodate the school, and would be allocated as a 6FE site with expansion land for a 4FE expansion adjacent.

The majority of the increase to the pupil population arises from the Strategic sites at BEW, Ford, Fontwell and Yapton. At this stage in the process, the County Council has informed the District Council about the physical requirements for secondary school site and is working with the District Council, the site promoters and education providers to explore the locational options. However, the decision about the location of the new secondary school is one for Arun District Council, as the local planning authority, not the County Council, as the education authority.

Appendix 1: Spreadsheet showing calculations used to determine the size/entry and location of the primary schools needed.

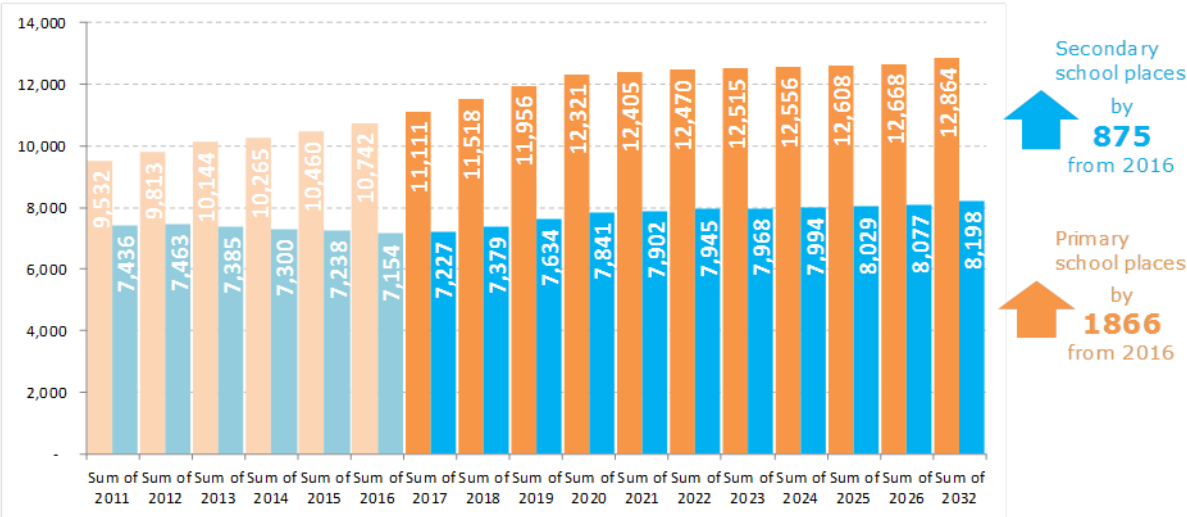
Attached.

Appendix 2: shows the calculations used to determine the size/entry and location of the secondary school needed.

Attached.

Appendix 3: The graph shows how we believe the pupil population will increase across the District over the next 15 years. This does not include any of the anticipated increase in pupil numbers from the 10,650 dwellings proposed in the Local Plan.

A total of **2741** additional places in **Arun** between 2016-2032



SECONDARY PROVISION				Taken from the Arun housing with trajectory spreadsheet dated 27/01/2017																
Site No	Strategic Allocations	CP from development	No of Dwellings	2016/17	2017/18	2018/19	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031+		
1	Pagham South		400		50	50	50	50	50	50	50									
2	Pagham North		800		50	75	75	75	75	75	75	75	75	75						
3	West of Bersted		2500			150	200	200	200	200	200	200	200	200	200	200	150			
	No dwellings in area		3700		100	275	325	325	325	325	325	275	275	275	200	200	150			
	CP from development across the secondary sector	666			18	50	59	59	59	59	59	50	50	50	36	36	27			
					18	68	126	185	243	302	360	419	468	518	567	603	639	666		
	*Current forecast pupil numbers on roll at secondary schools serving the proposed development sites																			
	total pupil numbers			2956	2956	2975	3074	3084	3084	3084	3084	3084	3084	3084	3084	3084	3084			
	current Net Capacity of schools			3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393			
**schools deemed full when capacity reaches 95%				87%	87%	88%	91%	91%	91%	91%	91%	91%	91%	91%	91%	91%	91%			
	current pupils +CP from development			2956	2974	3042	3200	3268	3327	3385	3444	3502	3552	3601	3651	3687	3723	3750		
	current Net Capacity of schools			3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393	3393		
**schools deemed full when capacity reaches 95%				87%	88%	90%	94%	96%	98%	100%	101%	103%	105%	106%	108%	109%	110%	111%		

5	BEW		2300		12	50	200	200	200	175	150	150	150	150	213	250	200	200	700
6	additional outside plan period Fontwell		700																
			400			50	50	50	50	50	50	50							
	No dwellings in area		3400		12	100	250	250	250	225	200	200	200	150	213	250	200	200	700
	CP from development across the secondary sector	612			2	18	45	45	45	41	36	36	36	27	38	45	36	36	126
					2	20	65	110	155	196	232	268	304	331	369	414	450	486	612
8	Yapton		400			25	50	50	50	50	50	50	25						
9	Ford		1500			100	150	150	150	150	150	150	150	100	100				
	No dwellings in area		1900			125	200	200	200	200	200	200	200	175	100	100			
	CP from development across the secondary sector	342				23	36	36	36	36	36	36	32	18	18				
						23	59	95	131	167	203	239	275	306	324	342			
	*Current forecast pupil numbers on roll at secondary schools serving the proposed development sites																		
	total pupil numbers			1523	1512	1543	1597	1613	1623	1625	1625	1635	1657	1700	1700	1700	1700	1700	
	current Net Capacity of schools			1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	
**schools deemed full when capacity reaches 95%				82%	81%	83%	86%	87%	87%	88%	88%	88%	89%	92%	92%	92%	92%	92%	
	current pupils +CP from development			1523	1514	1585	1720	1818	1909	1987	2059	2141	2235	2336	2393	2456	2150	2186	
	current Net Capacity of schools			1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	
**schools deemed full when capacity reaches 95%				82%	82%	85%	93%	98%	103%	107%	111%	115%	120%	126%	129%	132%	116%	118%	

10	Climping		300			75	75	75	75										200
12	LEGA		1000							100	100	100	100	125	125	125	125	100	
	No dwellings in area		1300			75	75	75	75	100	100	100	100	125	125	125	125	100	
						14	14	14	14	18	18	18	18	23	23	23	23	18	
	CP from development across the secondary sector	234		0	0	14	27	41	54	72	90	108	126	149	171	194	216	234	
	*Current forecast pupil numbers on roll at secondary schools serving the proposed development sites																		
	total pupil numbers			1461	1506	1539	1590	1613	1638	1658	1684	1709	1735	1813	1813	1813	1813	1813	
	current Net Capacity of schools			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
**schools deemed full when capacity reaches 95%				77%	79%	81%	84%	85%	86%	87%	89%	90%	91%	95%	95%	95%	95%	95%	
	current pupils +CP from development			1461	1506	1553	1617	1654	1692	1730	1774	1817	1861	1961	1984	2006	2029	2047	
	current Net Capacity of schools			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
**schools deemed full when capacity reaches 95%				77%	79%	82%	85%	87%	89%	91%	93%	96%	98%	103%	104%	106%	107%	108%	

15	Angmering North		800		10	55	185	150	150	100	100	50							
16	Angmering South & East		250						50	75	75	50							
	No dwellings in area		1050		10	55	185	150	200	175	175	100							
					2	10	33	27	36	32	32	18							
	CP from development across the secondary sector	189		0	2	12	45	72	108	140	171	189							
	*Current forecast pupil numbers on roll at secondary schools serving the proposed development sites																		
	total pupil numbers			1475	1486	1522	1551	1561	1571	1571	1571	1571	1571	1571	1571	1571	1571	1571	
	current Net Capacity of schools			1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	
**schools deemed full when capacity reaches 95%				99%	100%	102%	104%	105%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	
	current pupils +CP from development			1475	1488	1534	1596	1633	1679	1710	1742	1760	1760	1760	1760	1760	1760	1760	
	current Net Capacity of schools			1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	1486	
**schools deemed full when capacity reaches 95%				99%	100%	103%	107%	110%	113%	115%	117%	118%	118%	118%	118%	118%	118%	118%	

	Net Annual Housing Delivery			0	122	630	1035	1000	1050	1025	1000	925	775	725	713	675	525	450	700
	Cumulative Housing Delivery Total			0	122	752	1787	2787	3837	4862	5862	6787	7562	8287	9000	9675	10200	10650	11350
	total CP in Arun	2043		0	22	135	322	502	691	875	1055	1222	1361	1492	1620	1742	1836	1917	2043
	Additional FE across all ages within plan period	13		0	0	1	2	3	5	6	7	8	9	10	11	12	12	13	14
	Additional FE across all ages 2031+	14																	
	*Current forecast pupil numbers on roll at secondary schools serving Arun District																		
	total pupil numbers			7278	7460	7579	7810	7871	7915	7937	7963	7999	8046	8167	8167	8167	8167	8167	
	current Net Capacity of schools			8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	
**schools deemed full when capacity reaches 95%				84%	86%	88%	90%	91%	92%	92%	92%	93%	93%	95%	95%	95%	95%	95%	
	current pupils +CP from development			7278	7482	7714	8132	8373	8606	8812	9018	9221	9407	9658	9787	9908	10003	10084	10210
	current Net Capacity of schools			8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8635	8636
**schools deemed full when capacity reaches 95%				84%	87%	89%	94%	97%	100%	102%	104%	107%	109%	112%	113%	115%	116%	117%	118%

* taken from the annual school census Autumn Term 2016
**We aim to create a minimum 5% buffer for available school places as per the National Audit Office report on Capital Funding for new school places published in 2013.
*** calcuations explained https://www.westsussex.gov.uk/media/8812/s106_explaining_contribution_calculations.pdf

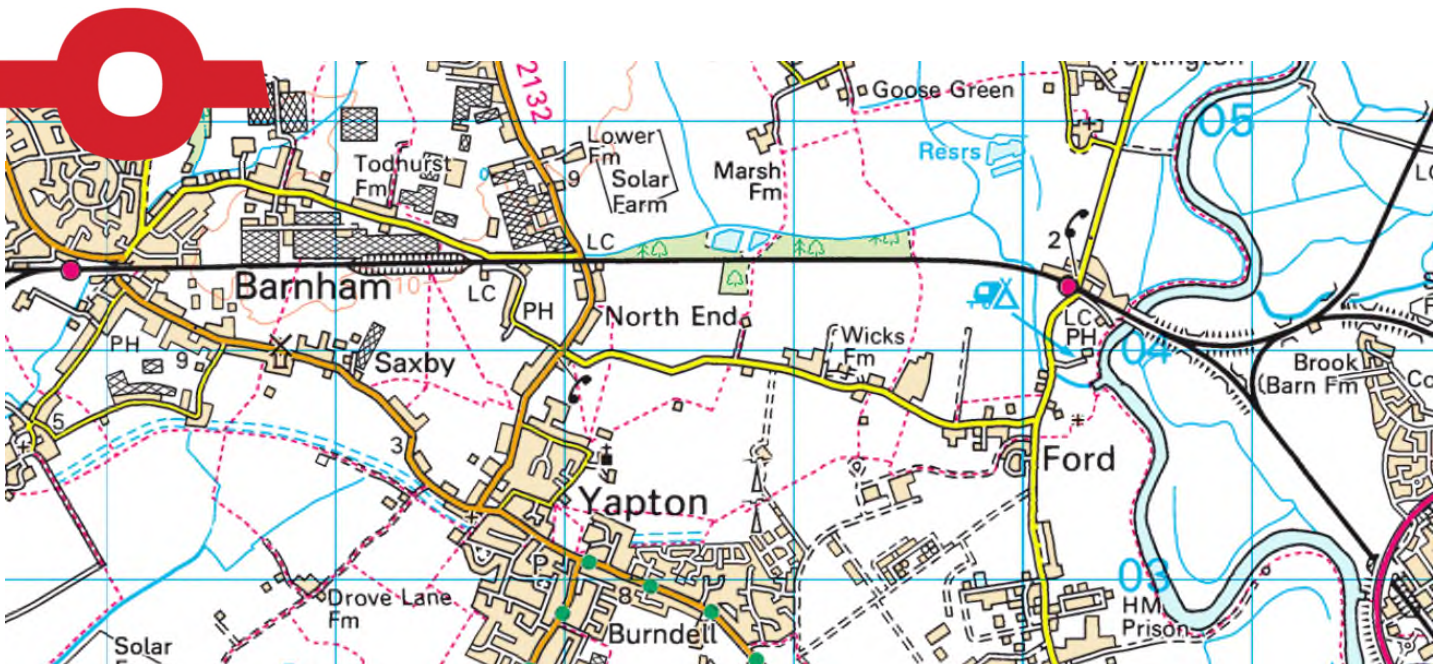
School Type
Primary (ages 4 to 11) 7 year groups
Secondary (ages 11 to 16) 5 year groups
Secondary (ages 16 to 18)

Child Product
25 per 100 dwellings
18 per 100 dwellings
4 per 100 dwellings

=25/100*No Dwellings/7
=18/100*No Dwellings/5



SITE STUDY



SYSTRA

SECONDARY SCHOOL SITE SELECTION STUDY

SITE STUDY

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EXECUTIVE SUMMARY

This Secondary School Site Study has been prepared on behalf of Arun District Council to inform the selection of a site for a new 10 form entry secondary school to accord with Policy INF SP2 of the recently adopted ADC Local Plan. This Site Study has considered three shortlisted sites in the vicinity of Yapton and Ford in further detail so that a single site can be chosen and progressed to accommodate a secondary school.

The primary focus of the Site Study has been to consider the accessibility of the school sites in detail and provide an assessment of the likely impact to all modes of transport in the locality. This Site Study has also identified constraints that should be considered when making a final decision on site selection. There may be sites that are favourable from an access / commuting perspective that have constraints that are prohibitively costly and burdensome to overcome, so these factors will be considered together.

This Site Study focusses on the three shortlisted potential school sites (Option C, F and L) which are considered in the context of four strategic residential sites which have been allocated in the recently adopted ADC Local Plan under Policy H SP2c (Sites SD5, SD7, SD8 and SD10). The four strategic residential sites and the resulting additional demand for secondary school places are the primary drivers for the requirement for a new secondary school, so this Site Study has focussed on the relationship between them and the three shortlisted school sites. This assessment has assumed all secondary school pupil trips will be generated by the four strategic sites.

Access to the Secondary School Sites

This Site Study has considered the access credentials associated with each secondary school site making trips by walking, cycling, bus, rail and car from the strategic residential sites and demonstrated the following:

- Walking
 - Option L provides the greatest potential for trips on foot as Options C and F have more limited access to southwest Yapton.
 - Ford rail station is accessible from Option C with Options F and L outside of the maximum preferred walk distance.
 - All the sites require additional pedestrian infrastructure, however owing to prohibitive infrastructure costs compared with the other options Option F requires delivery in conjunction with SD8.
- Cycling
 - All the school sites are located within cycling distance of the strategic residential sites.
 - There are currently very limited cycle facilities in the locality which would inevitably deter some from cycling.
 - To provide a consistent cycle link route along Yapton Road an on-carriageway facility would be required as an off-carriageway link would require a consistent width that is not available.
 - An effective, workable and cost effective solution would be to reallocate road space and remove the centrelines on Yapton Road to provide advisory cycle lanes in both directions.

- An alternative cycle route would be via the Portsmouth to Arundel Canal route which would run between Yapton and the SD5 site. This could provide a traffic free cycle route from SD5 (the largest residential site in the study) to Yapton.
- Local Bus Services
 - None of the existing bus services provide viable means to travel between the school and residential sites. For bus travel to be viable new or diverted bus services would need to be provided.
 - It is expected that bus links between Barnham, Yapton, Climping and Ford will be significantly enhanced to encourage and facilitate trips associated with the strategic residential sites to be made by bus, which would inevitably include a high volume of education related trips to existing schools and the proposed secondary school in the vicinity of Yapton / Ford.
- Rail
 - Option C is an approximate 11 minute walk time from Ford rail station and provides significant opportunities for using rail.
 - Option F is an approximate 28 minute walk from the site and consequently there is more limited scope for rail travel.
 - Option L is located too far from Ford rail station for rail travel to be utilised.
 - Option C provides significant opportunities for rail travel being close to Ford station, however new pedestrian links to the station are required.
- Vehicular Access
 - All the school sites have varying degrees of vehicular access.
 - New vehicular accesses to Options C and L can be provided independently of other development whereas Option F would need to be provided in conjunction with SD8.

Transport Impacts by Mode

This Site Study has considered the trip generation potential by mode of the secondary school at each shortlisted location. This has demonstrated the following:

- The secondary school will be a 10 form entry with it assumed there will be a sixth form and 1,500 pupils overall and 150 staff.
- All pupils attending this secondary school are assumed to originate from the four strategic residential sites and these have simply been apportioned to a residential site using a simple pro rata distribution.
- Staff have been distributed more widely using parameters set out in the West Sussex County Transport Model.
- The proximity of Ford station would have a significant bearing on the mode split as a significant proportion of trips could be made using rail services thus resulting in fewer car trips.
- The transport modelling demonstrated that Option L is the most favourable, followed by Option C, and Option F is the least favourable.

Constraints

This Site Study has investigated potential constraints that would limit or prohibit development. This has demonstrated the following:

- **Utilities** - Options C and L have the necessary utilities adjacent or near to their site boundaries. Option F has no utilities adjacent to its boundary and would likely be reliant on connections in conjunction with SD8.
- **Ecology** - It is considered all three sites provide an opportunity for development as there are no prohibitive ecological constraints identified, and all provide opportunities to be ecologically enhanced, providing careful design and mitigation is undertaken.
- **Flood Risk** - From a flood risk perspective, Option F is the most appropriate land for redevelopment as it is at the least risk of flooding, closely followed by Option L. Option C is considered least suitable due to the proximity of higher risk-levels for fluvial/tidal flooding.
- **Designations / Archaeology** - Options C and F are considered to have a low planning risk, with Option L considered medium by virtue of the historic airfield land use.
- **Public Rights of Way** - A PRoW crosses Option C that would require a diversion which is potentially a significant issue for the site should a diversion order not be granted. There are no PRoW across Options F and L.
- **Previous Land Usage and any Soil Contamination** - Options C and F are comparable with no significant sources of contamination identified, however due to its former airfield use, Option L requires further intrusive investigations to determine the presence of contamination.
- **Nature of Adjacent Land Use before Development and Post Development** – Development at Options C and F are constrained to an extent by the proposed Ford link Road and SD8 respectively.
- **Previous or Existing Way Leaves, Easements or Covenants** - Option C site has an easement relating to a public right of way. All sites have various wayleaves relating to utility installation, maintenance and access. The sites also refer to various options for housebuilders to buy parcels of land. These have likely expired but require further investigation.

Mitigation

The Site Study has identified various improvements that would be required to serve a secondary school in each location. Much of this transport and highways infrastructure would be provided by the strategic residential sites with the following enhancements required, depending on the school site selected:

- Pedestrian enhancements including new footways, street lighting and a pedestrian crossing.
- Potential cycling routes in the vicinity of the site between Barnham, Yapton and Climping.
- Enhanced local bus services.
- New vehicular accesses.

Site Recommendation

Considering the accessibility of the sites and the constraints identified it is considered that Option L is the most favourable site for a secondary school, arguably followed by Option F with Option C the least favourable. The selection of Option L is mainly based on:

- A secondary school could be delivered independently and not be reliant on other schemes.

- It is the most favourable in terms of traffic impact (despite the limited scope for rail travel).
- It is best placed for walking as the isochrones encompass SD7, which the other sites do not, and a greater area of Yapton overall.
- It would be relatively straightforward to connect to existing pedestrian infrastructure at Yapton Road, unlike Options C and F which require significant pedestrian enhancements.
- If new cycle facilities are provided along the B2233, or the Portsmouth and Arundel canal, the site is located closest to the routes.
- Yapton Road is an existing bus route with bus stops near the site frontage.
- There are several access options owing to the favourable alignment and extent of public highway at Yapton Road.
- The opportunity exists to share access with the SD8 Yapton Road access via a four-arm roundabout arrangement.
- It has very few constraints.
- It has the principal infrastructure / utilities present at / near its site boundary.

1. INTRODUCTION

1.1.1 This Secondary School Site Study ('Site Study') has been prepared on behalf of Arun District Council (ADC) to inform the selection of a site for a new 10 form entry secondary school to accord with Policy INF SP2 of the recently adopted ADC Local Plan.

1.1.2 ADC and West Sussex County Council (WSCC) identified two potential site locations from a desktop study, summarised in the report '*Arun Local Plan, Secondary School Site Identification and Selection*' (August 2017), and ADC subsequently identified an additional site. These sites are located in the vicinity of Yapton and Ford and are known as Option C, Option F and Option L (ADC's additional site selection).

1.1.3 This Site Study is required to consider the three shortlisted sites in further detail so that a single site can be chosen and progressed to accommodate a secondary school. The aim of the Site Study was established at Paragraph 21.1 of the ADC Invitation to Tender which stated that:

'The aim of the study is to identify a secondary school site which is accessible, safe and maximises sustainable transport options in the central area of the District, without having severe impact on the highway network while also providing a safe journey to and from the school'.

1.1.4 This Site Study provides an assessment of each site using five criteria established by ADC as follows:

- Criteria 1 – Access / Commuting
- Criteria 2 – Utilities
- Criteria 3 – Ecological Issues
- Criteria 4 – Designations / Archaeological Issues
- Criteria 5 – Other Key Site Constraints

1.1.5 The primary focus of the Site Study is Criteria 1 which will consider the accessibility of the sites in detail and provide an assessment of the likely impact to all modes of transport in the vicinity of each of the three shortlisted sites.

1.1.6 Criteria 2 to 4 will identify constraints that should be considered when deciding on site selection. There may be sites that are favourable from an access / commuting perspective that have constraints that are prohibitively costly and burdensome to overcome, so these factors will be considered together.

1.1.7 Consequently, this Site Study will be set out as follows:

- Section 2 – establishes the Study Area Context including a description of the sites and local highway network.
- Section 3 – provides an assessment of the accessibility of each site by walking, cycling, local bus services, rail and car modes of transport.
- section 4 – provides a forecast of the trip generation by mode of the secondary school sites and provides the results of the transport modelling undertaken.

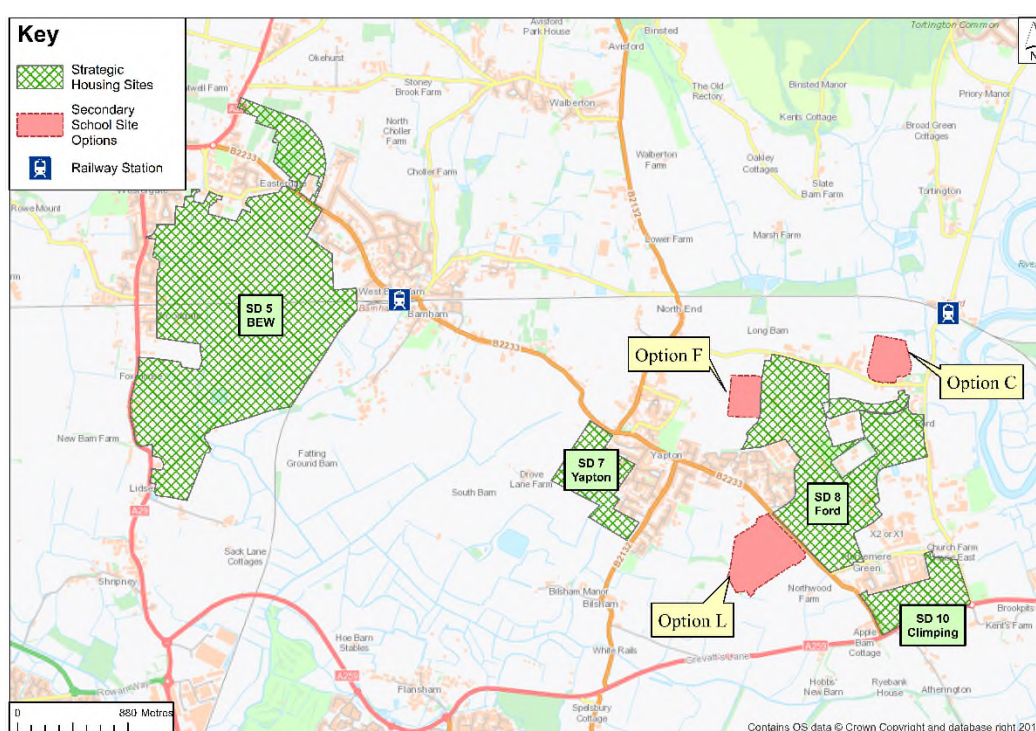
- Section 5 – provides an overview of the potential constraints at each shortlisted site with reference to utilities, ecology, flooding, designations / archaeology, soil contamination and other key site constraints.
- Section 6 – provides an overview of the mitigation required to ensure the sites are accessible by all modes of transport and that their impact is mitigated.
- Section 7 – provides a discussion of the Site Study findings and concludes with a recommendation of which site to select for further detailed investigations.

2. STUDY AREA CONTEXT

2.1 Overview

2.1.1 The Site Study focusses on the three shortlisted potential school sites (Option C, F and L) which are considered in the context of four strategic residential sites which have been allocated in the recently adopted ADC Local Plan under Policy H SP2c. They are referred to in the Local Plan as Sites SD5, SD7, SD8 and SD10. **Figure 1** highlights the location of each school site and strategic residential site and ADC Local Plan 'Map 1' provided at **Appendix A** illustrates the study area and key policy considerations.

Figure 1. Study Area Context



2.1.2 The requirement for a secondary school is driven primarily by the strategic residential sites which between them would result in some 4,650 residential units being built in the central ADC area during the Local Plan period up to 2031. This would result in additional demand for secondary school places which current schools in the District are unable to provide, as insufficient surplus places are available and there is no scope to adequately expand existing schools to satisfy forecast demand. Consequently, Policy INF SP2 in the ADC Local Plan requires that a new 10 form entry secondary school be located in the vicinity of these strategic sites which states that:

'A minimum of one 6 form entry Secondary School with expansion land for a 4 form entry expansion adjacent shall be provided on a site of at least 10 hectares to serve the new growth in Arun District. The broad location of search is defined as being in the central part of the district based on the increase to the pupil population from the Strategic Sites. The school site will be subject to the following:

- a. *To ensure that any site being made available for a new secondary school will be suitable consideration should be given to the following site-specific considerations. The site should be:*
 - i. *Level and regular shaped.*
 - ii. *Capable of being supplied by utility services, including gas, water, electricity, foul and surface water discharge.*
 - iii. *Made accessible by all forms of transport, including sustainable modes to enable links with the strategic sites.*
 - iv. *Capable of being delivered both physically and in a cost-effective way by being free of constraints which could prevent or delay development of the site.*
 - v. *Able to provide a boundary landscaping to protect and enhance the amenity of neighbouring properties.*
- b. *A new school shall be designed to avoid adverse impact to adjacent land uses such as but not limited to lighting and noise.*
- c. *All development that generates a need for secondary school places where there is an identified deficit shall make an appropriate financial contributions as identified in the Infrastructure Delivery Plan.*
- d. *The new school shall be delivered through a legal agreement which sets out how and when the facility will be required to be delivered to meet the education requirements of the County Council as the Local Education Authority’.*

- 2.1.3 It is evident that the secondary school could ultimately be 10 form entry which, assuming four year groups, equates to 1,200 pupils (300 pupils in each years 8 to 11). Whilst a sixth form is not explicitly mentioned, and several secondary schools in the area do not have one, for a robust assessment it is assumed there will be a lower and upper sixth forms with each accommodating 150 pupils. Consequently, this Site Study assesses a 1,500 pupil secondary school (1,200 pupil’s years 8-11 + 150 pupils lower sixth + 150 pupil’s upper sixth).
- 2.1.4 The four strategic residential sites are the primary drivers for the requirement for a new secondary school, so this Site Study focusses on the relationship between them and the three shortlisted school sites. This assessment therefore assumes all secondary school pupil trips will be generated by the four strategic sites.
- 2.1.5 In reality school trips will materialise from a wider area and be less concentrated. This is because secondary school catchment areas are no longer fixed, with criteria other than address often considered, and inevitably pupils will be drawn from existing settlements, such as Yapton and Climping, as well as those further afield, such as Littlehampton and Bognor Regis.
- 2.1.6 An additional significant consideration is the impact of a potential link road that would route through the SD8 strategic residential site connecting with Ford Lane to the north and Yapton Road to the south. This will be discussed in more detail later in this Site Study, however it will likely result in a significant local redistribution of traffic. This has not yet been assessed, so the significance of it is unknown, but moving forward the SD8 site promoter would be required to thoroughly consider the design and impact of the link road and mitigate accordingly.
- 2.1.7 Consequently, this is a worst case assessment, with trips effectively being concentrated within a smaller geographical area with the potential highways and transport impacts magnified by the focus on these four key strategic residential sites. This approach was requested by ADC so is a key assumption of this Site Study.

