



THE LANDINGS

FORD | WEST SUSSEX

Land at Ford Airfield

DESIGN AND ACCESS STATEMENT

On Behalf of Redrow Homes Southern Counties and Wates Developments Ltd

February 2020



VISION

The Landings at Ford Airfield will be an exciting, community-led place that delivers the aspirations of local people, as advocated through the allocation of the site in the adopted Ford Parish Neighbourhood Plan and Arun District Local Plan.

It will provide a high quality and sustainable environment that will deliver a range of benefits for both the local area and District as a whole.

It will achieve the following community objectives:

- Take control of the future planning of the area;
 - Create a new 'heart' to the village;
 - Better connect the local communities;
- Deliver local facilities and community infrastructure;
 - Retain Ford market;
- Create affordable housing for local people; and
 - Create housing for the elderly.

These objectives have formed the basis of the Neighbourhood Plan process from the outset.

“[Places] have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

Jane Jacobs



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1. INTRODUCTION



1.1 SCOPE AND STRUCTURE

1.2 SITE LOCATION

1.3 THE APPLICATION SITE

1.4 ONGOING DEVELOPMENT
IN THE AREA

1.5 A COMMUNITY-LED
APPROACH

1.6 DESIGN EVOLUTION

1.7 DESIGN CONCEPT



1.1 SCOPE AND STRUCTURE

This document has been produced by Barton Willmore on behalf of Redrow Homes Southern Counties and Wates Developments Ltd to accompany an Outline Planning Application for the development of Ford Airfield. The proposed name for the new development, The Landings, is a legacy of the history of the site.

The description of development is as follows:

“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 Classes D1-D2), 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”

The aim of this document is to outline how the site can be developed to create a new sustainable community at The Landings, and describe the elements and the process that have informed the development strategy for the site.

This document provides a framework for the development of the Application Site, and will inform the design team and act as a quality standard for assessing future Reserved Matters applications.

The statement has been prepared in accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), namely:

A design and access statement must:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

This statement should be read in conjunction with the Outline Planning Application and its accompanying documents including:

- Completed Application Form and Certificate of Ownership
- Completed Validation Checklist
- Completed Biodiversity Checklist
- Completed Surface Water Drainage Proposed Checklist

- Proposals Brochure
- Planning Statement, including Affordable Housing Statement and Draft Heads of Terms
- Statement of Community Involvement
- Arboricultural Assessment and Method Statement
- Manual for Managing Trees on Development Sites
- Land Engineering Works Statement

Application drawings:

- Site Boundary Plan
- Land Use and Density Parameter Plan
- Access and Movement Parameter Plan
- Green and Blue Infrastructure Parameter Plan
- Demolition Plan
- Northern Vehicular Access from Ford Lane
- Southern Vehicular Access from Yapton Road
- Eastern Vehicular Access from Ford Road
- Illustrative Masterplan
- Tree Protection Plans

Environmental Statement, incorporating the following Chapters and Technical Appendices:

- Non-Technical Summary
- Chapter 1: Introduction
- Chapter 2: EIA Methodology
- Chapter 3: Site and Development Description
- Chapter 4: Alternatives and Design Evolution
- Chapter 5: Construction Methodology and Phasing
- Chapter 6: Population and Human Health
- Chapter 7: Landscape and Visual Effects
- Chapter 8: Archaeology and Built Heritage
- Chapter 9: Biodiversity
- Chapter 10: Transport and Access
- Chapter 11: Air Quality
- Chapter 12: Noise and Vibration
- Chapter 13: Agricultural Land
- Chapter 14: Water Resources and Flood Risk
- Chapter 15: Land Contamination
- Chapter 16: Summary and Conclusions

ENGAGEMENT AND DESIGN EVOLUTION:



A community-led process

Throughout the document, indication will be provided where specific elements have been informed by the extensive process of engagement with the local community, stakeholders and authorities that have informed to this application.

1.2 SITE LOCATION

The Landings sits in the Parish of Ford, adjacent the settlements of Yapton and Climping. To the east the River Arun links the site to the South Downs National Park and Arundel with its historic centre and castle to the north, and Climping Beach to the south.

The nearby towns of Arundel, Littlehampton and Bognor Regis are located within close reach of the site with frequent train connections from Ford Station, which also provides direct links to London, Brighton and Southampton.

The site is also well connected to the existing road network, with local roads linking it to the A27, A29, A259 and A284.

The recently relinked National Cycle Route 2 runs south of the site, further promoting sustainable mobility and leisure opportunities.

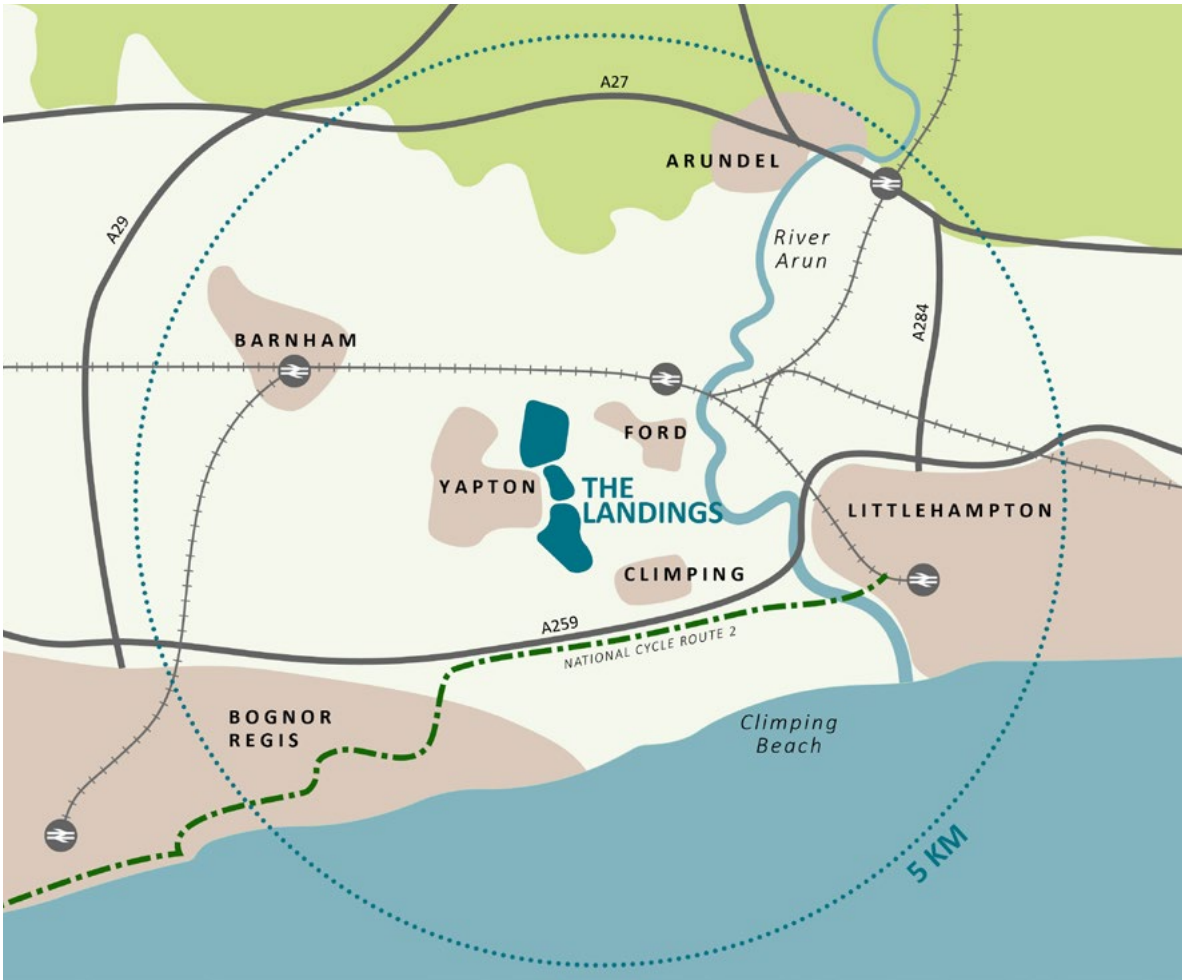


Figure 1: Site location map



Figure 2: Arundel Castle and the river Arun



Figure 3: South Downs National Park



Figure 4: Climping Beach

1.3 THE APPLICATION SITE

The Application Site forms part of the Parish of Ford, and is in close proximity to the settlements of Yapton to the west and Climping to the south.

The historic settlement of Ford with its Grade I listed St Andrews Church dating back to the eleventh century, sits at the north east of the Application Site. Its railway station sits north of the settlement, with the railway line running parallel to Ford Lane, crossing over Ford Road.

The site is bound by Ford Lane on its northern boundary, Ford Road on its eastern boundary, Horsemere Green Lane to the south and Yapton Road / Rollaston Park to the west.

The majority of the site is currently used as agricultural land. Other uses include Ford market, which occurs three days a week on the remaining runways.

Two distinct facilities occupy the majority of the northern runway, namely the Flying Fortress soft play centre and the Arun Sports Arena, with its associated sports pitches to the east of the runway.

A small number of other existing buildings

within the site are to be removed to facilitate the proposed development.

The wider Airfield site is also home to HMP Ford, Southern Water Wastewater Treatment Works, Grundon Waste Management Facility and Viridor Materials Recycling Facility.

Furthermore, two industrial sites are located adjacent to the site, namely Ford Airfield Industrial Estate to the west and Rudford Industrial Estate to the south-east.

The application site extends to an area of 86.62 Ha.



Figure 5: St Andrews by the Ford



Figure 6: Flying Fortress



Figure 7: Local business - Edgumbes Roastery



Figure 8: Ford Station



Figure 9: Arun Sports Arena



Figure 10: Ford Market



Figure 11: Aerial View of the Site

1.4 ONGOING DEVELOPMENT IN THE AREA

Ford Airfield has an extensive planning history associated with the range of uses that take place at the site. In addition, there is a range of development activity taking place in close proximity. Key details are set out in Figures 12 and 13.

