

# 3. CONTEXT APPRAISAL



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# 3.1 PLANNING POLICY FRAMEWORK

## INTRODUCTION

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications be determined in accordance with the Development Plan, unless material considerations indicate otherwise. This is echoed in paragraphs 2 and 12 of the NPPF.

## DEVELOPMENT PLAN

The adopted development plan for the area comprises the following documents:

- Ford Neighbourhood Development Plan (January 2019)
- Arun District Local Plan 2011-2031 (July 2018)
- Joint West Sussex Minerals Plan (July 2018)
- Joint West Sussex Waste Plan (April 2014)

## FORD NEIGHBOURHOOD PLAN

Ford Parish Council has prepared a Neighbourhood Plan to guide the future development of the Parish.

A referendum on the Neighbourhood Plan took place on 8 November. A majority vote in favour of its adoption was secured and the Plan was formally adopted (‘made’) on 9 January 2019.

Policy SA1 of the Neighbourhood Plan allocates Ford Airfield for development. Of particular relevance, it explains that the development of the site should be undertaken in a comprehensive and coherent manner in accordance with all the policies set out in the Arun Local Plan, in particular Policy HSP2 and Policy SD8. It also sets out a series of policy criteria that any development proposal is required to meet.

## ARUN DISTRICT LOCAL PLAN

ADC adopted its new Local Plan in July 2018. This sets out the spatial strategy and housing requirement for the District over the plan period. Policy H SP1 of the Local Plan allocates 20,000 homes for delivery between 2011-2031, including 11 strategic housing sites for a total of 10,750 new homes.

Policy H SP2 provides a series of criteria that are to be considered when bringing forward the strategic site allocations in the Local Plan.

Policy H SP2c provides details of the strategic site allocations within inland Arun. Part SD8 allocates land at Ford for a residential-led mixed-use development including at least 1,500 dwellings, two-form entry primary school, nursery places, retail, commercial and community facilities, Tier 7 library facility, healthcare facilities, sports pitches, employment and associated development.

Furthermore, policy INF SP2 of the Local Plan identifies that a new secondary school with capacity for up to 10 forms of entry shall be provided on a site of at least 10 hectares to serve the new growth in Arun District. ADC has confirmed that its preferred location for the new secondary school is land to the north west of the Ford allocation.

While this planning application does not include the new secondary school, the masterplan has been prepared with the location of the secondary school in mind to ensure that it does not prejudice its delivery.

## JOINT WEST SUSSEX MINERALS LOCAL PLAN

The West Sussex Minerals Plan sets out the strategy for minerals extraction and safeguarding within the County. It identifies various areas of safeguarded minerals within Arun District, primarily for Sharp Sand and Gravel.

Whilst the Sharp Sand and Gravel Minerals Safeguarding Area (MSA) lies close to Ford Parish, the County Council has confirmed that the allocation at Ford falls outside of its boundary.

## JOINT WEST SUSSEX WASTE LOCAL PLAN

The West Sussex Waste Local Plan identifies a parcel of land at Ford Airfield as a Strategic Waste Allocation in order to meet identified shortfalls in transfer, recycling and recovery capacity.

This is referred to in Policy W10 as the “Site north of Wastewater Treatment Works, Ford”, which relates to the site of the Grundon waste management / recycling facility.

Part d of Policy W10 explains that this site will be safeguarded from any development either on or adjoining the site that would prevent or prejudice its development (in whole or in part) for the allocated waste management use or uses.

## NATIONAL POLICY

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and forms the Government’s planning policy at the national level. It is a material consideration in the determination of planning applications. The revised National Planning Policy Framework (NPPF) was published in July 2018 and updated in February 2019.

Although the overarching strategic nature of the NPPF means that it does not contain detailed criteria for the assessment of planning applications, it outlines the government’s strong support for sustainable development, providing for housing need and support for the economy.

The NPPF provides strong overarching support for the principle of the proposals at the national level, as the proposals will help to meet the need for new housing, employment, commercial and social /

community facilities, delivering a range of benefits for the District as a whole.

Paragraph 11 of the NPPF explains that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless one of two criteria apply.

## CONCLUSIONS

The site is allocated for development in both the Arun District Local Plan and Ford Parish Neighbourhood Plan for a mixed-use residential-led development.

The proposals are being brought forward in line with the requirements of the adopted Development Plan for the area and therefore the presumption in favour of sustainable development set out in paragraph 11 of the NPPF should apply.

Furthermore, it is noted that ADC cannot currently demonstrate a five year supply of deliverable housing sites and therefore those policies that are most important for determining the application are out-of-date. The proposed development will deliver new homes within the next five years and will therefore provide a much needed boost to ADC’s housing supply, while there are no overriding reasons for not granting planning permission. The proposed development should be approved without delay.

Further details regarding the scheme’s compliance with planning policy is provided in the submitted Planning Statement.

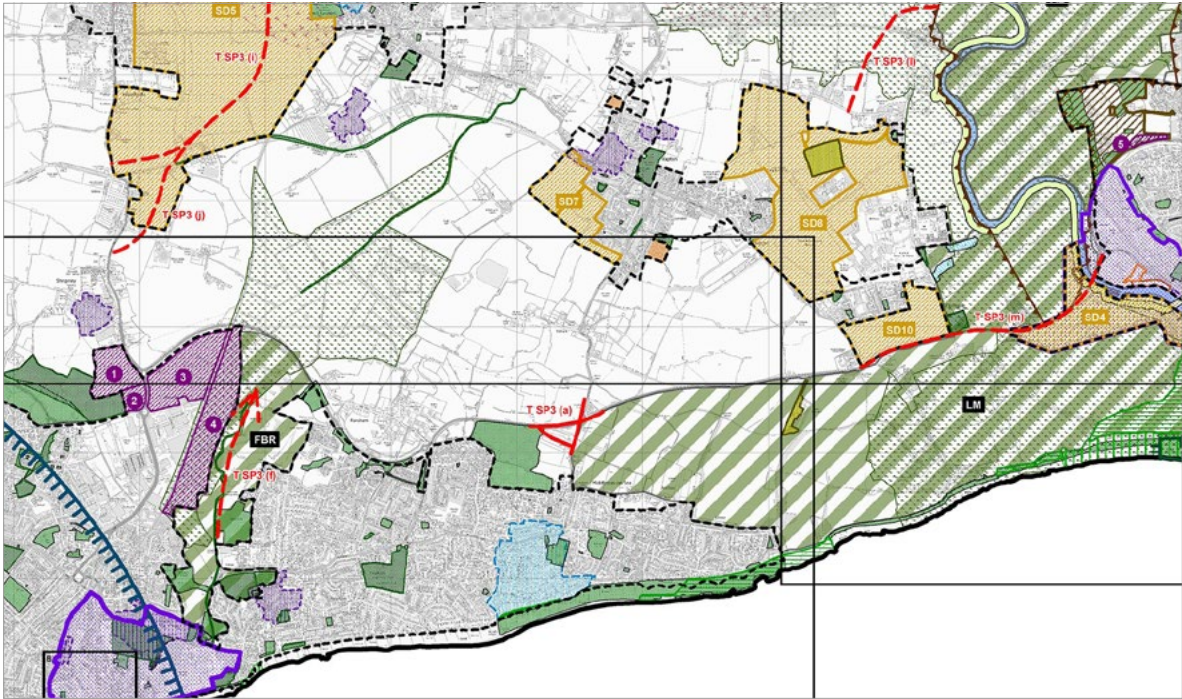


Figure 44: Local Plan Policy Map- Extract

# 3.2 HISTORY OF THE SITE

The area surrounding the site has been in use since the Bronze and Iron Age. Past excavations have revealed Roman remains, although investigations have not revealed the location of a settlement.

There is no record of the site being occupied in medieval times apart from agricultural uses. The opening of the Chichester to Arundel Canal in 1816 represented the first significant transformation of the site.

The agricultural use of the site changed during WWI, with the opening in 1917 of the Airfield. Still operative as a military base during and after WWII, the Airfield was later used from 1958 by civil aircraft, until its closure in 1980.

## Early 19th Century

- The area contains a scattering of farm buildings;
- The alignment of the Chichester to Arundel Canal is visible, already being excavated prior to opening; and
- The alignment of Yapton Road, Ford Lane, Ford Road and Horsemere Green Lane are all recognisable.



Figure 47: Historic Map of the Site - 1805



Figure 45: Historic View of the Airfield

## Late 19th Century

- The map from 1879 in Figure 48 shows a section of the Chichester to Arundel Canal which was opened in 1816, but abandoned in 1855;
- Little further development has occurred; and
- The Lyminster to Chichester railway was opened through the area in 1846 with a station just to the north of the site.

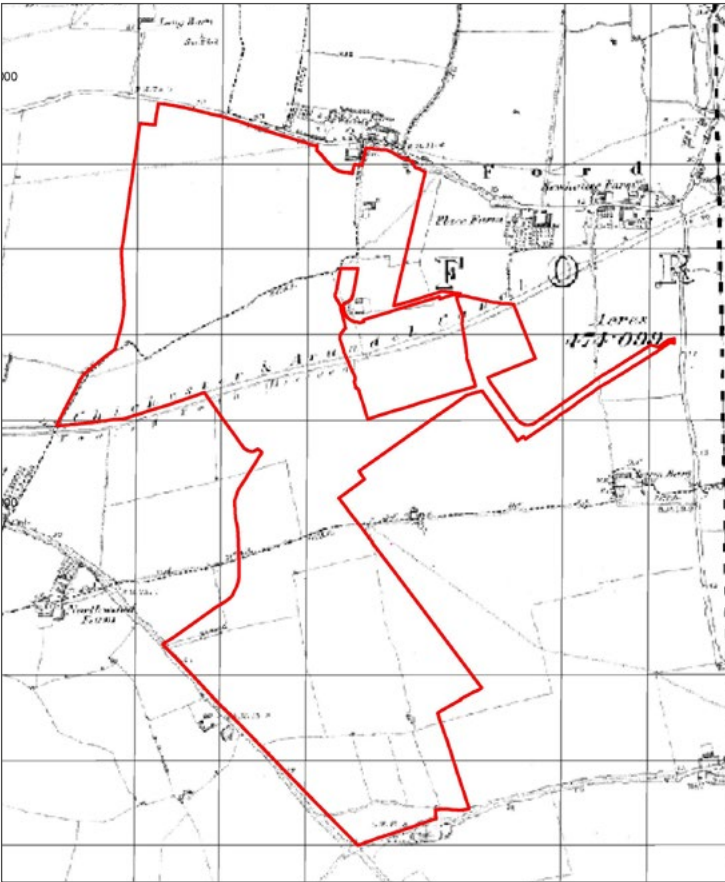


Figure 48: OS Map - 1879



Figure 46: Historic View of the Airfield

## WWI

- Ford Airfield opened in 1917 for use by the RAF and American squadrons. Only the buildings to the west of the site are shown;
- The manufacture of airplanes at Ford begins around 1920; and
- The Airfield opened for civil flying in the 1930s.