2.1.8 This section will now provide an overview of the school sites and strategic residential sites listed below.

- School Option C site near Ford.
- School Option F site near Yapton.
- School Option L site on part of the former Ford Airfield.
- Strategic Residential Site SD5 at Barnham, Eastergate and Westergate (BEW).
- Strategic Residential Site SD7 at Yapton.
- Strategic Residential Site SD8 at Ford.
- Strategic Residential Site SD10 at Climping.

2.2 School Option C – Ford

2.2.1.1 Site Description

2.2.2 The Option C site is in Ford and occupies an area of approximately 23.7 acres (9.6 hectares). The site, like the other two potential school sites, is located approximately 2.1 miles (3.4 kilometres) northwest of Littlehampton and some 4.8 miles (7.7 kilometres) northeast of Bognor Regis.

2.2.3 The site is arable agricultural land and is bound to the north by agricultural land, to the east by Ford Road, to the south by Ford Lane and to the west by an industrial estate and business park.

2.2.4 There is a vehicular access at the Ford Lane frontage which serves a farm track shown on **Figure 2** which runs through the site to the northern boundary. It is also a designated public right of way (PRoW) which crosses the site and ultimately connects with Ford Road to the east of the site.

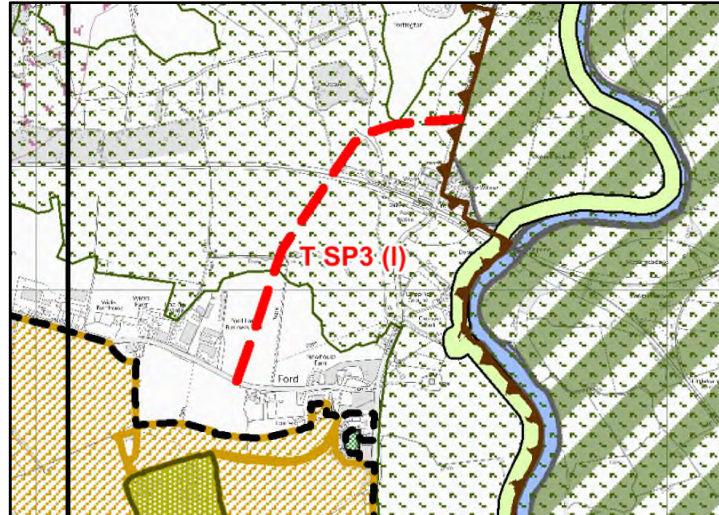
Figure 2. Photograph of the Farm Track through Option C



2.2.5 An important feature of Option C is the route of a planned highway scheme crosses the site. The route is designated in the ADC Local Plan under Policy T SP3 'Safeguarding the Main Road Network' which is to *'ensure that improvements necessary to enhance the strategic and supporting road network within the District can be carried out, the lines of*

major road schemes, as shown on the Policies Map, will be protected from development'. An extract of the ADC Local Plan Map 1 is shown on **Figure 3**.

Figure 3. New Road Alignment Bridging Railway Line at Ford



2.2.6 The route that runs through the site is identified under 'I. bridging of the railway line at Ford' which seeks to provide a new road crossing over the railway line to relieve congestion at the existing level crossing. Consequently, any development at Option C would need to be mindful of this scheme, however the route shown is indicative and the exact alignment is yet to be determined.

2.2.7 The initial desktop site selection study suggested a minimum developable area of 10.5 hectares. It is estimated that the indicative alignment shown in **Figure 3** would result in a developable area are nearer seven hectares, assuming all development would be to the east of the link road. Therefore, should Option C be progressed as the location for a secondary school it would be essential that either the link road alignment avoids the site, taking a route further west, or that both are progressed together.

2.2.7.1 Local Highway Network

2.2.8 Ford Lane is a single carriageway road running on an east / west alignment adjacent to the southern site boundary and currently provides vehicular access to the site. It forms priority controlled T-junctions with Ford Road to the east (with a right turn lane) and B2132 North End Road to the west and is approximately 1.3 miles (2.1 kilometres) long. The Ford Lane / Ford Road junction is shown at **Figure 4**.

Figure 4. Photograph of the Ford Road / Ford Lane Junction



2.2.9 Ford Lane is generally 5.7 to 6.4 metres wide near the site and is subject to a 40mph speed limit, changing to the national speed limit to the west of the site access. There are no footways or street lighting present near the site and consequently a warning sign when entering Ford Lane advises of pedestrians in the road. Ford Lane at the Option C existing site access is shown on **Figure 5**.

Figure 5. Photograph of Ford Lane in the Vicinity of Option C



2.2.10 Ford Road is a single lane carriageway running on a north / south alignment to the east of the site between the A27 in Arundel some 2.1 miles (3.4 kilometres) to the north and the A259 in Climbing some 1.1 miles (1.7 kilometres) to the south. A typical section of Ford Road between the Ford Lane junction and Ford Station is shown on **Figure 6**.

Figure 6. Photograph of Ford Road between Ford Lane and Ford Rail Station



2.2.11 Ford rail station is some 950 metres from the site on foot to the north of the site and is accessed via Ford Lane and Ford Road. Ford Road is generally 5.5 to 9.3 metres wide (at its widest in association with a right turn lane at the Ford Lane junction) and is subject to a 40mph speed limit in the vicinity of the site.

2.2.12 There is a continuous footway along the western side of the carriageway which has an effective width of some 1.5 metres. There is no street lighting present.

2.3 School Option F – Yapton

2.3.1.1 Site Location

2.3.2 Option F is located on the northeastern periphery of Yapton and occupies an area of approximately 28.0 acres (11.3 hectares). The site is arable agricultural land and is bound to the north, east and west by agricultural land and to the south by residential development. The site abuts the SD8 site western boundary.

2.3.2.1 Local Highway Network

2.3.3 The site is within a larger agricultural area and does not abut the highway network, however it is accessible via a privately owned farm track. Should Site F be taken forward for a secondary school it would abut the western boundary of the SD8 strategic residential site and therefore benefit from its associated transport and highways infrastructure which would in turn connect with such facilities off-site in the locality.

2.3.4 The public highway is most closely accessible via Ford Lane to the north of the site (via a farm track) which has the same characteristics as described in Section 2.2.5.

2.4 School Option L – Ford Airfield

2.4.1.1 Site Location

2.4.2 Option L forms the southwestern portion of the Ford Airfield site and accommodates a section of the former runway. It occupies an area of some 65.2 acres (26.4 hectares). It is located to the south of Yapton.

2.4.3 The site is a mix of arable agricultural land and various commercial uses which utilise hardstanding's associated with Ford Airfield. The commercial uses include agriculture, waste and recycling and a rifle range.

2.4.4 There are three vehicular accesses to the site formed with Yapton Road. These serve a storage company, a rifle range (occupying a section of the former airfield runway) and a recycling plant (utilising a section of the former airfield taxiway).

2.4.4.1 Local Highway Network

2.4.5 Yapton Road runs to the north of the site on an east / west alignment through the centre of Yapton. It is generally 5.9 to 6.7 metres wide in the vicinity of the site and is subject to a 30mph speed limit, which increases to 40mph to the east of the site.

2.4.6 The character of Yapton Road changes at the site frontage, being rural in nature to the east towards Climping and residential to the west as it enters Yapton.

2.4.7 To the east of the site Yapton Road is not equipped with footways or street lighting and to the west there is the introduction of a footway on the northern side, streetlighting and bus stops equipped with shelters. Yapton Road to the east of the site frontage is shown on **Figure 7** and to the west on **Figure 8**.

Figure 7. Photograph of Yapton Road to the East of Site L



Figure 8. Photograph of Yapton Road to the West of Site L



2.5 Strategic Residential Site SD5 – Barnham, Eastergate and Westergate (BEW)

2.5.1 As shown on **Figure 1** the BEW site (SD5) occupies a large area in and around Barnham, Eastergate and Westergate to the west of Yapton and Ford. The site centroid is approximately 2.5 miles (4.0 kilometres) from the centre of Yapton.

2.5.2 This allocation will provide at least 2,300 dwellings during the Local Plan period. In respect of highways and transport and the SD5 BEW site Local Plan Policy H SP2c states the following:

- a. *a new A29 route through the allocation which provides all necessary linkages and routing between the A259 (Bognor Regis Relief Road) to the south and A27 to the north and includes a bridge over the railway to the east of the current Woodgate crossing. The construction of this new route will be regarded as not only mitigating the effect of additional development traffic from the strategic site, but also providing significant additional benefits to the primary local road network and reducing the potential for future congestion in the wider area. In the event that the any landowner delays the delivery of the route and/or does not reasonably make available part or all of the route then Arun District Council will utilise Compulsory Purchase Order powers to deliver the entire route of the road from the A29 Fontwell Avenue in the north to the A29 Lidsey Road in the south;*
- b. *provision of an east-west route north of the railway line that will join the existing A29 route to the new A29 route and continue eastwards to Barnham railway station;*
- c. *access to Barnham railway station shall be maximised through the provision of direct and attractive routes for all transport modes including additional car parking to serve facilities in Barnham's centre including at the railway station;*
- d. *regular bus services linking BEW with Bognor Regis (A29 route) and local facilities and employment; and*
- e. *Westergate Link cycle scheme, in addition to further cycle routes to/from Bognor Regis and linkages,*

- 2.5.3 It is evident that the BEW site would be delivered with a comprehensive suite of highways and transport enhancements to mitigate the impact of some 2,300 new dwellings. Of interest is the importance placed on access to Barnham station which provides access to services connecting with Ford station.

2.6 Strategic Residential Site SD7 – Yapton

- 2.6.1 As shown on **Figure 1** the Yapton site (SD7) lies to the south of A2233 Yapton Road to the southwest of Yapton. The site centroid is approximately 0.5 mile (750 metres) from the centre of Yapton.

- 2.6.2 This allocation will provide at least 500 dwellings during the Local Plan period. In respect of highways and transport and the SD7 Yapton site Local Plan Policy H SP2c states the following:

c. improvements to the A259 between Climping and Littlehampton,

- 2.6.3 Being a relatively small site SD7 has fewer requirements placed upon it, however it is required to contribute to A259 improvements to the south of the site.

2.7 Strategic Residential Site SD8 – Ford

- 2.7.1 As shown on **Figure 1** the SD8 site effectively occupies the former Ford Airfield site between Yapton and Ford with the three school sites located on the periphery which would inevitably be strongly influenced by it in terms of its trip impact and infrastructure provision.

- 2.7.2 SD8 includes several new estate roads through the site which effectively become link roads connecting with Ford Lane at two locations to the north and B2233 Yapton Road to the south.

- 2.7.3 To the north the connections to Ford Lane are provisionally a priority controlled junction near Wicks Farm and a roundabout junction adjacent to the Option C site. To the south the link with B2233 Yapton Road adjacent to Option L is indicatively shown as a priority controlled junction.

- 2.7.4 Consequently, the Option F site would effectively be served by the new link roads through SD8 and use these to access the public highway at Ford Lane and Yapton Road. SD8 therefore has the potentially to significantly alter existing local traffic patterns by diverting traffic via the new links roads and generating a significant volume of trips.

- 2.7.5 This allocation will provide at least 1,500 dwellings during the Local Plan period. In respect of highways and transport and the SD8 Ford site Local Plan Policy H SP2c states the following:

a. to take account of sustainable links for all modes of transport between the development, Ford Railway Station and the Littlehampton/Arundel cycleway,

f. improvements to the A259 between Climping and Littlehampton,

- 2.7.6 It is evident that the importance of Ford rail station is recognised and that there is scope for cycling enhancements in the locality, which can be an attractive mode of transport for secondary school age children.

2.8 Strategic Residential Site SD10 – Climping

- 2.8.1 As shown on **Figure 1** the Climping site (SD10) is located at the junction of Yapton Road and A259 in Climping to the south of Yapton and Ford.

- 2.8.2 This allocation will provide at least 300 dwellings during the Local Plan period. In respect of highways and transport and the SD10 Climping site Local Plan Policy H SP2c states the following:

b. improvements to the A259 between Climping and Littlehampton

d. and, provide a controlled crossing on the A259.

- 2.8.3 Being a relatively small site SD10 has fewer transport requirements placed upon it, however it is required to contribute to A259 improvements and specifically provide a new pedestrian crossing at the A259 to the south of the site.

3. ACCESS TO THE SECONDARY SCHOOL SITES

3.1 Preamble

- 3.1.1 This section provides an evaluation of the access opportunities of each school site from the four strategic residential sites by walking, cycling, bus, rail and car modes of transport. It also considers the feasibility of using each mode of transport to travel to the school sites from the SD5, SD7, SD8 and SD10 strategic residential sites.
- 3.1.2 This process will also identify shortfalls in transport provision that might limit travel choice. This approach will inform the school site selection process as it is important the chosen site is accessible by a range of modes of transport, and if a shortfall in highways or transport infrastructure is identified, that the issues can be addressed in a cost effect manner.
- 3.1.3 The impact of the new development expected in the study area during the Local Plan period has already been considered within the ADC Infrastructure Delivery Plan (January 2015).

3.2 Walking

- 3.2.1 To enable an assessment of the viability of walking between the school and residential sites it is necessary to establish the maximum walking distance that people are generally prepared to walk and the destinations that exist within these distances.
- 3.2.2 National Travel Survey 2014: Travel to School Factsheet states that *‘The mode used to travel to school varies according to the length of the trip to school. For both age groups, walking is the dominant mode for short distances (80% and 90% of trips under one mile for primary school children and secondary school children respectively)’*. Clearly walking is an important mode of transport for school children and provides the potential for most trips to be undertaken on foot, providing the walking distance is less than one mile.
- 3.2.3 The Institution of Highways and Transportation (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000) states that in paragraph 3.32 and Table 2 that preferred maximum walking distances to facilities and local services is circa two kilometres. The distances for various land uses, are summarised in **Table 1**.

Table 1. Suggested Acceptable Walking Distances

Destination	Town centres	Commuting/schools	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred	800m	2,000m	1,200m

Source: Providing for Journeys on Foot (IHT, 2000).

- 3.2.4 Pedestrian walk isochrones from Options C, F and L have been generated using the accessibility software, ArcGIS. The isochrones have been plotted at time intervals of five minutes from the sites up to a maximum of 30 minutes (approximately 2.4 kilometres). These are based on an average walking speed of 1.33m/s equating to approximately 400

metres in five minutes or 2000 metres in 25 minutes which is considered the preferred maximum commuting / school distance in **Table 1**. ArcGIS measures the walk (and cycle) distances along known routes such as roads and footpaths with the areas between filled effectively using a line of best fit. The pedestrian isochrones for Options C, F and L are shown on **Figure 9**, **Figure 10** and **Figure 11** respectively.

Figure 9. Option C Pedestrian Isochrones

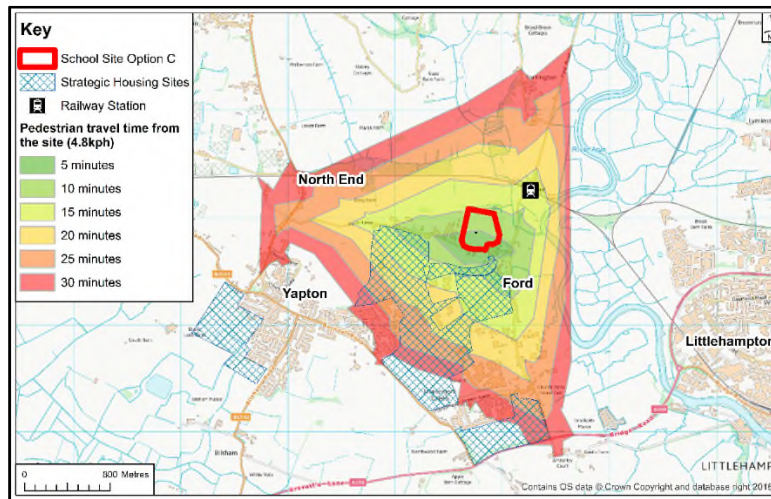


Figure 10. Option F Pedestrian Isochrones

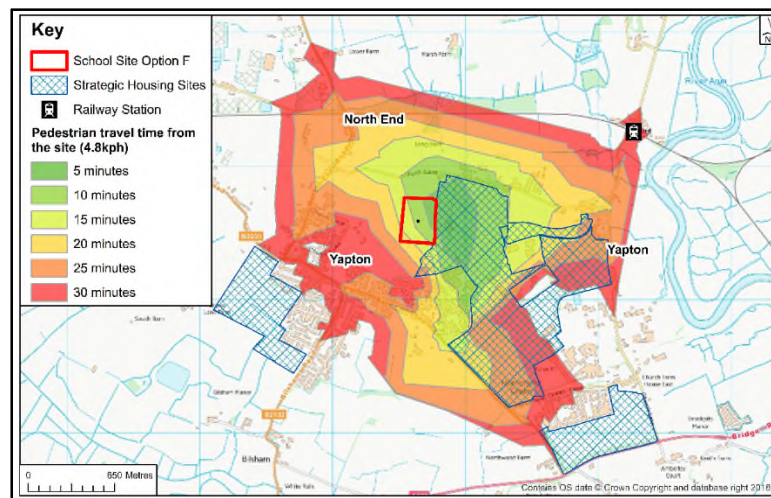
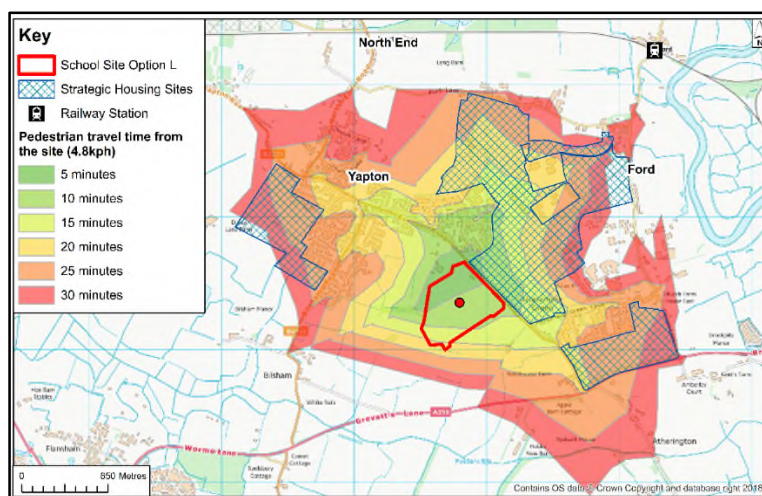


Figure 11. Option L Pedestrian Isochrones



- 3.2.5 **Figure 9** demonstrates that the majority of SD8, and part of S10, are within walking distance of Option C meaning there is significant scope for the majority of trips from these residential sites to be made on foot. Whilst SD7 is located outside of the maximum walk distance of Option C, it is likely that some trips would be made on foot. SD5 is located outside of the maximum walk distance so it is inevitable that these would generally be made using other transport modes such as bus, rail and car, so managing SD5 trips will be a key issue to avoid excessive car use.
- 3.2.6 **Figure 10** demonstrates that almost the entirety of SD8 and edge of SD7 and SD10 sites are within walking distance of Option F meaning there is significant scope for trips to be made on foot from these sites. SD5 is located outside of the maximum walk distance.
- 3.2.7 **Figure 11** demonstrates that the entirety of SD7, SD8 and S10 sites are within walking distance of Option L meaning there is significant scope for most trips to be made on foot from these sites. SD5 is located outside of the maximum walk distance.
- 3.2.8 It is evident that in terms of walking to the school sites from the strategic residential sites that Option L provides the greatest potential for trips on foot as the maximum walk distance catchment encompasses virtually all of SD7, SD8 and SD10. It is also noteworthy that Ford rail station is accessible from Option C, but not from Options F and L, therefore limiting opportunities for rail trips from these sites.
- 3.2.9 It has been demonstrated that in terms of distance walking would be a practical and attractive transport option for pupils. It is however essential the necessary pedestrian infrastructure is present to facilitate such trips so they can be undertaken safely. If there is a perception that walking might be dangerous, in terms of highway safety and / or security, this would result in pupils (and parents) favouring car use even if they would favour walking to school.
- 3.2.10 It is generally accepted that for sustainable travel to be adopted at new development measures to encourage its use need to be available and promoted from day one as travel

habits tend to form quickly and become ingrained. It is therefore essential there are no barriers to non-car modes of transport being used to access the secondary school and that the necessary infrastructure is in place prior to first occupation of both a secondary school and the strategic residential sites.

- 3.2.11 The proximity of SD7, SD8 and SD10 to the school sites means there is potentially scope for walking trips as a main mode and every effort should be made to encourage this. All the strategic residential sites will be designed and built in accordance with the applicable design guidance, such as Manual for Streets (MfS), with high quality pedestrian infrastructure provided throughout. Similarly, the secondary school (wherever it is built) will make comparative provision for pedestrians on-site.
- 3.2.12 A site visit was undertaken on Wednesday 3 October 2018 to identify constraints in the vicinity of the school sites. This focussed primarily on Options C and L, as realistically Option F would connect to the public highway via the new link road through SD8, which would make this site dependant on SD8 progressing. Consequently, this appraisal focussed on Options C and L which abut the public highway and could be delivered independently.
- 3.2.13 The site visit highlighted there are several shortfalls in pedestrian provision near Options C and L which would require mitigation prior to a secondary school becoming operational which are as follows:
- Ford Lane – there are no footways at Ford Lane from the Option C site frontage to Ford Road. This limits pedestrian access to nearby footways and bus stops at Ford Road and Ford rail station to the east of the site.
 - Ford Lane – there is no street lighting at Ford Lane and Ford Road between the Option C site and Ford Station.
 - Yapton Road – there are no footways at the Option L Yapton Road frontage. A connection would be required between an Option L site access and existing footways at the Rollaston Park junction to the west of the site.
 - Yapton Road – there is no street lighting at the Option L Yapton Road frontage. Provision of street lighting would be required between an Option L site access and existing street lighting at the Rollaston Park junction to the west of the site.
- 3.2.14 These identified issues will be considered in more detail at Section 6 ‘Mitigation’.

3.3 Cycling

- 3.3.1 There is National Cycle Network (NCN) Route 2 along the A259 to the south of the site which provides a mainly traffic-free route between Littlehampton and Bognor Regis but apart from this there are limited formal cycle routes in the locality. Whilst there are no significant barriers to cycling in the locality, such as steep gradients, the roads in the locality are generally 6.0 metres wide which means drivers are required to be particularly vigilant when overtaking cyclists.
- 3.3.2 Cycling is an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).

3.3.3 ArcGIS has also been used to generate isochrones to identify cycling accessibility to and from Options C, F and L. The cycle isochrones have been plotted at time intervals of five minutes from the site up to a maximum of 30 minutes (approximately 8km / 5 miles), and includes an isochrone for a 20 minute cycle time which equates to 3 miles / 4.8 kilometres. These are based on an average cycling speed of 16 km per hour equating to approximately 4 metres per second. The cycle isochrones are shown for Options C, F and L on **Figure 12**, **Figure 13** and **Figure 14** respectively.

Figure 12. Option C Cycle Isochrones

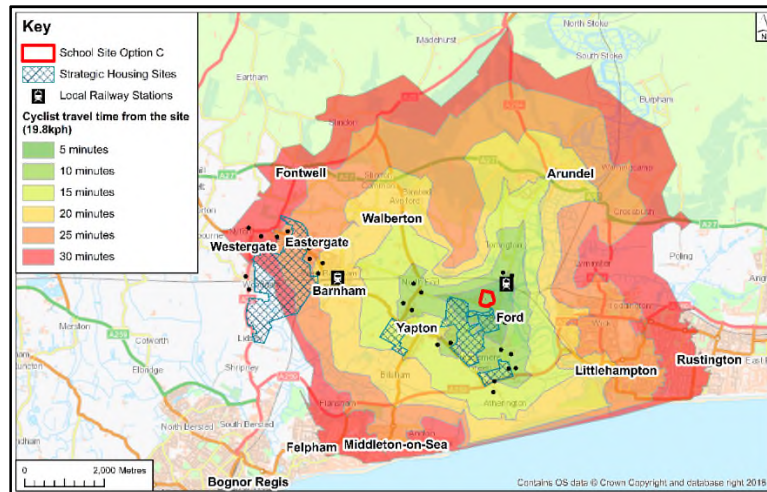


Figure 13. Option F Cycle Isochrones

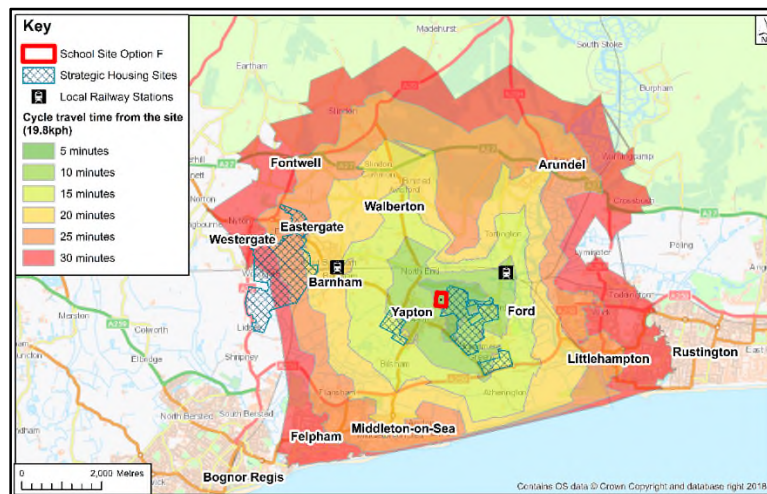
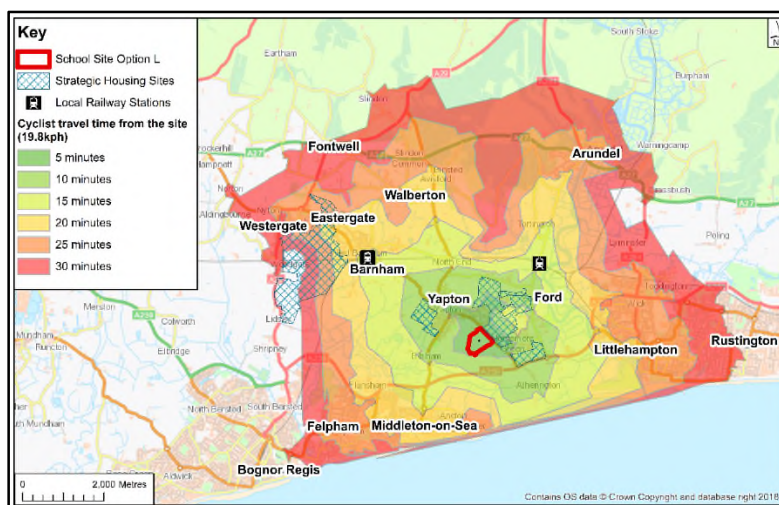


Figure 14. Option L Cycle Isochrones



- 3.3.4 It is evident that all the school sites are located within cycling distance of the strategic residential sites, with SD7, SD8 and SD10 within a 10 to 15 minute cycle time and SD5 30 minutes (albeit a small area is in excess of 30 minutes), distance is not a barrier to cycling being an important mode of transport for future pupils and staff.
- 3.3.5 There are however currently very limited cycle facilities in the locality which would inevitably deter some from cycling. The nearest cycling facility is along the A259 to the south of the sites (NC Route 2) adjacent to the SD10 southern boundary. Whilst there are no significant barriers to cycling in the locality, with the roads relatively lightly trafficked and the topography generally not too severe, a lack of facilities undoubtedly hinders the potential uptake of cycling for daily trips.
- 3.3.6 The ADC Local Plan recognises this and makes provision for new walking and cycling infrastructure under Policy T SP2 which refers to a new Littlehampton to Arundel Green Link to be provided by various developers (such as the SD8 developer). This would run along the River Arun to the east of the school sites and linking and utilising existing transport hubs such as Ford station is a key objective. This Site Study has already recognised the importance of improving connectivity between school sites and existing pedestrian infrastructure.
- 3.3.7 It is considered that B2233 Yapton Road would potentially be the main route for cyclists travelling to the school sites. It is the obvious route from SD5 to the north and SD10 to the south, and SD7 trips would be undertaken using short sections of Yapton Road. SD8 trips would barely leave the site to access any of the school sites being centrally located within the study area.
- 3.3.8 Should the B2233 be promoted for cycling consideration would need to be given to its suitability with regards to its general width, the existing 40mph speed limit between Barnham and Yapton, typical weekday traffic volumes and its alignment, as there are several blind bends between Barnham and Yapton. Whilst these issues should not prohibit the B2233 potentially being promoted as a cycle route, consideration should be

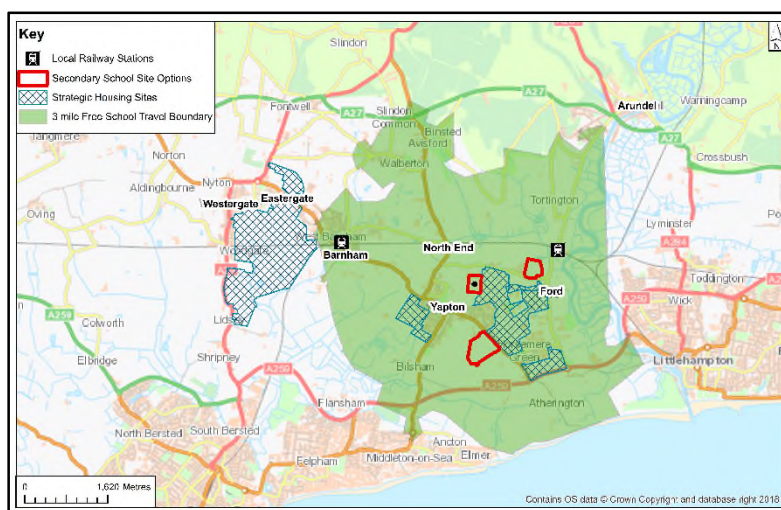
given at the design stage to ensuring these issues are thoroughly reviewed in respect of highway safety and appropriately mitigated.