The amount of new development that is promoted in the area creates an opportunity for comprehensive planning, further establishing Ford Airfield as a sustainable location for development.

Residential	No. Ref	Quantum	Status
	1 Y/49/17/OUT	45 dwellings	Approved
	2 Y/62/18/OUT	33 dwellings	Refused
	3 Y/49/18/PL	10 dwellings	Approved
	4 Y/80/16/OUT	100 dwellings	Approved
	5 Y/44/17/OUT	70 dwellings	Approved
	6 Y/92/17/OUT	300 dwellings	Approved
	7 Y/91/17/OUT	250 dwellings	Approved
	8 Y/5/17/OUT	51 dwellings	Approved
	9 Y/32/17/OUT	19 dwellings	Approved
	10 Y/19/16/OUT	108 dwellings	Approved
	11 F/23/16/RES	45 dwellings	Withdrawn
	12 F/5/18/RES	45 dwellings	Approved
	13 CM/1/17/OUT	300 dwellings	Approved
	14 CM/13/18/OUT	300 dwellings	Withdrawn
	15 CM/16/18/PL	64 bed care home	Refused
	16 Y/93/14/OUT	38 dwellings	Approved
	17 Y/88/18/OUT	38 dwellings	Undetermined
	18 Y/63/19/RES	56 dwellings	Undetermined
	19 Y/98/18/RES	108 dwellings	Approved
	20 Y/4/19/RES	51 dwellings	Approved
	21 Y/83/19/OUT	33 dwellings	Undetermined
	22 Y/1/17 OUT	56 dwellings	Approved

Waste	No. Ref.	Detail	Status
	23a WSCC/026/16/F	Anaerobic Digestion Plant	Approved
	23b WSCC/019/17/F	Digestate lagoon	Approved
	24 WSCC/096/13/F	Waste treatment facility (Grundon)	Approved
	25 F/7/99	Waste water treatment works	Approved
	26 F/19/05	Materials recycling facility (Viridor)	Approved
	27 WSCC/027/18/F	New access road (Grundon)	Approved
	28a WSCC/014/09/CM	Material recycling facility	Approved
	28b WSCC/037/19	Waste Recycling Facility	Undetermined

Other	No. Ref.	Detail	Status
	29 CM/6/18/PL	Concrete batching plant	Approved
	30 F/7/17/PL	Use of land at Arun Sports Arena	Approved
	31 F/4/18/PL	Highways maintenance depot	Approved
	32 CM/18/06	Rifle Range	Approved
	33 CM/12/12	Storage of vehicles	Approved
	34 F/7/91	Phased development of a new factory	Approved

Figure 12: Notable Planning Applications - Key

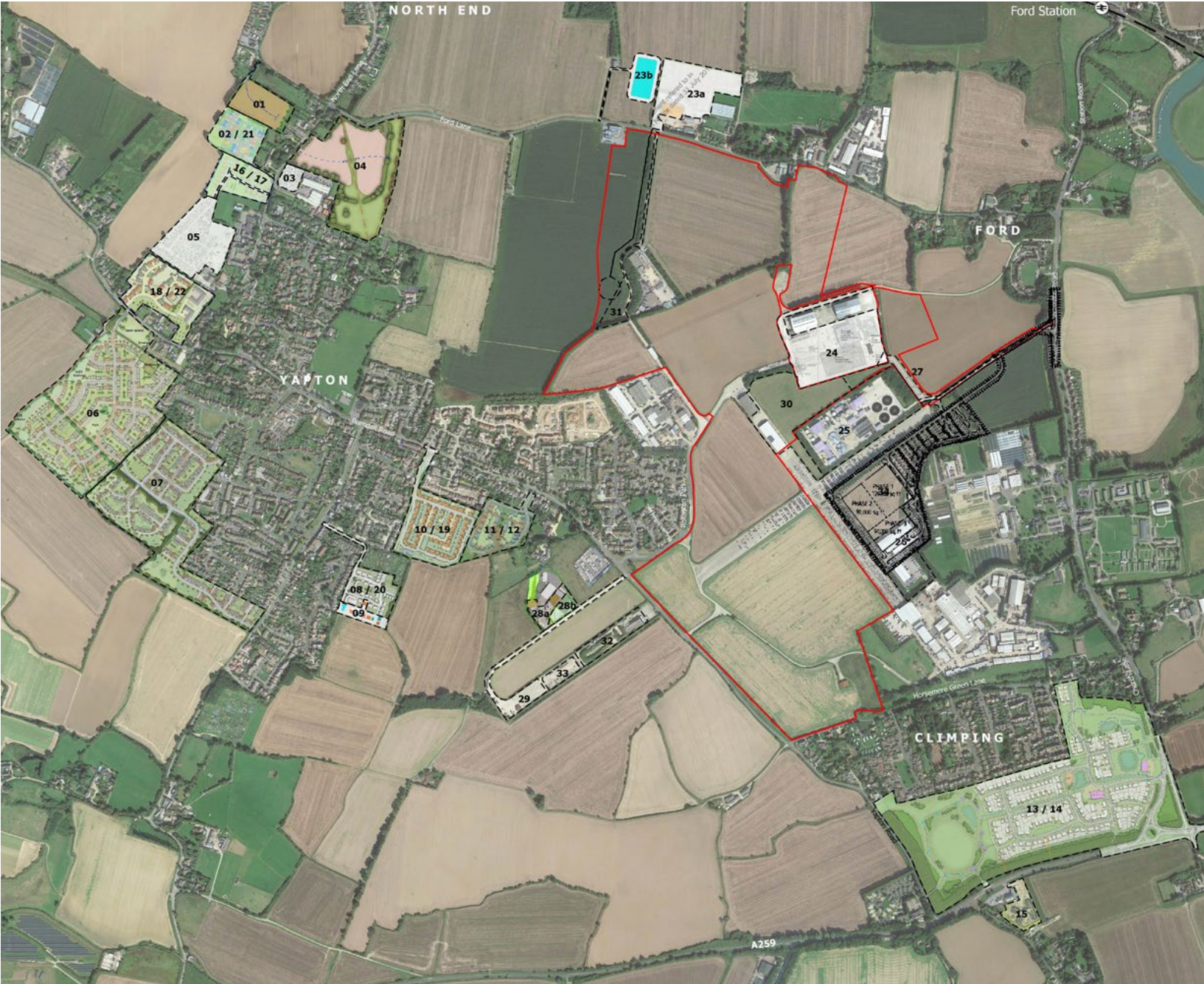


Figure 13: Notable Planning Applications located near to The Landings

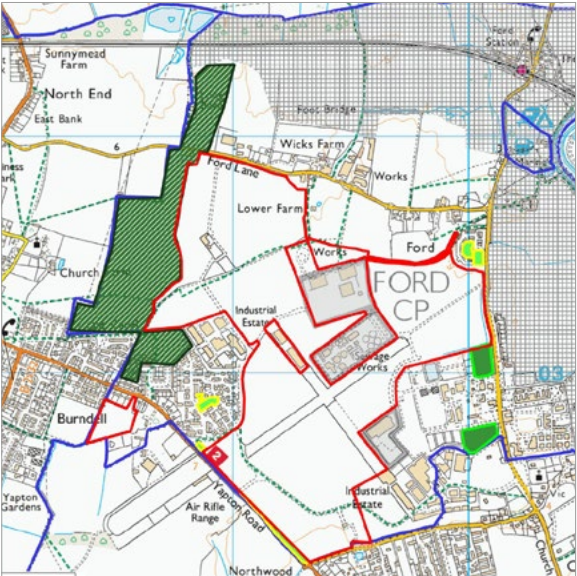


Figure 14: Neighbourhood Plan Allocation Map

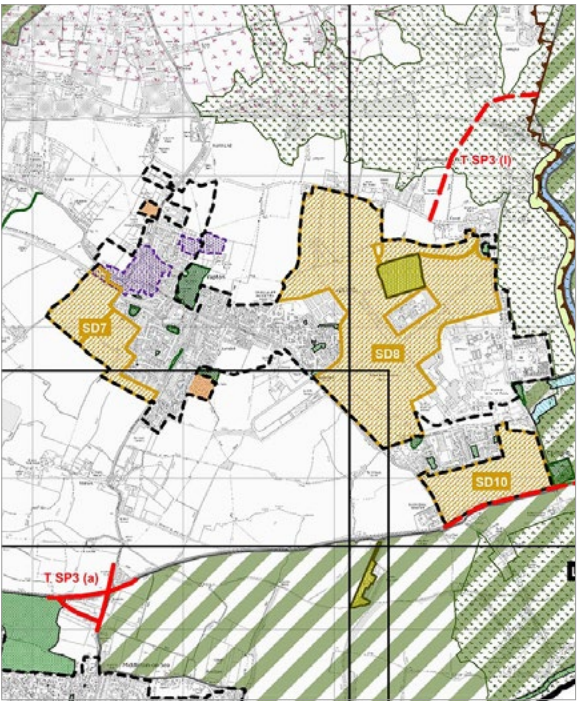


Figure 15: Local Plan Policy Map- Extract

1.5 A COMMUNITY-LED APPROACH

The desire to bring forward a redevelopment proposal for The Landings has been instigated, led and strongly supported by the local community, and has developed through an extensive engagement process.

A summary of key events is as follows:

EARLY-MID 2000'S

Ford Airfield was originally proposed for development as part of an Eco-town in the early-mid 2000's. The proposals were shortlisted but not finally selected by the Government.

2013-2019

Extensive community engagement has been undertaken in the Parish over the last six years, with the community feeding into the design concepts for the site on an ongoing basis.