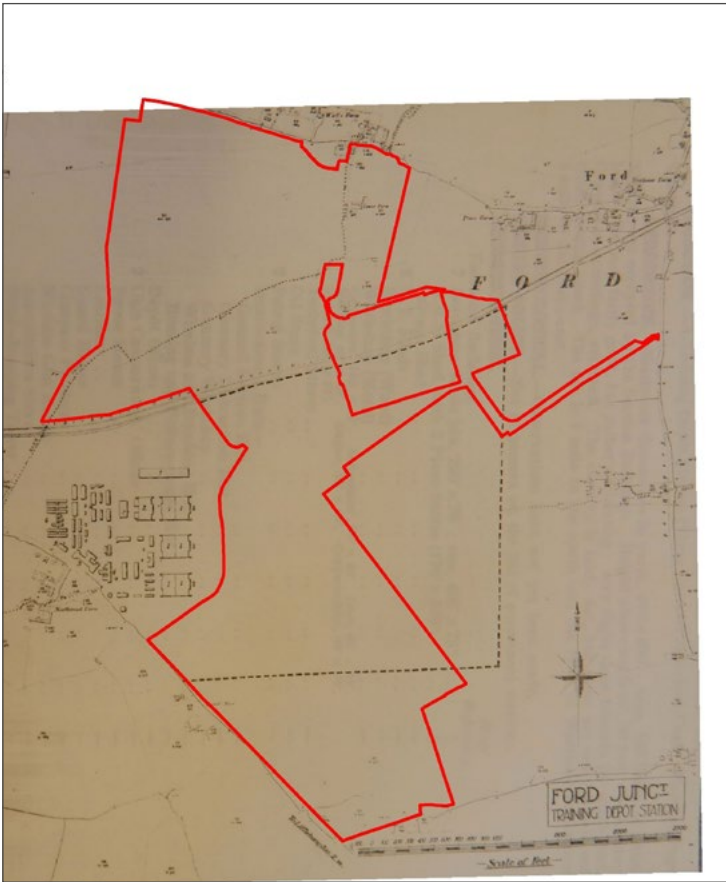
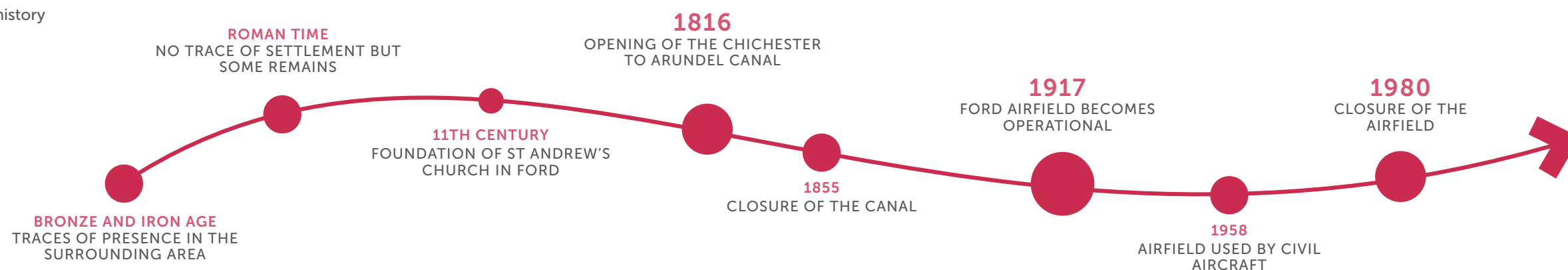


Figure 49: Historic Map of the Site - 1918

Figure 50: Summary of local history



## Between the Wars

- Military aviation resumed in 1937 as a training base for naval pilots; and
- No detail of the airfield is included on this OS map.

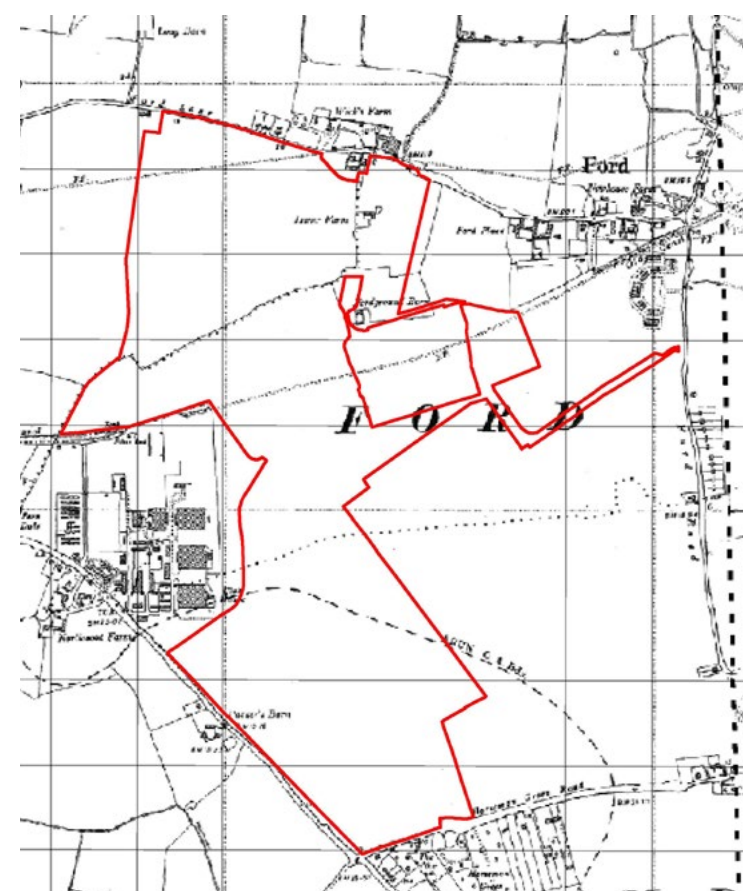


Figure 51: OS Map - 1938

## WWII

- The Airfield was heavily involved in WW2 and suffered damage in a German air raid in 1940; and
- After the war the Airfield returned to use as a naval training base until 1959 when it was used by civil aircraft.



Figure 52: RAF Aerial Photograph - 1946

## Second Half of the 20th Century

- First OS map to show the layout of the Airfield, which finally closed in 1980;
- Various industrial activities took place at the Airfield including the Rudford Industrial Estate to the south, established in 1969 and expanded in the 1980s; and
- HMP Ford open prison opened in 1961.

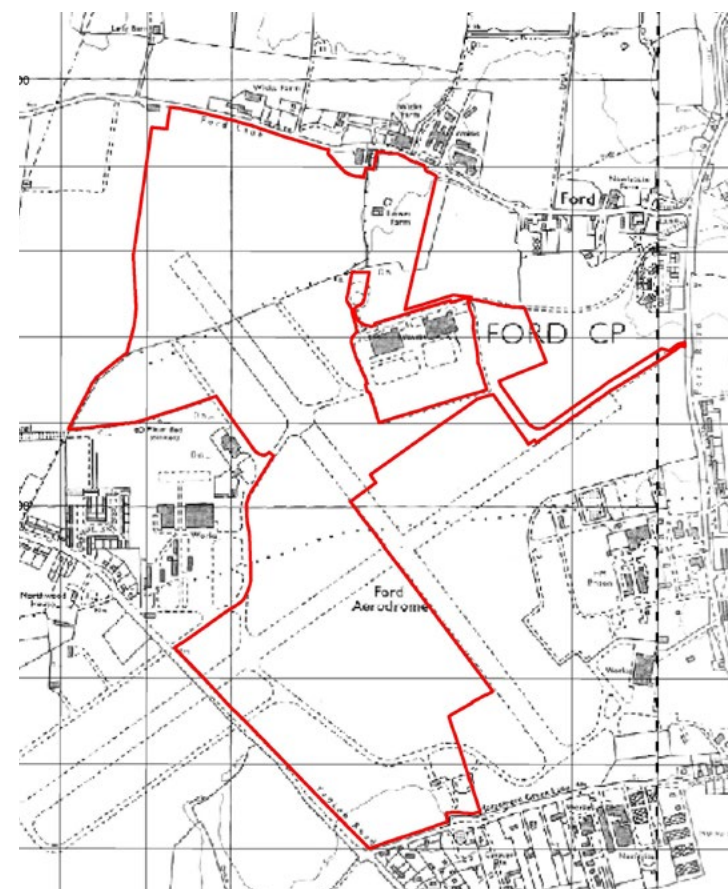


Figure 53: OS Map - 1980

## Turn of the 21st Century

- Parts of the Airfield were lost;
- Water treatment works was built in 2006; and
- Peripheral residential development established.

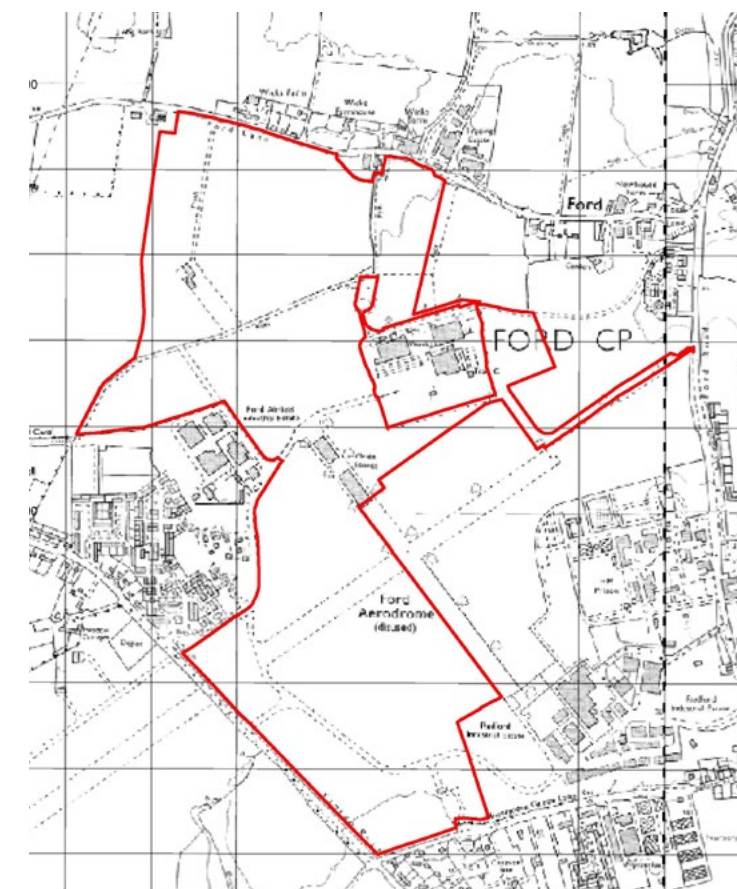


Figure 54: OS Map - 1992

### 3.3 LOCAL CHARACTER APPRAISAL

The proposed development has been informed by an appraisal of the built character of the local area to ensure that it will positively contribute towards the delivery of a distinctive place.

The selected precedents range from rural to more urban in character and include both historic and contemporary developments. These are:

- 1 Local examples of early 20th century and inter-war housing taken from Bognor Regis, Yapton and Littlehampton;
- 2 The cluster of dwellings along Ford Lane forming part of the village of Ford;
- 3 The dwellings fronting Horsemere Green Lane in Climping, facing the southern edge of the site;
- 4 The existing neighbourhood of Rollaston Park to the west, from the second half of the twentieth century; and
- 5 The recently completed development along Navigation Drive, linking to the site via an existing footpath.

In addition, two local precedents have been chosen to inform the design of the local centre:

- 6 Yapton village centre and green; and
- 7 Walberton village centre.

The following pages provide a brief description of these areas, followed by a summary of the design influences that have informed the proposed development.