- 3.3.9 A less obvious alternative route follows the former Portsmouth to Arundel Canal which runs between the River Arun to the north and Birdham near Portsmouth to the south. Whilst previously abandoned in 1855, the section of the route from Birdham to Chichester has been restored for canal traffic and the remainder of the route, whilst is unnavigable, is protected by the ADC Local Plan under Policy HER DM5.
- 3.3.10 In respect of the Site Study area there is a section of the former canal which runs between Barnham and Yapton, and whilst overgrown, there is a clearly defined 1.8 mile (3.0 kilometre) route which is flat and direct. Further investigations would be required, including consulting the Canal and Rivers Trust, but subject to this and land ownership and design issues this route could provide a traffic-free direct cycle route from SD5 to Yapton, thus mostly avoiding B2233 Yapton Road.
- 3.3.11 Consequently, improving the attractiveness of cycling between Barnham to the north and Climping to the south would be a key issue to materially improve the appeal of cycling to the school sites and these options are considered in more detail at Section 6 'Mitigation'.

3.4 Free School Transport

- 3.4.1 WSCC provide free school transport for pupils if they are of statutory school age, attend the catchment of the nearest suitable school and live more than three miles away (if secondary school age). If they qualify the following assistance may be provided (from the WSCC website):
- *'free place on a contract or school bus.*
 - *A rail or bus season ticket.*
 - *A fuel allowance where travel by car is agreed.*
 - *A taxi or minibus, in exceptional circumstances only, usually for children with severe disabilities.*
 - *A contribution towards the cost of travel'.*
- 3.4.2 To highlight the area which would typically be excluded by this three mile travel distance **Figure 15** has been prepared (distance measured from the centre of the school study area). This demonstrates that apart from SD5, the strategic sites are inside the three mile distance thus preventing them from using free school transport. The relevance of this is that pupils within this boundary might be more inclined to walk or cycle and / or less inclined to use public transport if cost is an issue.

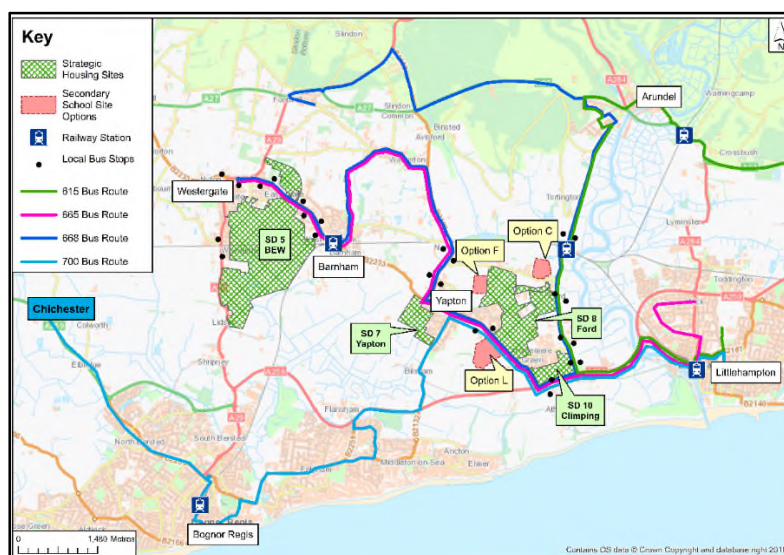
Figure 15. WSCC Three Mile Free School Transport Boundary



3.5 Local Bus Services

3.5.1 Local bus services and bus stops are provided in the locality which broadly speaking connect the school sites with the strategic residential sites. **Figure 16** shows the routing of bus services operating in the study area.

Figure 16. Local Bus Routes (collated from WSCC Website, September 2018)



3.5.2 The closest bus stops to Option C site are located on Ford Road, adjacent and opposite to Nelson Row, approximately 800 metres from the site on foot, which is an approximate 10 minute walk time. Additional bus stops are located at Ford rail station.

3.5.3 The closest bus stops to Option F are located on Yapton Road, some 0.7 miles (1.1 kilometres) south of the site accessed via Rollaston Park. Additional bus stops are located

along Ford Road, adjacent and opposite to Nelson Row, approximately 1.3 miles (2.1 kilometres) from the proposed site access. In reality in its current position the site has limited access to local bus services and would only become truly accessible once SD8 is progressed and existing/ new bus routes route closer to the site and / or pedestrian links to the site are enhanced reducing the distance from the site to existing bus stops.

3.5.4 The closest bus stops to the Option L site are located at the site frontage at Yapton Road, near Rollaston Park, both of which are equipped with shelters.

3.5.5 A summary of the bus routes operating in the study area and their frequencies accessible from the bus stops is provided in **Table 2**.

Table 2. Summary of Local Bus Services (collated from WSCC Website, September 2018)

SERVICE NUMBER	SCHOOL SITES SERVED	ROUTE	FREQUENCY MONDAY-FRIDAY	WEEKEND FREQUENCY
615	C	Littlehampton - Littlehampton Academy – Climping – Ford – Arundel - Poling	Littlehampton – Poling one per day at 15:05 Poling – Littlehampton one per day at 07:40	No Service
665	F, L	Westergate – Ormiston Six Villages Academy – Barnham – Yapton – Ford – Arundel – Fontwell - Tangmere	One a day from Littlehampton to Westergate at 07:50 One a day from Westergate to Littlehampton at 14:50	No Service
700	C, F, L	Chichester – Bognor Regis - Flansham – Yapton – Littlehampton	Monday – Friday 05:20 - 23:30 3 per hour	Saturday 06:00 – 23:30. 3 per hour Sundays 06:40 – 19: 50 2 per hour
668	C, F, L	Westergate – Ormiston Six Villages Academy – Barnham – Yapton – Ford – Arundel – Fontwell - Tangmere	One a day from Westergate at 15:50	No Service

3.5.6 Whilst the location of existing bus stops make bus travel viable, none of the services provide a viable means to travel between the school and residential sites. For bus travel to be viable new or diverted bus services would need to be provided.

3.5.7 It is understood that pre-application discussions are beginning to be held with various strategic site promoters and this issue is being discussed. Consequently, it is expected that bus links between Barnham, Yapton, Climping and Ford will be significantly enhanced to encourage and facilitate trips associated with the strategic residential sites to be made by bus, which would inevitably include a high volume of education related trips.

3.5.8 The potential for bus enhancements is considered in more detail at Section 6 ‘Mitigation’.

3.6 Rail Services

3.6.1 Ford rail station provides access to rail services operating in the locality. It is equipped with 14 cycle spaces on both platforms and is monitored with CCTV. There is step free

access onto all platforms via side gates and ramps, and there is also step free access between platforms via the level crossing. The station has various facilities including a ticket kiosk, pay phone, toilets and a waiting room.

- 3.6.2 The station provides access to services providing direct connections between London, Southampton, Portsmouth and Brighton. **Table 3** provides a summary of rail services accessible from Ford rail station.

Table 3. Summary of Rail Services at Ford Railway Station

KEY DESTINATIONS	APPROX. JOURNEY TIMES	APPROX. FREQUENCY	
		MORNING PEAK DEPARTURES	EVENING PEAK ARRIVALS
Littlehampton	6 minutes	3 between 08:00 and 09:00	2 between 15:00 and 16:00
Barnham	4 minutes	7 between 08:00 and 09:00	6 between 15:00 and 16:00
Brighton	45 minutes	2 per hour	2 per hour
Bognor Regis	12 minutes	3 per hour	3 per hour
Portsmouth & Southsea	50 minutes	2 - 3 per hour	3 per hour
London Victoria	1 hour 30 minutes	2 - 3 per hour	3 per hour
Gatwick Airport	1 hour	2 - 3 per hour	3 per hour
Southampton	1 hour 6 minutes	2 - 3 per hour	Hourly

- 3.6.3 Ford rail station is approximately 10 minutes' walk from Option C so it is well located for access to rail services, and whilst Ford Road is equipped with a footway, the Ford Lane section of the route is not and no street lighting is present along the route. It is likely pupils from SD5 would use rail services between Barnham and Ford rail stations to access Option C, which is a key benefit of the site as SD5 will generate a significant volume of school related trips. The proximity of Ford rail station therefore presents an opportunity to suppress car trips in favour of rail trips.
- 3.6.4 Option F is located 1.5 miles (2.4 kilometres) southwest of Ford rail station, which is an approximate 28 minute walk from the site. Whilst this distance would not deter commuters, it is considered a distance on foot that is excessive for pupils making a daily trip between SD5 and Option F. Consequently, it is considered there is more limited scope for rail travel to serve a significant proportion of school related trips from SD5 and such trips would inevitably be undertaken using car, bus and potentially cycling.
- 3.6.5 Option L is located some 2.1 miles (3.5 kilometres) from Ford rail station, which exceeds the IHT's guidance of maximum preferred commuting/school distances, it is assumed that rail would not be used regularly as a mode of transport to and from the site.
- 3.6.6 In the context of the strategic residential sites, rail travel relates primarily to pupils travelling from SD5 who would travel between Barnham rail station and Ford. Pupils from SD7, SD8 and SD10 would be unlikely to use rail services so are excluded from further consideration.
- 3.6.7 There are five services that pupils would be likely to use to travel between Barnham and Ford in the morning. An example of the journey timings would be joining the 08:10 service from Barnham which arrives at Ford at 08:14 leaving sufficient time to walk to Option C

for an assumed 08:45 registration. In the afternoon there are similar options, but assuming a 16:00 finish, pupils could use the 16:17 service from Ford which arrives in Barnham at 16:22 and there are some five services per hour thereafter (until midnight) for staff or pupils attending afterschool clubs or sports matches. It is likely that pupil's trips would be more concentrated in the afternoon than the morning which could cause a significant impact at Ford and Barnham rail stations.

- 3.6.8 To discuss the potential impact of a high volume of pupil trips at Barnham and Ford rail stations, and the potential for capacity and safety related issues, Network Rail were contacted by both SYSTRA and ADC, however a response was not forthcoming prior to the issue of this Site Study.
- 3.6.9 Option C provides a significant opportunity for rail travel from SD5 being close to Ford station, and therefore pedestrian links to the station should be available. It has been established there is a gap in the existing pedestrian provision at Ford Lane, so to promote rail travel it is necessary for this to be addressed. Option C's proximity to Ford rail station is a major opportunity for the site, however the existing shortfall in pedestrian infrastructure is the main constraint.
- 3.6.10 There is a choice to be made when selecting a school site between maximising walking from SD7, SD8 and SD10 (i.e. choosing Option L) or maximising rail trips from SD5 (i.e. choosing Option C).
- 3.6.11 The main constraint effecting rail travel is the lack of a continuous pedestrian link between Option C and Ford rail station. This issue is considered in more detail at Section 6 'Mitigation' which has already been identified as an issue with 'Walking'.

3.7 Vehicular Access

- 3.7.1 All the school sites have varying degrees of access by vehicular traffic with the characteristics of the local highway network already established at Section 2. Option C is located adjacent to the highway network at Ford Lane with vehicular access via a priority controlled junction that serves a private farm track. Ford Lane is generally 6.0 metres wide, subject to a 40mph speed limit and is not equipped with footways or street lighting. It is considered that access to Option C would continue to be via Ford Lane. The current site boundary does not indicate access to the east (Ford Road) or west is achievable.
- 3.7.2 The site visit did not identify any obvious constraints to providing a new access at Ford Lane to serve Option C, in the approximate location of the existing farm access. This would likely take the form of a priority controlled junction equipped with a right turn lane to provide additional capacity for traffic turning right into the site during peak periods and to reduce the possibility for through traffic on Ford Lane to be impeded by such movements.
- 3.7.3 There is a protected route through the site relating to Policy T SP3 in the ADC Local Plan. This route would run from Ford Lane at the site frontage and cross the railway line to north to alleviate congestion at the Ford level crossing. The current alignment of this road is a key issue for the site as it would have to be incorporated into the site design, and

would likely reduce the developable area below the 10ha required by the school selection criteria thus representing a key constraint.

- 3.7.4 The link road could also provide an alternative access location for Option C rather than at Ford Lane. Whilst feasible to provide an access at Ford Lane, it would be preferable for an access to be incorporated into the link road design and benefit from its pedestrian infrastructure rather than try to upgrade Ford Lane. The feasibility of this requires further investigation but the provision of a school at Option C would inevitably strengthen the financial business case for the new road.
- 3.7.5 Option F currently has limited access to the highway network and is accessed via a farm track that connects to Ford Lane to the north of the site. It is considered that Option F would need to be delivered in association with SD8 and utilise its future connectivity with the local highway network and transport infrastructure. To provide option F independently from SD8 would require it to provide a section of the SD8 internals road network. Following the masterplan alignment to Ford Lane results in a requirement for approximately 700 metres of carriageway, which would cost in excess of £1.5M (subject to detailed design considerations, utilities, land costs), making providing Option F independently significantly less cost effective than Options C and L and unviable from a comparative perspective.
- 3.7.6 Option L abuts Yapton Road so connects to the local highway network. Yapton Road is generally 6.0 metres wide, subject to a 40mph speed limit and is not equipped with footways or street lighting at the site frontage. There are no preliminary designs for Option L, however logically access would be from Yapton Road with this the only viable location for an access. Any access would need to tie-in with either the existing Rollaston Park junction or the Ford Market access, which is proposed to be where the SD8 link road will connect with Yapton Road.
- 3.7.7 Consequently, an obvious limitation associated with Option F is that it would need to be provided in conjunction with SD8, and due to their access to the public highway, Options C and L can be provided independently. This is a key issue affecting Option F's deliverability as it relies on the progress of SD8.
- 3.7.8 The potential for access is considered in more detail at Section 6 'Mitigation'.

3.8 Summary

- 3.8.1 This section has considered the access credentials associated with each secondary school site making trips by walking, cycling, bus, rail and car. The access / commuting issues relating to the school sites are summarised on **Figure 17**, **Figure 18** and **Figure 19**.

Figure 17. Summary of Access / Commuting Issues Relating to Option C

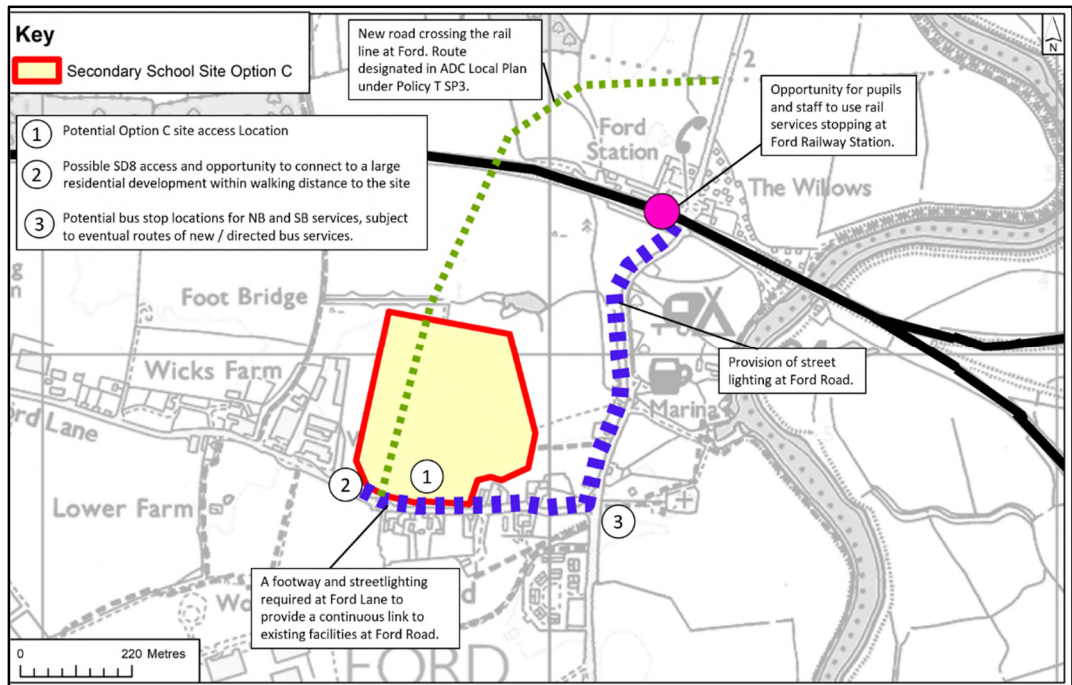


Figure 18. Summary of Access / Commuting Issues Relating to Option F

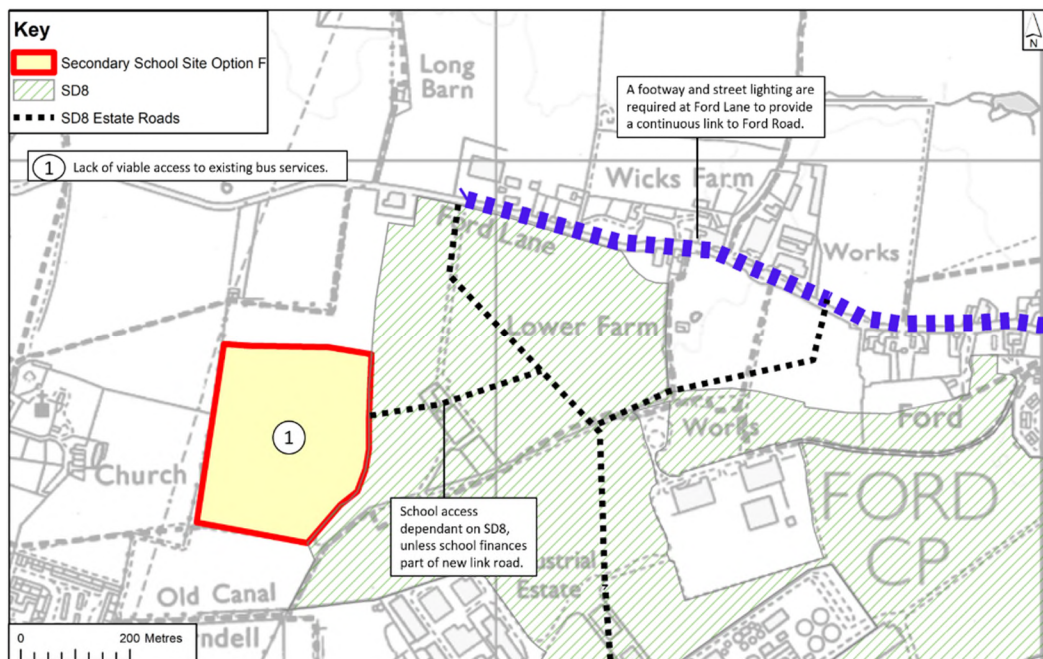
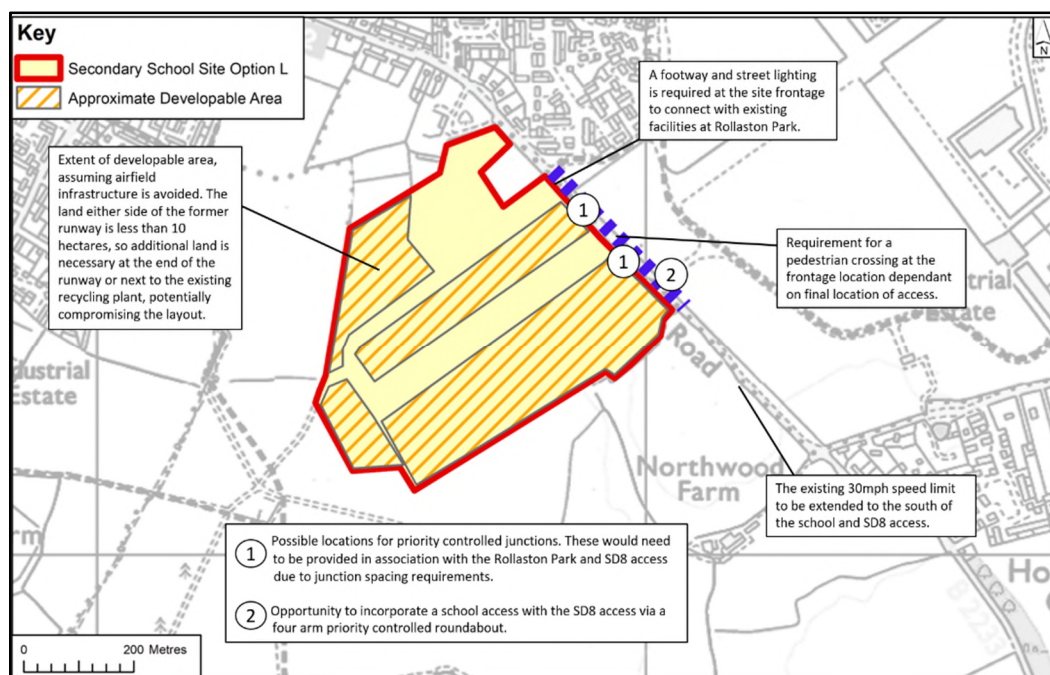


Figure 19. Summary of Access / Commuting Issues Relating to Option L



3.8.2 In addition, this section has demonstrated the following:

○ Walking

- Option L provides the greatest potential for trips on foot as the maximum walk distance catchment encompasses virtually all SD7, SD8 and SD10, whereas Options C and F have more limited access to SD7.
- Ford rail station is accessible from Option C with Options F and L outside of the maximum preferred walk distance therefore limiting opportunities for rail trips.
- Options C and L require additional footways and street lighting to be provided in their localities. It is considered that owing to prohibitive infrastructure costs compared with the other options Option F requires delivery in conjunction with SD8.

○ Cycling

- All the school sites are located within cycling distance of the strategic residential sites, with SD7, SD8 and SD10 within a 10 to 15 minute cycle time and SD5 30 minutes, so in terms of distance there are no barriers to cycling being an important mode of transport for future pupils and staff.
- There are currently very limited cycle facilities in the locality which would inevitably deter some from cycling.
- Yapton Road would potentially be the main route for cyclists travelling to the school sites. It is the obvious route from SD5 to the north and SD10 to the south, and SD7 trips would be undertaken using short sections of Yapton Road. Consequently, improving the attractiveness of cycling along Yapton Road

between Barnham to the north and Climping to the south could be a key opportunity to materially improve the appeal of cycling to the school sites.

- To provide a consistent cycle link route along Yapton Road an on-carriageway facility would be required as an off-carriageway link would require a consistent width that is not available.
- An effective, workable and cost effective solution would be to reallocate road space and remove the centrelines on Yapton Road to provide advisory cycle lanes in both directions.
- For this to be viable the sections of Yapton Road subject to a 40mph speed limit would need to be reduced to 30mph to enable 1.5 metre advisory cycle lanes to be used in conjunction with a general traffic lane of 3.0 metres.
- An alternative cycle route would be via the Portsmouth to Arundel Canal route which would run between Yapton and the SD5 site. This could provide a traffic free cycle route from SD5 (the largest residential site in the study) to Yapton. Once in Yapton the character of the roads changes making on-road cycling for the last part of a journey less of a deterrent.

○ Local Bus Services

- Apart from SD5, the strategic sites are inside the three mile distance thus preventing them from using free school transport.
- None of the bus services present viable means to travel between the school and residential sites. For bus travel to be viable new or diverted bus services would need to be provided.
- It is expected that bus links between Barnham, Yapton, Climping and Ford will be significantly enhanced to encourage and facilitate trips associated with the strategic residential sites to be made by bus, which would inevitably include a high volume of education related trips to existing schools and the proposed secondary school in Yapton / Ford.
- Should bus services be enhanced new bus stops would be required near Option C on Ford Road or Ford Lane and in the vicinity of Option F, however these would inevitably be provided in conjunction with the SD8 promoter. There are bus stops at the Option L frontage.

○ Rail

- Option C is located some 950 metres on foot from Ford rail station, which is an approximate 11 minute walk time from the site. It is considered that Option C could provide significant opportunities for using rail to travel between the site and SD5.
- Option F is located 1.5 miles (2.4 kilometres) southwest of Ford rail station, which is an approximate 28 minute walk from the site, and consequently it is considered there is more limited scope for rail travel to serve a significant proportion of school related trips from SD5.
- Option L is located some 2.1 miles (3.5 kilometres) from Ford rail station and it is assumed that rail would not be used regularly as a mode of transport to and from the site.
- Option C provides a significant opportunity for rail travel from SD5 being close to Ford station, and therefore pedestrian links to the station should be

available. It has been established there is a gap in the existing pedestrian provision at Ford Lane, so to promote rail travel it is necessary for this to be addressed. Option C's proximity to Ford rail station is a major opportunity for the site, however the existing shortfall in pedestrian infrastructure is the main constraint.

○ Vehicular Access

- All the school sites have varying degrees of access by vehicular traffic with the characteristics of the local highway network.
- Access to Options C and L can be provided independently of other development as they abut the public highway whereas Option F would need to be provided in conjunction with SD8. Consequently, an obvious limitation associated with Option F, and possible opportunity, is it relies on the progress of SD8.

4. TRANSPORT IMPACT BY MODE

4.1 Preamble

4.1.1 This section outlines the forecast trip generation and distribution of the proposed secondary school by walking, cycling, bus, rail and car travel.

4.2 Trip Generation

4.2.1.1 Pupils

4.2.2 It has been explained that the secondary school will be a 10-form entry, assumed to have a sixth form, that equates to 1,500 pupils. It has also been explained pupils attending this secondary school are assumed to originate from the four strategic residential sites. To logically apportion these pupils to a residential site, for the purposes of this assessment, a simple pro rata distribution has been assumed. **Table 4** Provides a summary of this exercise:

Table 4. Strategic Residential Sites and Associated Pupil Numbers

SITE	RESIDENTIAL UNITS	% OF TOTAL PROVISION	ESTIMATED NO. OF SECONDARY SCHOOL PUPILS
SD5 BEW	2,300	49%	742
SD7 Yapton	550	12%	177
SD8 Ford	1,500	32%	484
SD10 Climping	300	6%	97
Total	4,650	100%	1,500

4.2.3 These pupils now need to be apportioned to a mode of transport that is appropriate to their residence and likely mode split. For example, the mode split for the SD5 site will be significantly different to that of SD8 with the former inevitably reliant on trips by car, bus and rail, and perhaps cycling, with SD8 located such that a high proportion of trips will be undertaken on foot.

4.2.4 Consequently, the trips identified have been apportioned to a mode of transport for each strategic residential site using a site specific mode split, reflecting the access the site has to various modes of transport. The mode splits have been extracted from WSCC school mode split data.

4.2.5 It should be noted that each school and residential site will be bound to implement School and Residential Travel Plans respectively to encourage pupils / staff and residents to use non-car modes of transport for school and commuting trips. The Travel Plans will be implemented the various appointed Travel Plan Coordinators and progress will be monitored by WSCC, so every effort will be made from the outset to ensure that the new developments promote non-car travel as much as practicable.

- 4.2.6 Whilst SD5 will inevitably have a very small walking mode split, perhaps relating to park and stride, the mode splits for car, bus and rail differ slightly between Option C which is close to Ford rail station and Options F and L which are further away making rail trips less attractive for daily school related trips. Consequently, SD5 has two trip generation scenarios which are summarised in **Table 5**.

Table 5. SD5 BEW Mode Splits and Resulting Pupil Trips by Mode to Options C, F and L

MODE	SD5 BEW TO OPTION C		SD5 BEW TO OPTION F / L	
	MODE SPLIT (%)	NO. PUPILS	MODE SPLIT (%)	NO. PUPILS
Bus (type not known)	8%	72	40%	357
Car	15%	136	24%	220
Car Share	5%	48	10%	94
Cycle	0%	4	22%	197
Other	0%	0	0%	2
Train	63%	571	2%	18
Taxi	1%	12	1%	12
Walk	6%	57	0%	0
Total	100%	900	100%	900

- 4.2.7 It is considered that the proximity of Ford station would have a significant bearing on the mode split. The station is 950 metres (approximately an 11 minute walk) from Option C making it a quick and convenient transport hub. Options F and L are more than 2 kilometres walk from the site making them less attractive and viable for daily school trips. Consequently, SD5 trips to Option C are predominantly made using rail services and trips to Options F and L are predominantly made using bus services, car and cycle trips.
- 4.2.8 The mode split used for SD7 reflects the site being just over two miles from the school sites (measured from each sites centroid). Consequently, it is envisaged that the mode split will be more evenly split amongst the modes reflecting the increased attractiveness of cycling and bus travel (assuming services are improved). This mode split and the resulting trips are shown in **Table 6**.

