

7. BUILT FORM AND CHARACTER



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7.1 BUILT FORM AND LAYOUT CHARACTER STRATEGY

The proposed detailed layout and appearance of the built form at The Landings is informed by the character of the local area, historic and contemporary development, and the urban form of the surrounding settlements, to ensure that the new development will harmonise with its surroundings. At the same time, the aspiration is for a quality development that has a distinctive sense of place to distinguish it from the neighbouring villages of Yapton, Ford and Climping.

Following a landscape-led approach, the network of open spaces that form the green and blue infrastructure of the development will also inform the character of the built areas. This will create an overall sense of variety that specifically responds to the different characteristics of each part of the site.

In particular, three broader character areas have been identified, which are described in detail across the following pages:

- The Northern Neighbourhood will reflect the rural character of Ford, adopting some of the historic qualities as set out in the local character study;
- The Central Neighbourhood - “Heart of Ford” - will have a more urban and a vibrant character; and
- The Southern Neighbourhood will express the legacy of the site’s glorious past as an airbase.

The above areas are described in more detail throughout the rest of this section. Although they are set out as distinct areas, they will have a degree of commonality that unifies them.

Indeed, the proposed spine street will act as a connecting corridor albeit one that flexes and adjusts as it moves along the different spaces.

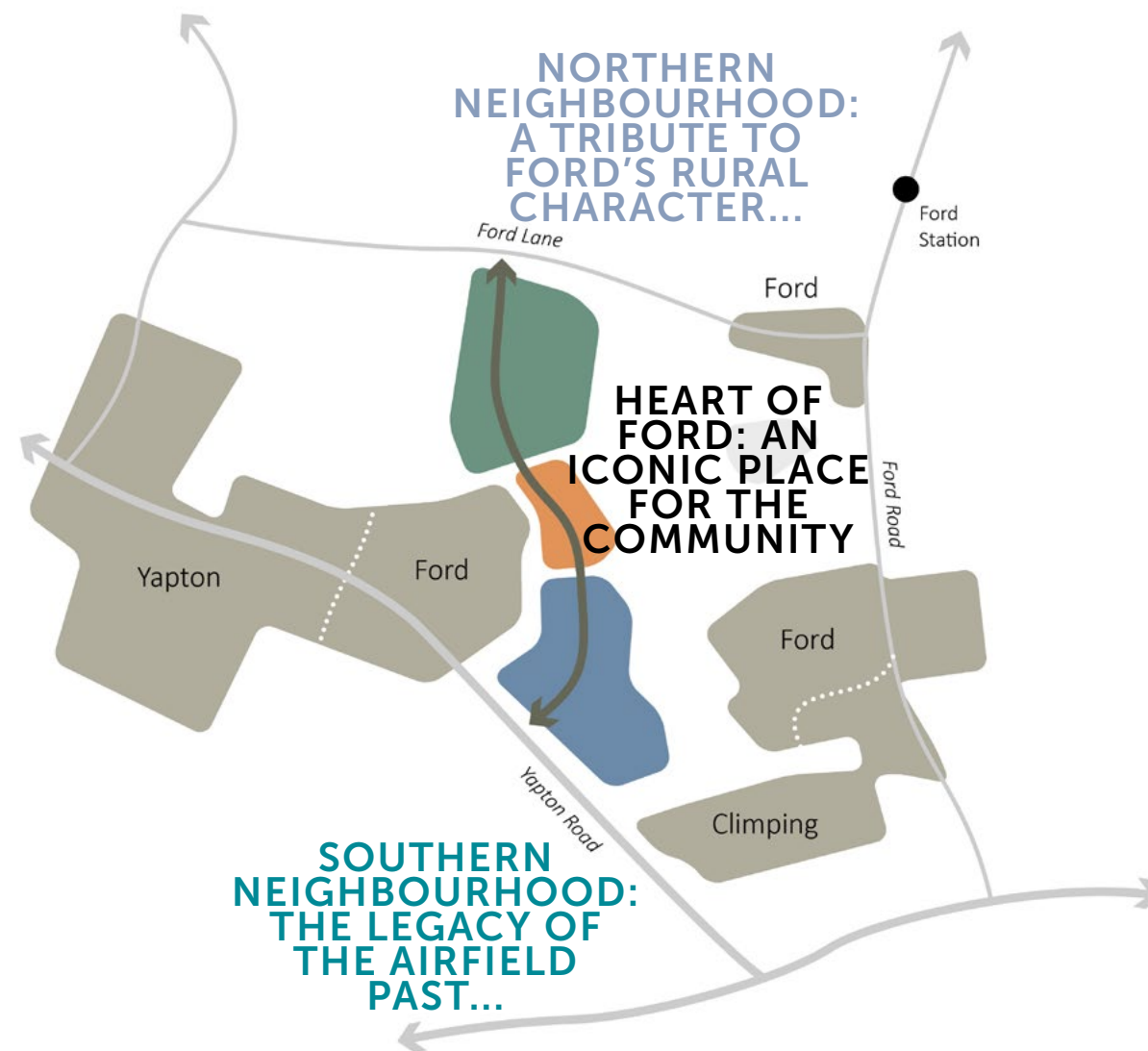


Figure 134: Concept Diagram: New Neighbourhoods, One Heart



NORTHERN NEIGHBOURHOOD



CENTRAL NEIGHBOURHOOD



SOUTHERN NEIGHBOURHOOD



7.2 NORTHERN NEIGHBOURHOOD