This has informed the allocation of the site in the Arun Local Plan and Ford Neighbourhood Plan, which were adopted in July 2018 and January 2019 respectively. The community's aspirations have been translated into a workable masterplan that is now being brought forward as part of a formal planning application.

Full details of the public consultation that has taken place is provided in the submitted Statement of Community Involvement, with key events outlined below.

The Ford Neighbourhood Plan Steering Group approached the landowners of Ford Airfield with a view to bringing forward development at the site. This stemmed from the Parish's frustration with the level of ad-hoc development that had taken place at the airfield, coupled with their desire to realise a number of objectives.

MAY 2018 OPEN DAY

An open day was held in May 2018 to update the community on the status of the Local and Neighbourhood Plans, the timescale for bringing forward the proposals, and the intention of holding a consultation workshop weekend in June 2018. The feedback that was received on the initial draft masterplan has informed the design evolution of the scheme.

JUNE 2018 WORKSHOP

In June 2018, a consultation workshop weekend was held to further gather the opinions of the local community and stakeholders in relation to the emerging proposals and to inform the detailed design process.

A series of round table discussions were held covering the following topics:

- Homes, character and creating places
- Heart of Ford (community facilities)
- Green and blue infrastructure
- Movement and connectivity

A wealth of feedback was received, which was reflected upon overnight, alongside the preparation of a series of sketches with the aim of translating the community's visions for the site.

The resulting sketches were then presented to the local community the following day.

Further detail on how the engagement process has informed the development design will be described in more details throughout this document.

JANUARY 2020

In January 2020 a public exhibition took place to present the culmination of the work, engagement and consultation undertaken over the last six years, including explaining the proposed development and what planning permission is being sought for. This responds to various consultation events where the local community provided feedback on their aspirations for the future of the Parish.

The event provided an opportunity for the local community and key stakeholders to review the plans ahead of submission of the planning applications and members of the project team.



Figure 16: View of the 2018 Workshop



ENGAGEMENT AND DESIGN EVOLUTION:



Ford Neighbourhood Plan Aspirations



Take control of the future planning of the area



Create a new 'heart' to the village



Better connect the local communities



Deliver local facilities and community infrastructure



Retain Ford market



Create affordable housing for local people



Create housing for the elderly

1.6 DESIGN EVOLUTION

The proposed redevelopment of Ford Airfield is the outcome of a journey that started in 2013, initiated by the Ford Neighbourhood Plan Steering Group, representing the Parish Council and the community of Ford.

The following pages provide a selection of some of the material that formed part of this process.

2014 - INITIAL CONCEPT

The 2014 Concept Plan (Figure 17) outlines the initial ideas that emerged from a early discussions between the Ford Neighbourhood Plan Steering Group.

It indicates where development could occur within the site, alongside a range of uses that could be delivered. It establishes the principle that the new homes should include a range of executive to affordable homes, as well as there being the potential for self build plots.

Landscape plays a key role in this Concept Plan, with planted edges to manage the interface of the development with the adjacent existing neighbourhoods and other uses, alongside a green heart at the centre of the development.

Consideration was given to how the development should relate to the wider context, in particular the River Arun and the agricultural land to the north.

2014 - HEART OF FORD

A key principle that emerged at this initial stage is the aspiration for the development to create a “Heart” for Ford. Clustered around a “Village Green”, a comprehensive set of community facilities would create a truly mixed-use centre to serve the whole community, including both new and existing residents.

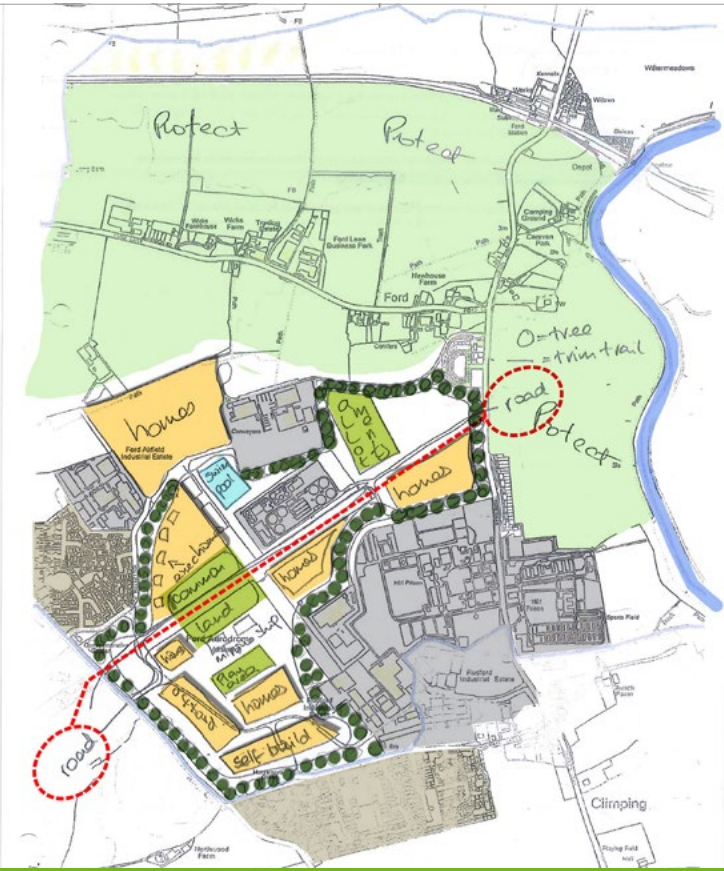


Figure 17: Initial Concept Plan

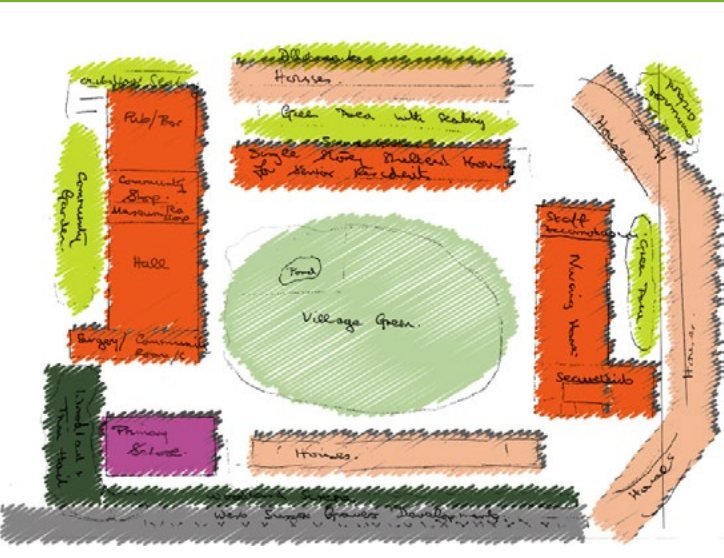


Figure 18: “Heart of Ford” Concept Diagram

2015 - FRAMEWORK MASTERPLAN

The outcome from the initial engagement work was developed into a framework masterplan that started to formalize the initial aspirations.

The principles that were established at concept stage were incorporated into the plan, which also started looking more comprehensively at the full development potential for the area up to Ford Lane to the north.

The concept of a Spine Street link from Ford Lane to Yapton Road was introduced, illustrating how the primary access and circulation within the site would function without disrupting the operations of Ford Market.

Initial thoughts were given to which areas could accommodate employment that would benefit from proximity to the existing employment in the area.

2015 - FRAMEWORK EVOLUTION

The Framework was used as the base for continuing discussions with the community and local stakeholders. A set of considerations emerged that would inform the subsequent design stages, as described in the 2015 sketch overlay in Figure 20. This included:

1. Where would be the best location for a Secondary School?
2. Should there be a gap between the Northern and Southern Neighbourhoods?
3. How to avoid conflict between residential and employment uses?
4. How can visual separation be maintained with Yapton and Climping?
5. Where is the best location for the local centre?



Figure 19: 2015 Framework Masterplan

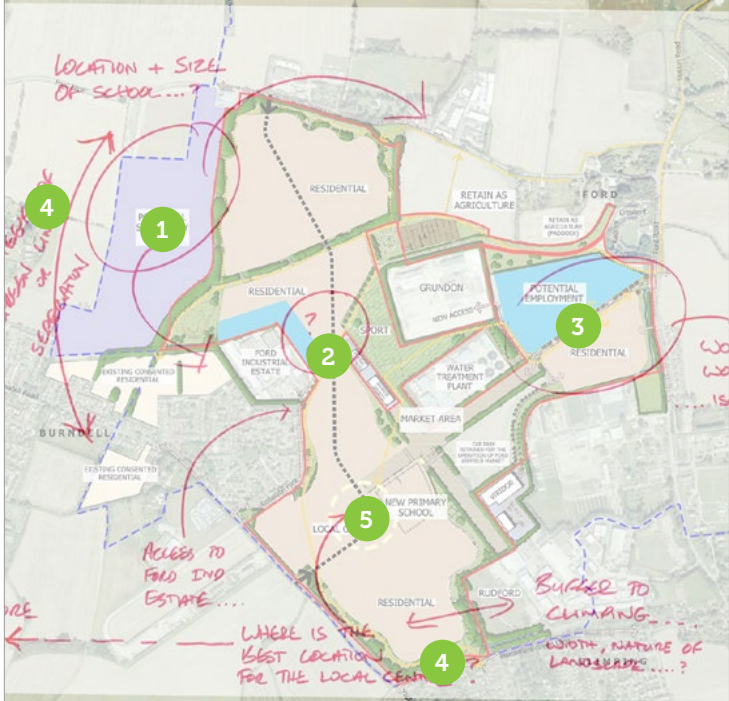


Figure 20: 2015 Framework Evolution



Figure 21: Attendance at the 2018 Event



Figure 22: Board of Comments



Figure 23: Board of Sketches

2018 - WORKSHOP

Presented here are some of the sketches that were produced as part of the workshop that took place in 2018, involving the local community and local stakeholders.