Table 6. SD7 Yapton Mode Splits and Resulting Pupil Trips by Mode to Options C, F and L

MODE	SD8 FORD TO OPTIONS C, F AND L	
	MODE SPLIT (%)	NO. PUPILS
Bus (type not known)	22%	43
Car	13%	26
Car Share	6%	11
Cycle	12%	24
Other	0%	0
Train	1%	2
Taxi	1%	1
Walk	45%	88
Total	100%	195

4.2.9 The mode split used for SD8 reflects the site being within one mile of all three school sites (measured from each sites centroid).

4.2.10 Considering the SD8 site would be a new residential development built in accordance with modern design guidance to encourage walking and cycling there would be no demonstrable barriers to pupils walking to the school sites. As discussed earlier, National Travel Surveyed data indicates that if secondary school pupils live within one mile of their school, typically 90% walk to school. Consequently, it is assumed 90% of pupils will walk with a notional 5% attributed to car and cycling. This mode split and the resulting trips are shown in **Table 7**.

Table 7. SD8 Ford Mode Splits and Resulting Pupil Trips by Mode to Options C, F and L

MODE	SD8 FORD TO OPTIONS C, F AND L	
	MODE SPLIT (%)	NO. PUPILS
Bus (type not known)	0%	0
Car	5%	29
Car Share	0%	0
Cycle	5%	29
Other	0%	0
Train	0%	0
Taxi	0%	0
Walk	90%	528
Total	100%	587

4.2.11 The mode split used for SD10 reflects the site being just over a mile from the school sites (measured from each sites centroid). Consequently, it is envisaged that the mode split will be more evenly split amongst the modes reflecting the increased attractiveness of

cycling and bus travel (assuming services are improved). This mode split and the resulting trips are shown in **Table 8**.

Table 8. SD10 Climbing Mode Splits and Resulting Pupil Trips by Mode to Options C, F and L

MODE	SD8 FORD TO OPTIONS C, F AND L	
	MODE SPLIT (%)	NO. PUPILS
Bus (type not known)	22%	26
Car	13%	16
Car Share	6%	7
Cycle	12%	14
Other	0%	0
Train	1%	1
Taxi	1%	1
Walk	45%	53
Total	100%	117

4.2.12 The overall trip generation by mode is summarised in **Table 9** which reflects the different mode split associated with SD5 and the Option C site (and high rail mode share).

Table 9. Summary of Pupil Trips by Mode

MODE	OPTION C	OPTION F OR L
Bus (type not known)	119	354
Car	173	243
Car Share	55	93
Cycle	60	220
Other	0	2
Train	473	17
Taxi	12	12
Walk	606	559
Total	1500	1500

4.2.13 The traffic generation associated with each school site option are summarised in **Table 10** which reflects the differing mode splits associated with each site.

Table 10. Secondary School Weekday AM Peak Hour Traffic Generation (CAR TRIPS)

SITE	TO OPTION C		TO OPTION F		TO OPTION L	
	ARR	DEP	ARR	DEP	ARR	DEP
SD5 BEW	112	112	182	182	182	182
SD7 Yapton	24	24	24	24	24	24
SD8 Ford	24	24	24	24	24	24
SD10 Climping	13	13	13	13	13	13
Total	173	173	243	243	243	243

4.2.14 It is evident that Option C results in fewer car trips owing to its proximity to Ford rail station with 346 two-way trips forecast. Options F and L would result in 486 two-way trips.

4.2.15 The transport modelling will add the forecast pupil trips to the network. It should however be noted that these flows are effectively already in the West Sussex County Transport Model as they are contained within the strategic residential sites traffic flows which include trips for all purposes, including education. Therefore the modelling includes an element of pupil trips double counting so is very robust.

4.2.15.1 Staff

To estimate the composition of staff trips associated with a secondary school the assumed 150 staff have been apportioned to a mode of transport using 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)' from 2011 UK Census data. The site is located within the 'Arun 006' Middle Super Output Area (MSOA). **Table 11** provides a summary of the mode split of the MSOA in which the sites lie for a typical weekday and provides a forecast of the 150 staff trips by mode.

Table 11. Journey to Work Mode Share

MODE	SD8 FORD TO OPTIONS C, F AND L	
	MODE SPLIT (%)	NO. STAFF
Underground, metro, light rail or tram	0%	0
Train	3%	4
Bus, minibus or coach	1%	2
Taxi	0%	0
Motorcycle, scooter or moped	1%	2
Driving a car or van	76%	114
Passenger in a car or van	8%	12
Bicycle	4%	6
On foot	6%	10
Other method of travel to work	0%	0
Total	100%	150

4.2.16 The census data shows that 114 (76%) staff working at a secondary school in the MSOA are likely to drive to work with the remaining modes accounting for relatively even proportions of trips.

4.2.17 The transport modelling will add the forecast 114 staff trips to the network using parameters already incorporated within the WSCC / ADC model to be used.

4.3 Transport Modelling

4.3.1 This section provides a summary of the complete Transport Modelling Report prepared by SYSTRA Limited which is provided at **Appendix B**. Transport modelling was undertaken to test the suitability of three school sites in relation to the strategic residential sites and the existing main settlements in the central area of the District.

4.3.2 The school sites were tested using the West Sussex County Transport Model (WSCM), specifically the 2015 version (highway model only) that SYSTRA developed for the Arun Transport Study (ATS). WSCC were consulted and agreed that this model can be used for this work. However, they recommended that alternative modelling options were considered and the limitations of the modelling clearly reported which has been undertaken and is provided in the appended Transport Modelling Report. The modelling was divided into two stages as follows:

- Model Preparation include local reviews of the model network, matrices and model validation.
- Testing of school locations with criteria-based spreadsheet analysis of impacts on local junctions.

4.3.3 Key Assumptions were as follows:

- The latest 2031 'with development and mitigation' scenario for the AM peak hour (8am-9pm) was used as the baseline 'no school' scenario; this represents the likely traffic conditions in 2031.
- The school trips have been added to the existing development trips from this scenario.
- Pupil trips include an outward and return trip in the AM peak hour to represent drop-offs.
- Staff trips are outward only and assumed to come from a wider area; the origin/home end of the trips are distributed in the same proportions as for Census Travel to Work data for employment in the area around Ford and Yapton.

4.3.4 The modelling identified that two junctions were impacted significantly or severely by the options, these were the B2233 / B2132 (west roundabout) and B2132 / Ford Lane priority junction. The junction impacts by option were:

- Option C: Significant impacts at B2132/Ford Lane and B2233/B2132 (west roundabout).
- Option F: Severe impact at B2132/Ford Lane and significant impact at B2233/B2132 (west roundabout).
- Option L: Significant impact at B2233/B2132 (west roundabout).

4.3.5 From the above the conclusion is that in terms of number and severity of impacted junctions, Option L is the most favourable, followed by Option C, and Option F is the least favourable. These outcomes can be further explained as follows:

- Option L is the most favourable because it largely keeps traffic away from the B2132 Yapton Lane and Ford Lane which the model shows are under pressure.
- Option C is the second most favourable; it has a lower trip generation (proximity to Ford station) but also uses the B2132 Yapton Lane and Ford Lane which the model shows are under pressure.
- Option F is the least favourable due to the higher trip generation and use of B2132 Yapton Lane and Ford Lane for trips from BEW.

4.3.6 It is important to note that the modelling (and WSCTM itself) does not make any allowance for the introduction of a link road associated with SD8 which would connect Ford Lane and Yapton Road. Should the link road materialise it would inevitably lead to a localised redistribution of existing traffic and provide an alternative route to Options C and F, which is not reflected in this modelling.

4.3.7 It is likely that a link road in this location would lead to Options C and F having less of an impact at the B2132 / Ford Lane junction as a proportion of traffic would route via B2233 to use the link road. The consequences of the link road would be a less focussed traffic distribution and reduced impact at B2132 / Ford Lane junction and an impact closer to that of Option L. The degree of change compared with these assessments would be dependent on the design and alignment of the SD8 link road and whether it was viewed as an attractive alternative route traffic between Ford Lane and Yapton Road.

4.4 Summary

4.4.1 This section has considered the trip generation potential by mode of the secondary school at each shortlisted location. This section has demonstrated the following:

- The secondary school will be a 10 form entry with it assumed there will be a sixth form and 1,500 pupils overall and 150 staff.
- All pupils attending this secondary school are assumed to originate from the four strategic residential sites and these have simply been apportioned to a residential site using a simple pro rata distribution.
- Staff have been distributed more widely using parameters set out in the WSCTM.
- It is considered that the proximity of Ford station would have a significant bearing on the mode split. It is considered that the majority of SD8 trips would be made on foot, and to a lesser extent SD7 and SD10, irrespective of the school site chosen. SD5 trips to Option C however, would potentially be predominantly made using rail services and trips to Options F and L predominantly made using bus services, car and cycle trips.
- Consequently, it is evident that Option C results in fewer car trips owing to its proximity to Ford rail station with 346 two-way trips forecast. Options F and L would result in 486 two-way trips.
- The transport modelling has demonstrated that in terms of number and severity of impacted junctions, Option L is the most favourable, followed by Option C, and Option F is the least favourable.
- The WSCTM and this modelling does not include the proposed SD8 link road which would lead to a redistribution of traffic in the study area.

5. CONSTRAINTS

5.1 Preamble

5.1.1 This section provides an overview of potential constraints that might limit the potential for each school site to accommodate a secondary school. This section will discuss each site in the context of:

- Utilities.
- Ecology.
- Flood Risk.
- Designations / Archaeology.
- Public Rights of Way.
- Previous Land Usage and Soil Contamination.
- Nature of Previous Land Use before development and post development.
- Previous or Existing Way Leaves, Easements or Covenants.

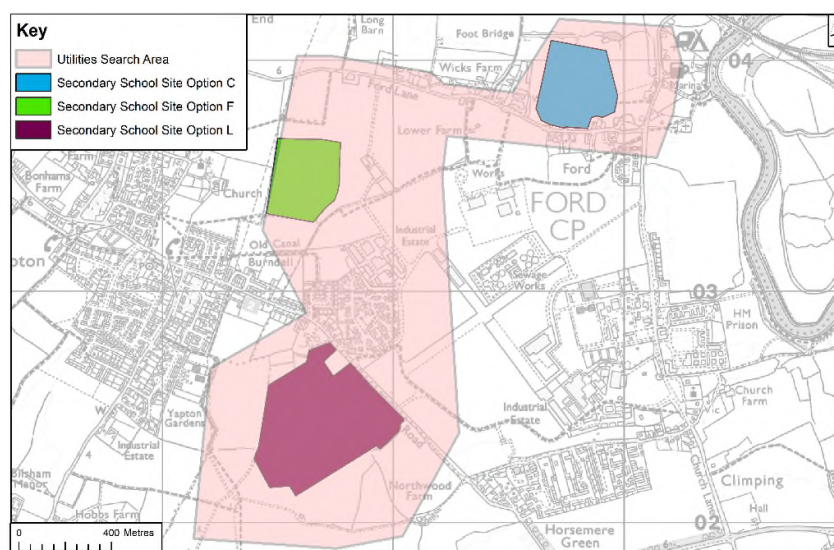
5.2 Utilities

5.2.1 The impact of the new development expected in the study area during the Local Plan period has already been discussed with the principal utility providers. These discussions informed the ADC Infrastructure Delivery Plan (January 2015).

5.2.2 In respect of water, waste water, electricity supply, gas supply and telecommunications it was not considered these would be a constraint on development in the study area, albeit improvements would be required.

5.2.3 Nevertheless a utility search was undertaken in October 2018 in the vicinity of each school site for the area shown on **Figure 20** to determine whether utilities were present to each of the school site boundaries. A complete copy of the utility search responses is provided at **Appendix C**.

Figure 20. Utility Search Area



5.2.4 The following utility companies have confirmed they would expect to be affected by works undertaken in the search area. In brackets is their category of services provided where applicable.

- Environment Agency.
- GTC (telecom, gas, electric, water, pipeline).
- LinesearchbeforeUdig / Southern Gas Networks (pipeline).
- Openreach / BT (Telecom).
- Portsmouth Water (water).
- Scottish and Southern Electricity (telecom, gas, electric, water, sewerage).
- Southern Gas Networks (gas).
- Southern Water (water, sewerage).
- Utility Assets (electric).
- West Sussex County Council.

5.2.5 The remaining utility companies confirmed they would be unaffected by works within the search area. There were no 'non-responders'. Below is a summary of utilities present in the vicinity of each school site where applicable.

5.2.5.1 Option C

5.2.6 The principal available utilities present in the vicinity of the site boundary are summarised below:

- **The Environment Agency** - advised that a permit maybe required to undertake 'work in, under, over or near to a main river flood or sea defence'. This might be an issue due to the site proximity to the River Arun to the east (approximately 550 metres as the crow flies).
- **Telecommunications** - Openreach records indicate overhead cables located within the verge along the site frontage at Ford Lane. Openreach also own a duct route and underground utility boxes along the Ford Lane verge at the site frontage.
- **Water** - Portsmouth Water records indicate that there is a six inch CI water mains in the verge at the Ford Lane site frontage.
- **Wastewater** - Southern Water records indicate that there are foul sewer pipes near Newhouse Farm and Victorian Business Centre to the east of the site.
- **Electricity** - Scottish and Southern Electricity records indicate low voltage cables located within the verge along the site frontage at Ford Lane.
- **Gas** - Southern Gas Network records indicate that there is a low pressure in the verge at the Ford Lane site frontage.
- **West Sussex County Council** - records indicates that they do not maintain any gully's at the site frontage. There are no street lights in the vicinity of the site.

5.2.7 Overall it is evident that all the principal utilities a secondary school would need to connect with are available at the Option C site boundary along Ford Lane. If selected for progression, further work is required to determine whether capacity exists for connections.

5.2.7.1 Option F

5.2.8 The site does not abut the public highway and is surrounded by agricultural land so there are limited utilities across the site or adjacent to the site boundary that it could connect with. The nearest infrastructure to the site is generally at Ford Lane to the north, near Ford Industrial Estate to the east and residential development to the south.

5.2.9 Nevertheless, the principal available utilities present in the vicinity of the site boundary are summarised below:

- **The Environment Agency** - as a general remark, the Environment Agency generally advised that a permit maybe required to undertake '*work in, under, over or near to a main river flood or sea defence*'.
- **Telecommunications** - Openreach records indicate a duct route and underground utility boxes along the Ford Lane verge to the north of the site and at Goodhew Close to the south of the site, which also includes overhead cables.
- **Water** - Portsmouth Water records indicate that there is a six inch CI water mains in the verge at Ford Lane to the north of the site. Information supplied does reveal the extent of infrastructure at Navigation Drive to the south of the site.
- **Wastewater** - Southern Water records indicate that there are foul sewer pipes near Newhouse Farm and Victorian Business Centre to the northeast of the site.
- **Electricity** - Scottish and Southern Electricity records indicate high and low voltage cables located within the verge along the site frontage at Ford Lane to the north of the site.
- **Gas** - GTC records indicate low pressure gas mains are present to the south of Option F at Navigation Drive.
- **West Sussex County Council** - records indicates that they do not maintain any gully's at the site frontage. There are no street lights in the vicinity of the site.

5.2.10 It is evident that the principal utilities a secondary school would need to connect with are not available at the Option F boundary. If selected for progression, further work would be required to determine whether connections are viable and if capacity exists. A crucial consideration is the viability of connecting the site to nearby utilities independently of the SD8 site.

5.2.10.1 Option L

5.2.11 The principal available utilities present in the vicinity of the site boundary are summarised below:

- **The Environment Agency** - as a general remark, the Environment Agency generally advised that a permit maybe required to undertake '*work in, under, over or near to a main river flood or sea defence*'.
- **Telecommunications** - Openreach records indicate overhead cables located within the verge along the site frontage at Yapton Lane. Openreach also own a duct route and underground utility boxes along the Yapton Lane verge at the site frontage.
- **Water** - Portsmouth Water records indicate that there is a six inch CI water mains in the verge at the Yapton Lane site frontage. There is also a disused six inch CI water main that circumnavigates the site.

- **Wastewater** - Southern Water records indicate that there is a foul sewer pipe running across the site parallel with the former runway.
- **Electricity** - Scottish and Southern Electricity records indicate low and high voltage cables located within the verge along the site frontage at Yapton Lane. High voltage cables also cross the site adjacent to the north side of the former runway.
- **Gas** - Southern Gas Network records indicate that there is a medium pressure mains in the verge at the Yapton Lane site frontage.
- **West Sussex County Council** - records indicates that there are maintained gulley's at the site frontage. Street lighting terminates at the northern site boundary at the Yapton Road / Rollaston Park junction.

5.2.12 Overall, it is evident that all the principal utilities a secondary school would need to connect with are available at the Option L site or at the boundary along Yapton Lane. If selected for progression, further work is required to determine whether capacity exists for connections.

5.2.12.1 *Summary*

5.2.13 It is evident that Options C and L have the necessary utilities adjacent or near to their site boundaries. Option F has no utilities adjacent to its boundary and would likely be reliant on connections in conjunction with SD8.

5.2.14 Once a school site has been selected for progression, the next steps would be to send pre-planning enquires to the relevant utility companies to determine whether available capacity exists in conjunction with determining the extent of diversion / connection works and whether this involves third party land.

5.3 Ecology

5.3.1 An Ecology Technical Note has been prepared by Tyler Grange LLP in October 2018 which should be read in conjunction with this overarching report. A copy of the complete document is provided at **Appendix D** with this section providing an overview of the report.

5.3.2 It was demonstrated that none of the sites would be impacted by any statutory or non-statutory designated protected sites. The walkover surveys concluded the sites were mostly arable with negligible ecological importance, however various habitats such as hedgerows, trees and waterbodies were identified which would provide opportunities to establish ecologically important habitats.

5.3.3 The walkovers surveys identified the existence or potential for various notable species such as badgers, bats, birds, Great Crested Newt and reptiles. Should a school site be progressed detailed species surveys would be required prior to a planning application being submitted.

5.3.4 It was concluded that site F was the least ecologically constrained as there were limited areas of ecological value present, both in terms of habitats and species. Option C has more ecological constraints, such as hedgerows, mature trees and waterbodies, and a greater potential for protected and notable species. The Option L study was limited as a

walkover was not possible, so a further assessment would be required, however it was considered that Option L is likely to be more ecologically constrained than site F.

5.3.5 It is considered all three sites provide an opportunity for development as there are no prohibitive ecological constraints identified, and all provide opportunities to be ecologically enhanced, providing careful design and mitigation is undertaken.

5.3.6 Should a site be selected and progressed for a planning application the following high level costs are considered likely. These would be based dependant on the results of further survey work and the scope being discussed with the ADC biodiversity officer.

- Option C - £15,000.
- Option F - £3,000.
- Option L - £20,000 (dependant on school location on-site).

5.4 Flood Risk

5.4.1 A High Level Flood Risk Assessment (FRA) was undertaken in October 2018 which should be read in conjunction with this overarching report. A copy of the complete document is provided at **Appendix E** with this section providing an overview of the report.

5.4.2 The FRA considered each of the three school sites in relation to the risk of flooding from:

- Rivers or seas (tidal/fluvial);
- Surface water (pluvial);
- Reservoirs;
- Sewers; and
- Groundwater.

5.4.3 None of the sites are at material risk from reservoir breach flooding. There are no known records that indicate any notable risk of sewer flooding affecting the sites themselves though the possibility of such flooding affecting roads leading to the sites cannot be excluded.

5.4.3.1 Option C

5.4.4 The northern and eastern margins of Option C are at medium to low risk of fluvial or tidal flooding and fall into Flood Zones 2 and 3a at present. Most of the site lies in Zone 1 at present but future climate change effects will extend Zones 2 and 3 further southwards. Small localised areas in the eastern section of the site are at low to medium risks of pluvial flooding but overall this source is not considered to pose a material risk of flooding other than possibly to the margins bordering the industrial estate west of the site.

5.4.5 There are historical records of highway flooding near Ford and in and around Yapton that may, if repeated, interfere with local road access.

5.4.6 The site is considered to be at a moderate risk of groundwater emergence but, due principally to the proximity of the stream north of the site, to have only a low or very low risk of groundwater flooding as the stream provides a flow-path to drain any such water away from the site and will draw down the water-table close to the stream.

5.4.6.1 *Option F*

- 5.4.7 Option F is not at any material risk of fluvial/tidal flooding and the nearest such areas of risk are some distance from the site. Future climate-change will not materially change this risk. Some small localised areas within the site are at low to high risk of pluvial flooding but again this is not considered to pose a material flood risk to the land.
- 5.4.8 Historical records of highway flooding in and around and north of Yapton may, if repeated, interfere with local road access to this site.
- 5.4.9 The site is considered to be at a very low risk of groundwater flooding associated with a localised area of less-permeable ground, although neighbouring areas at greater risk of groundwater emergence could potentially generate floodwater that in turn could affect this area. There are no notable nearby land-drains to provide a ready flow-path away from the site.

5.4.9.1 *Option L*

- 5.4.10 Option L is not at risk of fluvial/tidal flooding at present but areas at low or medium risk lie close to the overall allocation boundaries south of the A259. Future climate-change effects could extend this risk north of the A-road across lower land northwards towards Northwood Farm but the greater part of the development area is high enough to remain in Zone 1.
- 5.4.11 As with the other two sites, small areas within Option L's boundaries are subject to low to high risk from surface water flooding but overall the risk of such flooding site-wide is very low other than associated with the various streams or drains within the site limits.
- 5.4.12 The southern part of Option L is at greatest risk of groundwater emergence, though the proximity of land drains and the Ryebank Rife provide ready flow-paths for such floodwater to drain away from the site. The higher parts of the site are considered to be at moderate risk of groundwater emergence but low risk of flooding as any such water drains away via the local land-drain network.

5.4.12.1 *Summary*

- 5.4.13 Option C is most vulnerable to the effects of future sea level rise and climate-change upon fluvial flows, as the flood-risk envelope already encroaches into the site. Option L is only slightly less vulnerable: the at-risk limits are close to the area's southern boundaries and future changes could extend those risk zones into the area's southern margins, albeit restricted to the lower ground in the south-eastern corner of the development outline. The wider part of Option L is above such risk and there is ample room within this area to locate a school without directly encroaching on those areas more prone to future flooding.
- 5.4.14 Option F is the least vulnerable to such changes as it is farthest from current limits of Zones 2 or 3.
- 5.4.15 Pluvial flooding is not a material risk across any of the sites: all are unpaved farmland and such flood-risk as is mapped is localised, isolated and associated with local low spots

(many of which are likely to be bomb craters given the proximity of the former Ford airfield and the attacks on that facility during WW2, even after decades of ploughing after the event).

- 5.4.16 Overall, Option F is the least vulnerable site regarding climate change. A school could readily be located with the wider area L allocation and can be considered comparable to F. Option F is less prone to groundwater flooding than the other two due to a local anomaly in the superficial ground conditions. Option C is the most at risk of tidal flooding and has been identified as the most vulnerable to climate change. Flood interference with road access to the sites is broadly comparable given the proximity of the sites to one another and the instances of past flooding to the local road network taken as representative of future flood risk.
- 5.4.17 From a flood risk perspective, Option F is the most appropriate land for redevelopment as it is at the least risk of flooding, closely followed by Option L. Option C is considered least suitable due to the proximity of higher risk-levels for fluvial/tidal flooding.

5.5 Designations / Archaeology

- 5.5.1 An Archaeology Appraisal has been prepared by Orion Heritage in October 2018 which should be read in conjunction with this overarching report. A copy of the complete document is provided at **Appendix F** with this section providing an overview of the report.
- 5.5.2 The Archaeology Appraisal has demonstrated that there are no statutory designations within any of the school site boundaries, such as Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens, and Historic Battlefields, however Option C is some 200 metres east of the Church Lane Conservation Area and Grade I Parish Church of St Mary. The Local Planning Authority Conservation Officer might require a consideration of the setting of these assets.
- 5.5.3 The Archaeology Appraisal considers that there is potential for non-designated archaeological remains at Options C and L, but the potential risk of remains of significance warranting preservation in situ are considered low. Option F contains archaeological evidence of local to regional importance but the potential risk of remains of significance warranting preservation in situ is also considered low.
- 5.5.4 It is expected that should Option L be progressed development would avoid the former airfield infrastructure, however if removal was proposed justification would be required.
- 5.5.5 It is evident that Options C and F are considered to have a low planning risk, with Option L considered medium by virtue of the historic airfield land use.
- 5.5.6 Should a site be selected and progressed for a planning application the following high level costs are considered likely. These are discussed in more detail in the appended report. These would be based dependant on the results of further survey work and scoping discussions.
- Option C - £5,000.
 - Option F - £1,500.
 - Option L - £2,000.

5.5.7 Additional costs have been identified associated with discharging possible planning conditions as follows. These are discussed in more detail in the appended report.

- Option C - £65,000.
- Option F - £160,000.
- Option L - £30,000.

5.6 Public Rights of Way

5.6.1 Public Rights of Way (PRoW) information has been obtained for each school site from the WSCC iMap service. **Figure 21, Figure 22** and **Figure 23** illustrate the extent of PRoW in the vicinity of Options C, F and L respectively.

Figure 21. PRoW in the Vicinity of Option C

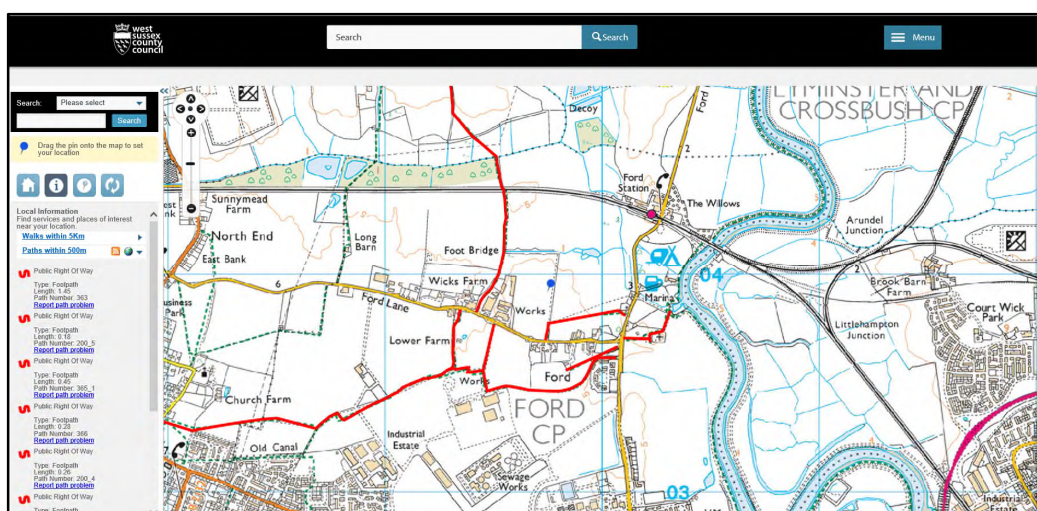


Figure 22. PRoW in the Vicinity of Option F

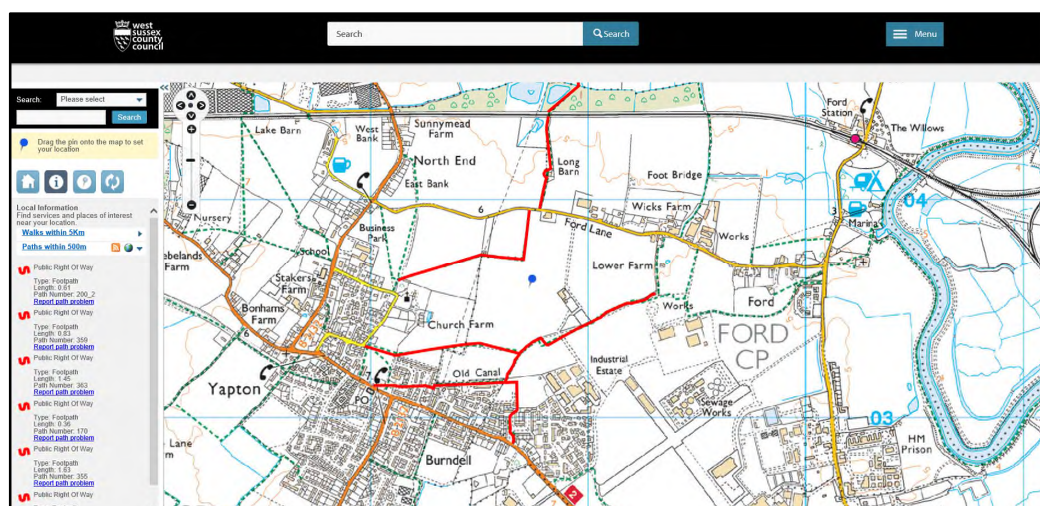
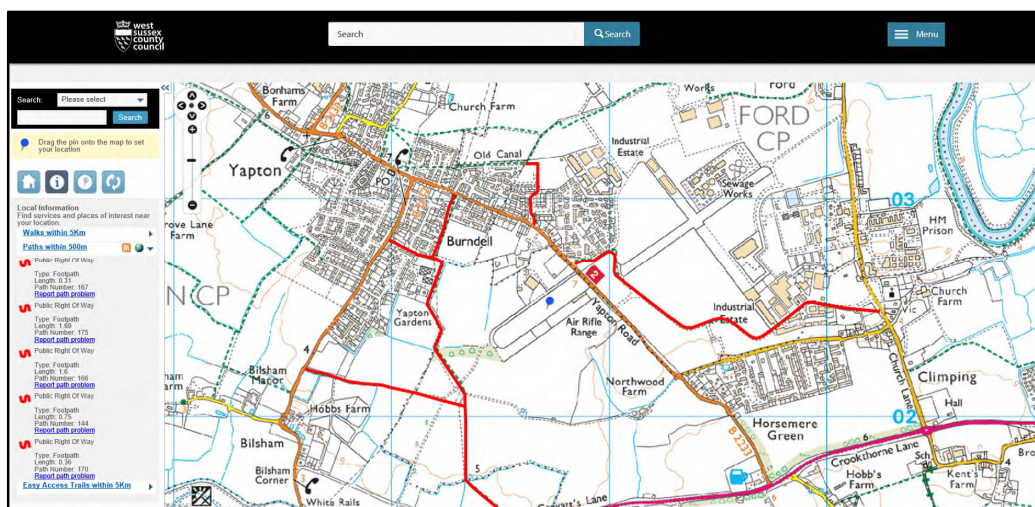


Figure 23. PRow in the Vicinity of Option L



- 5.6.2 It is evident that a PRow crosses Option C that would require a diversion which is potentially a significant issue for the site should a diversion order not be granted. There are no PRow across Options F and L. The costs associated with diverting a PRow start at £1,800 for an unopposed order.