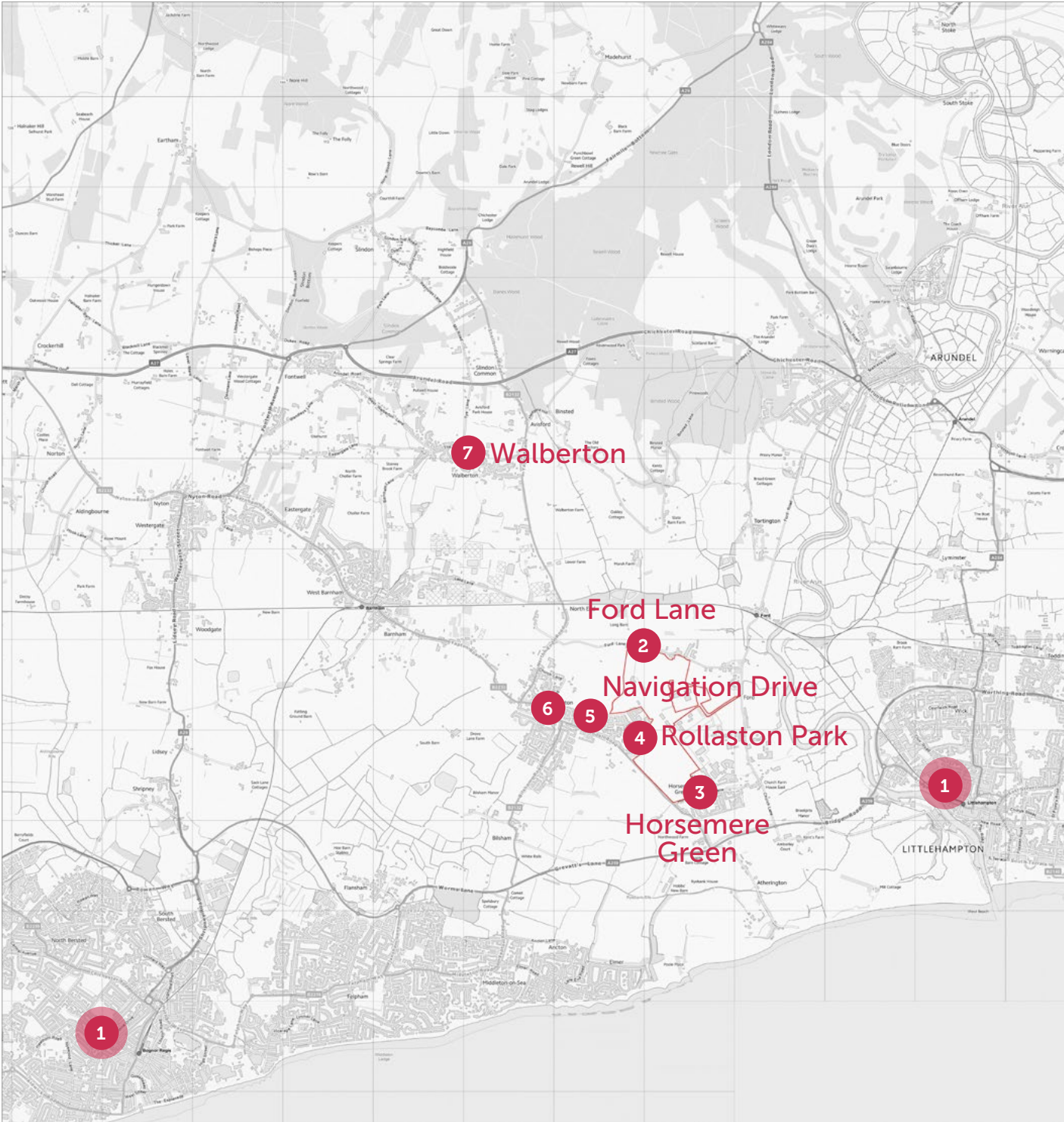


Figure 55: Character Study Key-map



Figure 56: Local Character Inspirations



# EARLY 20TH CENTURY AND INTER-WAR HOUSING

The expansion of suburban style housing during the early part of the 20th century, when the site first opened as an airfield, is evident throughout the local area. Examples of dwellings from this era have been taken from Yapton, Bognor Regis and Littlehampton.

Streets are characterised by generous front gardens and tree planting within grass verges on one or both sides of the carriageway. Dwellings are laid out in long, formal avenues and crescents.

Neighbourhoods built in the 1930s comprise predominantly semi-detached and detached dwelling types with integral garages and driveway parking. By comparison older Edwardian neighbourhoods generally comprise terraces that did not provide for on-plot parking for private car ownership.

These areas remain very popular places to live, providing for modern lifestyles as well as a connection to the past and sense of ‘homeliness’ through the use of Arts and Crafts architecture.

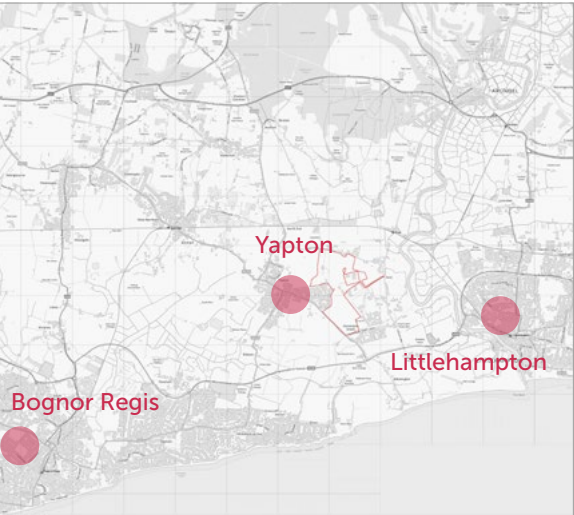


Figure 57: Key-map

Semi-detached dwelling with hipped roof and central chimney stack, brick frontage and tile hanging to full height bay windows. Recessed entrance doorways and a linked garage with driveway parking in front.



Figure 58: Park Road, Yapton

A white rendered detached dwelling with black painted mock timber framing, full height bay windows and a porch running across the frontage to meet the protruding bay.



Figure 59: Marshall Avenue, Bognor Regis

This terrace features a continuous porch across pairs of dwellings. Gables to first floor windows break the eaves line and have white painted mock timber framing. Local materials are picked up in the boundary wall.



Figure 60: Maxwell Road, Littlehampton

Figure 61: Norfolk Road, Littlehampton



Figure 62: Hillsboro Road, Bognor Regis



Semi-detached dwellings, typically with pairs of forward facing gables with mock timber framing, full height bow or box bay windows and recessed entrance doorways. Rendered frontage is generally either painted white or left a natural sand colour.

Figure 63: Hillsboro Road, Bognor Regis



These detached dwellings all feature full height bay windows, prominent gables, a hipped roof, and a recessed porch. The frontage is rendered with clay tiles hanging between the bays and on the gable. Parking is provided through integral garages with driveway parking in front or solely driveway parking.

Figure 64: Marshall Avenue, Bognor Regis

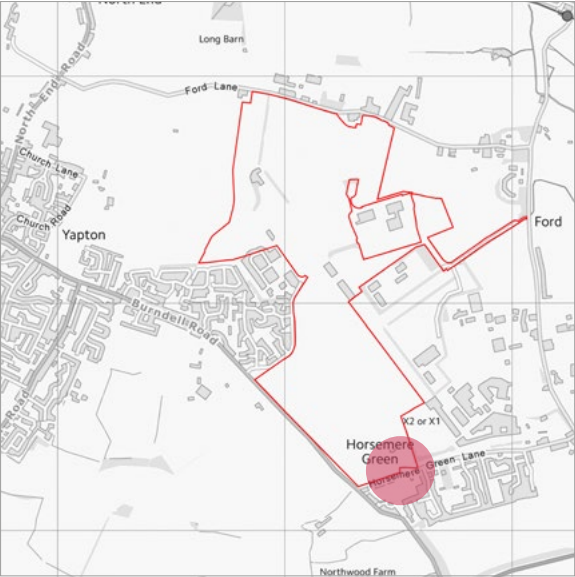


### HORSEMERE GREEN LANE, CLIMPING

Horsemere Green Lane at the northern edge of Climping defines the interface with the proposed development to the north. It consists of a settlement of predominantly 20th century bungalow and two storey suburban dwellings, alongside few older buildings along the historic thoroughfare.

The northern side of the road is lined by a belt of trees separating the settlement from the former airfield. Slight deviations in the alignment of the carriageway create a sequence of incidental green spaces, creating an attractive, traffic-calmed, and cycle friendly environment.

Buildings of a variety of architectural form, style and material line the southern side of the road. The variations in the set back from the street and the alignment create an informal, rural character.



### FORD LANE

Ford Lane, which extends across the northern boundary of the site, is sporadically lined by dwellings with an agricultural heritage, together with modern commercial uses. It retains its rural character due to the mature trees and hedgerow which line it.

Small cottages sit close to the carriageway while farmyard groupings are arranged around courtyards.