The workshop sessions addressed four different themes:

- Homes, character and creating places;
- Heart of Ford (community facilities);
- Green and blue infrastructure; and
- Movement and connectivity.

The ideas that emerged from the sessions were later synthesised and became the backbone of the design work that led to the masterplan that is presented as part of this application. These are some of the principles that have emerged:

- Establish an attractive and interlinked green and blue infrastructure network connecting the development and its surroundings;
- Cluster together the different community uses to create a vibrant, truly mixed use local centre;
- Create a cohesive development which is made of distinct neighbourhoods, each with a distinct character to respond to the specific characteristics of the site; and
- Combine all these principles together to create an attractive, connected, sustainable place.

These principles informed the Design Concept for the proposed development which is presented in the following pages.



Figure 24: 2018 Workshop - Open Space



Figure 25: 2018 Workshop - Urban Form and Character

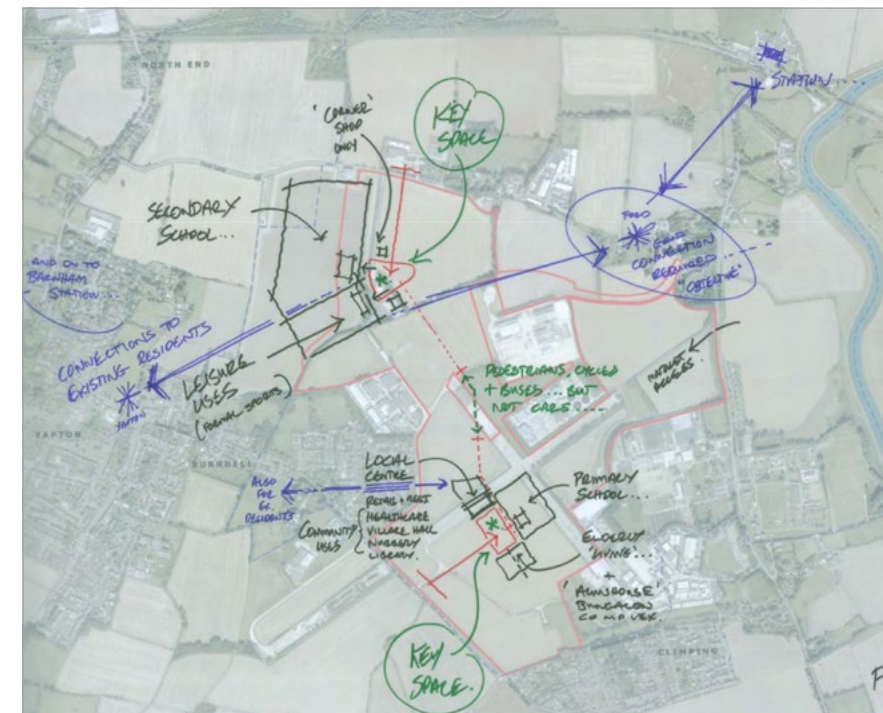


Figure 26: 2018 Workshop - Community Uses



Figure 27: 2018 Workshop - Framework Masterplan

2020 - PUBLIC EXHIBITION

The following summarises the feedback received during the January 2020 public exhibition, the purpose of which was to present the final proposals following all of the engagement that had taken place over many years.

In total 445 people attended the event.

In summary, while various feedback was received, the main headlines from conversations held on the day were:

- In general, the majority of people understood the rationale behind the scheme and were aware of it and rather than objecting to the proposals and number of homes (aside for a relatively small proportion of people), they raised queries / concerns regarding specific matters.
- Transport / traffic / roads was the biggest concern of attendees. Other key issues raised related to GP provision, the time it takes to get an appointment and the ability to recruit GPs to the area, ensuring that affordable housing is actually affordable, the relationship of the scheme to existing communities / achieving some degree of separation and ensuring sustainable travel / good connectivity within the site and with the surrounding area by foot and cycle.
- A lot of people were interested in the facilities in the local centre / heart of Ford and were looking forward to them being delivered, which was a big selling point, but some were concerned / had reservations as to whether they would actually be delivered or come forward in a timely manner. There was also recognition of the opportunities for walking and cycle routes alongside connectivity to the local centre.

In total 109 feedback forms were received. While the feedback forms were generally used to voice reservations, a range of positive feedback was

received, with the following providing a selection of the positive responses received:

“This will not only serve to enrich the development overall and lead to a more cohesive community but it is only right given all the support provided to the scheme – via the Parish Council and Neighbourhood Plan – which has helped to facilitate this project.”

“I think the location is very suitable for the volume of houses proposed.”

“Provision of additional houses is important to allow the local area to continue to develop and flourish.”

“We support the development and growing communities.”

“The name of the development is fitting.”

“The proposals do seem to have been thought through in a very professional manner.”

In response to the question concerned with what respondents liked about the proposals:

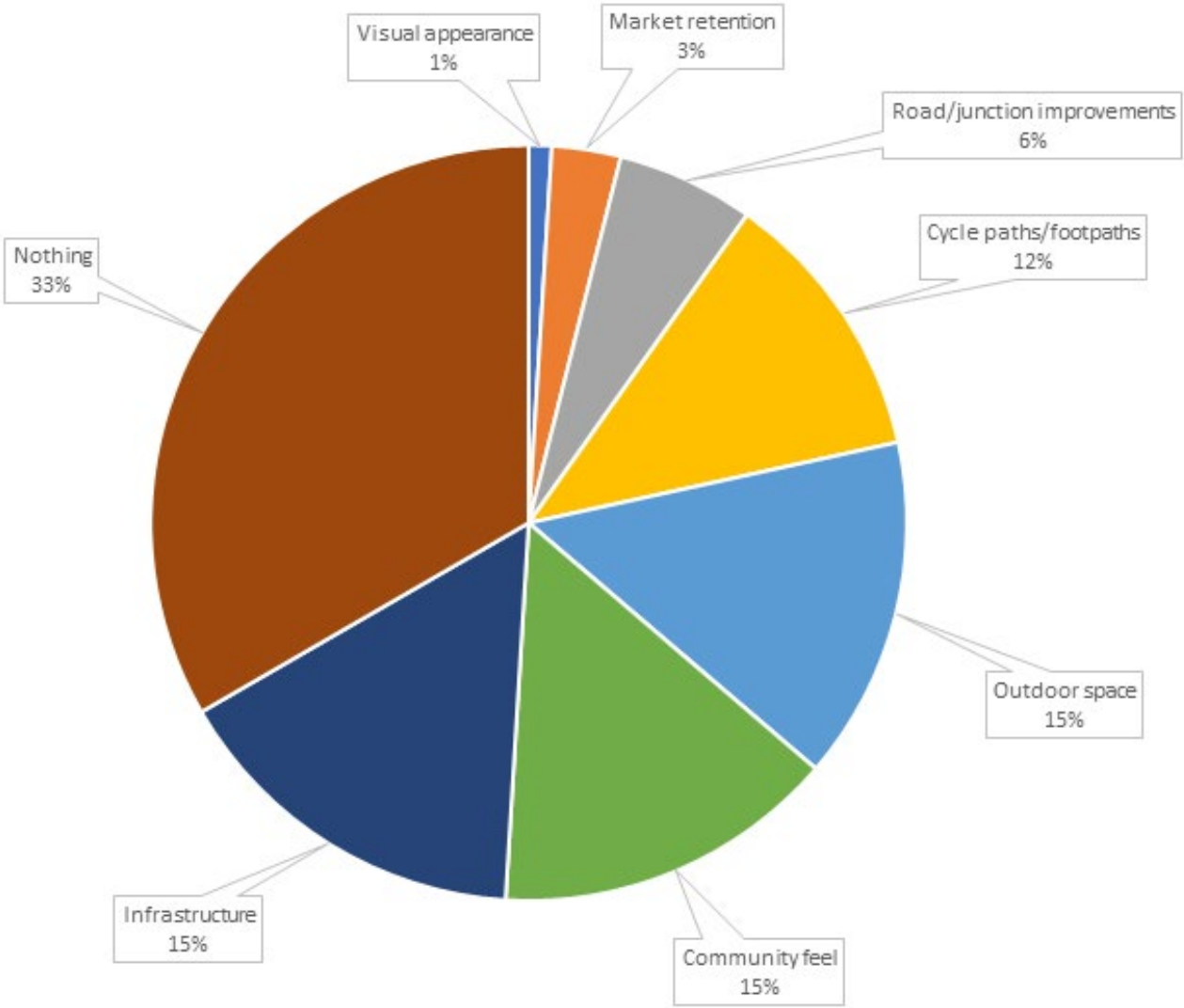
“All of it! Good use of wasted land and especially as it will be accommodating the popular Ford Market and hopefully enhancing it.”

“The design – creation of a people friendly public realm with decent amount of greenery. Provision of a range of community facilities”.