The character of the Northern Neighbourhood draws inspiration from Ford's rural character, and encompasses important landscape features and green links, as well as managing the interface with the surrounding countryside. Key features are:

- A green gateway off Ford Lane provides access to the northern section of the spine street, which presents a strong verdant character partly due to the retention of the existing line of mature trees;
- Lower densities and sensitively landscaped edges create a more gradual interface with the surroundings, whilst the internal parcels will have medium densities, which gradually increase as they reach the local centre;
- Substantial landscape corridors and areas of open space cross the neighbourhood. These provide green links between Yapton and Ford and the River Arun, along with the local centre to the south. They also provide buffers with the existing Ford Airfield Industrial Estate, Yapton and Ford. The approach allows for a potential link for any future secondary school to the west; and
- At the core of the northern part of the proposed development, a neighbourhood green will provide amenity space and formal play space to the residents. From this area, walking and cycle links in each direction will enable the neighbourhood edges to be reached and provide access to the Landings Green.



Figure 136: Northern Neighbourhood Diagram

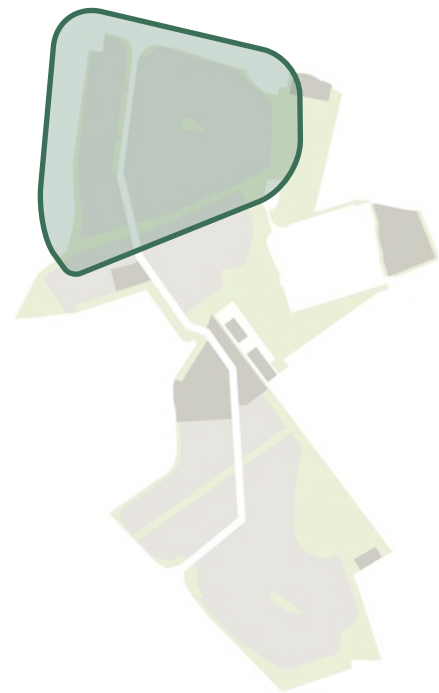


Figure 135: Key Map



Figure 137: Green Gateway Illustrative View



FORD LANE

- This important edge forms the main gateway into the Northern Neighbourhood whilst also turning Ford Lane into more of a street than a rural road.
- It will have a formal character with similarly spaced houses fronting the road, with a gradual inflection around the proposed roundabout.
- There will be trees and vegetation running along the entire northern edge of the site, softening the edge, reducing the impact of Ford Lane and improving the main outlook.