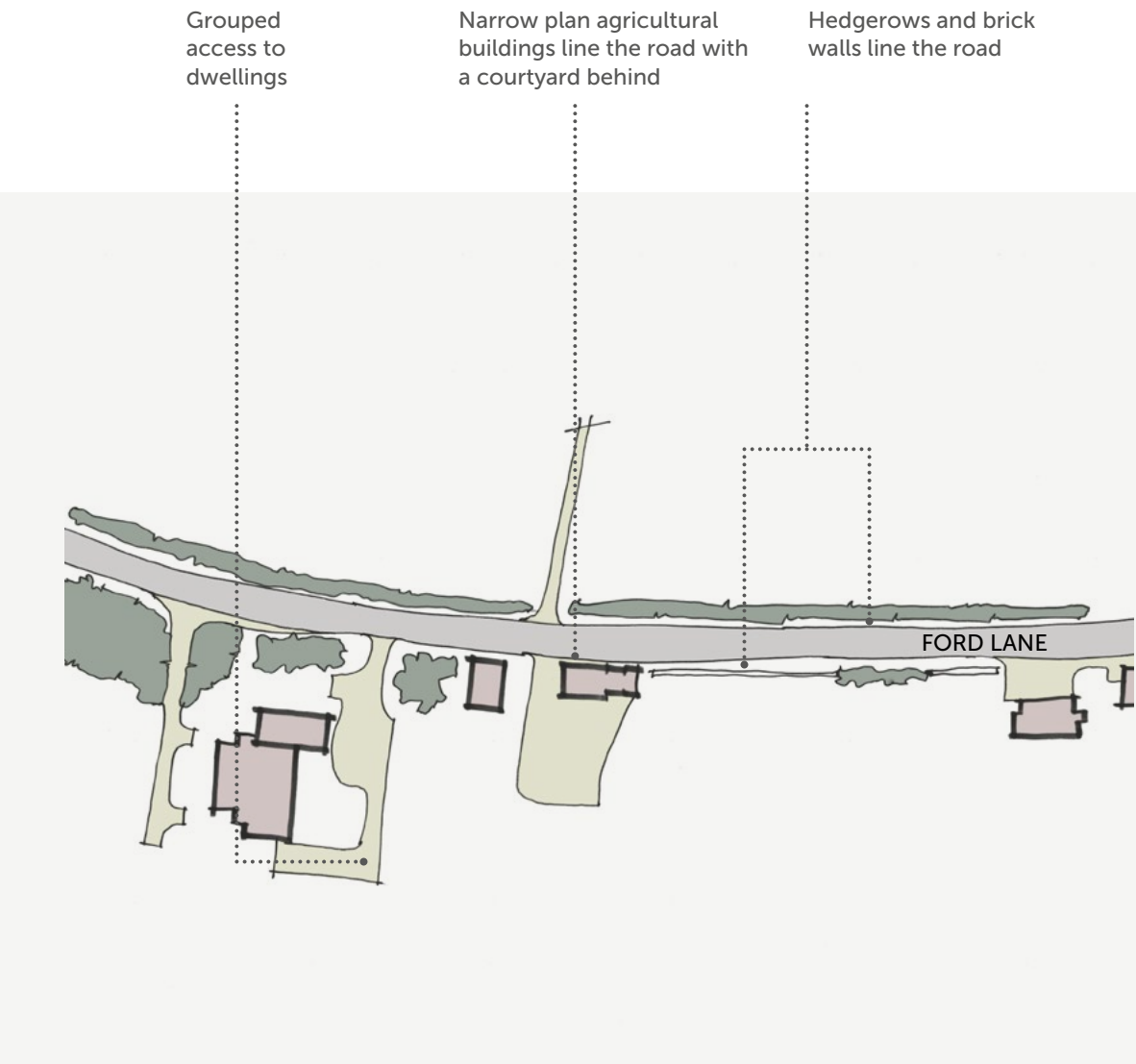


Figure 69: Ford Lane - Concept Plan



Figure 70: Ford Lane - View

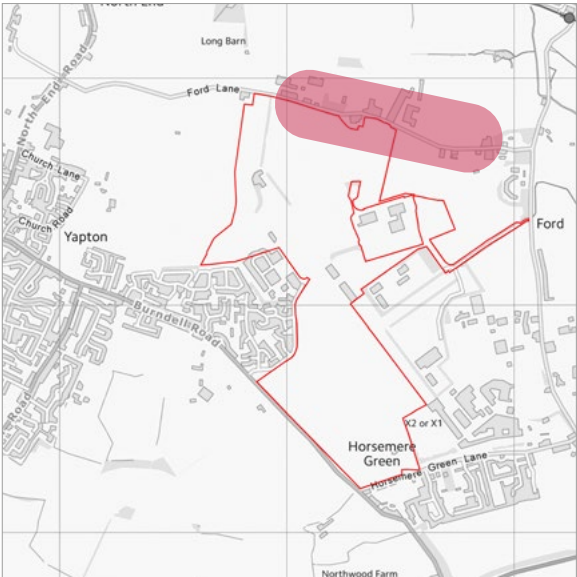


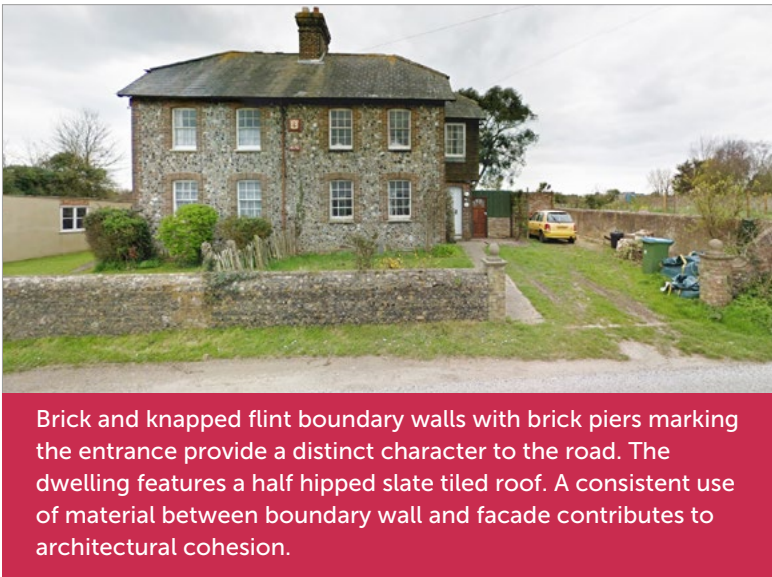
Figure 68: Key-map



This pair of cream painted brick cottages sit slightly higher than the carriageway. The dwellings feature chimneys with clay pots, slate roof tiles and dormer windows which break the eaves line.



The flank wall of these 19th century farm buildings has limited setback from the street. Their textured multi-tonal brickwork on a flint base and decorative iron wall tie, add character. The boundary wall has a curved profile as it reduces in height.



Brick and knapped flint boundary walls with brick piers marking the entrance provide a distinct character to the road. The dwelling features a half hipped slate tiled roof. A consistent use of material between boundary wall and facade contributes to architectural cohesion.

## ROLLASTON PARK, FORD

The Rollaston Park residential area dates from the second half of the twentieth century and sits immediately to the west of the proposed development site.

The buildings are arranged in a set of mews-type cul de sacs, and present a loose alignment to the streets. The overall arrangement creates a traffic calmed environment with an abundance of open space and soft landscaping.

Non vehicular connections guarantee permeability and access to the central open space

Courtyard type mews create a traffic calmed home-zone

Sparse dwellings with different orientation and set back create a loose frontage to the street.

Variety in boundary treatment denotes the streetscape.

Narrow verges with limited potential for planting

Limited overlooking due to high boundary treatment



Figure 72: Rollaston Park - Concept Plan



Figure 73: Rollaston Park - View

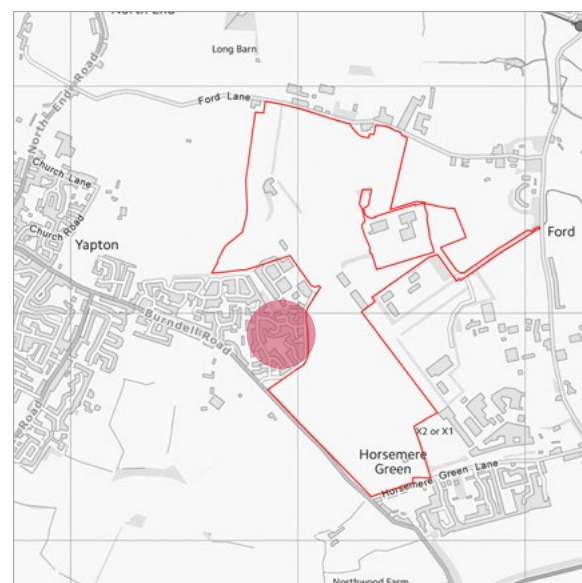


Figure 71: Key-map



When poorly overlooked, through routes create an unattractive public realm



Part of the open space lacks overlooking



The meandering street pattern and undefined street hierarchy result in poorly legible routes through the neighbourhood

Dwellings to address the development edge, providing active frontages onto the open space along the site boundary. Adopted roads run right around the development edge

The route of the canal which runs along the northern edge of the site is acknowledged, preserving its memory

A finger of green space containing retained mature trees provides a link through to the peripheral open space

Black timber weatherboarding creates accents in a predominantly brick frontage and red clay roof tile scheme

Roof form and orientation varies along the street

Retained mature trees provide the only significant greenery within the public realm

# NAVIGATION DRIVE

Recently completed, the development along Navigation Drive is a typical contemporary residential scheme. Navigation Drive snakes around the development which fills in an area of land between an existing residential area and a tree belt to the north.

A back to back block structure has been adopted with on plot parking to the front of each dwelling; only one rear parking court has been used. The dwellings are predominantly two storey, with a few having dormer windows creating two and a half storey.

Navigation Drive lacks verges that might accommodate street trees, relying instead on the retained mature trees to soften the otherwise hard surfaces. Dwellings are aligned to the street with no variety in setback.



Figure 75: Navigation Drive - Concept Plan



Figure 76: Navigation Drive - View

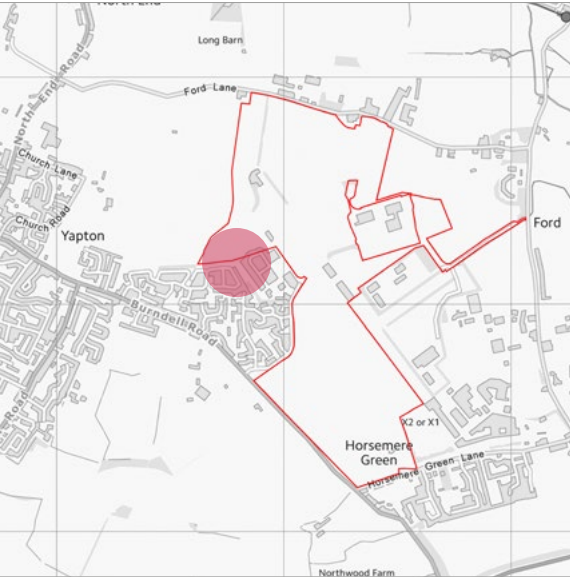


Figure 74: Key-map



The dwellings are arranged consistently parallel to the street. A variety of lean to and gabled porch canopies are used.



A change in carriageway surface from tarmac to block paving around the periphery is designed to encourage slower speeds. Split rail fencing lines the periphery.



Dwellings are separated from the footpath by approx. two metres of low shrub planting or open grass verge allowing limited opportunity for vegetation to fill out over time.

# WALBERTON

This local centre has been selected as a precedent that illustrates how local character can be generated through the arrangement of built form.

The retail parade itself is a 1960s/70s development inserted into an historic village centre which features many attractive 19th century cottages and terraces.

Although set back from the main street, the presence of the village green is announced by a cluster of mature trees surrounding the car park that link the street and the open space.

The strong presence of the incidental open spaces around the road junction contribute to the rural character.



Figure 78: Walberton - Concept Plan

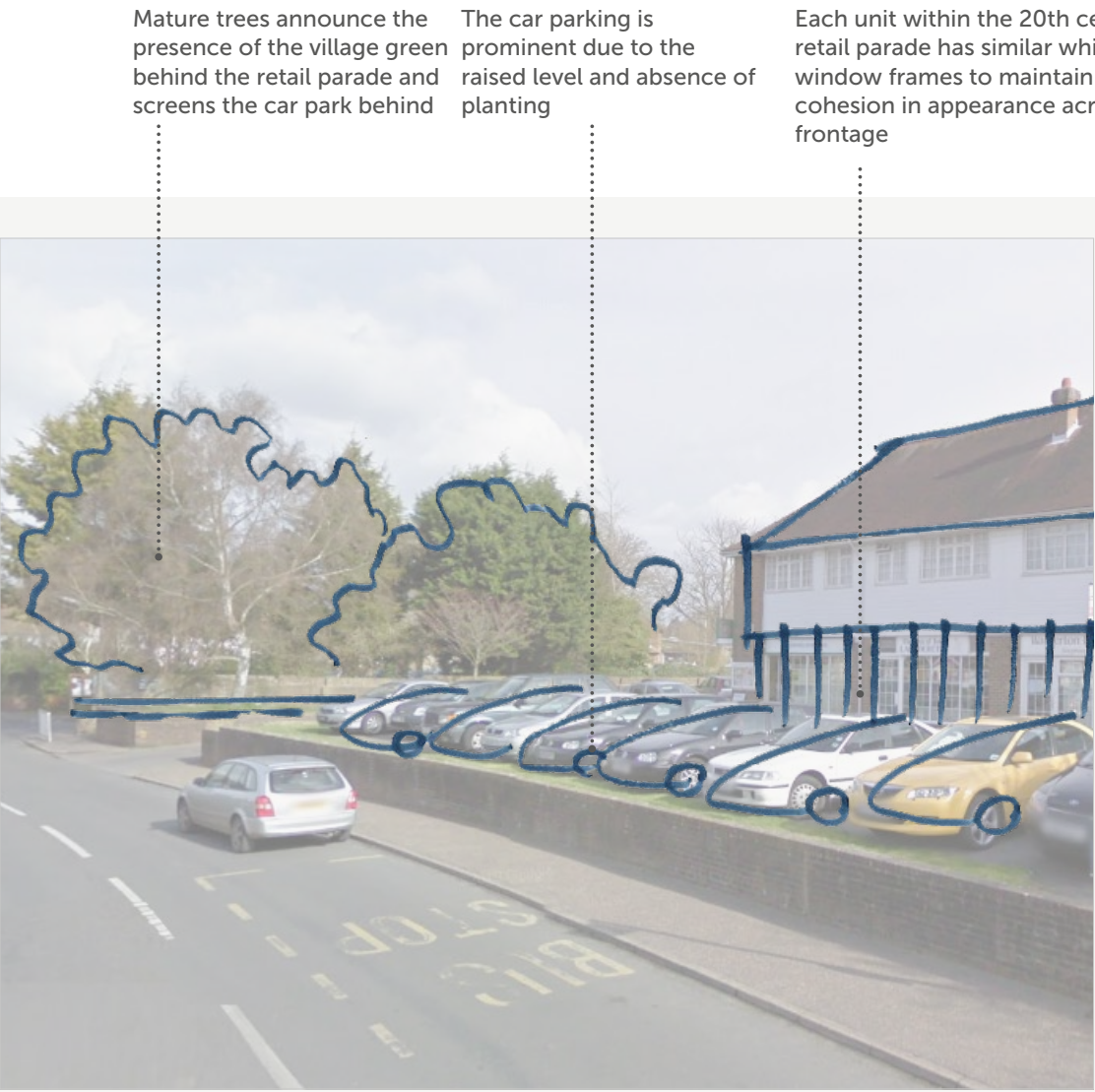


Figure 79: Walberton - View

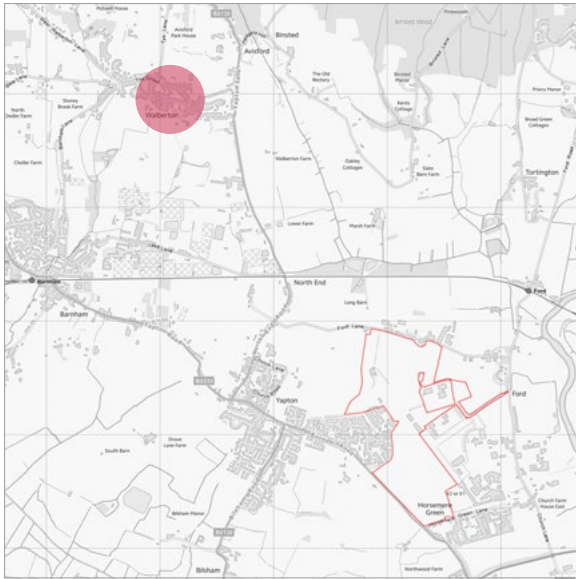


Figure 77: Key-map



Contrasting terracotta brickwork to window surrounds, clay tile hanging and decorative white barge boards. Forward facing gable to terrace end.