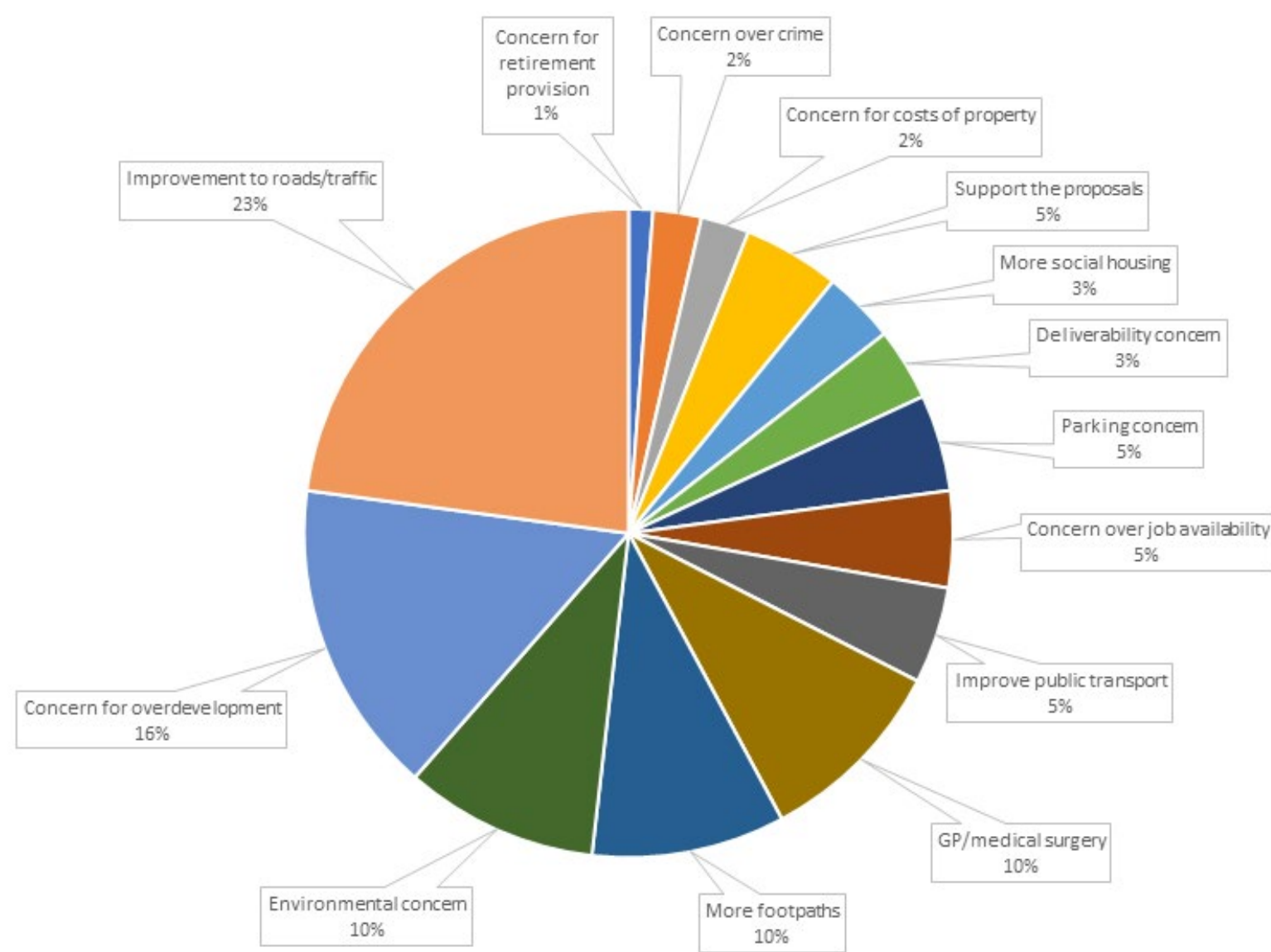
The adjacent pie charts provide a high-level summary of the main points raised in the feedback received.

The application documents, particularly the Statement of Community Involvement and Planning Statement, detail the strategy for addressing the matters raised in the feedback received, where necessary.

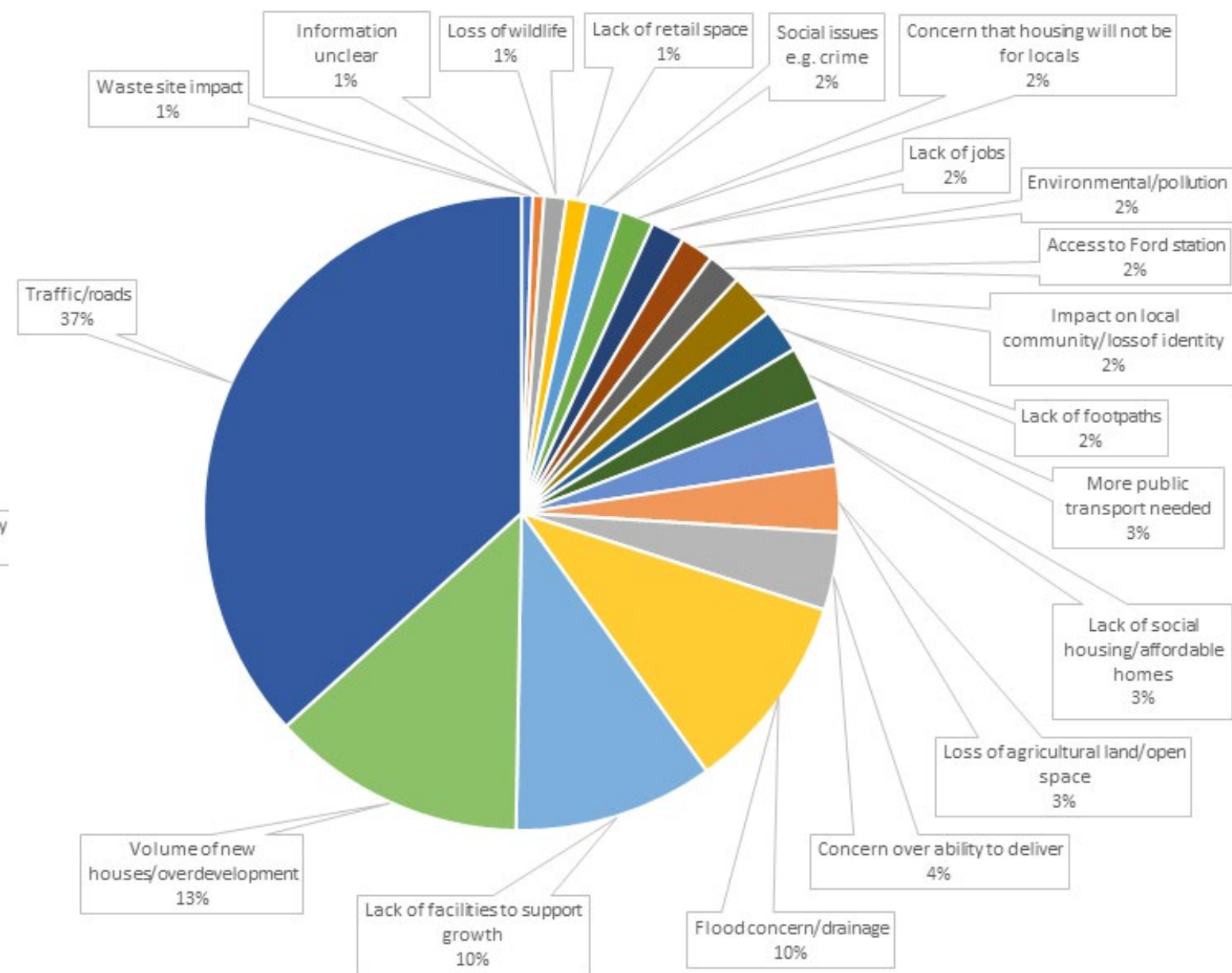
What aspects of the proposals do you like?



Do you have any reservations about the proposals?



Do you have any other comments/suggestions?



1.7 DESIGN CONCEPT

The ideas and aspirations that emerged through the engagement process and reflected in the Neighbourhood Plan have informed the concept design for the proposals, alongside addressing the local communities’ specific needs. This includes the following elements:

A VIBRANT PLACE

- Create a new centre with local facilities and community infrastructure
- Retain Ford Market and other existing uses
- Deliver new employment opportunities

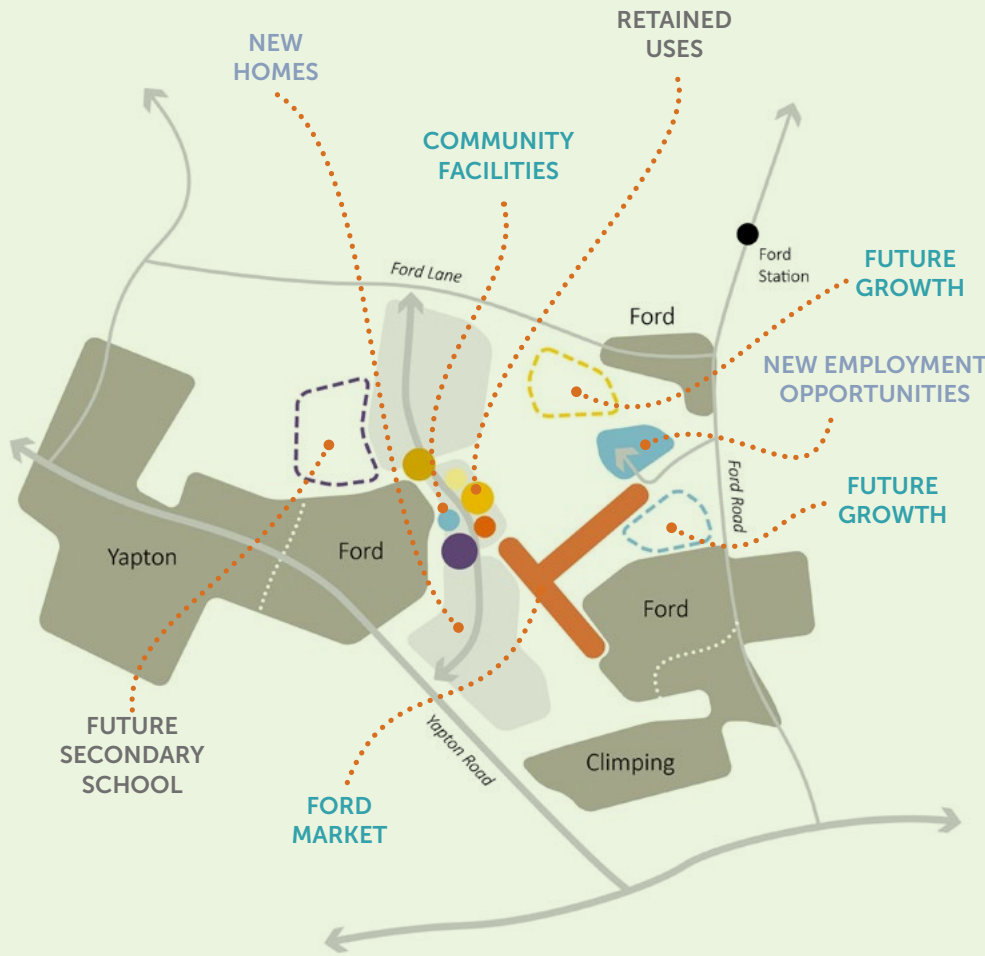


Figure 28: Concept Diagram: A Vibrant Place

ENHANCED LANDSCAPE

- Enhance the existing landscape
- Deliver new and exciting open space
- Retain visual separation with Yapton and Climping