Figure 138: Key Map



Planting and soft landscaping to soften frontage onto Ford Lane

Safe pedestrian and cycle route along Ford Lane to be provided as part of the development, either as a dedicated path or through adopted access roads

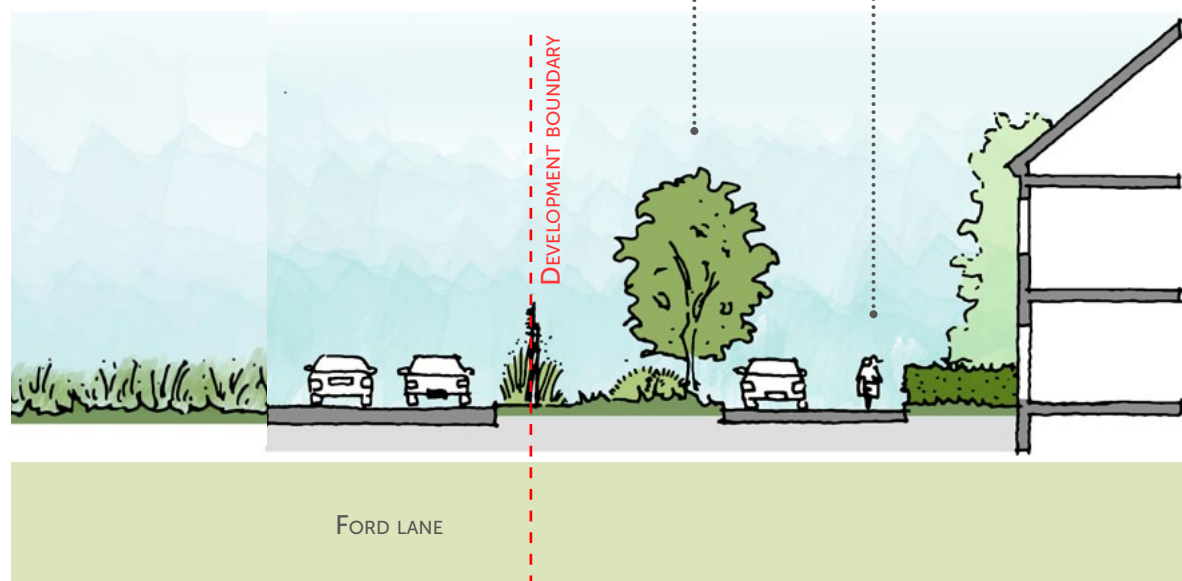


Figure 139: Ford Lane Illustrative Section



Figure 140: Inspiration: Green Gateway



Figure 141: Inspiration: Landscaped Frontage

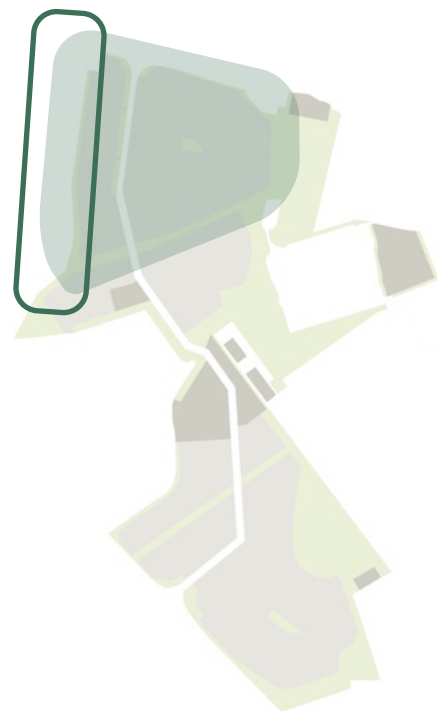


Figure 142: Key Map

WESTERN EDGE

- This edge abuts the adjoining fields and would be visible from public footpaths to the west. It will consequently be kept at a low density, with buildings at 2 or 2.5 storeys. The edge will also incorporate new planting to break the visual continuity of its frontage and filter views. This will include trees and vegetation along the western edge as well as within the front gardens of the homes.
- The housing will overlook the adjoining green

space running along the western edge of the site and will be accessed via traffic calmed lanes, which will also serve as walking and cycle routes.