A knapped flint faced cart lodge with red brick quoins and a hipped slate roof, bounds one side of the green space enclosed by split rail fencing.



Incidental green space with mature trees creates a visual node, low knapped flint boundary walls with semi-circular capping stones line the street.



Decorative brickwork on these 19th century terraces and the abundant vegetation within the front gardens create a rich visual environment within the streetscape.

## YAPTON LOCAL CENTRE

This area has been selected as an example of the relationship between community uses within a local centre. Directly located onto Burndell Road, the village centre of Yapton features a small retail parade facing onto a playing field. A village hall, children's centre, child's play area and skate park form a cluster of other community uses.

Car parking is shared between the uses on the northern side of the main through route. A line of mature trees define the street where the playing field creates a break in the built form.

Buildings surrounding the local centre reflect the local vernacular in their materials and architectural detailing. A couple of examples are given to the right.



Figure 81: Yapton Local Centre - Concept Plan



Figure 82: Yapton Local Centre - View

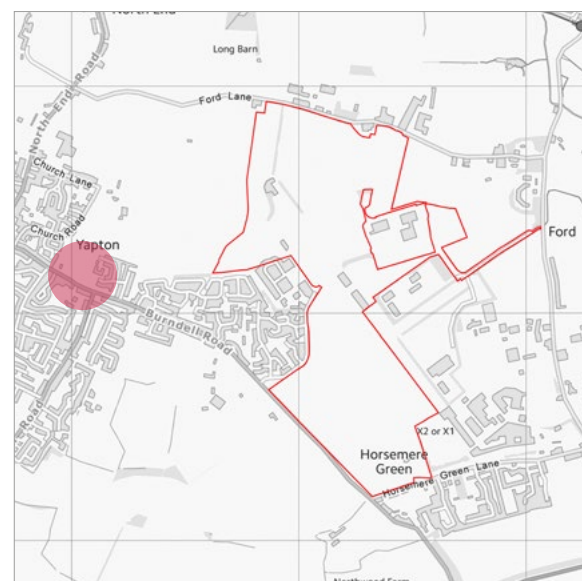


Figure 80: Key-map



# TAKING INSPIRATION FROM THE LOCAL AREA...

## STREETSCAPE

### Semi Rural Character

- Where roads run through open spaces light deviations in the alignment of the carriageway can be used to create incidental green spaces whilst also calming traffic;
- Retain mature tree belts within publicly accessible open space; and
- Incidental open spaces can help to soften the streetscape by allowing pockets of vegetation.



### Suburban Character

- Generous front gardens allow space for vegetation to mature over time and enhance the character of the neighbourhood; and
- Street verges along higher order roads allow space for street tree planting.



### Village Centre

- Public realm should be tightly defined by built form, set close to the carriageway edge ,yet allowing variation with pinch points and wider zones to maintain variety; and
- Architectural detailing and space for vegetation creates a visually rich urban environment.



## BUILT FORM AND SCALE

### Rural Character

Within lower density areas of the proposed development the agricultural heritage of the area can be expressed by:

- Predominantly large detached dwellings served by private drives;
- Elongated ‘cartlodge’ forms set perpendicular to the street utilised as car ports; and
- Courtyard arrangements incorporating parking.



### Suburban Character

- Predominantly semi-detached and detached dwelling types;
- 2 and 2½ storeys in height; and
- Dwellings aligned to the street with on-plot parking.



### Village Centre

- Within the local centre built form should create a continuous building line with an architectural formality;
- Accents can be created, for example, by forward facing gable roofs; and
- Parking can be accommodated in parking courts to minimise “gapping” in the built form.



BOUNDARY LINES AND TREATMENTS

**Rural Character**

In low density areas dwellings sit within a landscape setting. Boundaries are defined by:

- Hedges;
- Split rail fencing; and
- Low brick and knapped flint walls. A curved profile where a wall reduces in height is a locally distinctive feature.



**Suburban Character**

- Buildings are set behind front gardens containing low shrub planting; and
- Boundaries are defined by low brick and knapped flint walls sometimes in combination with hedges.



**Village Centre**

- Within the local centre buildings will be set close to the carriageway; and
- Key features that could be used to highlight key entrances are brick piers with wrought iron gates.



ARCHITECTURE AND MATERIALS

**Architectural features**

- Simple gabled and hipped roof forms;
- Dominant forward facing gable;
- Dormer windows;
- Ground floor and full height bay windows;
- Recessed entrance doorway;
- Integral garages;
- Richly detailed elevations; and
- Arts and Crafts inspired architecture.



**Materials**

- Brick frontage with contrasting terracotta brickwork around windows and corners;
- White/cream render;
- Red brick;
- Red clay tile hanging;
- White window frames;
- Red clay roof tile;
- Grey slate (equivalent) roof tile; and
- Block paving in private drives.



# 3.4 TECHNICAL WORK

To understand the site constraints, inform the progression of the masterplan and assess the proposals, a range of technical work has taken place. A brief summary of this is set out below.

## AGRICULTURAL LAND

An Agricultural Land Classification (based on a field survey) confirms that the proposals would result in the loss of Best and Most Versatile (BMV) agricultural land. An Environmental Statement has assessed the significance of effects on agricultural land.

Policy SO DM1 of the Local Plan and Policy EH5 of the Neighbourhood Plan set out that development will not be permitted on Best and Most Versatile Land unless it has been allocated for development in the Local Plan or a Neighbourhood Plan. The site is allocated and therefore is acceptable in line with policy.

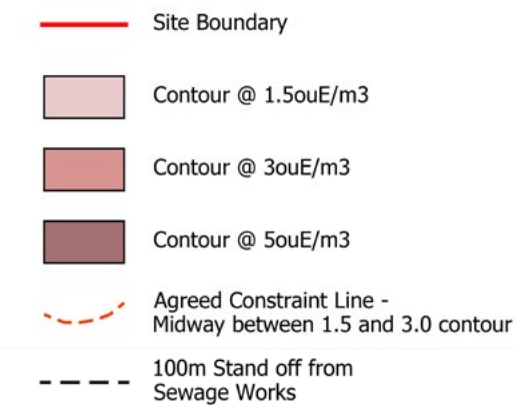
## AIR QUALITY

The appointed Air Quality Consultant has advised where sensitive uses e.g. residential development should not be located, given proximity to the Southern Water waste water treatment works. The extent of this zone is shown on the Odour Contours Plan in figure 83, which falls mid-way between the 1.5 and 30uE/m2 contours. The consultant has also advised of a 100m standoff for ‘calm conditions’, which has been taken into account. The impact of odour will be reviewed following completion of on-site odour assessment.

The Environmental Statement has assessed the significance of effects on local air quality, including dust and odour.



Figure 83: Odour Contour Plan



## ARBORICULTURE

An Arboricultural Appraisal Report, Arboricultural Method Statement and Tree Protection Plans have been prepared. The work undertaken sets out the trees that would be affected by the proposed development, the proposed tree protection measures and recommends replanting.

## ECOLOGY

A detailed understanding of the ecological importance of the site has been obtained through desk study and site survey. There are no European or nationally designated sites on or directly adjacent to the site, nor within two kilometres of the site boundary, and the site does not lie within the impact zone of any nearby international designated sites. The majority of the site contains arable land which is of limited ecological value.

An Environmental Statement has assessed the significance of effects on biodiversity, including ecology and nature conservation, and includes a Phase 1 Habitat Survey Report and an Ecological Impact Assessment Report. This includes consideration of the site’s functional relationship to the Arun Valley SPA.

## FLOOD RISK AND DRAINAGE

Online flood mapping for planning indicates that the majority of the site is located in Flood Zone 1 and therefore has a low risk of flooding. While small areas to the north of the site are located in Flood Zone 3, no development is proposed within these areas of the floodplain. The Environmental Statement has assessed the significance of effects on water resources and flood risk.

A surface and foul water drainage strategy has also been developed. In short, the strategy involves the collection of water into large wetlands to discharge slowly via the existing network and the large man-

made ditch under Ford Road, including pumping of water where necessary to overcome the site’s topography given the location of existing drainage outfalls. Where the site’s topography allows, surface water will be discharged via gravity. The drainage hierarchy will be followed, with the infiltration of surface water prioritised where feasible.

## GEOTECHNICAL

A Geo-Environmental Assessment Report has been undertaken. This assesses the potential for contamination associated with the site’s former and current land uses.

The findings of the survey found that the site is virtually free from contamination. Further investigation will be carried out to fully characterize the ground conditions across the site and if necessary a remediation strategy will be developed to ensure that there is no risk to future site users or the surrounding environment.

The Environmental Statement has assessed the significance of effects regarding contamination.

## HERITAGE

The site has been subject to a Heritage Desk-Based Assessment and Geophysical Survey. These have found the potential for archaeological remains at the site. Contact has been made with Arun District Council (ADC)’s archaeological advisor who has advised that trial trenching can be conditioned as part of an outline planning permission, subject to elements of the military remains at the site being preserved and the line of the former canal being used as a design feature.

The Environmental Statement has assessed the significance of effects on archaeology and built heritage.

LANDSCAPE

Visual receptors that may be affected by the proposed development include users of public footpaths, publicly accessible locations and roads alongside the boundaries of the site, alongside local residents within local settlements including the villages of Ford, Climping and Yapton. No designated landscapes that have the potential to be affected by the proposed development have been identified.

The Environmental Statement has assessed the significance of effects on landscape and views through a Landscape and Visual Impact Assessment.

LIGHTING

It is not considered likely that significant effects would arise regarding lighting, which is confirmed by the EIA Scoping Opinion. That said, the Landscape and Visual Impact Assessment has included consideration of the likely effects of lighting associated with the proposed development.

NOISE

Environmental noise surveys have taken place at the site and the most significant noise sources were identified as being the following:

- Viridor – noise from recycling facility operations;
- Ford Airfield Industrial Estate – noise from Booth Engineering (fabrication works) and HD White (scrap metalworks);
- Yapton Road and Ford Lane – noise from road traffic; and
- Grundon – noise from recycling facility and HGV road movements.

A series of mitigation options are recommended including the orientation of dwellings, locations of gardens and provision for acoustic barriers or bunds, as well as the production of a Construction Environmental Management Plan (CEMP).

The Environmental Statement has assessed the significance of effects on noise and vibration.

TRANSPORT

Discussions have taken place with the local highway authority (West Sussex County Council) and Highways England to inform the Transport Assessment in support of the proposals. This has assessed the existing highway / transport conditions in the vicinity of the site and has identified a highway and transportation mitigation package based upon the impact arising from the proposed development.

The Environmental Statement has assessed the significance of effects on transport and access.

UTILITIES

It is necessary for a new pipeline to be provided within the site to cater for the future capacity needs of the waste water treatment works. A corridor has therefore been safeguarded as part of the masterplan and Southern Water have been informed of its location to assist with their future planning.