5.7 Previous Land Usage and any Soil Contamination

- 5.7.1 Phase One Land Quality Assessments and a Technical Note have been prepared by Stantec UK Limited in October 2018 which should be read in conjunction with this overarching report. A copy of the complete document is provided at **Appendix G** with this section providing an overview of the report.
- 5.7.2 The report has demonstrated that each school site has the same White Chalk bedrock geology with River Terrace Deposits overlying it, with Option C also having Raised Beach Deposits present. The Environment Agency classifies the bedrock geology across all three sites as a Principal Aquifer with the overlying deposits classified as Secondary (A) Aquifers. None of the school sites are near groundwater extractions or are within a Source Protection Zone.
- 5.7.3 The report did not identify significant sources of contamination at Options C and F, however the former may have experienced contamination in association with the demolition of buildings. Consequently, should Option C progress, during construction, excavations and earthworks should be monitored in these locations.
- 5.7.4 Due to its previous airfield use, Option L may have experienced contamination of soils and groundwater, because of fuel storage, leakage and general poor waste disposal. It is also evident that the airfield was bombed by the Germans in World War Two, therefore a UXO risk assessment would be required prior to development. These typically cost £950 per site and might raise issues requiring further investigations.
- 5.7.5 The accompanying Technical Note concluded that Options C and F are comparable with no significant sources of contamination identified, however due to its former airfield use,

Option L requires further intrusive investigations to determine the presence of contamination.

5.8 Nature of Adjacent Land Use before Development and Post Development

5.8.1 The land use change to affect Option C would be the potential introduction of a link road connecting Yapton Road to the south and Ford Road to the north associated with the SD8 site which would run adjacent to the western site boundary. Otherwise the site is bound by agricultural land to the north and west and Ford Lane to the south and these land uses would remain post development.

5.8.2 Option F is currently surrounded by agricultural land. Post development the site would potentially abut the western boundary of the SD8 residential site with agricultural land remaining to the north, south and east.

5.8.3 The exact location of the Option L site is yet to be decided, however as existing development on-site is likely to be retained post development, the surrounding land use would remain as existing.

5.9 Previous or Existing Way Leaves, Easements or Covenants

5.9.1 The title has been obtained from the Land Registry for each site. The titles, where relevant, contains details of way leaves, easements and covenants. For clarity, these can be defined as:

- Covenant – A legal agreement that is tied to the land, not the owners. It can require almost anything but usually restricts development in some way.
- Easement – Grants another party rights over the land regardless of ownership – for instance right of way.
- Wayleave - Like an easement, but applies to allow services to run on or under land.

5.9.2 A copy of the relevant titles are provided at **Appendix H** for review. Overall the documents indicate that the Option C site has an easement relating to the PRoW identified earlier. All sites have various wayleaves relating to utility installation, maintenance and access. The sites also refer to various options for housebuilders to buy parcels of land. These have likely expired but require further investigation.

5.10 Summary

5.10.1 This section has demonstrated the following:

- **Utilities** - Options C and L have the necessary utilities adjacent or near to their site boundaries. Option F has no utilities adjacent to its boundary and would likely be reliant on connections in conjunction with SD8.
- **Ecology** - It is considered all three sites provide an opportunity for development as there are no prohibitive ecological constraints identified, and all provide opportunities to be ecologically enhanced, providing careful design and mitigation is undertaken.

- **Flood Risk** - From a flood risk perspective, Option F is the most appropriate land for redevelopment as it is at the least risk of flooding, closely followed by Option L. Option C is considered least suitable due to the proximity of higher risk-levels for fluvial/tidal flooding.
- **Designations / Archaeology** - Options C and F are considered to have a low planning risk, with Option L considered medium due to the historic airfield land use.
- **Public Rights of Way** - A PRoW crosses Option C that would require a diversion which is potentially a significant issue for the site should a diversion order not be granted. There are no PRoW across Options F and L.
- **Previous Land Usage and any Soil Contamination** - Options C and F are comparable with no significant sources of contamination identified, however due to its former airfield use, Option L requires further intrusive investigations to determine the presence of contamination.
- **Nature of Adjacent Land Use before Development and Post Development** – Development at Options C and F are constrained to an extent by the proposed Ford link Road and SD8 respectively.
- **Previous or Existing Way Leaves, Easements or Covenants** - Option C site has an easement relating to a public right of way. All sites have various wayleaves relating to utility installation, maintenance and access. The sites also refer to various options for housebuilders to buy parcels of land. These have likely expired but require further investigation.

6. MITIGATION

6.1 Preamble

6.1.1 This section provides a summary of the minimum recommended mitigation to deliver a secondary school at one of the three shortlisted sites. The mitigation assumes that a secondary school would be provided without the strategic residential sites progressing, which is an unlikely scenario, as they themselves are the driver for the new secondary school and would as a result provide or contribute to infrastructure improvements.

6.1.2 Nevertheless, the mitigation that has been identified throughout this Site Study will be discussed in more detail and a 'ball park' estimate of cost provided. All costs provided are subject to detailed design considerations, ground conditions, utilities, topographical surveys, land ownership issues and connection / capacity issues where applicable. Where applicable the unit costs are based on rates provided in SPONS 2017. The costs identified include allowance for:

- Associated Features (25%).
- Planning and Design (10%).
- Supervision (5%).
- Land Acquisition (0% where design within WSCC, or unknown third party land).
- Inflation 2017 to 2018 (2%).
- Quantified Risk Assessment (12.5%).
- Optimism Bias (44%).

6.2 Walking

6.2.1.1 *Ford Lane – Footway*

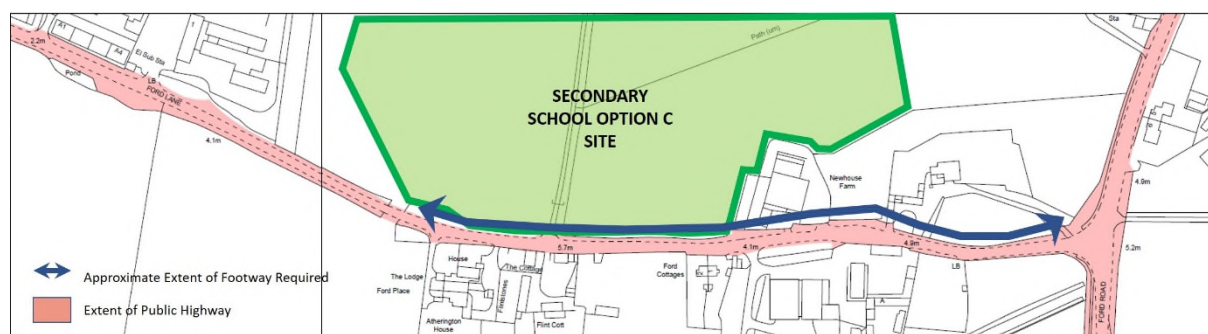
6.2.2 This Site Study has identified that a footway is required at Ford Lane, however the latest masterplan for the Yapton / Ford area illustrates a new 'strategic footpath route' along Ford Lane has been identified to infill this gap in the pedestrian provision between the SD8 access and Ford rail station, so this shortfall has been already identified.

6.2.3 To assess the deliverability of this new east / west pedestrian link, should it be required in advance of the strategic residential sites, its feasibility has been considered in the context of serving Option C in isolation.

6.2.4 A walkover of the proposed route was undertaken during the site visit which considered providing a footway on the northern side of Ford Lane. There are several pinch points, however it appears feasible to provide a footway generally 2.0 metres wide for much of the 385 metres required.

6.2.5 Highway boundary information has been obtained from WSCC for this section of Ford Lane to further inform the deliverability of a footway. **Figure 24** indicates the extent of the highway boundary in the vicinity of Option C.

Figure 24. Option C Ford Lane Highway Boundary



6.2.6 It is considered that sufficient public highway exists along Ford Lane to accommodate a new footway. The extent of public highway available is generally 7.5 to 10.0 metres wide. Assuming a road width of 6.0 metres is retained in the vicinity of the site, the available land would accommodate a footway mostly 2.0 metres wide, however there are several pinch points which would require a reduced width of 1.2 to 1.5 metres.

6.2.7 A suggested indicative budget cost for this footway is £92,000.

6.2.7.1 Ford Lane / Ford Road – Street Lighting

6.2.8 There is currently no street lighting along Ford Lane or Ford Road which would be the pedestrian route from Option C to the rail station. Considering the potential increase in pedestrian trips associated with pupils (and potentially SD8 residents) in the locality street lighting would be required along Ford Lane and Ford Road. It would be essential to provide an attractive / safe pedestrian route to use outside of daylight saving time.

6.2.9 A suggested indicative budget cost for these lighting columns assuming a 100 metre spacing and requirement for 10 columns is £20,000.

6.2.9.1 Yapton Road – Footway

6.2.10 It was evident from the site visit undertaken that Option L benefits from being located on the edge of Yapton with footways and street lighting present along a portion of site frontage and northbound and southbound bus stops.

6.2.11 The existing footway to the north of Yapton Road terminates at Rollaston Park. Should Option L be progressed there would be a requirement for 275 metres of additional footway provision and street lighting at the site frontage and a pedestrian crossing at Yapton Road.

6.2.12 A suggested indicative budget cost for a 2.0 metre wide footway is £66,000.

6.2.12.1 Yapton Road – Pedestrian Crossing

6.2.13 Should a footway be provided along Yapton Road a pedestrian crossing would be required to facilitate trips from Option L to the south of Yapton Road to the north side where existing pedestrian infrastructure and the southbound bus stop is located.

6.2.14 A suggested indicative budget cost for a pelican crossing is £72,000.

6.2.14.1 Yapton Road – Street Lighting

6.2.15 There is currently no street lighting along Ford Lane or Ford Road which would be the pedestrian route from Option C to the rail station. Considering the potential increase in pedestrian trips associated with pupils (and potentially SD8 residents) in the locality street lighting would be required along Ford Lane and Ford Road. It would be essential to provide an attractive / safe pedestrian route to use outside of daylight saving time.

6.2.16 A suggested indicative budget cost for these lighting columns assuming a 100 metre spacing and requirement for three columns is £6,000.

6.3 Cycling

6.3.1 It has been established that Yapton Road could be a key route for cyclists between SD5 and SD10 to the school sites, and to an extent SD7. Section 3.3 discussed the possibility of two cycle links in the study area that would provide attractive cycle links between the various strategic residential sites, existing settlements and the school sites.

6.3.2 It should be noted that the delivery of new cycle routes as described below are desirable and not necessarily essential to the deliverability of a new school in the study area. Their provision would enhance the attractiveness of cycling and help to minimise car trips but carry the risks associated with the inevitable third party involvement required to provide them.

6.3.2.1 B2233 Yapton Road Cycle Link

6.3.3 The section of Yapton Road between Barnham to the north and Climping to the south is generally 6.0 metres wide and subject to a 40mph speed limit, which reduces to 30mph in Barnham and Yapton. For much of this section there is a <1.0 metre wide footway on the northern side of the carriageway and property boundaries tend to abut the carriageway at regular intervals, albeit this is more of an issue between Barnham and Yapton than between Yapton and Climping with the latter section benefitting from less development and abundant public highway.

6.3.4 To provide a consistent cycle link route along Yapton Road an on-carriageway facility would be required as an off-carriageway link would require a consistent width that is not available. For example, in this location with probable relatively low volumes of pedestrian and cyclists, a 2.5 metre width would be acceptable (3.0 metres preferred), which requires at least 2.0 metres of additional public highway to be available. It is evident from the site visit this is generally not available, and certainly not consistently, which is an important consideration.

- 6.3.5 An effective, workable and cost effective solution would be to reallocate road space and remove the centrelines on Yapton Road to provide advisory cycle lanes in both directions. This would indicate to all road users there is a cycle route present whilst enabling vehicular traffic to pass safely. When the cycle lanes are empty vehicular traffic can use the full width of the road and when vehicular traffic meets oncoming traffic when cyclists are present, they would be required to wait for a safe opportunity to pass. An illustration of this approach is shown on **Figure 25**.

Figure 25. Sustrans Illustration (Sustrans Design Manual, 2014, Page 16)



- 6.3.6 When reallocating road space Sustrans notes that *'Reallocation of road space makes an important statement about the relative priority of different transport users, as it not only promotes cycling but can act as a restraint on motor traffic, which is an important aspect of transport and planning policy in congested urban areas'* (Sustrans Design Manual – Handbook for Cycle Friendly Design, 2014).
- 6.3.7 A factor that would need to be addressed with this approach is that for a 40mph speed limit an advisory cycle lane needs to be 2.0 metres wide (or 1.5 metres with a 0.5 metre margin) which is not achievable for most of the route as it would require a 7.0 metre road width, with 6.0 metres generally available.
- 6.3.8 For this to be viable the sections of Yapton Road subject to a 40mph speed limit would need to be reduced to 30mph to enable 1.5 metre advisory cycle lanes to be used in conjunction with a general traffic lane of 3.0 metres. This would affect a 0.7 mile (1.2 kilometre) section between Barnham and Yapton and a 0.6 mile (1.0 kilometre) section between Yapton and Climping. Traffic Regulation Orders (TRO) would be required to deliver this with the possibility that they would not be granted.
- 6.3.9 A further consideration is that on a road subject to a 30mph speed limit cycle lanes are most appropriate when the two-way daily vehicle flow is generally below 6,000 vehicles per day. If progressed further up-to-date traffic flow data for the B2233 would be required to inform the design process.

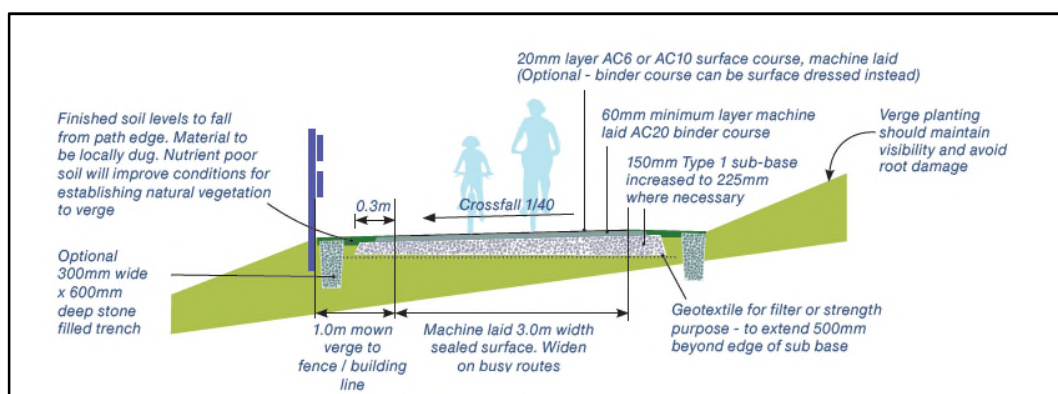
6.3.10 A suggested indicative budget cost for 2.3 miles (3.7km) of advisory cycle lane including cycle symbols and signage is £90,000 (assumes no coloured surfacing).

6.3.10.1 Portsmouth to Arundel Canal Cycle Link

6.3.11 An alternative or additional cycle route could be via the Portsmouth and Arundel Canal route. In respect of the Site Study, it runs between The Pines in Yapton (south of the B2233 / North End Road junction) to the east to the SD5 site in the west. The towpath adjacent to the former canal is walkable, subject to a survey, and therefore could provide a traffic free cycle route between SD5 and Yapton over a distance of 1.8 miles (3.0 kilometres).

6.3.12 For a rural traffic free route, with likely school traffic, a 2.5 metre width would be required. **Figure 26** illustrates the typical path construction.

Figure 26. Sustrans Illustration (Sustrans Design Manual, 2014, Page 23)



6.3.13 This assumes that there would not be segregation between cyclists and pedestrians. If deemed necessary the required width would increase to 4.5 metres.

6.3.14 A suggested indicative budget cost for this facility is £480,000.

6.4 Local Bus Services

6.4.1 Local bus services would need to be enhanced, assuming the secondary school is provided in conjunction with the strategic residential sites. Should bus services be enhanced new bus stops would be required in the vicinity of Option C on Ford Road or Ford Lane, depending on the eventual route of bus services, and in the vicinity of Option F which would likely be through SD8. There are bus stops at the Option L frontage.

6.4.2 It is understood that that WSCC will be seeking to improve bus connectivity between the strategic residential sites and important destinations. It is likely new bus services will be required to serve SD5 and connect with locations such as Barnham rail station, Yapton and potentially Littlehampton. Similarly, bus services will be necessary to ensure SD8 is connected to locations such as Yapton, Barnham, Ford rail station, Littlehampton and potentially Arundel.

6.4.3 Consequently, the bus enhancements that may materialise as a result of the strategic residential sites would also improve the accessibility of the school sites to existing and proposed residential development and rail stations to enable journeys further afield to destinations such as Chichester, Rustington and Arundel.

6.4.4 It is also anticipated that there would be wider improvements to public transport waiting and interchange facilities such as bus shelters, real-time information and improved cycle parking at rail stations, however at present all such enhancements are aspirations and subject to further discussions.

6.5 Rail Services

6.5.1 There are no mitigation measures proposed in respect of rail services. Option C would be the only site that results in a significant impact at Barnham and Ford rail stations because of pupils travelling from SD5. As the strategic residential sites progress the various promoters will engage with Network Rail and Govia Thameslink Railway Limited to assess the impact of their rail trips in terms of the expected volume and composition (being mostly children), and where appropriate provide or contribute to appropriate mitigation.

6.5.2 There are currently (unrelated) proposals for the level crossing at Yapton to be upgraded from its current automatic half barrier to a CCTV controlled full barrier system as a consequence of a worsening highway safety record. These works are planned for January 2019.

6.5.3 The impact to a proposed secondary school would be limited, however there would be localised increase in delay to traffic at the crossing due to the proposed full barrier control taking longer to run than the existing partial barrier.

6.5.4 The 2031 model used as the basis for this assessment includes the full barrier control at the Yapton crossing and the model redistributes traffic accordingly to reflect changes to delay. The net impact of this redistribution was that traffic flows reduced along Yapton Lane and increased along The Street, Barnham Road and Yapton Road because of the increased delay associated with the full barrier control.

6.6 Vehicular Access

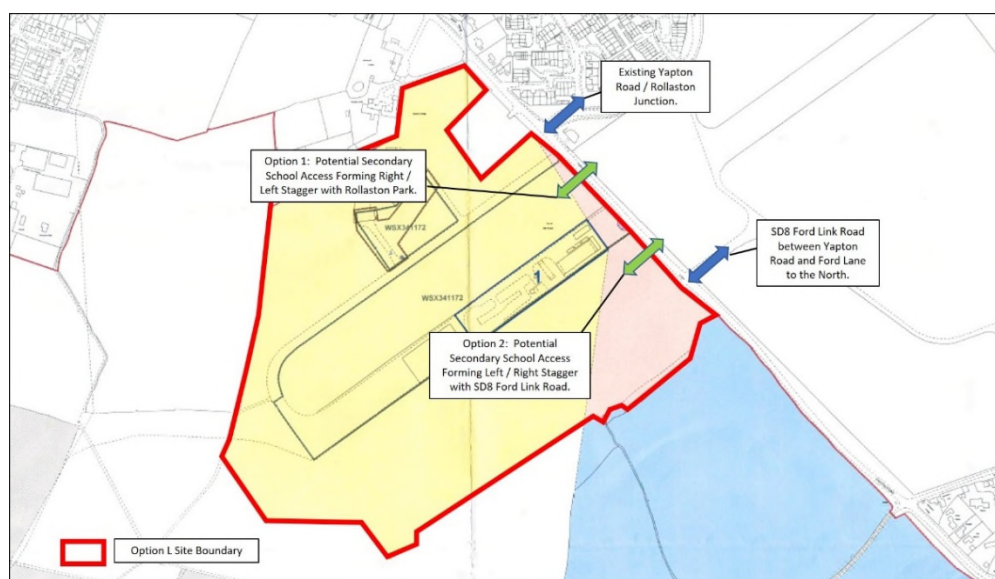
6.6.1 Should Option C be progressed for a secondary school, coupled with the probable change in character of Ford Lane due to SD8, the speed limit should be reduced to 30mph in the vicinity of the site. Based on MfS guidance this would result in visibility requirements of 2.4m x 43.0 metres, which can be achieved along the site frontage near the existing farm access, and enable a priority controlled junction with right turn lane to be provided. A risk is that a Traffic Regulation Order (TRO) would be required to reduce the speed limit with the possibility that it would not be granted.

6.6.2 A suggested indicative budget cost for this facility is £60,000 which is a typical cost for a priority junction with right turn lane (medium utility risk).

6.6.3 Option F would tie-in with the SD8 internal road network, and if this site is chosen, this would need to be incorporated into the SD8 design at an early stage.

- 6.6.4 At Option L there are three vehicular accesses currently serving a storage company, a rifle range (occupying a section of the former airfield runway) and a recycling plant (utilising a section of the former airfield taxiway).
- 6.6.5 The extent of the site frontage available, favourable alignment of Yapton Road and 30mph speed limit provides various opportunities for access. In view of the 10 hectare plot size required for a school, and presence of various businesses on-site, there are limited options for siting a school on-site. Consequently, there are two access locations as shown on **Figure 27**.

Figure 27. Option L Site Access Options



- 6.6.6 There are two access options at Option L, a priority controlled junction or a priority controlled roundabout.
- 6.6.7 The main constraint in siting a priority controlled junction for Option L is that Rollaston Park and the SD8 Link Road are near the two access locations. Staggered junctions are required to be at least 50 metres apart, measured centreline to centreline. Consequently, the Option 1 location would require a new access to the south of the recycling centre access, as the separation associated with that and Rollaston Park is 38 metres. Similarly, the Option 2 location would require a new access to the north of the proposed SD8 Link Road location. A key benefit of Option 2 is that it would be opposite the SD8 site access meaning pupils walking to school, as most would from the site, would minimise the time spent walking along Yapton Road.
- 6.6.8 To gauge the deliverability of these access options (equipped with right turn lanes) highway boundary information was obtained from WSCC for Yapton Road at the Option L frontage. It is considered that sufficient land exists to accommodate a priority controlled junction with right turn land in either location. Near both there are existing junctions with right turn lanes, so there is the opportunity to extend the junctions to provide additional right turn lanes to serve Option L.

- 6.6.9 Whilst the SD8 masterplan indicates a priority controlled junction, there would be the possibility to provide a four-arm roundabout to serve both SD8 and Option L, assuming access to the latter is located southeast of the Ford Airfield runway (rifle range). If SD8 materialised sooner than a secondary school at Option L the roundabout could be constructed leaving a fourth stub arm for the school to utilise at a later date, or vice versa.
- 6.6.10 A suggested indicative budget cost for this facility is £60,000 which is a typical cost for a priority junction with right turn lane (medium utility risk).
- 6.6.11 A suggested indicative budget cost for a priority controlled four-arm roundabout is £150,000 (medium utility risk).

7. SITE RECOMMENDATION

7.1 Preamble

- 7.1.1 This section will provide a summary of the Site Study findings and suggest which school site should be progressed for further consideration. Crucially it is not considered that any of the sites have insurmountable issues that should preclude them from further consideration.
- 7.1.2 This assessment does not assign any weightings to any of the assessment criteria and each has therefore been treated equally. The final site selection will be informed by weightings / preferences that will be discussed and determined internally by ADC / WSCC.
- 7.1.3 A key issue that has become evident is the reliance of Option's C and F on other developments or schemes. Option C will be affected by the safeguarded route running through it which is intended to provide a new link road over the rail line to alleviate delays at Ford level crossing. Option F is in reality reliant on the progress of SD8 and it not considered it would be provided independently.
- 7.1.4 Whilst the link road and SD8 are both opportunities for Option's C and F, they also pose significant risks as both sites are reliant on two significant schemes being progressed, both of which are inevitably sensitive to economic and commercial considerations which are out of their control. If ultimately selected there should be high confidence that the associated schemes are being / can be progressed to ensure their deliveries. For this assessment these issues are considered to be risks and they to an extent reliant on other schemes.
- 7.1.5 A further overarching consideration, regardless of which site is progressed, is the trigger point for the secondary's school being required. Demand for this school is due forecast growth of secondary school place driven by new residential development in conjunction with insufficient capacity, and scope for providing additional capacity, at existing WSCC secondary schools.
- 7.1.6 Careful consideration needs to be given to the number of completions at the strategic residential sites that would result in sufficient demand for the new secondary school, considering the time required to obtain planning permission and constructing such a facility, and being mindful of risks, such as those identified in Paragraph 7.1.4.

7.2 Site Comparison

- 7.2.1 **Table 12** provides a summary of the Site Study findings. As a broad guide each topic has been coloured green for the most favourable, yellow for second most favourable and orange for the least favourable.

Table 12. School Sites Comparison

CRITERIA	OPTION C	OPTION F	OPTION L
Access / Commuting	- Significant opportunities for pedestrian trips, however pedestrian enhancements required along Ford Lane and Ford Road. - Significant opportunities for cycling trips. - Potential for new cycle links in the locality to maximise opportunities for cycling. - Existing local bus service provision is poor. Enhanced services vital. - Significant opportunities for rail travel. - No significant issues evident preventing providing site access. - A new road route dissects the site. May reduce the developable area below 10ha, but may provide an alternative access location and aid the deliverability of the new road.	- Significant opportunities for pedestrian trips, however pedestrian enhancements required along Ford Lane, Ford Road and Yapton Road. - Significant opportunities for cycling trips. - Potential for new cycle links in the locality to maximise opportunities for cycling. - Existing local bus service provision is poor. Enhanced services vital. - More limited opportunities for rail travel. - Access to the site would need to be provided in conjunction with SD8.	- Significant opportunities for pedestrian trips, however pedestrian enhancements required along Yapton Road. - Significant opportunities for cycling trips. - Potential for new cycle links in the locality to maximise opportunities for cycling. - Existing local bus service provision is poor. Enhanced services vital. - Minimal opportunities for rail travel. - No significant issues evident preventing providing site access. - A secondary school could be provided at Option L independently from other schemes.
Modelling	- Lowest car trip generation due to Ford station making rail trips attractive. - Traffic routes via the B2132 Yapton Lane / Ford Lane junction which the transport model shows is under pressure.	- Higher car trip generation due to distance from Ford station. - Traffic routes via the B2132 Yapton Lane / Ford Lane junction which the transport model shows is under pressure.	- Higher car trip generation due to distance from Ford station. - Benefit of largely keeping traffic away from the B2132 Yapton Lane / Ford Lane junction which the model shows is under pressure.
Utilities	- All principal utilities are available at the site boundary. - If selected further work is required to determine whether capacity exists for connections.	- No utilities at the site boundary. - If selected further work required to determine if connections are viable and capacity exists. - A crucial consideration is the viability of connecting to utilities independently of SD8.	- All principal utilities are available at the site boundary, and in some cases on-site. - If selected further work required to determine whether capacity exists for connections.
Ecology	- Provides an opportunity for development. - Are ecological constraints, such as hedgerows, mature trees and waterbodies, and greater potential for protected / notable species.	- Provides an opportunity for development. - Limited areas of ecological value present, both in terms of habitats and species.	- Provides an opportunity for development. - A walkover was not possible, so a further assessment required.
Flood Risk	- N and E margins low / med risk of fluvial or tidal. May extend S due to climate change. - Small localised areas in the E section at low / med risks of pluvial flooding. - There are historical records of highway flooding near Ford and Yapton that may, if repeated, interfere with local road access. - Moderate risk of groundwater emergence but a low or very low risk of groundwater flooding as a nearby stream drains such water away.	- No material risk of fluvial/tidal flooding. Future climate-change will not materially change this risk. - Some small localised areas within the site are at low to high risk of pluvial flooding. - Historical records of highway flooding in and around and north of Yapton may, if repeated, interfere with local road access to this site. - Considered to be very low risk of groundwater flooding, although neighbouring areas at greater risk of groundwater emergence could potentially generate floodwater that in turn could affect this area.	- Not at risk of fluvial/tidal flooding but areas at low / med risk S of A259. Climate-change could extend this risk N most of the site is high enough to remain Zone 1. - Small areas subject to low to high risk from surface water flooding. Overall the risk is very low. - The S part is at greatest risk of groundwater emergence, though land drains and stream provide ready flow-paths for floodwater to drain away. The higher parts are considered to be moderate risk of groundwater emergence but low risk of flooding as water drains away via the local land-drain network.
Designations / Heritage	- Low planning risk. - Investigation of a nearby Grade 1 Parish Church might be required.	- Low planning risk. - Historically agricultural land.	Low / medium planning risk because of the site former airfield use.
PRoW or Access to Adjacent Land	- PRoW diversion required. - Possible farm track diversion / access.	- No PRoW impact. - The development SD8 will be a major influence on access.	- No PRoW impact. - Airfield access will need to be considered.
Previous Land Usage / Soil Contamination	- No significant sources of contamination identified. - Potential risk is contamination associated with building demolitions that may require mitigation. - Overall is considered to represent a low risk to identified receptors.	- No significant sources of contamination identified. - As such considered to represent a low risk to identified receptors.	- Due to its history as an Airfield the potential exists for contamination. - It is recommended intrusive investigation is undertaken.
Nature of Adjacent Land Use before /	- Agriculture pre and post-development. - Potential link road through the site.	- Agriculture pre-development. - Potentially the SD8 strategic residential site post-development.	Agriculture and commercial uses pre and post-development.

post Development			
Previous or Existing Way Leaves, Easements or Covenants	- Easement relating to a PRoW - Various wayleaves relating to utility installation, maintenance and access. R - References to various options for housebuilders to buy parcels of land.	- Various wayleaves relating to utility installation, maintenance and access. - References to various options for housebuilders to buy parcels of land.	- Various wayleaves relating to utility installation, maintenance and access. - References to various options for housebuilders to buy parcels of land.