- Parking will be predominantly on plot and to the side to further reduce the impact of the development.

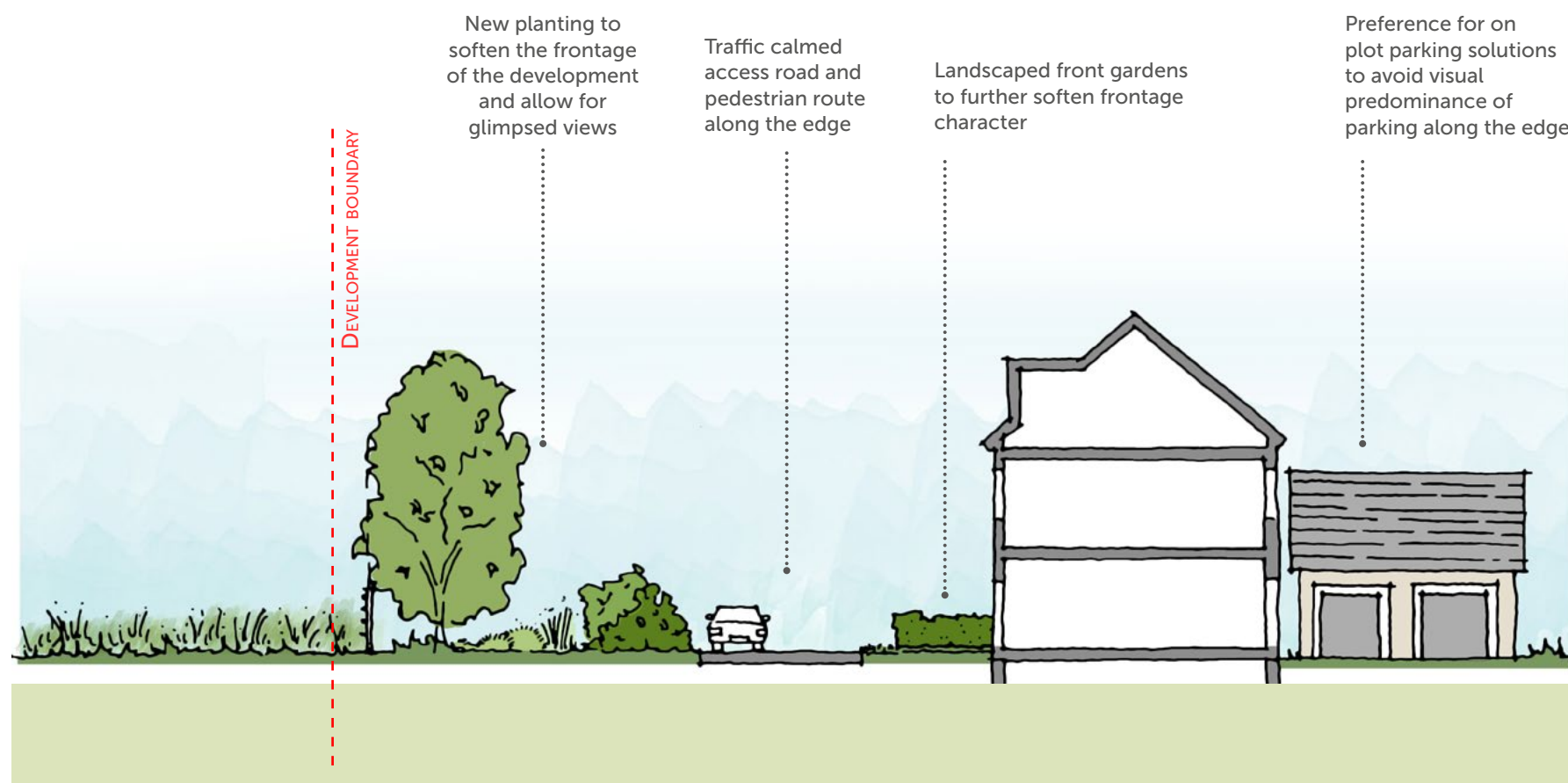


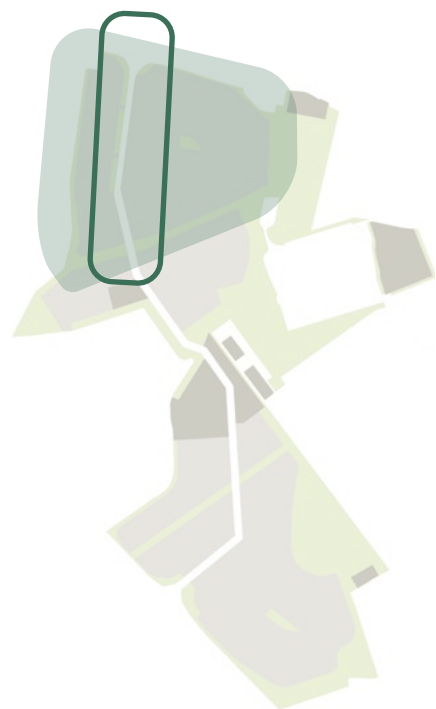
Figure 145: Western Edge Illustrative Section



Figure 143: Inspiration: Rural Frontage



Figure 144: Inspiration: Planting to filter views



SPINE STREET, NORTHERN SECTION

- This section forms part of the gateway into the site and connects with the local centre to the south as well as performing as a main movement corridor.
- The street celebrates the entrance to the new neighbourhood with a formal character and strong frontage. It has regularly spaced buildings with consistent set back and similar gaps between them.
- The street will be a tree-lined boulevard with an overall verdant character, incorporating the existing mature trees to be retained along most of the western side of the road.
- Generous footpaths on both side of the carriageway will create a pleasant and safe walking environment, which will also be used as a safe cycle route to the primary and secondary school.