Figure 84: View from the site towards the South Downs

# 3.5 SITE CONSTRAINTS PLANS

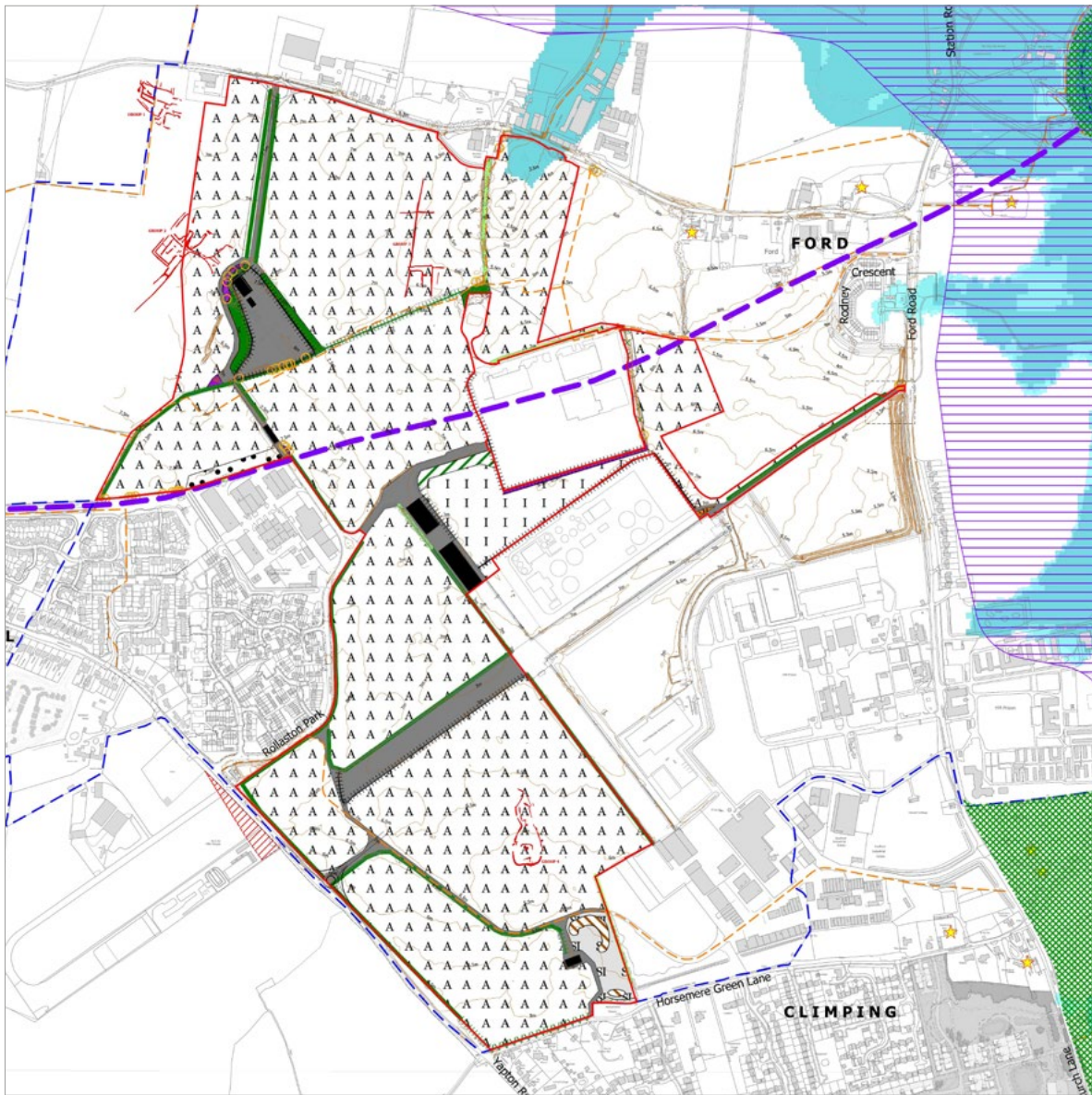


Figure 85: Site Constraints Plan - Environmental

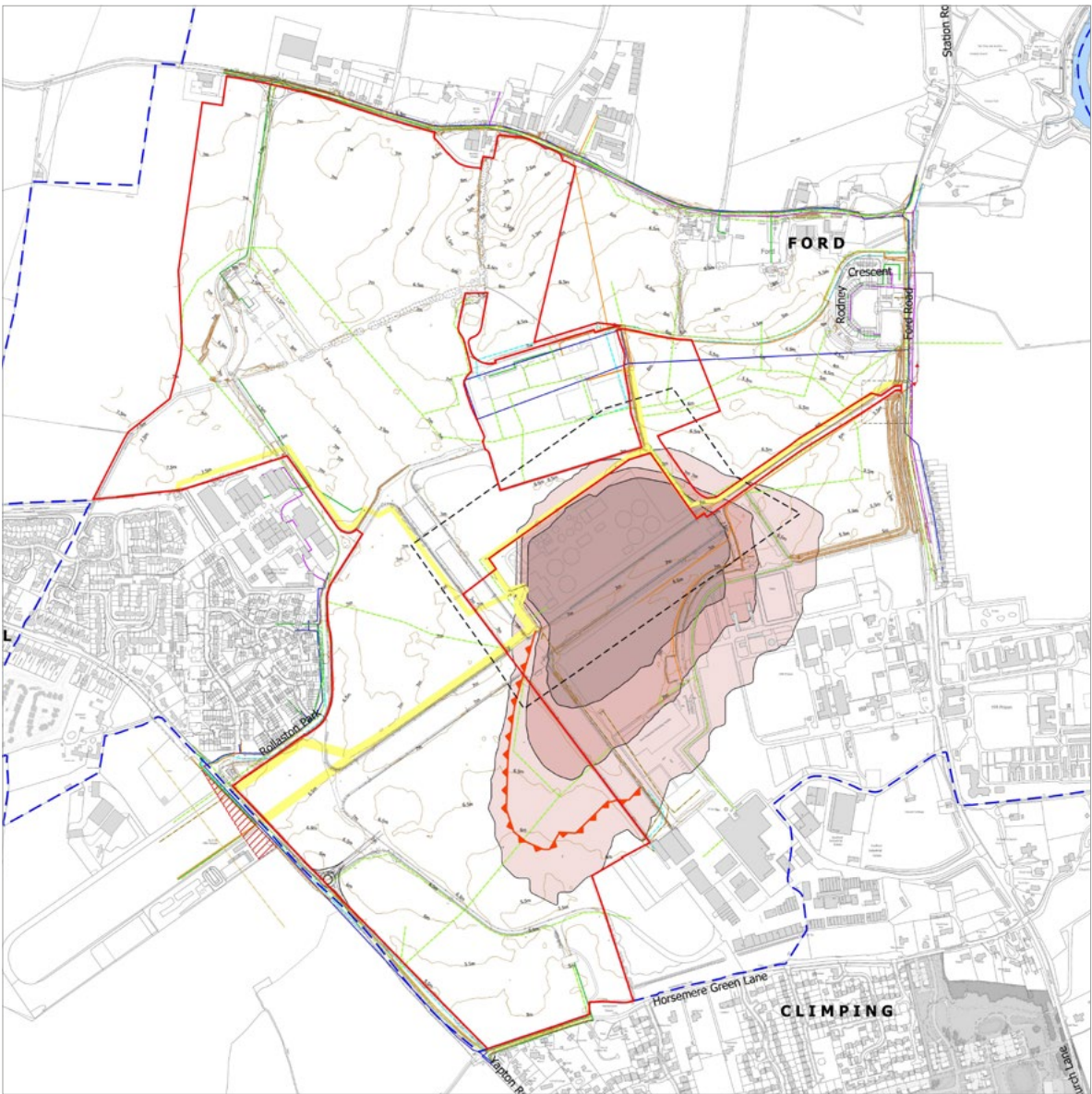
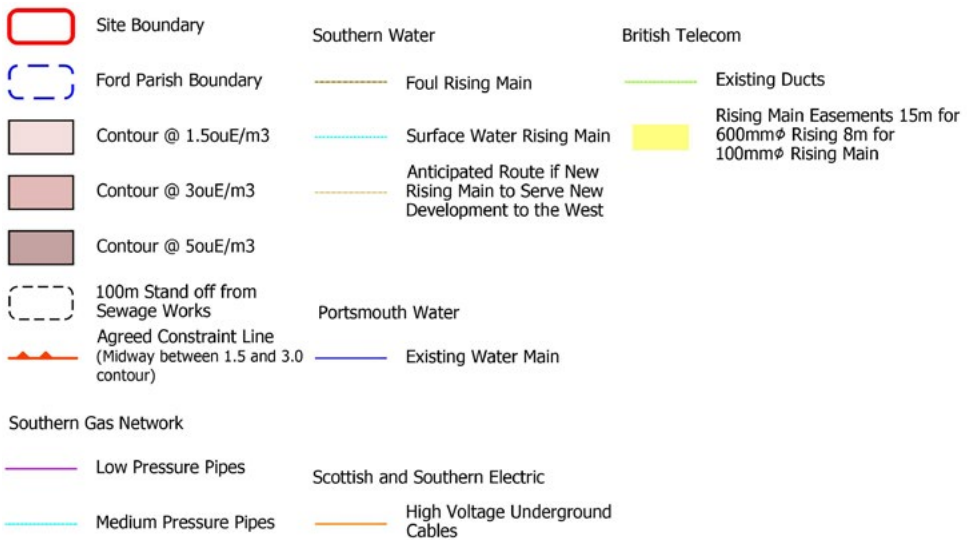
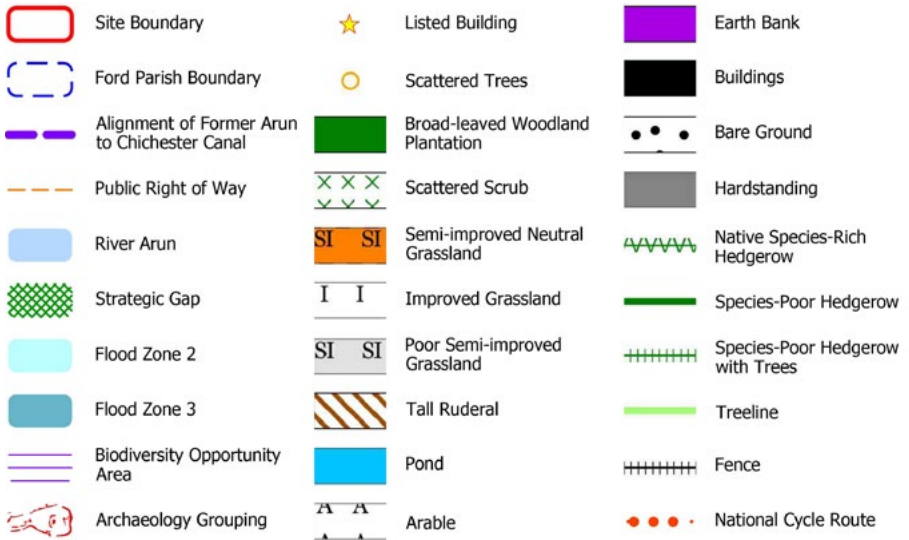
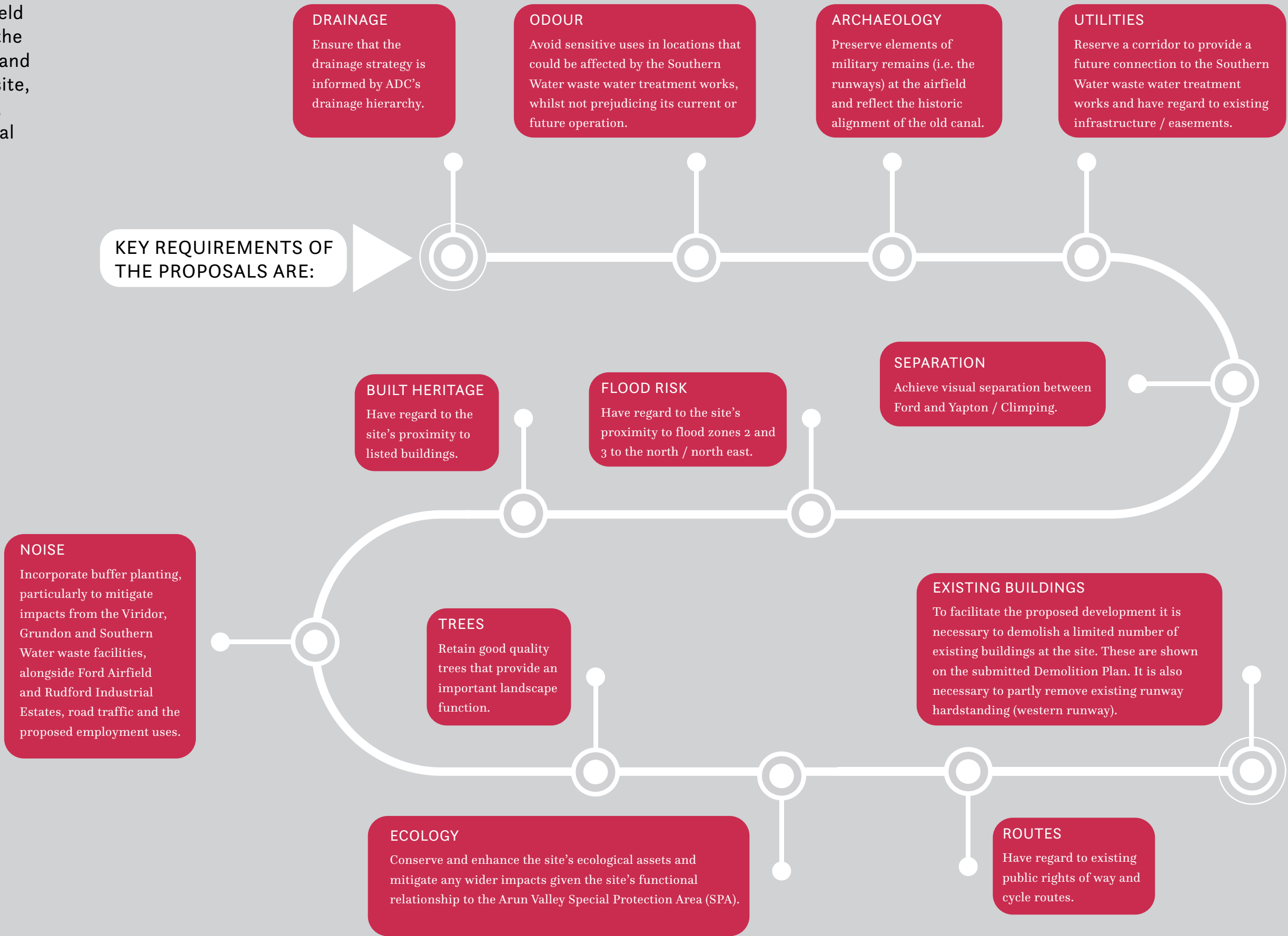