7.2.2 It is evident that all the school sites can (in principal) be accessed by the various modes of transport and that no constraints prohibit any of the sites from further consideration. All the sites do however require various transport / highways infrastructure enhancements to make them suitable for the proposed secondary school use.

7.3 Site Costs Comparison

7.3.1 Various transport and highways costs have been identified that would be required to facilitate a secondary school in the study area. What is also evident is that these would be required to serve the strategic residential schemes. As the secondary school is required as a consequence of these, and would not progress until work started at the strategic residential sites, it is considered that most of these costs would inevitably be borne by the various strategic residential site promoters via Section 106 contributions (S106) or potentially Community Infrastructure Levy (CIL), if CIL is adopted by ADC.

7.3.2 Of the works identified in this Site Study the only works that should be directly associated with the secondary school relate to the site accesses (all three sites) and a section of footway and pedestrian crossing (Option L). It is difficult to see a situation arising whereby the secondary school would progress without firm commitment that the strategic residential sites were going to progress and finance the infrastructure necessary to mitigate their transport and highways impact.

7.3.3 Consequently **Table 13** provides a summary of the indicative costs that have been identified for each school site option. The highway costs relate to the school sites themselves, and not wider works ultimately required because of the strategic residential sites.

Table 13. School Sites Financial Comparison

MODE	OPTION C	OPTION F	OPTION L
Highways	£60,000	£60,000	£198,000
Utilities	Dependant on Pre-Development Enquiries	Dependant on Pre-Development Enquiries	Dependant on Pre-Development Enquiries
Ecology	£15,000	£3,000	£20,000
Flood Risk	Dependant on Scheme Design	Dependant on Scheme Design	Dependant on Scheme Design
Designations / Archaeology	£70,000	£166,500	£32,000
Public Rights of Way	£1,800 (assumed uncontested)	£0	£0
Soil Contamination	£0	£0	£950
Adjacent Land Uses	£0	£0	£0
TOTAL	£146,800	£229,500	£250,950

Costs identified associated with planning and condition related

7.3.4 It is evident that based on budget costs identified during the scope of this work Option C results in the lowest costs, followed by Option F with Option L the highest costs, which is largely due to the additional highway works required. This assumes Option L would utilise a priority controlled junction and provide access independently of SD8.

7.3.5 Elements such as utilities will be reliant on pre-development enquiries with the utility companies and the feasibility for connections. Similarly the flood risk mitigation will be reliant to a significant extent on the site design and layout.

7.4 Site Recommendation and Discussion

7.4.1 Taking into account risks associated with Options C and F, it is considered that Option L is the most favourable site for a secondary school, arguably followed by Option F with Option C the least favourable. The selection of Option L is mainly based on:

- A secondary school could be delivered independently and not be reliant on other schemes.
- It is the most favourable in terms of traffic impact (despite the limited scope for rail travel).
- It is best placed for walking as the isochrones encompass SD7, which the other sites do not, and a greater area of Yapton overall.
- It would be relatively straightforward to connect to existing pedestrian infrastructure at Yapton Road, unlike Options C and F which require significant pedestrian enhancements.
- If new cycle facilities are provided along the B2233, or the Portsmouth and Arundel canal, the site is located closest to the routes.
- Yapton Road is an existing bus route with bus stops near the site frontage.
- There are several access options owing to the favourable alignment and extent of public highway at Yapton Road.
- The opportunity exists to share access with the SD8 Yapton Road access via a four-arm roundabout arrangement.
- It has very few constraints.
- It has the principal infrastructure / utilities present at / near its site boundary.

7.4.2 There are negatives associated with Option L. The principal issue for Option L is that it is not within walking distance of Ford station. ADC Local Plan Policy INF SP2 requires that '*consideration*' should be given to the secondary school site being '*Made accessible by all forms of transport, including sustainable modes to enable links with the strategic sites*'.

7.4.3 Assuming that in time there will be significant transport enhancements as a consequence of the various strategic residential sites, when tested against this policy, only Option C could pass owing to its proximity to Ford rail station. Option's F and L would both be outside an acceptable walk distance to Ford rail station.

7.4.4 Additional issues associated with Option L are that further ecology and soil contamination investigations are required, as site visits were not possible whilst preparing this report.

- 7.4.5 Of the other sites, Option F has been placed ahead of Option C, however both sites have significant associated risks as they are reliant, or in the case of Option C currently constrained, by other schemes.
- 7.4.6 Option F is inevitably reliant on the progress of SD8, which is risk from a planning perspective, but the site would be a good location if the deliverability of the site could be assured. Option F is well located for trips on foot and cycling, would benefit from local bus enhancements associated with SD8 and is close enough to Ford rail station for it to have a positive influence on travel patterns. It also has few constraints compared to the other sites, when considering ecology, flooding, designations and archaeology and soil contamination. The only reason Option F is not the recommended site is the risk and reliance associated with SD8.
- 7.4.7 In terms of access and commuting, Option C is the most favourable due to its proximity to Ford rail station and the resulting scope for non-car trips, especially from SD5. It would also be the only site that could be made accessible by all modes of transport.
- 7.4.8 What makes it less favourable are the greater risks associated with the Ford link road route through the site and the adverse impact to the developable area (effectively reduces the developable area from 10ha to 7ha). There is also a notable flood risk issue and a PRow running through the site which would require a diversion.
- 7.4.9 If the Ford link road route could be moved to the west beyond the site boundary, as shown on the SD8 masterplan, this would reinstate the lost developable area to nearer 10 hectares and make the site more viable for further consideration.
- 7.4.10 Overall it is evident that all of the sites provide an opportunity for a secondary school with Option L chosen as it provides greatest certainty by not being reliant on nearby schemes and having the fewest risks. It is inevitable there are additional issues that will ultimately inform the site selection process. In addition to reviewing the findings of this document, the future key considerations are:
- Identifying the trigger point for a secondary school to be operational, in terms of residential completions and the resulting additional secondary school place demand.
 - The importance of being able to deliver a secondary school independently of other schemes i.e. Option C and the Ford link road and Option F and SD8.
 - The importance of being within walking distance of Ford rail station and whether not being would be policy compliant i.e. in respect of Option's F and L.
 - The likely phasing of SD8 and impact to the deliverability of Option F i.e. can SD8 be phased to enable a secondary school at Option F to be progressed.
 - Understanding the viability of Option C as a consequence of the safeguarded Ford link road route and the potential for rerouting it outside of the site boundary to maximise the developable area to nearer the required 10ha.
 - Site selection following public consultation / community engagement.

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2. Report to Planning Policy Sub Committee 27 February 2020 and Minutes

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY SUB-COMMITTEE ON 27 FEBRUARY 2019

PART A : REPORT

SUBJECT: SECONDARY SCHOOL TO SUPPORT THE LOCAL PLAN STRATEGIC ALLOCATIONS

REPORT AUTHOR: Donna Moles, Senior Planning Officer
DATE: 29 January 2019
EXTN: 37697
PORTFOLIO AREA: Planning

EXECUTIVE SUMMARY:

This report seeks approval for the Council to adopt the recommendation for a preferred option/site for location of a 10 Form of Entry Secondary School in the area of search based around the central part of the Arun District as per Policy INF SP2 New Secondary School in the adopted Arun Local Plan 2018.

RECOMMENDATION:

That the Planning Policy Sub-Committee:-

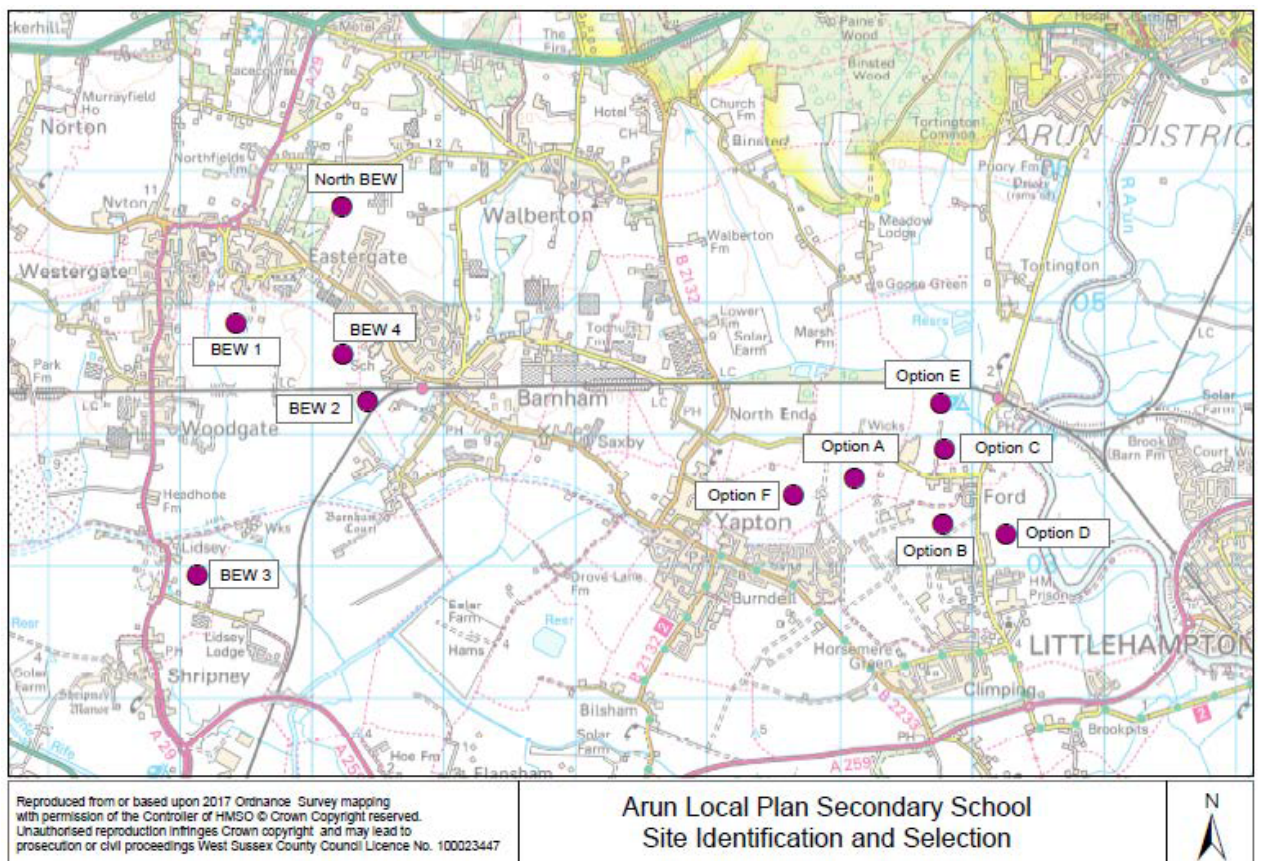
1. Supports the identification of Option/Site F as the preferred option for location of a 10 Form Entry Secondary School to support the Local Plan Strategic allocations. If this Option becomes undeliverable then it is recommended that the Council explore appropriate mechanisms to secure delivery of a 10 Form Entry Secondary School at either Site F or Site L and provide an appropriate report for consideration to this committee.

1 BACKGROUND

- 1.1 Arun District Council (ADC) adopted The Arun Local Plan on 18th July 2018. <https://www.arun.gov.uk/adopted-local-plan> and as part of the Plan, Policy INF SP2 sets out the requirement for a new 6 form entry secondary school with expansion land for a 4 form entry expansion adjacent on a site of at least 10 hectares to serve the expected new growth from the strategic allocations.
- 1.2 West Sussex County Council (WSCC) previously published a separate document explaining why a new secondary school is needed, as evidence to support the Arun Local Plan. This document sets out the identification and selection of potential sites and is intended to build on, rather than replace, the earlier document called; "Secondary Education in Arun District in Document reference SEDP3d" (See

Background paper 3 SEDP3d Update to School provision in Arun District). As such Arun District Council is required to allocate a suitable and deliverable site for a 10 form entry Secondary School.

- 1.3 As the need for a new secondary school is closely related to the need arising at the location of new development, the focus in identifying potential sites has been initially to work with the strategic site promoters to identify land which could become available for use as a secondary school. The largest strategic site allocations are at Barnham, Eastergate, Westergate (BEW) Climping and Ford, where large numbers of secondary school pupils will be expected to be living in the future.
- 1.4 The BEW and Ford strategic site promoters subsequently identified eleven sites on land within their control that could potentially be utilised for a new secondary school. A desk top site assessment was done by WSCC and ADC (independent of each other) for the 11 sites brought forward by the site promoters (See **Map 1** below). This document concluded that the site assessment by WSCC and ADC officers identified two sites (options C and F) that are potentially suitable and could be available for use as a secondary school during the plan period, subject to all necessary feasibility, design, consultation and statutory processes. It also concluded that other sites could also potentially be suitable but are likely to require more detailed assessment and design of mitigation measures.

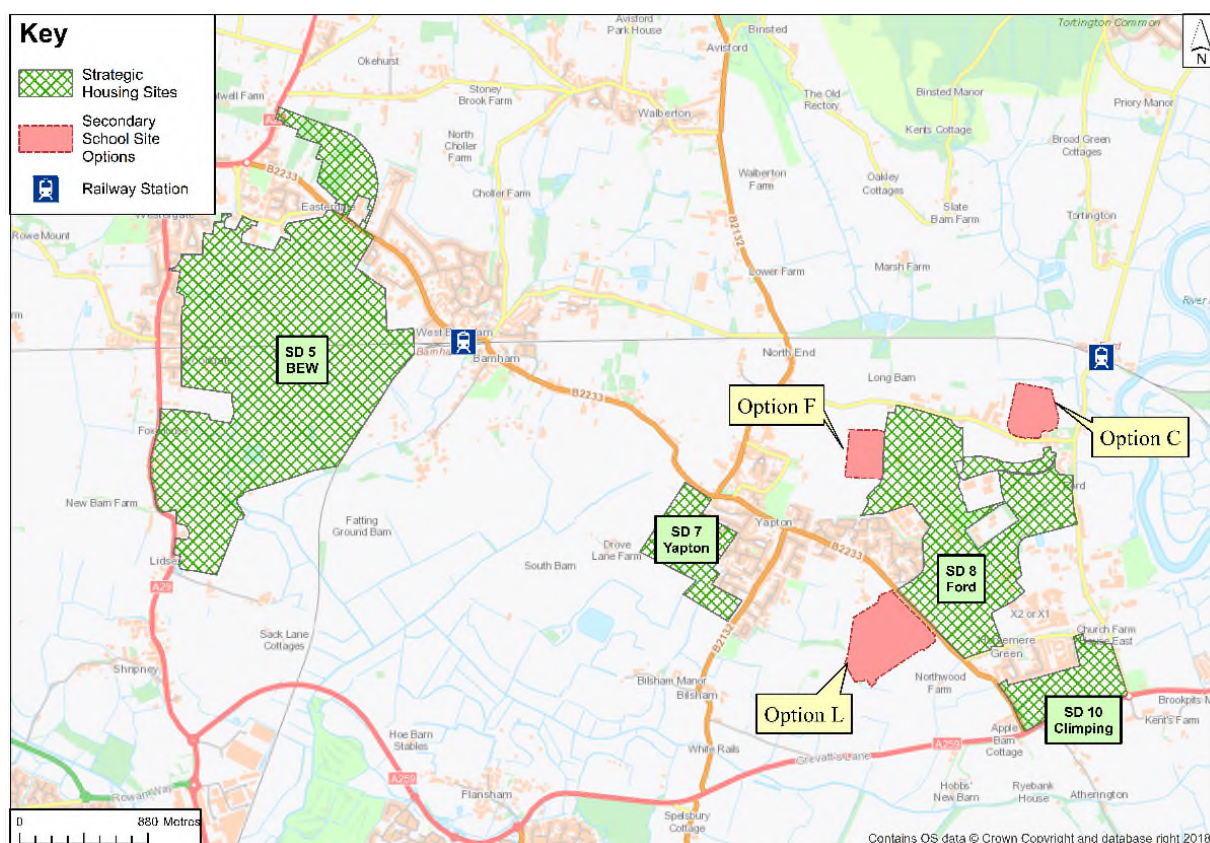


Map 1: Potential sites for secondary school

- 1.5 As such, one further site option L was identified by ADC officers and a desk top site assessment using the same criteria was done (June 2018). The location of option L with regard to the strategic allocations also made it potentially suitable along with

options C and F.

- 1.6 The next step was to further assess these three shortlisted sites (See **Map 2** below). ADC subsequently commissioned Systra to undertake a study to further assess those three shortlisted sites and to make a recommendation on the preferred location/site for the secondary school. This recommendation would then be used to inform the final selection of a suitable and deliverable site for the new 10 form entry Secondary School for Arun.



Map 2: The three shortlisted sites

The Secondary School Site selection Study

- 1.7 The brief established a set of criteria to identify the key issues that could make a site suitable/unsuitable and also to reduce delivery risks to the education provider. This would assist officers from ADC and WSCC in discussions with site promoters and stakeholders, to select the most suitable and deliverable site for the secondary school.
- 1.8 The aim of the study was to identify a secondary school site which is accessible, safe and maximises sustainable transport options in the central area of the District, without having severe impact on the highway network while also providing a safe journey to and from the school.
- 1.9 The study explored the different accessibility scenarios for each option alongside the key site constraints. These scenarios also set out the mitigation required in order to maximise safe sustainable transport options to the new Secondary School

from Barnham, Eastergate, Westergate (BEW) Climping, Yapton and Ford Strategic Allocations including to the existing main settlements in the central area of the District, without having severe impact on the highway network. This would meet the County Council's requirements and the terms of the Arun Local Plan Policy INF SP2.

- 1.10 The Study (**See Background papers 1 and 2**) recommended that: “...*considering the accessibility of the sites and the constraints identified it is considered that Option L is the most favourable site for a secondary school, arguably followed by Option F with Option C the least favourable.*” It also concluded that: “..*overall it is evident that all the sites provide an opportunity for a secondary school with Option L chosen as it provides greatest certainty by not being reliant on nearby schemes and having the fewest risks.*”
- 1.11 Whilst the study and its recommendation of Option/Site L is supported, it is vital to note that the study is clear that there are various mitigation issues required with each of the sites/options that could make each of them suitable. A key consideration is railway infrastructure and proximity to Ford Railway station. Whilst this is a positive opportunity in many regards, there is however, a concern around the capacity of the station to accommodate the likely numbers of pupils. Station capacity and safety considerations at both Ford and Barnham train stations have been highlighted to Network Rail and their advice was sought on those concerns and the potential mitigation measures which would be needed.
- 1.12 Network Rail identified capacity and safety issues for both the Ford and Yapton level crossings with a need for a foot bridge at Ford station. They also highlighted capacity issues on the train coaches themselves and the platforms, as it was felt it would most probably not be viable to add an extra coach for one stop. They suggested that in tandem with using rail travel, cycling should be highly promoted as a sustainable mode of transportation.
- 1.13 The Site Study has identified various improvements that would be required to serve a secondary school in each location and whilst the study recommended Option/Site L as the preferred site for the school, it is an evidence document which has to be weighed up with other considerations to inform the decision on a site.
- 1.14 Therefore, as part of assessing updates on the status of each site, ADC consulted the following landowners/stakeholders to get their views on the sites and to rank the three sites in order of their preference with commentary on reasons for the conclusions:
- Barnham Parish Council
 - Eastergate Parish Council
 - Ford Parish Council
 - Climping Parish Council
 - Yapton Parish Council
 - Site promoter for Sites C and F
 - Landowner of Site L
 - WSCC- Education

- WSCC – Highways and Transport
- Network Rail

- 1.15 The responses received on the ranking of the possible sites are tabled in **APPENDIX 1** at the end of this report. The rankings were mixed and the reasons for ranking sites were quite varied. All of the responses were reviewed and considered.
- 1.16 Deliverability of a site is a key component in progressing a project. It is therefore, important to note that the owner of Option/Site L has confirmed on several occasions that they do not wish for their site to be considered for a secondary school. This has significant implications for the site, as it would require a Compulsory Purchase Order (CPO) in order for The Council to acquire Option/Site L.
- 1.17 The law and procedure relating to compulsory purchase is complex and whilst a CPO can be used to acquire land for strategic projects, it should be a last resort. In this scenario, it is vital to note that The Study is clear that there are various mitigation issues with all the sites and as such all of them can be made suitable. Therefore, it may not be in the public's interest for the Council to pursue Option/Site L whilst Option/Site F is an available, suitable and deliverable option.
- 1.18 In terms of preference overall, when you compare the comments in the summary for each site there is little to choose between F and L. The recommendation is therefore to progress the allocation of Option/Site F for the Secondary School and to begin addressing the key mitigation measures identified in the study. Option/Site L would remain as a reasonable alternative should its availability change.

NEXT STEPS

- 1.19 Should the Council agree that Option/Site F is to be allocated as the Secondary School site, the formal legal process will commence. It is important to note that at this stage, the site is only being allocated and will still be subject to all necessary feasibility, design, consultation, planning and statutory processes. A subsequent planning application will need to be made either by the developer of the secondary school or West Sussex County Council.
- 1.20 The new school shall be delivered through a legal agreement which sets out how and when the facility will be delivered to meet the education requirements of the WSCC as the Local Education Authority (Policy INF SP2 – bullet point d). This legal process will need to be progressed in consultation with WSCC.
- 1.21 Officers will begin addressing the key mitigation measures identified in the study in order to progress the allocation. Linkages between the strategic allocations and Site F should be included in the masterplanning of the strategic sites to ensure safe cycleways and footpaths are provided. Where linkages exist along Bonhams Farm and the Old Canal area, these will need upgrading and extending to provide a complete and consistent cycle link route. These pedestrian and cycling enhancements will need to be co-ordinated through Development Management decisions to secure their delivery.
- 1.22 Officers will bring this item back to Planning Policy Sub Committee at appropriate

stages throughout the process.

2. PROPOSAL(S):

In order to ensure that there is the required level of secondary school provision in Arun, the recommendation is that Option/Site F is allocated as the site to provide a new secondary school in accordance with Policy INF SP2 and any other relevant policies of the Development Plan. However, should option F become undeliverable, then it is recommended that the Council explore appropriate mechanisms to secure delivery of a 10 Form Entry Secondary School at either Site F or Site L.

3. OPTIONS:

The other option is to not progress and allocate a site for the secondary school. This would risk going against the Local Plan and cause the Council to be in a position where there would be unplanned development (i.e. Strategic Allocations not supported by necessary infrastructure such as provision for school places) and risk failing to deliver the Local Plan.

4. CONSULTATION:

Has consultation been undertaken with:	YES	NO
Relevant Town/Parish Council	x	
Relevant District Ward Councillors		x
Other groups/persons (please specify)		
5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)	YES	NO
Financial		x
Legal		x
Human Rights/Equality Impact Assessment		x
Community Safety including Section 17 of Crime & Disorder Act		x
Sustainability		x
Asset Management/Property/Land		x
Technology		x
Other (please explain)		x

6. IMPLICATIONS:

Possibly a modest impact on the delivery of the housing trajectory timetable.

7. REASON FOR THE DECISION:

The decision is intended to ensure that Arun can allocate a site for the Secondary School and continue to secure development that is plan led and consistent with sustainable development and with the aims and intentions of the recently adopted Local Plan.

9. BACKGROUND PAPERS:

- **Background paper 1** SEDP8 Secondary School Site Selection Study- SITE STUDY (dated 05/12/2018) <https://www.arun.gov.uk/local-plan-secondary-evidence>
- **Background paper 2** SEDP9 Secondary School Site Selection Study- SITE SELECTION STUDY – NON TECHNICAL SUMMARY (dated 05/12/2018) <https://www.arun.gov.uk/local-plan-secondary-evidence>
- **Background paper 3** SEDP3d Update to School provision in Arun District (ADC Local Plan Examination Library) <https://www.arun.gov.uk/local-plan-secondary-evidence>
- **Background paper 4** SEDP3c Appendix 2 Strategic Housing Secondary Education Requirements (ADC Local Plan Examination Library) <https://www.arun.gov.uk/local-plan-secondary-evidence>

APPENDIX 1:

The responses received on the ranking of the possible sites are tabled below:

Consultee	Responded	Summary of Comments received	Site Ranking																												
Barnham PC	yes	• Support, with qualifications, to site L • That a bus shuttle service is added to facilitate use of Ford and Barnham Railway Stations • That traffic calming and safety options are researched for upgrading the Yapton Road between the Barnham railway bridge and the new school site • That the old canal is upgraded to provide a traffic free route from the BEW Strategic Development (SD5) to the new school.	1. Site L																												
Eastergate PC	yes	My councillors agree with the consultants in naming Site L as the appropriate first choice, subject to the following qualifications. However, considerable concern is expressed as to the safety/risks relating to the use of Yapton Road for cycling to the proposed school. • That a bus shuttle service is added to facilitate use of Ford and Barnham Railway Stations • That traffic calming and safety options are researched for upgrading the Yapton Road between the Barnham railway bridge and the new school site • That the old canal is upgraded to provide a traffic free route from the BEW Strategic Development (SD5) to the new school. I anticipate that the council will address the matter of the other two sites, and their preference, when the matter is considered at the next PC meeting on the 7th February.	1. Site L																												
Ford PC	yes	Each eligible Councillor voted for their choice as describe in the consultation document as follows:- 3 points first choice 2 points second choice 1 point last choice. We were asked to vote on the sites not on the quality of the information in the report. Results for school site votes:- <table><tr><td></td><td></td><td></td><td></td><td></td><td></td><td>Total</td></tr><tr><td>L</td><td>3</td><td>1</td><td>3</td><td>3</td><td>3</td><td>13</td></tr><tr><td>F</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>10</td></tr><tr><td>C</td><td>1</td><td>3</td><td>1</td><td>1</td><td>1</td><td>7</td></tr></table> Please note that the NDG did not vote for the site in Ford and it is not in the Neighbourhood Development Plan so the Council reserve the right to object to the development at a later stage of planning.							Total	L	3	1	3	3	3	13	F	2	2	2	2	2	10	C	1	3	1	1	1	7	1. Site L 2. Site F 3. Site C
						Total																									
L	3	1	3	3	3	13																									
F	2	2	2	2	2	10																									
C	1	3	1	1	1	7																									
Climping PC	yes	First Preference: Option C (close by Ford Railway Station) is our	1. Site C 2. Site F																												

		first preference: It is the only option with meaningful public transport (rail from Barnham or Littlehampton – there is a 1000 home strategic site proposed on the west bank of the Arun). Our view is that options F and L will both have significant adverse highways impacts given the dearth of meaningful bus routes, pedestrian walk ways and cycle paths in the area, as the study notes. The need for a route to bridge the railway should not limit the option as other bridge routes closer to Ford railway station should be available. The route shown in the Local Plan is purely notional and completely unfunded. <u>Second Preference:</u> <u>Option F</u> (adjacent to Yapton and the Ford development) is our second preference as it is well placed to serve Yapton and Ford directly. Suitable road and footpath infrastructure will be needed within strategic site SD8 in all eventualities. It also has the advantage of limiting the number of journeys traversing Yapton completely on the Yapton road that would be needed in Option L. <u>Third Option is considered completely unsuitable:</u> <u>Option L</u> site in Clymping is completely unsuitable given the mix of industrial activities, associated HGV movements and rifle ranges. The noise, dust and traffic generated by the recently approved cement works are not compatible with a school environment. Expansions to the waste handling are also in train at the site (WSCC/002/19/CM). Traffic movements on the Yapton Road at the proposed location and to south are already a matter of high concern locally. There are no guarantees that meaningful improvements to the Oystercatcher junction will be delivered and the Yapton Road from A259 to the Option L site is completely unsuitable for pedestrians and cyclists. <u>Missing Option</u> Given that the study anticipates 60% of pupils will come from Barham /Eastergate /Westergate we are confused why an option is not being considered adjacent to the B2233 between Barnham and Yapton.	3. Site L
Yapton PC	yes	YPC are strongly of the view that the proposed new secondary school should be to predominantly support the growing need of the Six Villages to the West of the River Arun. YPC key criteria in assessing the most suitable location for a new secondary school are: 1. Proximity to new Strategic Housing Sites	1. Site L

		2. Good sustainable transport links for all future students in the Six Village area eg bus, cycle ways and walking. 3. A site that is not dependent upon additional new infrastructure thus ensuring quick deliverability when required. Based on the above key criteria and assessing alongside Systra's recommendations set out in Table 12 School Sites Comparison dated 05/12/2018 YPC strongly support option L. YPC strongly oppose Option C based on its high flood risk which places a question upon its future sustainability credentials. YPC also view this as a site biased towards students with good access to trains which would exclude all children in the Ford, Clymping and Yapton areas thus only favouring Barnham students where there is already access to two existing secondary schools. YPC are also opposed to option F. Option F is less accessible to children from both Clymping and Barnham and is a 20 minute walk from SD7 compared to Option L which is accessible by bus from SD7. Option F would also significantly reduce the potential to provide a visual separation between Ford and Yapton and therefore be contrary to the ALP's Policy HSP2c (SD8). YPC therefore support Option L only.	
Site promoter for Sites C and F	yes	While both sites (Options C and F) are currently 'available', our strong preference would be for the secondary school to be delivered at Option F. This is because Option C would not place the secondary school in the most sustainable location, would compromise the wider masterplan and is therefore not available for use as a secondary school. In terms of the planning status of sites C and F, both sites fall outside of the Neighbourhood Plan and Local Plan allocation. While site F forms part of a Local Gap policy in the emerging Neighbourhoods Plan, the policy notes that <i>"Within this area development will not be permitted unless it does not prejudice the openness of the local gap."</i> Therefore, providing openness is retained, development is not considered unacceptable, as confirmed by the Examiner's Report. Both sites are in agricultural use, while there are some barns in the bottom south east of the drawn area for site C, which are in B2 and B8 use.	1. Site F 2. Site C
Landowner of Site L	yes	In reply to your letter dated 10th Dec, I can confirm that I do not wish my site to be considered for a secondary school.	