Figure 146: Key Map

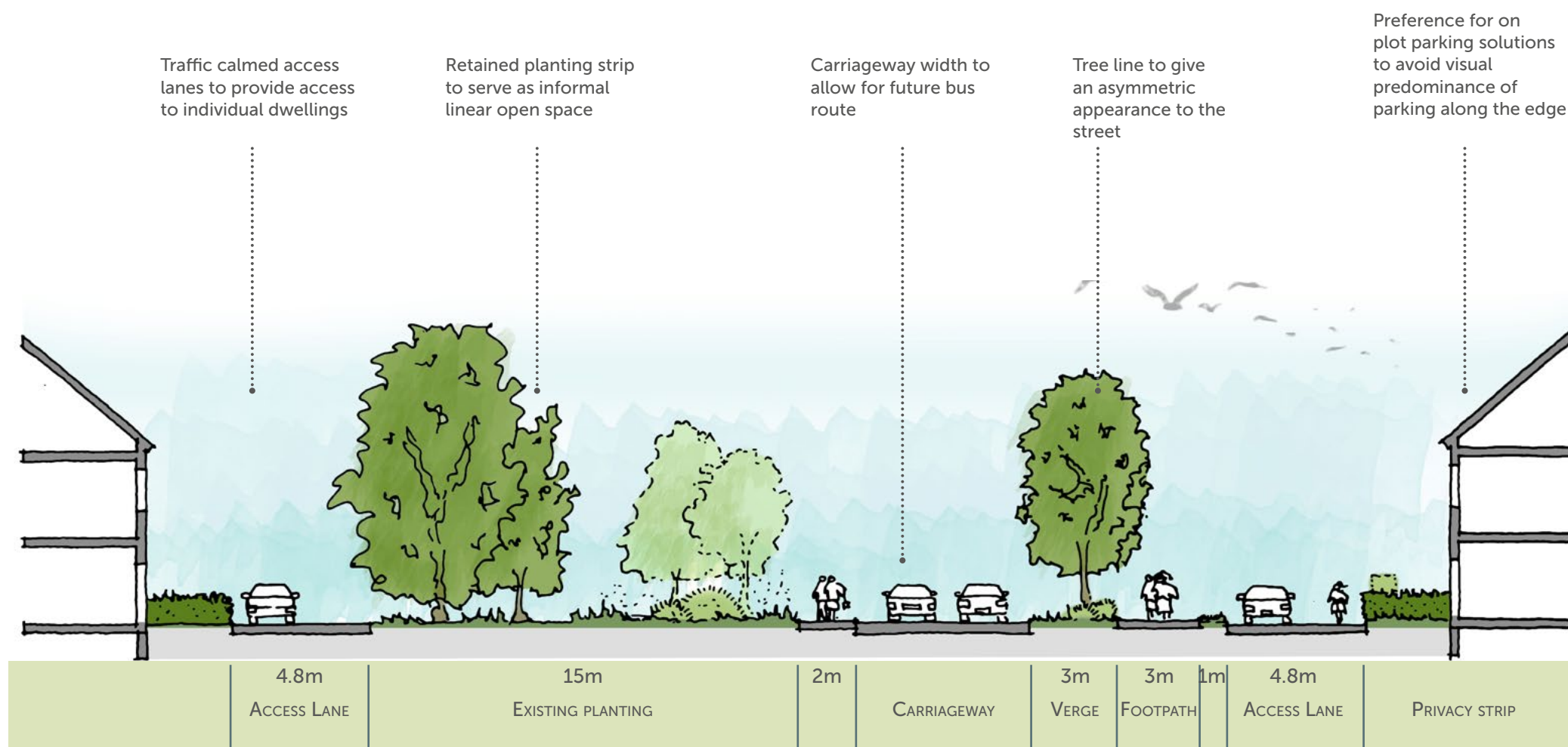


Figure 147: Spine Street Illustrative Section



Figure 148: Inspiration: strong building frontage



Figure 149: Inspiration: Planting Strip

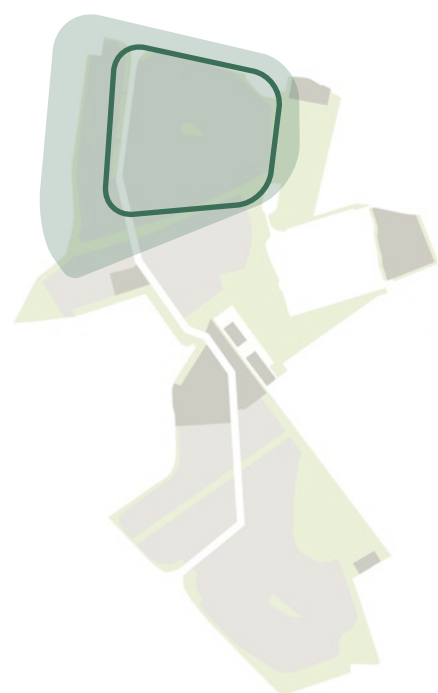


Figure 150: Key Map

INTERNAL STREETS

- This area forms the core of the Northern Neighbourhood. Departing from the spine street, a network of secondary and tertiary streets will create a legible and diverse set of routes linking the development parcels to the surrounding areas of open space.
- Located at the centre of the area, a neighbourhood green provides an important focal point for the community, both visually and in terms of social interaction.
- This area will feature medium density homes within its core with buildings typically 2 or 2.5 storeys high.

In addition to the neighbourhood green, several incidental pockets of open space, streets lined with trees and soft landscaping further contribute to the softening of the streetscape and provide an opportunity for informal play and social interaction.