Figure 29: Concept Diagram: Enhanced Landscape

CONNECTED COMMUNITIES

- Better connect the local communities
- Link to Ford Railway Station
- Improve access to the countryside

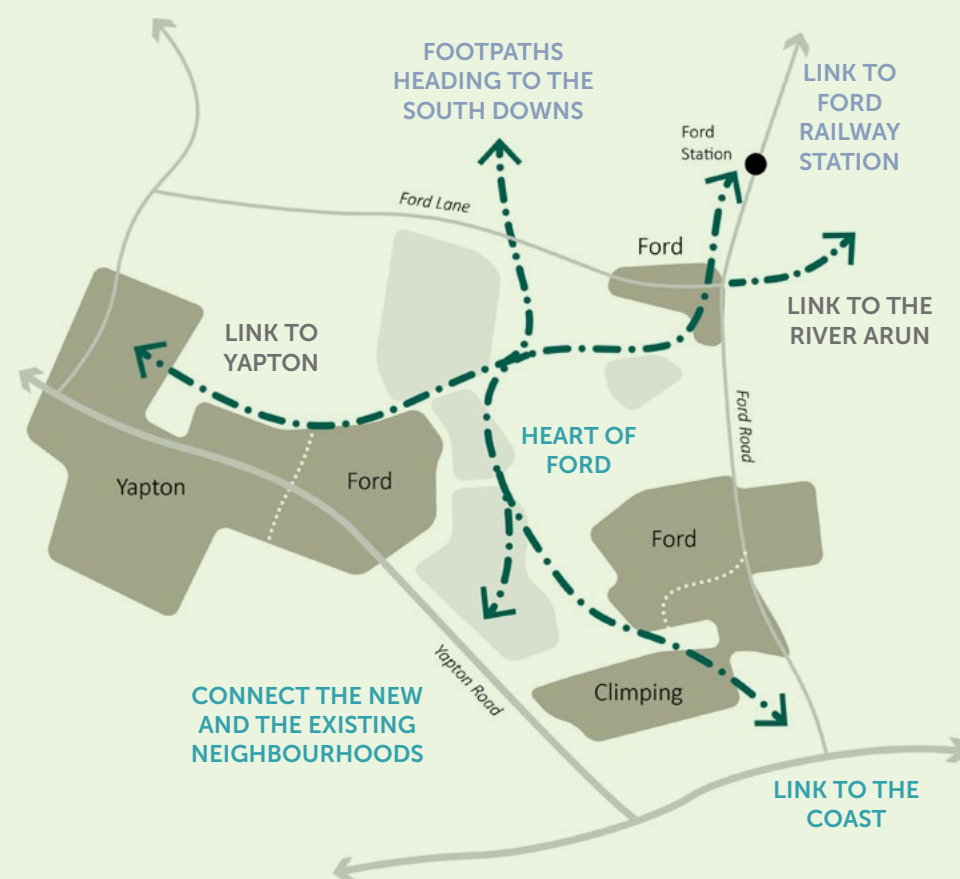


Figure 30: Concept Diagram: Connected Communities

A GREAT PLACE TO LIVE

- Different characters, one neighbourhood
- Affordable housing for local people, and housing for the elderly
- Great sense of place



Figure 31: Concept Diagram: New Neighbourhoods, One Heart

1.8 THE PROPOSALS

The design rationale for the site has been informed by a response to the site conditions, as well as the aspirations of the local community as they emerged from the extensive engagement process that took place throughout the preparation of the Ford Neighbourhood Plan. The key principles that have informed the proposals are provided across figures 28-31, which are encapsulated in the diagram below with reference to the Illustrative Masterplan overleaf.





Key:

- 1 Northern Neighbourhood
- 2 Southern Neighbourhood
- 3 Spine Street
- 4 Local Centre - "Heart of Ford"
- 5 Employment Area
- 6 Visual Separation from Yapton
- 7 Visual Separation from Climping
- 8 Open Space Network
- 9 Landings Green
- 10 Runway Park
- 11 Retained Runway Alignment
- 12 Old Towpath
- 13 Allotments
- 14 Existing Sports Facilities Integrated

Figure 32: Illustrative Masterplan

2. PLANS FOR APPROVAL



2.1 PARAMETER PLANS

2.2 DETAILED ACCESS



2.1 PARAMETER PLANS

A series of Parameter Plans for the site have been prepared and are submitted as part of this application. These are provided in Figure 34 - Figure 36.

The proposals are being brought forward via an Outline planning application. Through this application, all matters of detail are reserved for later approval except for details of the access.

All other detailed design matters (appearance, layout, landscaping and scale) will be addressed as part of future Reserved Matters applications.

PARAMETER PLANS

The Parameter Plans serve as a framework to establish key parameters that will determine the detailed proposals for the site and as a basis for the Environmental Impact Assessment (EIA). They provide flexibility for the way in which the proposed development can be delivered, provided it falls within the set parameters.

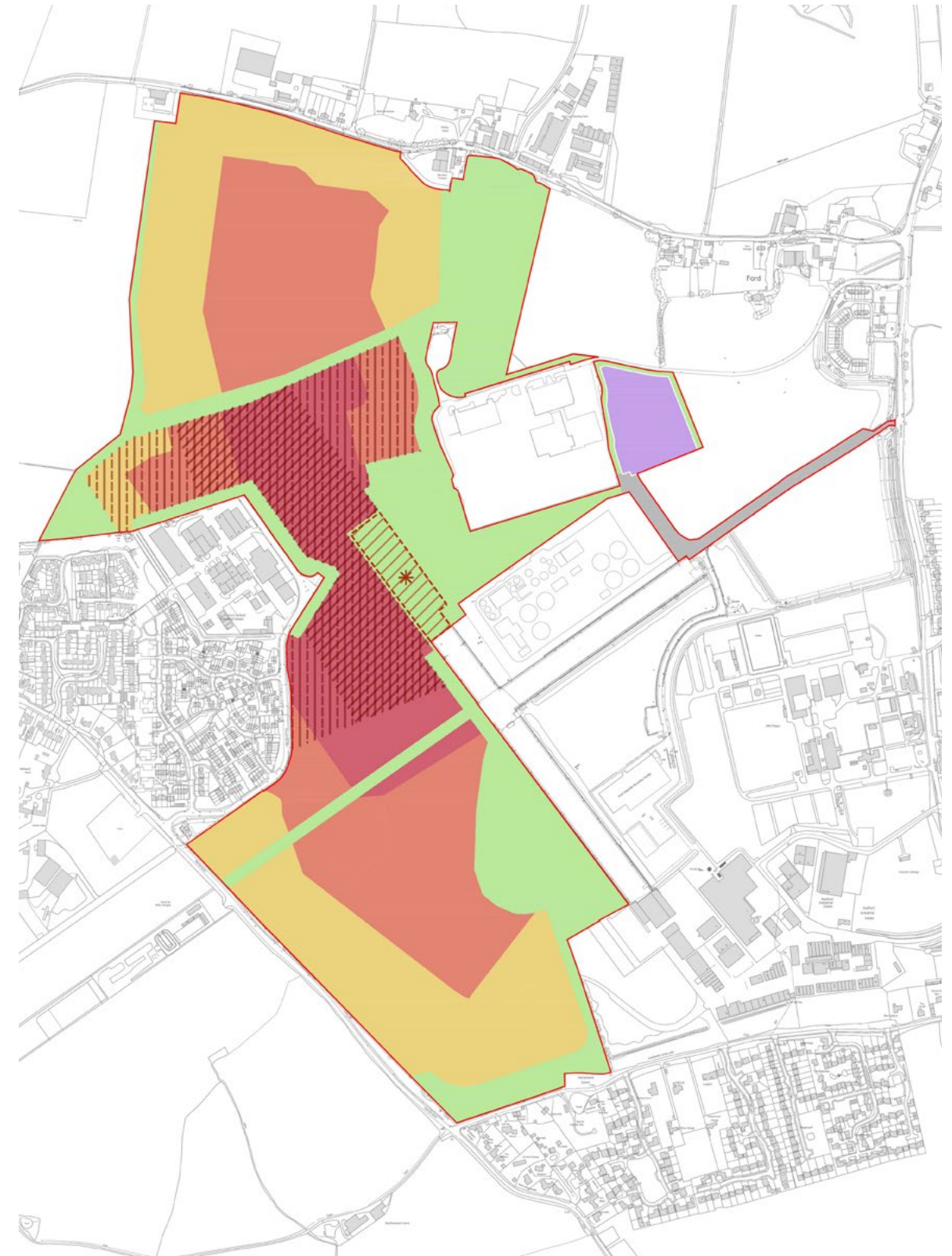


Figure 33: Outline Planning Application Parameter Plans - presented in detail on the following pages

- The area within which residential development can be located. This includes northern and southern 'neighbourhoods', meeting in the centre of the site. Incidental open space, sustainable drainage systems (SuDS) and infrastructure can come forward in the residential zones. Note that the residential zone overlaps with the primary school / nursery and local centre zones (see below).
- Residential development will typically be between 2 and 2.5 storeys, but with flexibility to extend up to a maximum of 3 storeys in selected locations. Residential development will be provided at a range of densities at selected locations across the site. This includes low density (20-30 dwellings per hectare) (dph), medium density (27.5-37.5 dph) and high density (35-45 dph).
- The area within which employment uses can be located. This is situated in the north eastern part of the site, adjacent to the existing Grondon facility. Employment buildings can extend up to a height of 15m (roof level).
- The area within which open space, including SuDS, allotments and formal sports provision can be located. A network of open space will be provided throughout the site. Open space provision will come forward in line with ADC's open space standards. The Parameter Plans also indicate the area within which neighbourhood greens can come forward with a minimum area of 0.2 hectares per green.