Figure 86: Site Constraints Plan - Utilities



# 3.6 RESPONSE TO SITE CONDITIONS

Development at Ford Airfield will positively respond to the range of historic, existing and neighbouring uses at the site, alongside site constraints, planning and environmental designations.



# 4. LAND USES AND AMOUNT



4.1 INTRODUCTION

4.2 LAND USE MIX

4.3 EXISTING AND FUTURE  
EMPLOYMENT PROVISION

4.4 IMPROVEMENTS TO FORD  
MARKET

4.5 POTENTIAL FUTURE GROWTH

4.6 SECONDARY SCHOOL  
PROVISION



# 4.1 INTRODUCTION

## NEW HOMES, SERVICES AND EMPLOYMENT OPPORTUNITIES

The redevelopment of Ford Airfield will offer, alongside residential development for up to 1,500 dwellings, a comprehensive set of other uses, to include retail, employment and community facilities, to provide a truly sustainable new neighbourhood.

## RETAIN EXISTING USES

The main existing uses within the site - the Flying Fortress and the Arun Sports Arena - will be retained and integrated within the new development. These established community assets will contribute to create a “Heart” for the new neighbourhood, becoming part of the new local centre. The development will also relate to the existing uses that surround the site, in particular Ford Market, as described in section 4.4.

## ENABLE FUTURE LINKS

The design of the scheme has taken a holistic look at the wider area, to allow future links and appropriate relationships with potential future new uses outside the application site, i.e. the proposed secondary school to the west of the site.



Figure 87: Land Use Strategy Diagram

# 4.2 LAND USE MIX

The distribution of the different land uses within the development has been defined to create a truly sustainable and walkable new neighbourhood, and to relate sensitively to the site characteristics and its adjacent existing uses.

Figure 87 describes the strategy for the location and amount of the proposed uses.

## RESIDENTIAL

Development at The Landings will provide approximately 1,500 dwellings, part of which are to be delivered within the local centre. The amount is in line with that established by the Ford Neighbourhood Plan and Arun Local Plan.

Fulfilling the aspirations of the local community, the development will offer a variety of homes of different size and tenure.

Affordable units will amount to 30% of the total in compliance with the local policy standards, and will be evenly distributed within the development to create a truly mixed new neighbourhood.

## OPEN SPACE

The development will exceed the local policy requirement for open space, to creating a functional and attractive network of green and blue infrastructure, to improve the local ecology and create leisure and amenity opportunities for the whole community.

## EDUCATION

A 2FE Primary School will form part of the development, together with a 90 place nursery, both to be located in proximity to the local centre.

## MIXED USE LOCAL CENTRE

A mixed use local centre will sit at the heart of the new neighbourhood, adjacent to the retained facilities of Flying Fortress and Arun Sports Arena, and could include the following uses:

- Community Centre;
- Health Centre;
- Library;
- Foodstore and Other Supporting Retail; and
- Residential.

## CARE HOME

Subject to market aspirations, there is potential for a care home to be delivered as part of the new scheme, with land to be made available in proximity to the local centre.

## EMPLOYMENT

To the east of the site, complementing existing uses and connected via open space links to the rest of the development, a new area of employment will provide additional employment opportunities to new and existing residents.



# 4.3 EXISTING AND FUTURE EMPLOYMENT PROVISION

The area surrounding the site currently provides a substantial number and variety of employment uses, as illustrated in the adjacent plan. These include two industrial estates, the Ford Airfield Industrial Estate to the west and the Rudford Industrial Estate to the east, as well as other major employers such as Southern Water, Viridor, Grundon and HM Prison, and a variety of other smaller enterprises.

The location of the new employment area has been identified to the east of the site, to benefit from a positive relationship with the existing uses, and to avoid any negative impact on residential uses.

Following standard market evaluations, the identified area of 1.97 Ha will allow for the creation of approximately 9,000 square metres of employment, based on a market standard of 20,000sqft per acre.

Employment uses falling within the following descriptions could be provided at the site:

- Class B1a: Use as an office other than a use within Class A2 (financial and professional services).
- Class B1b: Use for research and development of products or processes.
- Class B1c: Use for any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit (light industry).



Figure 88: Ford Airfield Industrial Estate



Figure 89: Rudford Industrial Estate

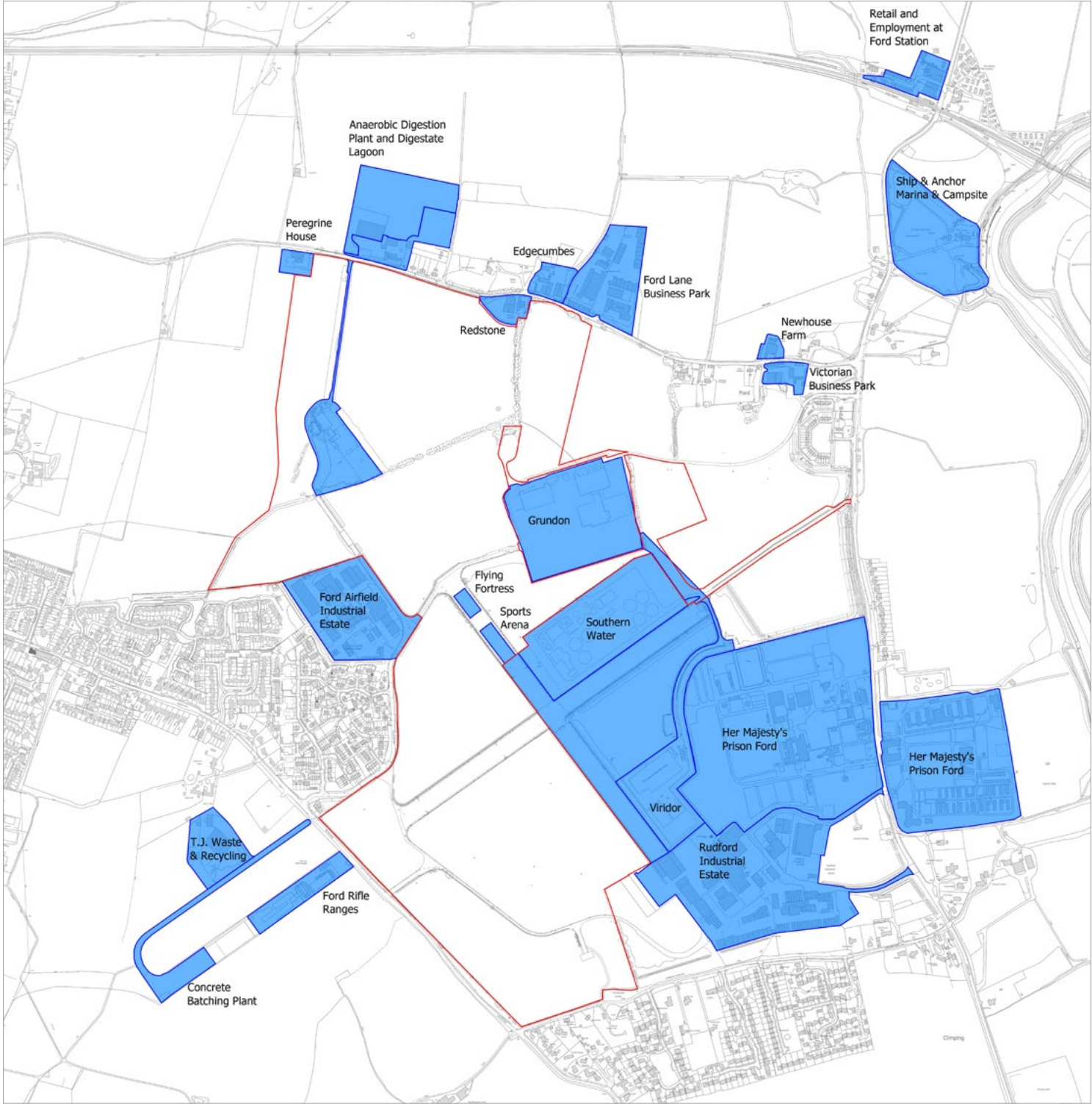


Figure 90: Plan showing existing employment uses around the site

# 4.4 IMPROVEMENTS TO FORD MARKET

Established about thirty years ago, Ford Market attracts hundreds of visitors to Ford Airfield on three occasions each week.

The proximity of the proposed development to the market will contribute towards the creation of a sense of place, adding to the offer of the local centre.

The market is currently accessed from both Ford Road and Yapton Road, with both the eastern and western arms of the former runway used as car park.

To enable the proposed development of The Landings, part of the parking area (western runway) will be removed and relocated to a new overflow car park to the north east of the eastern runway. The market will also be accessed solely off Ford Road.

The existing vehicular service access next to the Arun Sports Arena will be retained, and a new non-vehicular only access will be provided to link to the development's primary walking and cycle route network.

Although subject of a separate application, the works to the market arrangement have been coordinated to harmonize with the proposals for The Landings.

Full details of the market proposals are set out in the Planning, Design and Access Statement that has been prepared and submitted with the separate market planning application.