The edges presents lower densities with a predominance of detached houses.

Figure 151: Illustrative Layout



Figure 152: Inspiration: Secondary Street



Figure 153: Inspiration: Tertiary Street



Figure 154: Key Map

7.3 CENTRAL NEIGHBOURHOOD

The Central Neighbourhood will build its character around the local centre, where the variety of uses and scale of existing and proposed buildings offer the opportunity for a more urban approach. Key features will be:

- A cluster of buildings hosting civic uses, to complement the existing and retained buildings hosting the Flying Fortress and Arun Sports Arena;
- The co-location of the primary school and the nursery in proximity to the centre, as well as the care home, to create a truly diverse, all-age heart to the community;
- A village green to establish a focal point for the community and to link to the wider open space network;
- A combination of soft and hard landscaping to mark special places and key walking and cycle routes;
- The creation of a special street, the “Old Towpath”, to celebrate the former route of the Chichester to Arun Canal;
- Provision of noise and visual screening from the Ford Airfield Industrial Estate; and
- Links to the new area for employment to the east, to be delivered next to the proposed additional car park for Ford Market, which forms part of a separate application.



Figure 155: Central Neighbourhood Diagram



Figure 156: Local Centre - Illustrative View



Figure 157: Key Map

LOCAL CENTRE

The local centre will present a diverse range of uses to be co-located around a central green open space to create a focus for the new community, and to integrate with the existing facilities of the Flying Fortress and Arun Sports Arena.

Fulfilling an aspiration that has emerged from the engagement with the local community, a village green will be located near the local centre, offering amenity space and leisure opportunities and linking to the sports pitches and the wider open space network.

The primary school and the nursery will be co-located adjacent to the local centre and provided

with appropriate drop-off space, in line with WSCC Education Officers advice.

The public realm will be designed to promote pedestrian friendly, attractive places, that will include planting and soft landscaping giving an overall green appearance to the local centre.

Parking will be combined with landscaping and strategically located to avoid the visual predominance of cars.