- The area within which the primary school and nursery can be located. This extends to a large area in the centre of the site, overlapping in full with the residential zone and in part with the local centre zone (see below). The Parameter Plans provide flexibility for several options, to be determined at detailed design stage. The primary school and nursery can extend up to 3 storeys.
- The area within which the local centre can be located. This extends to a large area in the centre of the site, overlapping in full with the residential and primary school / nursery zones. The local centre can contain residential, retail, commercial, leisure and community uses. As noted above, the Parameter Plans provide flexibility for several options, to be determined at detailed design stage. The local centre can extend up to 4 storeys.
- The area within which buffer planting can be located. Buffer planting is proposed in key locations within the site to mitigate impacts from existing uses on the proposed development and vice versa. This relates to noise / visual impacts from employment uses, ensuring visual separation is retained between Ford and Yapton / Climping and softening the built form.
- The location of the primary vehicular access points into the site. These are located off Ford Lane to the north and Yapton Road to the south, in addition to a vehicular access point into the proposed employment off the internal estate road accessed via Ford Road to the north east. Green gateways are proposed at the northern and

- The extent of the corridor within which the Spine Street through the site will be delivered, providing a north-south vehicular route.
- The Parameter Plans also indicate the location of existing and proposed non-vehicular access points at various locations around the site, as well as the existing Arun Sports Arena, Flying Fortress and public footpaths, which are to be retained as part of the proposals. The Parameter Plans also confirm that the alignment of the former Arundel to Chichester Canal will be reflected in the layout of the development.



Legend for the Site Allocation Map:

- Site Boundary
- Area within which Employment is Permitted - Building Height: up to 15m high
- Access to Employment
- Zone within which Primary School and Nursery must be located - up to 3 storey
- Zone within which Local Centre must be located. - Up to 4 Storey. Including Residential, Retail, Commercial, Leisure and Community Floorspace.
- Lower Density: 20-30 dph
- Medium Density: 27.5-37.5 dph
- Higher Density: 35-45 dph
- Green & Blue Infrastructure including Open Space, Buffer Planting and SuDS
- Existing Sports Arena / Flying Fortress

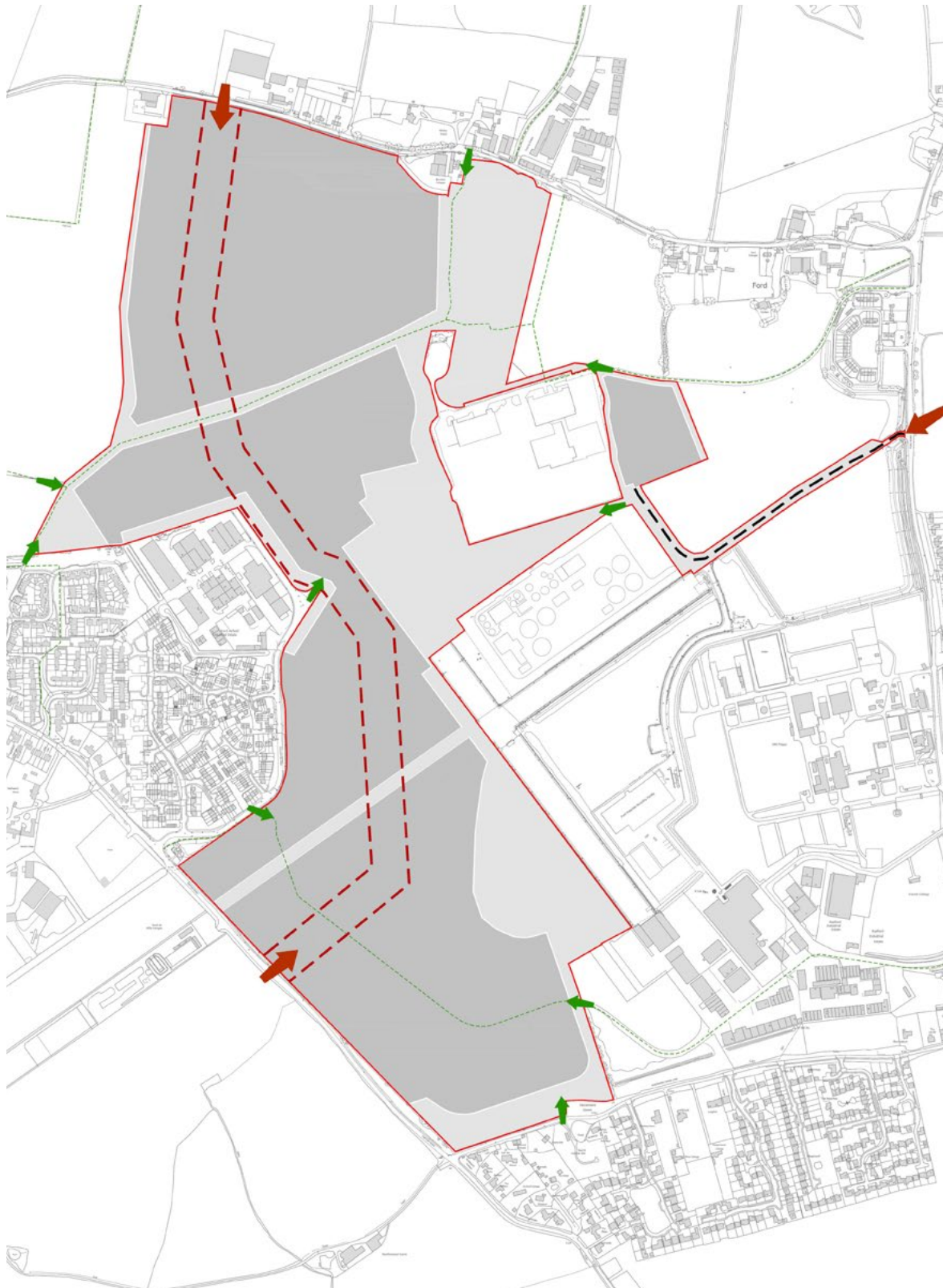


Figure 35: Parameter Plan - Access and Movement

- | | |
|--|--|
| Site Boundary | Retained Existing Public Footpath |
| Primary Vehicular Access Points | Area within which Built Development is Permitted, also to Include Incidental Open Space, Drainage and Infrastructure |
| Corridor within which the Spine Road will be Delivered | Green & Blue Infrastructure including Open Space, Buffer Planting and SuDS |
| Access to Employment | |
| Existing and Proposed Non Vehicular Access Points | |



Figure 36: Parameter Plan - Green and Blue Infrastructure

- | | |
|---|--|
| Site Boundary | Area within which a Neighbourhood Green is Permitted - Minimum 0.2Ha |
| Open Space including SuDS, Allotments and Formal Sports - Net Open Space provision to be minimum 14.85Ha | Alignment of the Arundel to Chichester Canal to be reflected in the Development Layout |
| Buffer Planting (Excluded from Open Space Calculation) | Existing Sports Arena / Flying Fortress |
| Formal Sport Provision (Included in Open Space Calculation) | Green Gateway to the Development |
| Area within which Attenuation is Permitted (The Net Area of Drainage is not included in the Open Space Calculation) | Area within which Built Development is Permitted, also to Include Incidental Open Space, Drainage and Infrastructure |
| Retained Existing Public Footpath | |

2.2 DETAILED ACCESS

As explained earlier, all matters of detail are reserved for later determination, with the exception of matters of access, which are submitted as part of this application in detail. Further detail of the access arrangements is provided in the submitted Transport Assessment.

All works necessary to deliver the proposed access points relate to land either within the control of the landowners or the Local Highways Authority (West Sussex County Council), and have been designed in accordance with the Design Manual for Roads and Bridges and the Manual for Streets standards and guidance.

ACCESS FROM FORD LANE

The existing private access to Ford Lane will be upgraded with the creation of a four arm roundabout, offering access to the new development and reducing the speed of vehicles approaching the village of Ford. The fourth arm, on the northern side of the roundabout, will provide access to the existing employment uses at Wicks Farm and allow for the manoeuvring of HGVs that service the site.

ACCESS FROM YAPTON ROAD

The current access to the runways from Yapton Road will be amended through the creation of a new four arm roundabout. This will provide access to the new development, alongside the retention of access to the agricultural land to the west.

ACCESS TO THE EMPLOYMENT AREA FROM FORD ROAD

Access to the employment area will be via the existing access point off Ford Road. This will connect with the recently approved new access to

the Grundon facility. The employment area will benefit from this new access arrangement, with an extension of the new road linking directly to the employment site.