Figure 91: View of the Market

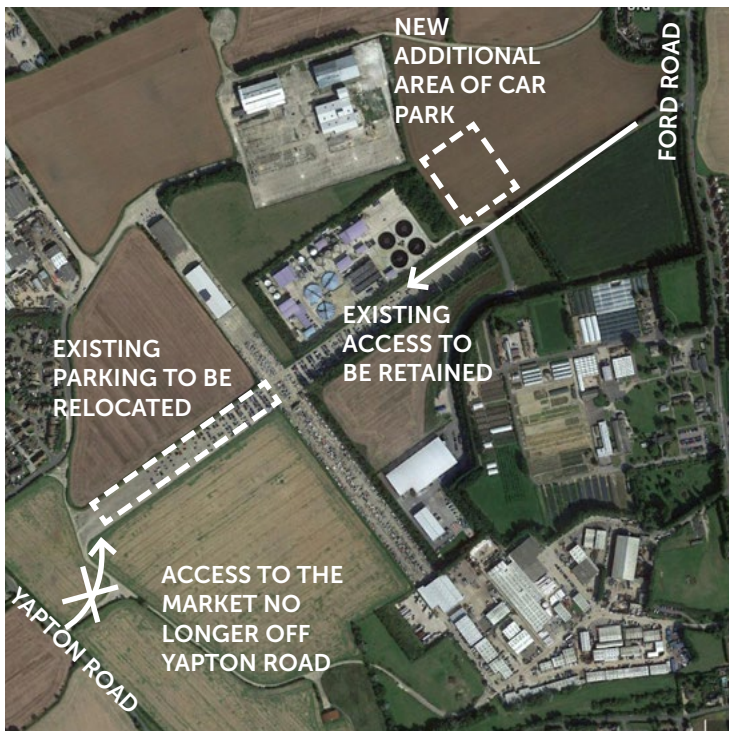


Figure 92: Current configuration of the Market

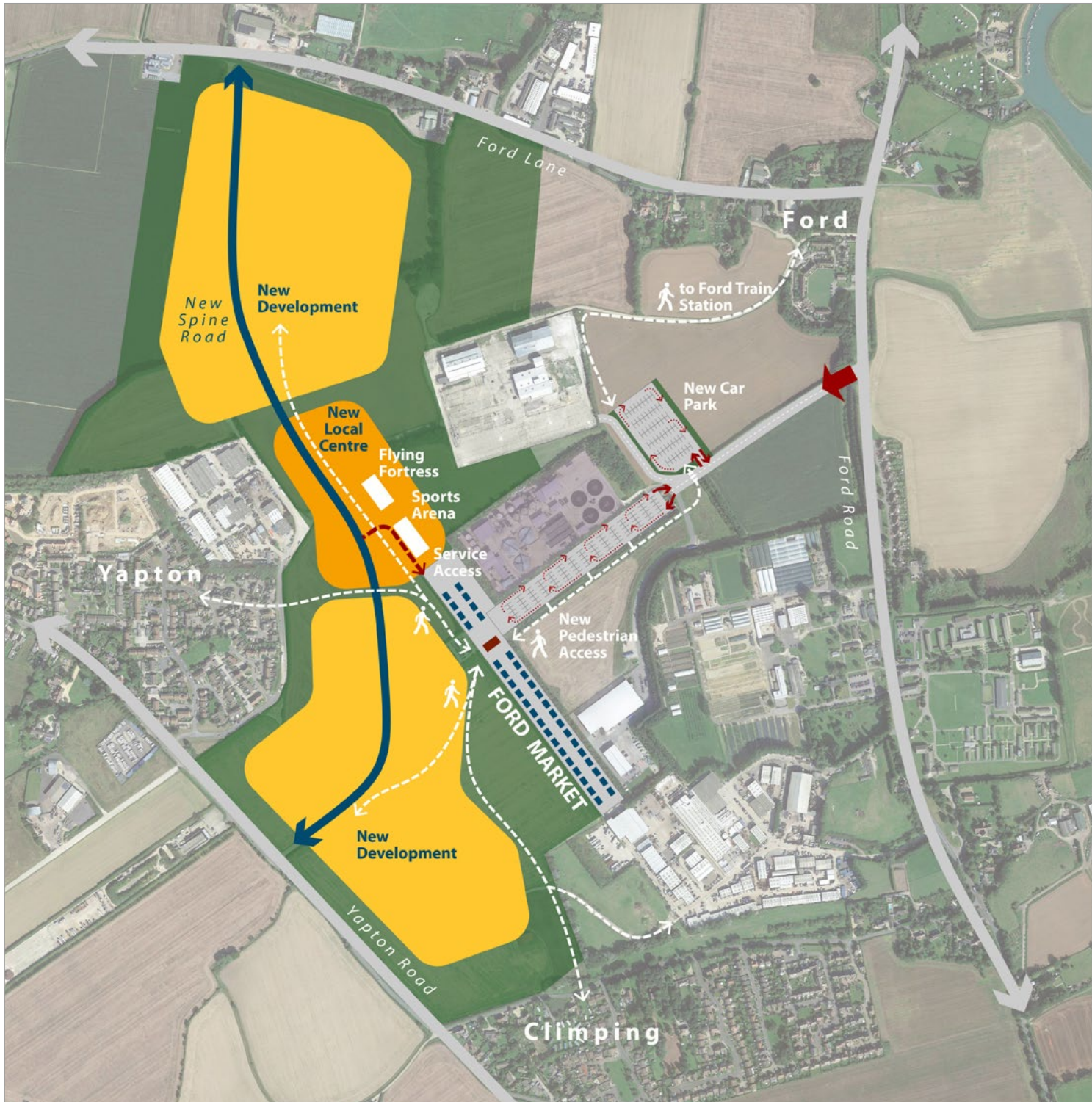
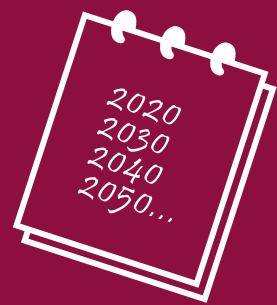


Figure 93: Diagram explaining the relationship of the revised market configuration to the residential development



## ENGAGEMENT AND DESIGN EVOLUTION:



### Future proofing the layout

Working with the Local Authority, the layout of the development has considered the potential options for future growth, to investigate how potential future new uses around the development site could connect and integrate to the new neighbourhood.

## 4.5 SECONDARY SCHOOL PROVISION

The proposed growth in the district generates the need for a new secondary school. An assessment was conducted by the Local Authority to identify the most suitable site. As a result, an area has been chosen to the north-west of the site, between the new development and Yapton (Option F).

This location will benefit from a close proximity to the new local centre, and will be easily accessible from the new neighbourhood and the existing surrounding settlements via the proposed network of walking and cycle routes.

While planning permission for the secondary school is not sought through this application, the location of the secondary school has been taken into account to inform and harmonize with the proposals. In particular, the proposals ensure that adequate vehicular and non vehicular access can be provided for when the school is delivered.

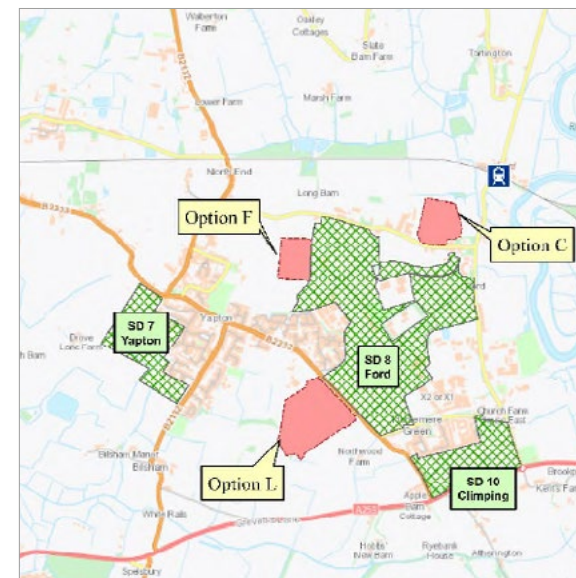


Figure 94: Arun District Council - Secondary School Site Selection Study - Figure 1 Study Area Context

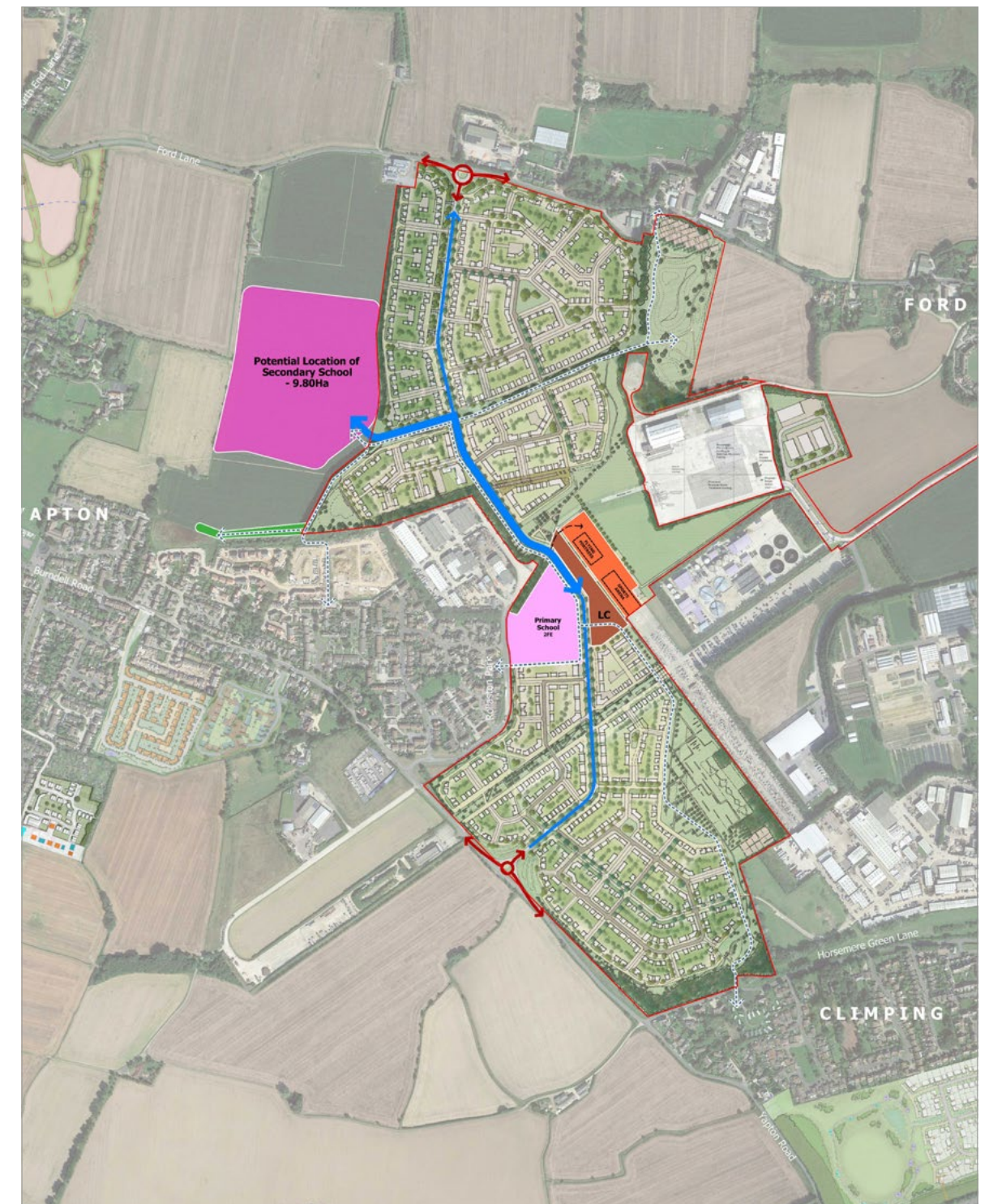
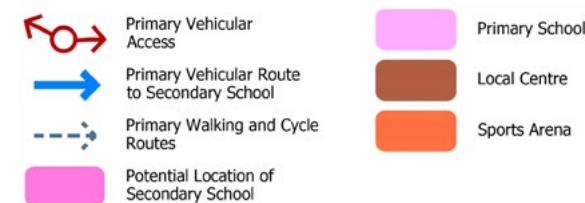


Figure 95: Access to Secondary School Diagram



0 100 200 300 400 500m