		The map that you have included this time shows a much larger area of land than the original 10ha and includes land in a Trust which, although I am a Trustee, I do not own. It is already developed and in 30year leases so would not in any case be deliverable. My objection is that by taking this land you would fundamentally jeopardise my farm business. This time you have included my main farm entrance, workshop, grain store and working areas which would, in effect, wipe out my farm. You have also failed to take into account in your assessment, the TJ Recycling Centre, the Rifle Range and the Concrete Batching Plant due to be built in February. This land is simply not deliverable and should not be considered.	
WSSC- Education	yes	Feel strongly that the decision over which of the sites should be allocated for the secondary school still rests with Arun DC. It is noted that the consultants have recommended Site L as the preferred option 'as it provides greatest certainty by not being reliant on nearby schemes and having the fewest risks'. However, when you compare the comments in the summary for each site there is little to choose between any of them. Also, it is understood that the Ford promoters are able to deliver the school as the land is in their current ownership and current residents of Ford are understood to be accepting of the secondary school. Throughout discussions WSSC have always asked that any school site is best situated to encourage walking, cycling and public transport modes of travel rather than encourage car journeys. It is not clear from the documents how "available" option L is. WSSC suggest that sites F & L rank above C but can't state in what order.	1. Sites F & L 2. Site C
WSSC – Highways and Transport	yes	Following on from WSSC comments, a view from a highways and transport perspective is as follows. There is risk to any of the sites; the Systra report sets out the risk to delivery of site L should the Ford site not come forward, but does not give as much weight to the issues raised by WSSC on site L as to site availability and the studies own comment regarding site L still requiring investigations to determine if contamination is present. The Systra study has also made some	1. Site F 2. Site L 3. Site C

		simplified assumptions, reflecting the compressed period under which the study has been taken forward. This includes that the school pupils would only travel from the allocated strategic sites, that it would not alter the school choice for the surrounding existing area and that all pupils from the new strategic sites would attend the new school in preference to existing schools. It also includes that the link road access for the site F proposed to be provided has not been modelled as a sensitivity assumption, given that any such modelling would have to be notional in the absence of an agreed alignment and design. On the basis of the existing situation the order of ranking which Systra have suggested is understandable, however discussions are ongoing with the Ford site F and with the envisaged infrastructure this would offer an advantageous site. Site F would offer a site which is centrally located for the strategic areas. It would be in a quieter location than site L away from the main road, but be served by sustainable transport links to be provided by the Ford strategic development including new and improved pedestrian and cycle links and amended bus routes and service patterns. Site L would be on the other side of the Yapton Road, which would continue to be a busy route for through traffic from a lot of the homes in walkable distance and much of the walking routes to the site would continue to be alongside the road carriageway. Site C has the one main advantage of the rail access from Ford station, but for pupils from the allocated strategic sites this is only an advantage for pupils from the part of the BEW site which is in closer walking distance of Barnham station, which is to the eastern end of the BEW site. Elsewhere in the BEW site, bus is likely to be the main sustainable mode choice for school travel, whilst site C is worse for location and convenience of sustainable access from the Yapton and Ford strategic sites. On the basis of this rationale, it would be consider that for transport and access, once WSCC have greater certainty on the Ford strategic sites timescales and phasing of infrastructure package then the ranking is likely to change to be site F first, site L second and site C third.	
Network Rail		During the conference call, the Network Rail officer voiced concern over the impact on both Ford and Barnham stations. The preference was to encourage cycling and other sustainable methods of travelling due to capacity constraints at the station so option C was not encouraged. It	1. Site F/L

		was anticipated that Ford mitigation may include a £1/2 M foot bridge as a minimum. The Council was promised a written response from Network Rail following a conference call on 8th January 2019. The short email response confirmed that Option C was not a good location for the school.	
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PLANNING POLICY SUB-COMMITTEE

27 February 2019 at 6.00 pm

Present: Councillors Bower (Chairman), Charles (Vice-Chairman), Ambler, Mrs Brown, Chapman, Cooper, Elkins and Haymes

10. APOLOGIES FOR ABSENCE

Apologies for absence had been received from Councillors Mrs Bence, Oppler, Mrs Pendleton and Stanley.

11. DECLARATIONS OF INTEREST

No declarations of interest were made.

12. MINUTES

The Minutes of the meeting held on 5 December 2018 were approved by the Subcommittee and signed by the Chairman as a correct record.

13. GYPSY & TRAVELLERS - ISSUES & OPTIONS

The Planning Policy Team Leader presented this report which detailed the work that had been undertaken to date to progress the development of a Gypsy and Traveller and Travelling Showpeople Site Allocations Development Plan Document (DPD) for the District, with a view to initiating an Issues and Options consultation under Regulation 18 of the national Planning Policy for Travellers.

The Subcommittee was advised that information had been omitted from the table within the report detailing the requirement for plots for travelling showpeople and those figures were added at the final line of the amended table below.

Table 1: Additional need for Gypsy and Traveller households in Arun that met the Planning Definition by year periods

Years	0-5	6-10	11-15	16	17	18	Total
	2018-23	2023-28	2028-33	2033-34	2034-35	2035-36	
Pitches	5	1	2	0	0	1	9
Plots	11	2	1				14

In the course of discussion, a request was made that Members and the relevant Parishes be circulated with plans of the locations of the 8 sites being assessed for consultation.

Clarification was sought that, with respect to the site known as Dragonfly in Eastergate Lane, any future provision would comply with the original condition that required that only named persons could occupy the site. The Planning Policy Team Leader confirmed that should pitches be increased at the site, a similar condition would be attached to any further permissions. Similarly, clarification was also sought about the Caravans Site North of A259 off Norway Lane, which had recently obtained planning permission, and the single HELAA site. The Planning Policy Team Leader confirmed that the assessment study was looking at the intensification, expansion and reconfiguration potential of existing sites. The HELAA site (Bilsham Corner) was the only land owner response received that indicated potential interest but was a non-developable HELAA site which was still subject to site screening.

The Subcommittee

RESOLVED – That

(1) the proposed approach and evidence progress be noted for the preparation of the Arun District Council Gypsy and Traveller and Travelling Showpeople Site Allocations Development Plan Document covering the period 2018-2036 be noted; and

(2) an Issues and Options consultation be undertaken in May 2019 on 8 potential site options being assessed, and that the Group Head of Planning, in consultation with the Chairman and the Planning Portfolio Holder, be granted delegated authority to finalise the options for consultation from within this list, including from any potential HELAA sites should they be suitable and become available.

14. SECONDARY SCHOOL TO SUPPORT THE LOCAL PLAN STRATEGIC ALLOCATIONS

(In the course of discussion on this item, Councillor Elkins declared a personal interest as a Member of West Sussex County Council.)

Due to the significant growth of development in the District, it had been identified that there was a requirement to provide a new 10 Form Entry Secondary School in the District. The Planning Policy Team Leader presented this report which explained the rationale for putting forward Site F as the preferred location for a new secondary school. It was also suggested that, should Site F become undeliverable and should Site L become available, that option could also be further explored.

In the course of discussion on the matter, concerns were raised that to progress Site L could require the implementation of a Compulsory Purchase Order and that was a course of action that the Council would be disinclined to proceed with. It was

therefore agreed that the recommendation within the report should be amended to delete the second sentence as follows:-

~~“Supports the identification of Option/Site F as the preferred option for location of a 10 Form Entry Secondary School to support the Local Plan Strategic allocations. If this Option becomes undeliverable then it is recommended that the Council explore appropriate mechanisms to secure delivery of a 10 Form Entry Secondary School at either Site F or Site L and provide an appropriate report for consideration to this committee.”~~

Following further comment relating to the Ford Neighbourhood Plan, the Subcommittee

RECOMMEND TO FULL COUNCIL

That the identification of Option/Site F be supported as the preferred option for location of a 10 Form Entry Secondary School to support the Local Plan Strategic allocations.

15. CHICHESTER LOCAL PLAN REGULATION 18 (PREFERRED APPROACH) PUBLIC CONSULTATION

The Planning Policy Team Leader presented this detailed report on a response that had been sent to Chichester District Council with regard to their consultation under Regulation 18 draft plan (Preferred Approach) stage and followed an Issues and Options consultation in June 2017.

The report recognised that Chichester's emerging plan provided a clear and justified strategy to delivering growth requirements in meeting its capped OAN (Objectively Assessed Need) but also in addressing unmet needs for the SDNP (South Downs National Park). However, Arun considered that its support for Chichester's Preferred Approach draft Local Plan going forward was subject to progressing the actions detailed in the report before publication stage.

In discussing the matter, Members were extremely concerned that transport issues crossing over from the west of the Arun District into Chichester must be addressed, specifically Pagham Road and the A259. Infrastructure must be put in place to accommodate the new housing in Chichester to prevent any adverse impacts on the surrounding road networks.

The Planning Policy Team Leader was able to advise that meetings had been taking place at officer level and Chichester District Council was engaging with Highways England and the County Council and had offered to invite Arun to be part of that process.

The Subcommittee then

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RESOLVED - That

(1) the conclusions set out in paragraphs 1.27 to 1.29 (inclusive) to the report be as Arun District Council's formal response to the Chichester draft Local Plan Regulation 18 Consultation; and

(2) that Arun conditionally supports Chichester's draft plan at this stage but would strongly encourage Chichester to consider doing more with regard to its capped housing target (as it has done for SDNP) to address unmet housing needs and to further clarify the plan's supporting evidence prior to submission, in order to minimise any potential risks posed to 'soundness under the 'Duty to Cooperate' in accommodating unmet housing need within the West Sussex and Greater Brighton Area.

16. BROWNFIELD LAND REGISTER 2018

In presenting this report, the Planning Policy Team Leader advised that 4 sites needed to be removed from the register as they failed to meet the necessary criteria by being below 2.5 hectares. However, following comment from the Group Head of Planning, it was subsequently agreed that the list would remain as set out in the report and appendix, and should any changes be required these could be delegated to the Group Head of Planning in consultation with the Chairman and the Portfolio Holder for Planning

Following a short discussion, the Subcommittee

RESOLVED – That

(1) the 2018 Brownfield Land Register (Part 1) be agreed, subject to any required changes being delegated to the Group Head of Planning, in consultation with the Chairman and the Portfolio Holder for Planning; and

(2) officers work towards the production of the Brownfield Land Register (Part 2) including the carrying out of consultation and publicity requirements, as well as other procedures in line with the Brownfield Land Register Regulations 2017.

17. HOUSING AND ECONOMIC LAND AVAILABILITY ASSESSMENT (UPDATE TO THE 2018 PUBLICATION)

The Subcommittee received an update report on the Housing and Economic Land Availability Assessment (HELAA) and was advised by the Planning Policy Team Leader that the HELAA employment sites were an update to be included with the housing HELAA sites document considered at the meeting held on 5 December 2018. However, County data relating to planning permissions had identified a further 12 sites

that could be included in the HELAA and a schedule had been produced and would be uploaded to the HELAA document page on the Council's website.

The Subcommittee then

RESOLVED

That the updated Housing and Employment Land Availability Assessment, together with the updated sections dealing with employment sites and strategic sites, as part of the evidence base for the Local Plan and any further Development Plan Document preparation, be agreed.

18. AUTHORITY MONITORING REPORT 2017/18

The Group Head of Planning advised that this item had been withdrawn from the agenda and would not be considered as the relevant information had only recently been published by the Government following a considerable delay, having originally been scheduled for November 2018 in relation to the Housing Delivery Test. As a result it would not be possible to publish the AMR until the meeting in June 2019.

19. LYMINSTER & CROSSBUSH APPLICATION FOR DESIGNATION OF A NEIGHBOURHOOD AREA

Lyminster & Crossbush Parish Council had applied to the Council and the South Downs National Park Authority for designation of Neighbourhood Area under Part 2 of the Neighbourhood Planning (General) Regulations 2012 – Regulation 5. The Council subsequently publicised the area application as required under Part 2, Regulation 6, and the next stage was for the Council to agree and designate the neighbourhood area.

The Planning Policy Team Leader presented this report which sought agreement to that designation and the Subcommittee

RECOMMEND TO FULL COUNCIL

That the specified area, without modification, is appropriate to be designated as the Lyminster & Crossbush Neighbourhood Area for the reasons set out in the application and in light of the results of the public consultation, which did not receive any representations.

20. CIL UPDATE REPORT

The Planning Policy Team Leader presented this report which provided a summary of the responses received from the Preliminary Draft Charging Schedule (PDCS) consultation which ran from 10 December 2018 to 21 January 2019. Members were advised that the responses received as part of the PDCS had informed the preparation of a proposed Draft Charging Schedule and agreement was being sought

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for that to go out to public consultation from Thursday 21 March until 5 p.m. on Thursday 2 May 2019.

A question was asked in relation to the timescale beyond July for progressing the CIL Charging Schedule and Members were advised that it was set out in the Local Development Scheme on the Council's web site but, in brief, it was anticipated that the examination would take place in the Autumn, i.e. September/October with adoption in Spring 2020.

The Subcommittee

RESOLVED - That

(1) the summary of responses received as part of the Preliminary Draft Charging Schedule consultation be agreed;

(2) the Draft Charging Schedule (March 2019) is published for public consultation (under Regulation 16 of the CIL Regulations 2010 as amended) from Thursday 21 March 2019 until 5 pm Thursday 2 May 2019; and

(3) the officer response to the Government's Technical Consultation on Reforming Developer Contributions (December 2018), be noted.

21. PROVISION OF ACCOMMODATION SUITABLE FOR OLDER PEOPLE AND PEOPLE WITH DISABILITIES

The Group Head of Planning introduced this report which was seeking agreement to draft guidance on the provision of accommodation suitable for older people and people with disabilities.

The Subcommittee was advised that provision of accommodation for older persons and people with disabilities was included within the Arun Local Plan, as well as the NPPF, and there was strong evidence that housing needs for people over 65 would significantly increase over the Plan period, as set out at page 126 of the agenda. Furthermore, there was also evidence of a significant need for accommodation for people with disabilities and these were concentrated in the more elderly population as shown on page 128.

The Council recognised that there was a cost to the development industry in making provision for different types of housing. However, the Council was obliged, together with developers, to contribute to meeting the housing needs for all the residents of Arun. It was therefore considered to be reasonable to adopt some standards that would be applied to new developments whereby specific accommodation would be provided for both the elderly and those with disabilities.

It was the intention to carry out a consultation on these standards, which would then be reported back to the Subcommittee.

The Subcommittee welcomed the initiative and

RESOLVED – That

(1) the proposed standards for the provision of accommodation suitable for older persons and people with disabilities are approved for the purposes of consultation;

(2) appropriate consultation on the proposed standards be undertaken and any consultation responses be reported back to the Subcommittee;

(3) the proposed standards for the provision of accommodation suitable for older persons and people with disabilities are treated as a material consideration in respect of the determination of all relevant planning applications; and

(4) the Equality Impact Assessment at Section 6 of the report be noted.

22. PROVISION OF CHANGING PLACE TOILETS

The Group Head of Planning, by way of this report, requested the Subcommittee to approve adoption of guidance on the provision of Changing Place Toilets in appropriate destinations and developments to assist with the needs of people with complex and multiple disabilities and impairments.

Members were advised that the Council had been working on some guidance to support and promote the provision of 'Changing Place Toilets', as attached at Appendix B to the report. It was anticipated that the guidance might be incorporated into the Planning Design Guide in due course.

The Subcommittee

RESOLVED

That the leaflet attached as Appendix B to the report be used as guidance on the provision of Changing Place Toilets in appropriate destinations and developments to assist with the needs of people with complex and multiple disabilities and impairments.

(The meeting concluded at 7.25 pm)

3. Officer reports to Development Control Committee 3 February 2021 and minutes

MASTERPLAN DOCUMENT ENDORSEMENT REPORT

REF NO: SD8 FORD

LOCATION: Ford Strategic Site Allocation

PROPOSAL: Submission of the Masterplan Document for Endorsement

SITE AND SURROUNDINGS

**DESCRIPTION OF
PROPOSAL:**

A Masterplan Document has been prepared and submitted by Barton Willmore, on behalf of Redrow Homes and Wates Developments, to facilitate delivery of development at the Ford strategic site allocation. The site is allocated for development in the Arun Local Plan 2011-2031 for at least 1,500 dwellings, alongside infrastructure including a new primary school, community facilities, public open space, sports and retail provision.

The Masterplan Document sets out the development principles for the site that planning applications will need to follow.

The Masterplan Document seeks to demonstrate how the requirements for the allocation, as set out in Policy H SP2c of the Local Plan, can be delivered. These requirements include the building of at least 1,500 new homes, employment provision, a new primary school and a community hub, which will include retail, library and healthcare facilities. There is also a policy requirement for two new sports pitches and changing facilities and a 3G pitch facility to serve the east of the District.

SURROUNDING AREA:

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

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

The site is bound by Ford Lane to the north, Ford Road to the east, Horsemere Green Lane to the south and Yapton Road/Rollaston Park to the west.

The site contains several Public Rights of Way (PROW) which pass through the allocation (Path Numbers 363, 363_1, 366, 200_3 and 175). These provide footpath connections between Yapton and Ford Lane, or eastwards

to Ford Road, and Yapton Road to Ford Road (via Rudford Industrial Estate).

SITE DESCRIPTION:

The Ford strategic site allocation boundary contains an area of approximately 112 hectares. Much of the land is in agricultural use. However, a large proportion of the concrete runways of the former Ford Airfield remain. These are used for car boot sales, a farmers' market and market uses on Thursdays, Saturdays and Sundays.

The former airfield accommodates several waste management uses. These include a wastewater treatment works (operated by Southern Water), a waste transfer station (operated by Grundon) and a recycling facility (operated by Viridor). The access road to these three sites passes through the eastern part of the strategic site allocation, from Ford Road.

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

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

RELEVANT SITE HISTORY:

F/4/20/OUT: Pending consideration

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.

F/5/20/PL: Pending consideration

Reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works.

PURPOSE OF THE MASTERPLAN DOCUMENT

The Masterplan Document is not a substitute for an outline planning application. Its endorsement is the first step before an outline planning application is determined.

The Masterplan Document seeks to establish the broad principles of the development only. It does not set out in detail the timing and delivery of necessary infrastructure.

Officers are reporting this Masterplan Document to Members for endorsement. Officers consider that the principles set out in the document will allow for policy compliant planning applications to come forward for the development in phases. The Masterplan will enable a high-quality imaginative design giving a sense of place and a permeable layout which aligns with the aims and objectives of Arun District Council.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

The Masterplan Document has evolved over a six-year period. During that time, Barton Willmore, Redrow Homes and Wates Developments have held six consultation events to understand the views of the local community and to translate these into a masterplan.

- October 2014 – The agent and developers met the Ford Neighbourhood Plan Group to consider potential development options.
- March 2015 – Feedback from the previous event was reflected in a sketch masterplan. The result of a subsequent ballot was that the development should be Neighbourhood Plan led.
- November 2015 – Two options were presented to the local community in response to a change in the planning context that required Arun District Council to plan for a significant increase in the amount of development. The result of a subsequent ballot was that the previously agreed Neighbourhood Plan allocation of 750 dwellings should be increased to 1,500 dwellings, which would assist with the delivery of the desired community facilities.
- May 2018 – An event was held to update the community on progress and to encourage people to take part in a design workshop the following month.
- June 2018 – A weekend community workshop event took place. Round table discussions were held on four themes: 1) Homes, Character and Creating Places, 2) Heart of Ford, 3) Movement and Connectivity, and 4) Green and Blue Infrastructure. The feedback from these discussions was reflected upon and a series of sketches was then produced and presented to the local community.
- January 2020 – A public exhibition took place to present the culmination of the work, engagement and consultation previously undertaken. The event provided an opportunity for the local community and key stakeholders to review the plans ahead of submission of the planning applications (F/4/20/OUT and F/5/20/PL) and members of the project team were available to answer questions.

In pre-application meetings held with officers of Arun District Council, Barton Willmore, Redrow and Wates were advised to submit a Masterplan to Arun District Council before making applications. They were advised that the Masterplan should cover the whole of the strategic site allocation and not just that part of the site, where the developers had entered into an agreement with the landowners, which had been the subject of the previous consultation events. They were also informed that the Masterplan would be reported to one of Arun District Council's committees for endorsement and that there would be consultation as part of the process.

Two planning applications (F/4/20/OUT and F/5/20/PL), as described above, were received on 25 February 2020. A Masterplan Document was received on 13 May 2020. There have been three revisions of the latter to address concerns raised by officers.

As part of the endorsement process, Arun District Council consulted members of the public for a 31-day period between 14 December 2020 and 14 January 2021. Notices were displayed on the Council's website; the process was advertised via social media channels and hard copies of notices were sent to relevant Parish and Town Councils for displaying locally. A summary of the responses received during the consultation period is provided below. Representations received after the 14th January will be reported to Committee as an Update.

SUMMARY OF REPRESENTATIONS RECEIVED:

Representations have been made by 12 people during the consultation period at the time of writing this Report (by the 13th January). There have been 2 in support, 8 objections and 2 general comments. The representations raise the following issues:

- Ford is a better location for development than Barnham, Eastergate and Westergate
- Ford is a good area to develop
- The need to improve provision for pedestrians and cyclists between the site and Ford railway station
- A link is suggested between footpath 365 and Ford station and the provision of a safe crossing on Ford Lane
- The majority of trips in the area will continue to be undertaken in private vehicles
- The need for significant highway improvements at key junctions to be guaranteed
- Until there is certainty on both the funding and timing of essential A259 highway improvements, development at the Ford airfield site should not be allowed to proceed
- The traffic studies that have been undertaken are unrealistic
- Little account has been taken of the cumulative effects of traffic generated by development in the locality
- Evaluation of the traffic impact resulting from the development grossly underestimates the likely impact on local roads and junctions and completely ignores its effects on Horsemere Green Lane
- The need for the Church Lane/Horsemere Green Lane junction to be made safer
- There appear to be no plans to make it easier for people to walk around the area
- There is a need to protect a north-south route through the area to enable the movement of traffic between the A259 and A27
- The analysis of traffic using the Ford railway crossing is flawed
- The gap between the proposed development and Horsemere Green Lane is too narrow and will lead to coalescence of the villages
- Loss of the countryside character of the area
- The need to fully incorporate a 'Greenway' along the route of the former canal, as a traffic-free route for all non-motorised users
- The shortage of bridleway provision for equestrians
- The need to facilitate a north/south route between the coast and the South Downs National Park for use by equestrians and other non-motorised users
- A new plan should be formulated for walking and cycling to local employment areas, services and recreation areas such as the South Downs National Park

Aldwick Parish Council expressed a need for there to be considerable improvement of the road infrastructure before any development is undertaken. Its members were also concerned about security due to the proximity of Ford prison.

Additional representations received on 14th January (consultation closing date) have been received and are being considered. These comments will be considered as part of the Report Update.

COMMENTS ON REPRESENTATIONS RECEIVED:

A loss, or change in the character, of existing open countryside will have been considered an inevitable outcome when the site was allocated for development in the Arun Local Plan.

At the planning application stage, illustrative cross-sections can be prepared to demonstrate visual separation between Ford and the neighbouring villages.

Matters relating to infrastructure delivery, traffic/highways, bridleway provision and footpath provision will be fully considered in subsequent planning applications. The Local Planning Authority has the ability to withhold the grant of planning permission until satisfactory details have been submitted with applications to address these issues. However, the Masterplan Document demonstrates the principles which the developers propose to follow. These are assessed in full below.

POLICY CONTEXT

Designations applicable to the site:

- Built-up Area Boundary (SD SP2)
- Strategic Housing Allocations (H SP2) – Ford

DEVELOPMENT PLAN POLICIES

Arun Local Plan 2011 – 2031 (ALP):

H SP2 Strategic Site Allocations

Ford Neighbourhood Development Plan 2017-2031 (FNDP)

SA1 Ford Airfield

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPPDG	National Design Guide
SPD	Arun District Design Guide Supplementary Planning Document

CONCLUSIONS

PRINCIPLE:

The submitted Masterplan Document seeks to fulfil Policy H SP2 of the Arun Local Plan, which states: “Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective

areas which incorporates high quality imaginative design giving a sense of place and a permeable layout.”

Policy H SP2 (ALP) also includes a list of criteria that development at each of the strategic allocations needs to meet.

The Arun District Design Guide Supplementary Planning Document (SPD) makes clear that:

“Strategic housing sites should incorporate an appropriately enhanced range of shops, employment, sports, community facilities, local services and affordable housing contributions to serve their population as well as those from surrounding areas, providing improvements to and linking with existing infrastructure and surrounding transport networks in a way that is appropriate to their scale and location.” (Page 124)

Pages 124–125 provide a list of 16 criteria that Major Development should fulfil. The criteria summarise parts D–L (Section 2) of the Design Guide. These parts of the Design Guide contain detailed guidance on what Masterplans and their subsequent developments should achieve. Page 125 adds:

“The Masterplanning process should be illustrated and informed through a number of key visions and strategies and communicated through plans and drawings, as advised in Section 2. These may include, but are not limited to:

- Initial site appraisal, vision statement and concept plan*
- Movement framework and strategy*
- Landscaping strategy*
- Proposals for open spaces, sports and community facilities*
- Technical surveys and assessments as appropriate, carried out by qualified specialists and informed by features identified in the initial site appraisal.”*

The submitted Masterplan Document has generally followed this approach. The detailed guidance and the 16 criteria have been considered during the evolution of the Masterplan Document, to the extent that they are relevant at this stage of the process. For the reasons set out in the subsequent sections of this report, Officers consider that the submitted Masterplan Document satisfies the criteria, as well as those set out in Policy H SP2.

USE MIX:

Relevant Policies:

ALP H SP2c: Inland Arun, Ford (SD8), ALP EMP DM1: Employment Land: Development Management, ALP RET SP1: Hierarchy of Town Centres, ALP RET DM1: Retail development, FNDP SA1: Ford Airfield, FNDP EE4: Support for new commercial uses.