Figure 37: Access Arrangements Diagram

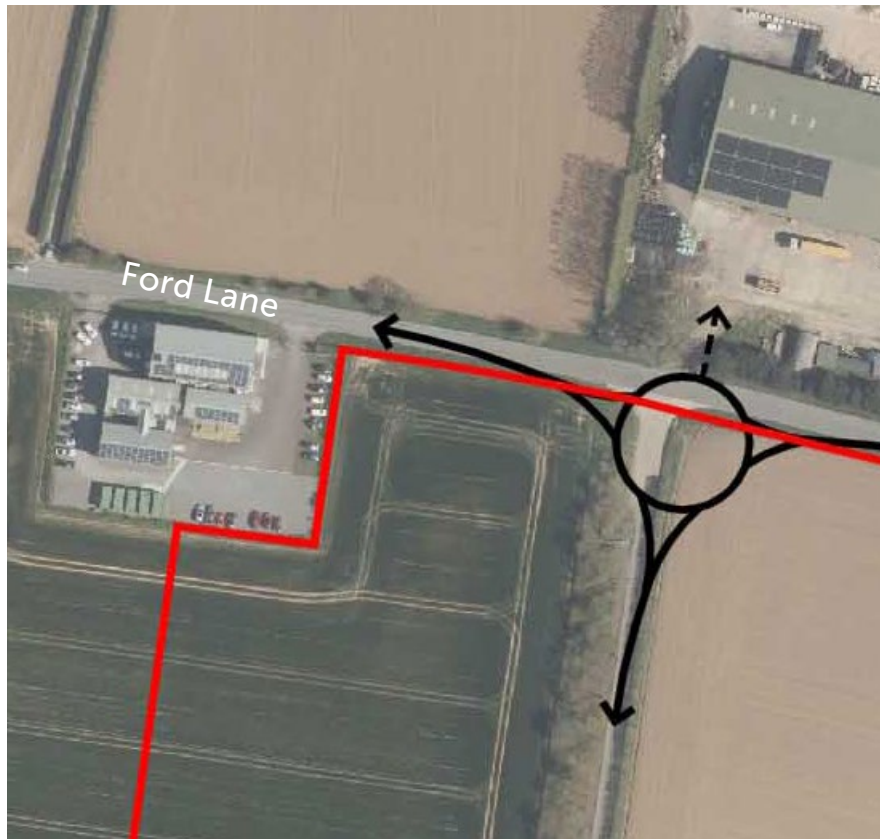


Figure 38: Access from Ford Lane - Diagram

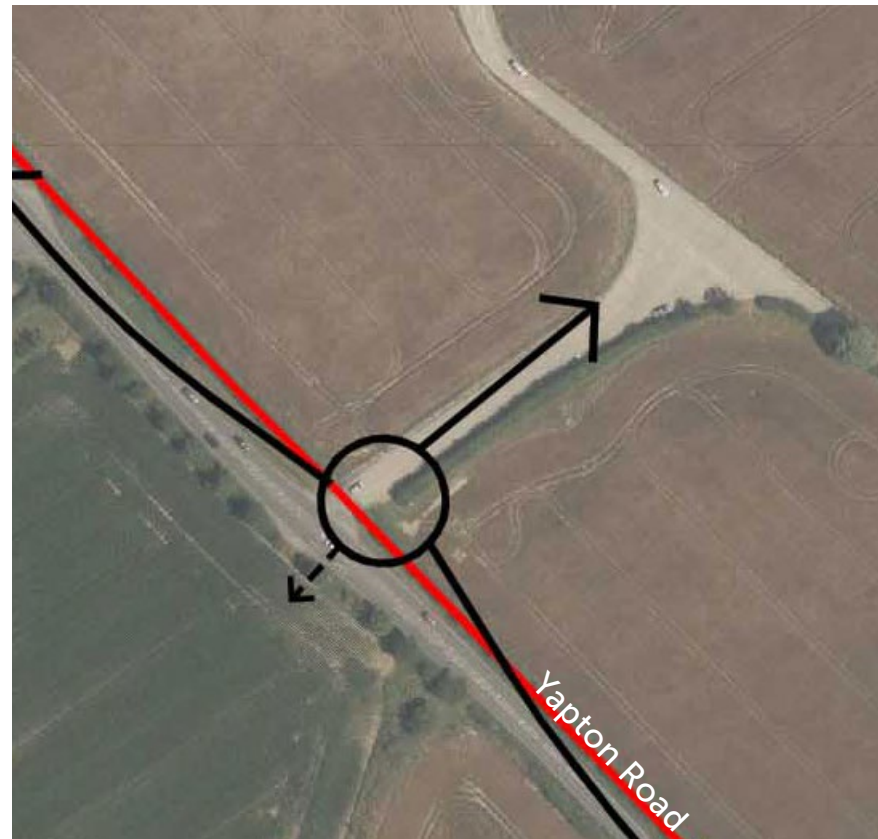


Figure 40: Access From Yapton Road - Diagram



Figure 42: Access to the Employment Area from Ford Road - Diagram

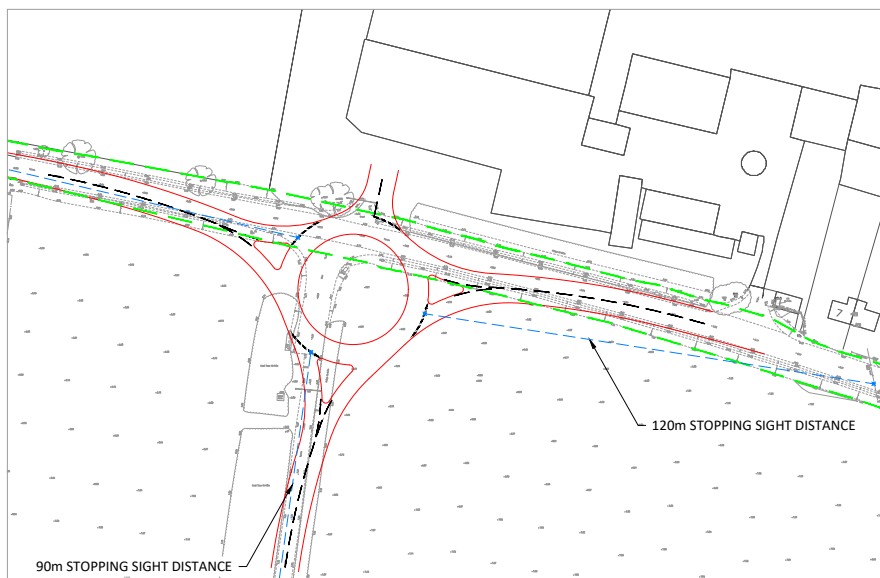


Figure 39: Access from Ford Lane - Proposed

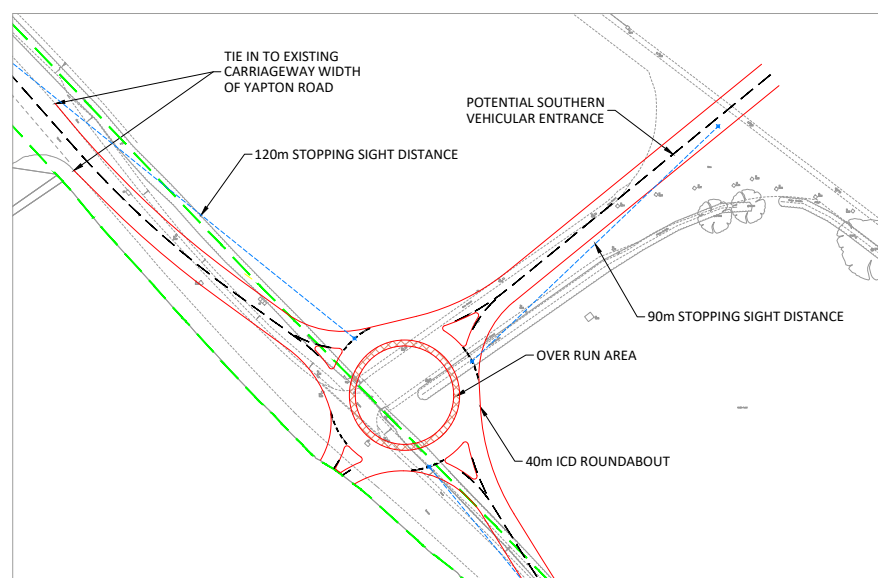


Figure 41: Access From Yapton Road - Proposed

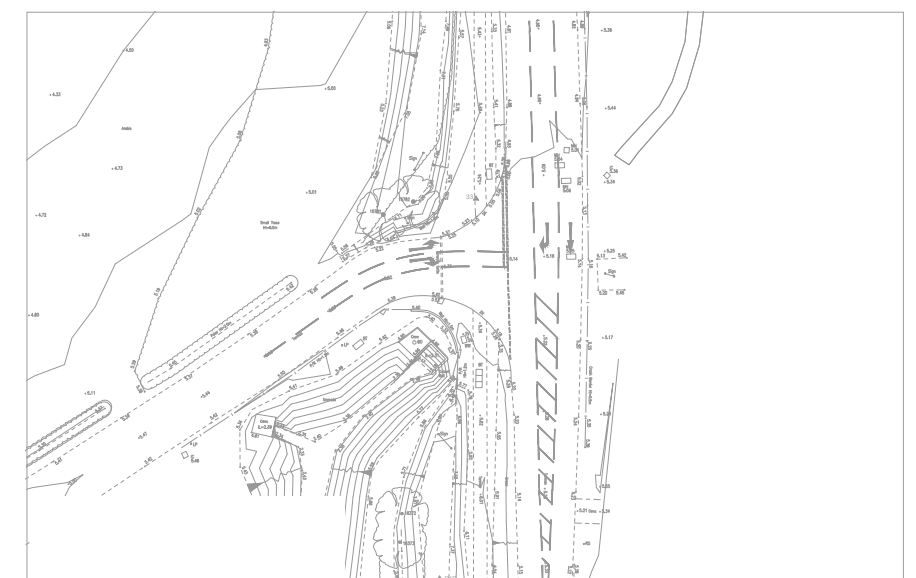


Figure 43: Access to the Employment Area from Ford Road - Proposed