The Masterplan Document proposes a mix of uses, which includes 1,500 new homes, a primary school and nursery, a community hub (including retail, library and healthcare facilities), sports pitches and changing facilities, employment provision, public open space and the retention of Ford Market.

The Masterplan Document contains an indicative framework plan showing residential uses primarily to the west and employment and market uses to the east. Land to the north of Viridor is indicated for employment use, while the two parcels of land in the eastern part of

the allocation, bordering Ford Road, are proposed for potential employment/commercial use. The precise use is to be determined through the submission of a future planning application.

The framework plan shows an indicative area for the local centre adjacent to the Flying Fortress and Arun Sports Arena and an enlarged playing field. South-west of the local centre, an indicative area of land is identified for the provision of a primary school and nursery. This accords with the local plan policy (H SP2c) requirement to provide a community hub, including new retail, commercial and community facilities, library and healthcare facilities clustered together. While located closer to Yapton than the existing or historic settlement of Ford, it is noted that there was no consensus among the three parish councils on the precise location for the new heart of Ford when options were presented for consideration in December 2019.

During preparation of the Masterplan Document, the Government introduced Class E to the Town and Country Planning (Use Classes) Order 1987. The effect of this amendment, on 1 September 2020, is that Class E consolidates retail shops, financial and professional services, restaurants and cafes, offices, research and development, industrial processes, medical or health centres, creches, day nurseries or day centres and indoor sport and recreation, into a single use class. The spirit of the change is to ensure flexibility across commercial floorspace within the UK and to allow the market to decide.

Whilst precise uses have not been fully included at this stage, these can be specified in future planning applications. The size and location of areas proposed for commercial use are nevertheless considered to be acceptable.

The Masterplan Document recognises that land to north west has been identified as the preferred site for a new secondary school. A potential access to the secondary school is indicated (in Figure 24) approximately 800m north west of the proposed centre or heart of Ford. The location of the proposed secondary school and its proximity to the heart of the new community has the potential to work well. At the present time the adjacent land required for the delivery of the new secondary school has not yet been secured. If the delivery of the secondary school in the preferred location becomes untenable and an alternative location needs to be identified then the masterplan may require revision. This matter should ideally be resolved before the planning application is determined

HOUSING MIX:

Relevant Policies:

ALP H SP1: The Housing Requirement, ALP H DM1: Housing Mix, ALP AH SP2: Affordable Housing, ALP H DM2 Independent living and care homes, FNDP H2: Housing mix, FNDP LC1: Support Independent Living.

Policy H DM1 of the Arun Local Plan requires developments of 11 units or more to deliver a balanced mix of market and affordable dwelling sizes. The definitive mix of housing will be included in future planning applications.

The submitted Masterplan Document shows indicative locations of housing and open spaces and demonstrates that a range of house types and densities are capable of being delivered.

The Masterplan Document allows for a policy compliant (30%) provision of affordable housing to be delivered across the site which would equate, on the basis of a total of 1,500 units, to 450 dwellings towards the Council's requirement. The Council currently has 1022 open applications on the Housing Register of people requiring affordable housing. The delivery of affordable dwellings will respond to an identified need.

Policy H DM1 of the Arun Local Plan also requires a proportion of the housing to be of a type that meets the needs of older people. The Masterplan Document includes the provision of a care home, which will assist with meeting the needs of the elderly. It is envisaged that a 60-bed care home would be delivered. The location of this facility is indicated immediately to the north of the route of the former Chichester to Arundel Canal.

The Masterplan Document also states that self and/or custom build plots can be provided on a phase by phase basis, according to needs identified at that time and secured through the use of appropriately worded planning conditions.

HIGHWAYS AND ACCESS:

Relevant Policies:

ALP T SP1: Transport and Development, ALP T DM1: Sustainable Travel and Public Rights of Way, FNDP GA1: Footpath and cycle path network.

The Masterplan proposes the creation of two roundabouts, on Ford Lane and Yapton Road, linked by a spine road. This street will serve the main areas of development in the western part of the allocation and will pass through the local centre. The eastern areas will be served by the existing access on Ford Road. The Masterplan Document explains that a direct link between Yapton Road and Ford Road was considered but discarded because it would have compromised the operations of Ford Market and potentially created a 'rat-run' between residential areas.

The Key Principles Plan showing vehicular movement (Figure 24) includes a potential access to adjoining land in the north-west, which has been earmarked for a new secondary school.

The same plan shows the potential location of three bus stops along the spine road and it is understood that there have been discussions with the Stagecoach Bus Company regarding the potential re-routing of an existing high frequency service through the site. What is unusual is that the plan shows an 800m walking distance/catchment from each of the stops, rather than a 400m distance which is the norm. This can be rectified at the application stage when the site layout has been considered in more detail and/or discussions with Stagecoach are more advanced.

The Masterplan Document notes that an application for planning permission will need to be supported by a Transport Assessment, which provides a review of the impacts of the traffic generated by the proposed development on the existing highway network. It adds that the proposals will mitigate impacts on the highway network and appropriate contributions/works will be secured as part of a s106 agreement. The Transport Assessment will also need to consider the cumulative effects of traffic generated by other permitted development in the locality.

PEDESTRIAN AND CYCLE ACCESS/PERMEABILITY:

Relevant Policies:

ALP T SP1: Transport and Development, ALP T DM1: Sustainable Travel and Public Rights of Way, FNDP GA1: Footpath and cycle path network.

Figure 23 in the Masterplan Document provides a Key Principles Plan concerning pedestrian and cycle movement. It shows key routes for pedestrians and cyclists within the site and connections to the wider area. The Masterplan Document states that the "...strategy includes an improved walking and cycle route to connect the 'Heart of Ford' to Ford Railway Station, as well as [an] attractive and legible network of links through the site connecting the surrounding areas of Ford, Yapton and Climping through the new neighbourhood, and providing access to the River Arun, the coast and the surrounding countryside."

However, from Figure 23, the walking and cycling route to Ford Railway Station appears to follow its present course along existing public rights of way and Ford Road and it isn't clear what improvements are proposed to be undertaken. Similarly, it is unclear from the Plan how the route of the former Chichester to Arundel Canal is to be used to facilitate the movement of non-motorised users. It is also noted that the plan only shows a "potential" future link for pedestrians and cyclists to Ford Road.

The Ford Neighbourhood Development Plan states:

"There is reasonable access within the Parish to the surrounding countryside, but no direct route from the west to the east of the Parish and no cycle paths. Improving and increasing the network of footpaths and cycle paths would encourage walking and cycling for both utility and leisure purposes. If this could be more safely achieved there would be health benefits as well as a reduction in traffic levels." (Paragraph GA1.1)

The Masterplan Document also states that there are limited Bridleways in the vicinity of Ford Airfield and therefore limited opportunities for connection to such routes for equestrian purposes. However, in response to consultation on the Masterplan, the Arun District Bridleways Group has provided detailed comments, including the following:

"The lack of a current bridleway network outside the site to connect with should not prevent bridleways being designed into the scheme. The site is adjacent to five public highways, Ford Lane, Rollaston Park, Horsemere Green Lane, Yapton Road, and Church Lane/Ford Road, therefore there is every ability to connect bridleway routes through the site to other highways of a higher status."

Some additional work to address the above matters is recommended prior to the Masterplan being endorsed by the Council.

The definitive materials and detailing of these routes will come forward in future planning applications as part of the delivery of this Masterplan. However, this strategy provides a commitment to a network and hierarchy of connectivity across the site which accords with the Arun Local Plan policies.

FLOOD RISK AND DRAINAGE:

Relevant Policies:

ALP ENV SP1: Natural Environment, ALP W SP1: Water, ALP W DM1: Water supply and quality, ALP W DM2: Flood risk, ALP W DM3: Sustainable Urban Drainage Systems, FNDP EH4: Surface water management.

To promote sustainable drainage and prevent flooding issues, attenuation basins have been identified in the Masterplan Document (Figure 21) where water would naturally collect and be retained. These are mainly within the two major areas of open space to the east of the proposed housing. The size of the basins has been determined using a worst-case scenario, but could be reduced subject to detailed design work, alongside the potential for infiltration. Some of the land (in the north) shown for drainage, landscaping and open space/allotments lies outside of the allocation boundary. The location of an attenuation area within the southern major area of open space makes use of land that is affected by odour from the Wastewater Treatment Works.

A planning application will need to be supported by a Flood Risk Assessment and Drainage Strategy that sets out how the proposals will positively respond to sustainable water management. This includes opportunities to create a comprehensive green and blue infrastructure network.

INFRASTRUCTURE DELIVERY AND PROVISION:

Relevant Policies:

ALP INF SP1: Infrastructure Provision and Implementation

The Masterplan Document does not specify detailed requirements for the provision of infrastructure. This will be considered separately at the planning application stage.

However, to ensure that the development will be supported by the necessary infrastructure, individual planning applications will all contribute towards on-site and/or off-site provision of highways, education, libraries, fire and rescue, sport and recreation facilities, healthcare facilities, other community facilities and public open space.

There has already been some discussion between Officers and the appropriate service provider bodies to both ensure delivery and service provision of these infrastructure items. Negotiations will continue with the developers regarding both financial and non-financial obligations. The principle of a contribution towards some items of infrastructure, such as a bridge over the railway, has yet to be agreed.

The delivery of infrastructure may be subjected to a phasing plan which will be assessed and, subject to acceptability, subsequently approved as part of the outline planning application. This will make sure that infrastructure is delivered in line with new development to ensure it is available for those who need it, when they need it.

Funding for infrastructure will come from both committed projects where contributions have already been provided as part of existing planning applications. However, the majority of funding will come from developer contributions as part of the subsequent planning applications. The Strategic Site is CIL exempt which provides the District Council with the full scope of powers to require all necessary infrastructure contributions to ensure their delivery.

LANDSCAPE:

Relevant Policies:

ALP HWB SP1: Health & Wellbeing, ALP OSR DM1: Open Space, Sport & Recreation, FNDP EH1: Protection of trees and hedgerows.

The Masterplan Document suggests that the landscape thinking is to provide a network of open spaces surrounding the development. These spaces will accommodate informal activity and ecology. They will also link the development with the existing surrounding settlements. The document states that particular consideration has been given to prevent the new development visually merging with Yapton to the west and Climping to the south. Therefore, an area of woodland is proposed to be introduced along Horsemere Green Lane. Additional soft landscape buffers are proposed to help manage the transition between different uses within and around the site.

The overall amount of public open space does not appear to have been stated in the Masterplan Document but, at the application stage, it will be necessary to demonstrate that the proposal accords with the Open Space, Playing Pitches, Indoor and Built Sports Facilities SPD.

The Arun Green Infrastructure Study advocates the linking of new green spaces to existing green spaces to establish a wider green network throughout the District. Provision of the green infrastructure set out in the submitted Masterplan Document would contribute to this network, in accordance with the Council's aspirations.

HEALTH AND WELLBEING:

Relevant Policies:

ALP HWB SP1: Health and Wellbeing, ALP OSR DM1: Open Space, Sport and Recreation, ALP INF SP1: Infrastructure Provision and Implementation, FNDP LC2: Healthcare facilities.

The Masterplan includes the provision of three Local Equipped Areas for Play (LEAPs), a Neighbourhood Equipped Area for Play (NEAP), two new sports pitches and "village greens". Their locations are shown on the Annotated Masterplan (Figure 28).

The Masterplan Document states that two new sports pitches will be provided as part of the proposed development, with changing facilities linked/associated with the indoor sports (Arun Sports [Arena]) facility. Clarification will be needed at the application stage because the changing facilities have not been included on the Annotated Masterplan. The facilities are required in accordance with Policy H SP2c.

It has been agreed that a 3G pitch facility is not required at Ford as the need for 3G pitches within the District will be met elsewhere, but financial contributions will be sought towards the offsite provision of a 3G pitch instead.

The masterplan makes provision for healthcare facilities in the local centre.

The Masterplan Document supports the health and wellbeing objectives of the District Council by facilitating a development where most homes will have easy access to public open space.

RELATIONSHIP WITH WASTE MANAGEMENT SITES

Relevant Policies:

ALP WM DM1: Waste Management, WSWLP W10: Strategic Waste Allocations, FNDP EE3: Protection of existing businesses.

The Grundon waste management site is a Strategic Waste Site Allocation, due to it being allocated in the West Sussex Waste Local Plan. Policies WM DM1 of the Arun Local Plan and WA10 of the Waste Local Plan, safeguard the site from any development either on or adjoining it that would prejudice its development (in whole or in part) for the allocated waste management or uses.

To meet this requirement, the Masterplan proposes mitigation measures, including a buffer zone, to protect the amenity of future residents. Therefore, in line with the Neighbourhood Plan and Local Plan allocation, it is argued that a mixed-use development would not prejudice any existing or currently consented operations. Applicants for planning permission will need to demonstrate that this is the case through the preparation and submission of a Waste Infrastructure Statement alongside any Environmental Statement that may also be required.

The Masterplan Document recognises odour from the Southern Water Wastewater Treatment Works as a constraint to development in one part of the strategic allocation. The Indicative Framework Plan proposes the use of that part of the site as open space, with an attenuation basin. Thus, the proposals have had regard to the Ford Wastewater Treatment Works and will not prejudice its operation. The Masterplan Document adds that a corridor of land has been reserved to allow for any additional pipeline connections that may be needed into the Wastewater Treatment Works, though its precise location isn't entirely clear.

An Odour Assessment will need to be submitted at the application stage.

SUMMARY:

The Masterplan Document contains a vision for delivery of development at the Ford Strategic Site Allocation and sets out the development principles for planning applications to follow.

This Officers report has considered the main issues in the context of Local Plan and Neighbourhood Plan policies. Based upon the Annotated Masterplan and the principles contained within the Document, it is considered that the submitted Masterplan would be capable of guiding a development that is compliant with the Development Plan.

Subject to the receipt of a substitute plan for Figure 23 that clearly demonstrates improved provision for pedestrians, cyclists and equestrians, it is recommended that the Masterplan Document should proceed to formal endorsement.

RECOMMENDATION

Subject to the receipt of a substitute plan for Figure 23 that clearly demonstrates improved provision for pedestrians, cyclists and equestrians, it is recommended that "The Landings" Masterplan Document November 2020 should proceed to formal endorsement.

REPORT UPDATE

Ref No: SD8 Ford
Page No: 53
Location: Ford Strategic Site Allocation
Description: Submission of the Masterplan Document for Endorsement

UPDATE DETAILS

Reason for Update/Changes:

PUBLIC CONSULTATION PERIOD UPDATE

The public consultation period ended on 14 January 2021. Seventeen responses were made on or after 14 January 2021. Of these additional responses, 1 was recorded in support, 3 were objections and 13 were general comments.

Arundel Town Council support the Masterplan Document, subject to (i) the routing of construction traffic from the A259, (ii) a junction on the new A27 bypass and (iii) s.106 contributions towards the funding of a new pedestrian and cycle path between Arundel and Climping.

Clymping Parish Council objects to the Masterplan stating that it will lead to the effective coalescence of Ford and Clymping. The Parish Council adds that the Masterplan fails to mitigate the impacts on the local highway network and emphasises the need for:

- The upgrade of the Oystercatcher Junction;
- The conversion of Horsemere Green Lane to resident “access only” to eliminate rat-running, and
- The upgrade of the Church Lane Roundabout.

For non-motorised users, it states that there is a need for:

- A controlled crossing of Church Lane, wider pavement south to the A259 and a controlled crossing of the A259;
- Improvement of the cycleway into Littlehampton, and
- A route south from Ford, alongside Yapton Road, to the A259 at the Oystercatcher Junction.

Yapton Parish Council has strong reservations about the impact of traffic generated from the site on the local road network, the village centre and the level crossings. It is concerned to ensure that there is a meaningful landscaped gap on the western edge of the proposed development in order to preserve the separate identity of Yapton. The Parish Council seeks improved off-road connectivity for all residents throughout the village and neighbouring parishes through the upgrading of existing public rights of way. It seeks a scheme that reflects the rural heritage of the area (not simply the former airfield) and the provision of a neighbourhood centre that complements (not competes with) existing facilities in Yapton. It also insists that priority be given to the provision of new housing over any proposals that would lead to the growth of waste management facilities beyond their designated and permitted uses.

Walberton Parish Council has commented that it fully supports Ford Parish Council and the Ford Neighbourhood Development Plan, which seeks to ensure that a coordinated approach to development proposals for the whole site is pursued (i.e. 'The Landings', Ford Market, Secondary School, Energy from Waste).

Statutory consultee responses

The Environment Agency has no objections to the principle of the proposed development but has drawn attention to the need to investigate potential land contamination, to consult with Southern Water regarding foul drainage, and to protect and enhance biodiversity.

Highways England has highlighted that previously agreed offsite highway mitigation was based upon 1,500 homes. If a higher number of dwellings was proposed, the offsite highway mitigation would need to be re-assessed. The responsibility of Highways England for the Strategic Road Network also needs to be recognised on page 33.

Southern Water has commented that the masterplan may result in placing sensitive receptors in an area where odour and complaints may be expected to occur. A revised odour impact assessment has been recommended.

Sport England has referenced the comments it has made in response to consultation on the outline planning application F/4/20/OUT. These include clarification on how the scheme reflects the route of the former canal. If routed through the land identified for sports pitches, it will compromise its function for formal sport.

Historic England has responded with detailed comments on the outline planning application F/4/20/OUT, rather than a focus on the Masterplan Document. Historic England does not object in principle, but considers that significant additional work by the applicant is required to demonstrate that conservation and enhancement of heritage assets has been adequately achieved, and harm to the historic environment has been avoided, minimised and appropriately justified, as detailed in the NPPF.

WSCC Minerals and Waste continue to have concern regarding the safeguarding of existing and allocated waste management sites. The Masterplan Document may need to be amended to provide buffers, physical barriers or other mitigation measures.

WSCC Public Rights of Way would like to see public footpaths within the development upgraded to bridleway status, to increase the number of lawful users able to make use of them, and the creation of bridleway links through the site. Outside of the site, it identifies a need to provide a safe crossing point for non-motorised users over the A259 to improve access toward the coast. Permeability for non-motorised users through the development will support key priorities for sustainable transport, reducing reliance on private motor vehicles and improving air quality.

ADC Greenspace seeks confirmation that the quantity and quality of public open space is adequate and in accordance with the Open Space, Playing Pitches, Indoor and Built Sports Facilities Supplementary Planning Document (SPD).

Other Issues that were raised on or after 14 January include the following:

- Clarification sought over the status of the Masterplan Document, its method of preparation including environmental assessment and the weight it will carry in the determination of planning applications;
- A multi-user path (bridleway) should be provided around the perimeter of the development, linked to the wider Public Rights of Way network;
- The need for a safe route from west to east for Non-Motorised Users;
- The importance of the line of the former canal is not sufficiently borne out in Figure 28;
- The need to meet DfT LTN 1/20 requirements for cycle infrastructure;
- The Masterplan does not minimise the need for a private car;

ADVISORY GROUP ENGAGEMENT

The Yapton, Ford and Climping Advisory Group received an update on the status of the Masterplan Document at its meeting held on 19 January 2021, including a summary of the responses received up to 13 January 2021. There was a short discussion about the relationship between the site and adjoining waste management uses, but there was no consensus from the Group on whether the Masterplan Document should be formally endorsed.

AMENDMENTS TO MASTERPLAN DOCUMENT

The masterplan is intended to provide a broad framework for organising development of the strategic site at Ford and to set parameters for good urban design. It is not intended to be a rigid end-of-state blueprint but must have flexibility to evolve over time. Many of the comments received in response to consultation on the Masterplan Document deal with matters of detail, which are capable of being addressed when more analysis has been done at the application stage. Nevertheless, it is considered that the Masterplan Document would benefit from revision in two areas.

1. It needs to demonstrate more clearly improved provision for pedestrians, cyclists and equestrians, particularly in Figure 23; and
2. It needs to reflect more clearly the historic alignment of the canal across the whole of the strategic allocation (Policy H SP2c SD8h).

These amendments have been requested by Officers to ensure the Masterplan Document is considered acceptable and suitable for endorsement.

AMENDED RECOMMENDATION

It is recommended that authority be delegated to the Director of Place or Group Head of Planning to endorse “The Landings” Masterplan Document following:

- A. The receipt of an amended document that satisfactorily demonstrates:

1. Improved provision for pedestrians, cyclists and equestrians, and
 2. The historic alignment of the canal; and
- B. Confirmation that there is agreement between a recognised education provider and the landowners regarding the transfer of land for the delivery of a new secondary school at Yapton/Ford.

DEVELOPMENT CONTROL COMMITTEE

3 February 2021 at 2.30 pm

Present: Councillors Bennett (Chairman), Ms Thurston (Vice-Chair), B Blanchard-Cooper, Bower, Charles, Coster, Edwards, Mrs Hamilton, Kelly, Lury, Mrs Pendleton, Roberts, Tilbrook and Mrs Yeates

Councillors Clayden and Cooper were also in attendance observing for all or part of the meeting.

Apologies: None

446. WELCOME

The Chairman welcomed everyone to the meeting and offered his and the Committees condolences to the family of Captain Sir Tom Moore who passed away yesterday he stated that he had been an inspiration to many over the last year.

447. DECLARATIONS OF INTEREST

Councillor Bennett (Chairman) declared a personal interest in item 8 application R/197/20/OUT as member of Rustington Parish Council.

448. MINUTES

The Minutes of the meeting held on 6 January 2021 were approved by the Committee.

449. A/109/20/RES - LAND SOUTH OF WATER LANE, ANGMERING

Approval of reserved matters following outline consent A/99/17/OUT for 175 No dwellings & associated infrastructure. This application may affect the setting of a listed building, may affect the character & appearance of the Angmering Conservation Area & falls within Strategic Site SD9, CIL Zone 1 (Zero Rated).

The Planning Officer was asked by the Committee to summarise the update reports that had been received for this item prior ahead of the meeting. The Planning Officer then provided members with a verbal summary of the updates that had been shared.

Members then took part in a full debate on the application where a number of points were raised including landscaping plans, consultation with the Angmering advisory groups regarding drainage and concerns with the fast turnaround timeframe that was being followed.

Development Control Committee - 3.02.21

The Planning Officer, Engineering Services Manager and the Landscaping Officer provided members with answers to all points raised. The Group Head of Planning advised members that if they were considering further deferment of this item on the basis that the applicant would make further changes to the application, this would not be the case as the applicant had declined to take on board the comments raised at the last meeting. The Planning Officer then confirmed that the applicant had made fundamental changes since the application was first presented to the Council in June/July 2020.

The Committee

RESOLVED

That the application be APPROVED as detailed in the report and report update subject to conditions outlined.

450. A/179/20/RES - LAND SOUTH OF WATER LANE, ANGMERING

4 Public Speakers

Councillor John Oldfield – Angmering Parish Council

Mr Gibbs – Objector

Jessica Sparkes – Applicant

Councillor Paul Bicknell – Ward Member

Approval of reserved matters (appearance, layout, scale and landscaping) following outline consent A/99/17/OUT, for a culverted embankment over the Black Ditch, providing a road crossing to the proposed residential development.

The Planning Officer presented his report including matters detailed in the update report. This was followed by Public Speakers and a response was provided by the Planning Officer and the Engineering Services Manager.

The Committee

RESOLVED

That the application be APPROVED CONDITIONALLY as detailed in the report and report update, subject to conditions outlined.

451. R/197/20/OUT - CROFT WORKS, 52 MILL LANE, RUSTINGTON

[The Chairman, Councillor Bennett, redeclared his personal interest in this item as a member of Rustington Parish Council.]

Outline application with some matters reserved for the demolition of existing dilapidated storage buildings & erection of 2 No. detached 3-bedroom chalet

bungalows with associated car barns, gardens, car parking & landscaping (resubmission following R/117/20/OUT).

The Planning Officer presented his report including matters in the update report.

Members then took part in a full debate on the application where a number of concerns were raised including access for emergency services vehicles mitigations given and road safety.

The Committee

RESOLVED

That the application be REFUSED and the reasons for refusal was due to the proposal by virtue of its narrow access lane would endanger pedestrian safety and prevent access by emergency vehicles contrary to policy T SP1 of the Arun Local Plan and paragraph 110 b), c) & d) of the National Planning Policy Framework.

452. FG/123/20/PL - LAND AT FORMER MCINTYRE NURSERY, LITTLEHAMPTON ROAD, FERRING BN12 6PG

2 Public Speakers

Councillor Stephen Abbott – Ferring Parish Council
Ed Miller - Objector

Demolition of a polytunnel, storage building & scaffolders' shelters & racking, use of land for Class B8 container self-storage & the siting of 79 No. single-stacked storage containers, part regrading of the ground, new fencing, CCTV & lighting. This site is in CIL Zone 3 (Zero Rated) as other development & is a Departure from the Development Plan.

The Planning Officer presented his report including matters in the update report. This was followed by Public Speakers and a response was provided by the Planning Officer.

Members then took part in a full debate on the application where a number of concerns were raised including overdevelopment of the area, inappropriate development for the area, surface water drainage and traffic access.

The Planning Officer and Group Head of Planning provided detailed answers to all concerns raised as well as advising that refusal of this application could be appealed, and if so, could be successful.

Development Control Committee - 3.02.21

The Committee

RESOLVED

That the application be REFUSED and the reasons for refusal was that the proposal represents an undesirable intensification of storage use on the site which would have an unacceptable impact on the character and appearance of the area and serve to unacceptably erode the gap between Angmering and Worthing contrary to policies C SP1, D DM1 and SD SP3 of the Arun Local Plan and policy 7 of the Ferring Neighbourhood Plan.

The Chairman adjourned the meeting at 16:55 until 17:05

453. BR/286/20/HH - 17 SHELLEY ROAD, BOGNOR REGIS PO21 2SL

Removal of existing garage and erection of single storey side and rear extension

The Planning Officer presented his report to the Committee.

Members took part in a full debate on the application where a number of concerns were raised including the extension wall only leaving a small gap to the boundary line, impact on the street scene and the loss of off-street parking.

The Group Head of Planning asked the Planning Officer to explain what would be acceptable in terms of permitted development, namely. what could be built without a planning application. The Planning Officer then gave a detailed explanation to the Committee.

Further discussion was had by Members regarding the detail of permitted development, confirmation was sought if guttering was to be added to the extension and would this need to be inside of the boundary. As discussion moved to detail outside of matters that the Committee could consider the Solicitor for the Council reminded members that any building control matters were not part of the decision and referred them back to the Planning Officer's advice given specifically to the smaller area at the back of the site, that would not be allowed to be built without this application.

The Committee

RESOLVED

That the application be APPROVED subject to the conditions outlined within the report.

454. AB/109/20/HH - WHITE COTTAGE, 32 KING STREET, ARUNDEL BN18 9BW

Rear single storey extension for new kitchen and living area, internal alterations, new and adjusted windows and doors, part replacement roof structure with 2 x conservation roof lights to the main building, re-covering of main roof and partial re-build of the detached garage with replacement pitched roof. This application affects the character & appearance of the Arundel Conservation Area & may affect the setting of listed buildings.

The Chairman advised that new plans had been submitted by the applicant for this application, of which were still subject to a public consultation period, he therefore proposed that this item be deferred before any public speakers were heard. This was duly seconded, and was agreed that this item would be brought back to the next meeting of the Committee on 3 March 2021

The Committee

RESOLVED

That the application be DEFERRED to allow the public consultation period to end on the new plans that had been submitted by the applicant.

455. APPEALS

The Committee received and noted the appeals list within the agenda.

456. SD8 - FORD STRATEGIC SITE ALLOCATION, MASTERPLAN DOCUMENT ENDORSEMENT REPORT

The Planning Officer presented his report including matters in the update report.

Members then took part in a full debate on the masterplan report where a number of points were raised including commendation of the consultation process followed, support for the housing development, plans had not addressed the highways concerns within the area in particular, that, there was no north-south route secured for traffic between the A259 and A27, concerns relating to the secondary school were also raised.

The Planning officer provided answers to the points raised and the Group Head of Planning provided members with advice, specifically reminding members of the Local Plan and to think more strategically.

Further discussion took place around the broad stretch of land at the southern end of the development that had been left for trees and vegetation that could be adapted should there be a need for a road from Horsemere Road going east. The Group Head of Planning advised that this would change the viability of the entire plan as it had been modelled on the current road plan detailed.

Development Control Committee - 3.02.21

The Committee

RESOLVED

That subject to the receipt of a substitute plan for Figure 23 that clearly demonstrates improved provision for pedestrians, cyclists and equestrians, it is recommended that "The Landings" Masterplan Document November 2020 be endorsed.

457. APPEALS PERFORMANCE AND COST 2020

The Group Head of planning presented his report and referred members to sections 8 to 10 of his report where it had outlined that significant costs that had been awarded throughout 2020.

Members had a short discussion in relation to the learning and training opportunities that it highlighted, and that the Committee needed to fully understand its planning powers that are delegated by central government whilst balancing that with what was right for their communities.

The Group Head of Planning advised that he would be able to confirm dates for the planned formal training sessions with the committee and all other members shortly.

The Committee noted the report.

(The meeting concluded at 6.27 pm)