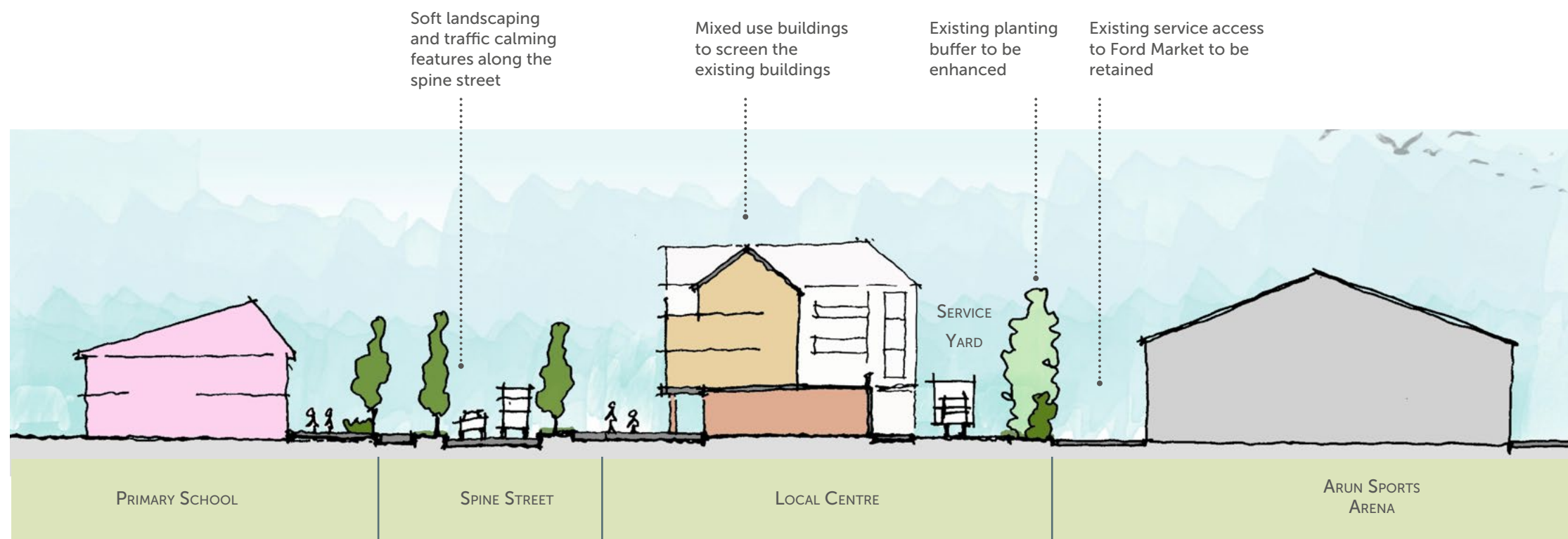


Figure 158: Local Centre - Illustrative Section



Figure 159: Inspiration: Residential Use above Retail



Figure 160: Inspiration: Integrated Soft Landscaping



Figure 161: Inspiration: High Quality Public Realm



Figure 162: Inspiration: Parking as Quality Space



Figure 163: Local Centre - Illustrative Layout

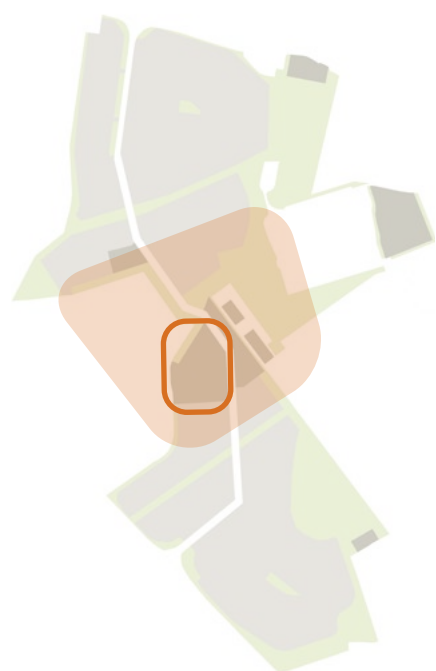


Figure 164: Key Map

PRIMARY SCHOOL AND NURSERY

The primary school and nursery would benefit from being co-located, potentially allowing for shared open spaces and facilities, as well as combined security and access. Being closely located to the local centre, they will add to the overall mix of uses contributing to create the “Heart of Ford”.

With its massing and form, the school building will contribute towards the creation of a frontage onto the spine street. Furthermore, together with the local centre buildings, it will assist in defining and enclosing the sequence of open spaces that form the local centre public realm.

Choice of colours and material, alongside planting and a combination of hard and soft landscaping, will contribute to create an attractive, legible and safe setting. It will also assist with managing the differentiation between secured and openly accessible spaces, as illustrated by other recently built local precedents in the District which are presented on this page.

Adequate drop-off space is to be provided to avoid a negative traffic impact along the spine street.



Figure 165: Illustrative Layout



Figure 166: Local Precedent: Southway Primary School



Figure 167: Local precedent: Bartons Primary school, Bognor Regis



Figure 168: Local precedent: Bartons Primary school, Bognor Regis



Figure 169: Key Map

EMPLOYMENT

Located to the east of the application site, the area for employment sits adjacent to Grundon and the proposed car park for Ford Market. The employment area would be accessed off Ford Road, via the new access road to Grundon.

A non-vehicular access is proposed in the form of a walking and cycle route between Grundon and Southern Water, linking to the sports pitches and the local centre to the west.

A walking and cycle access could be provided in addition to the public footpath that runs along the northern edge of the area.

The existing planting along the western edge provides screening to Grundon. This will be complemented by new planting along the northern and eastern edges to filter views of the proposed employment from its surroundings.

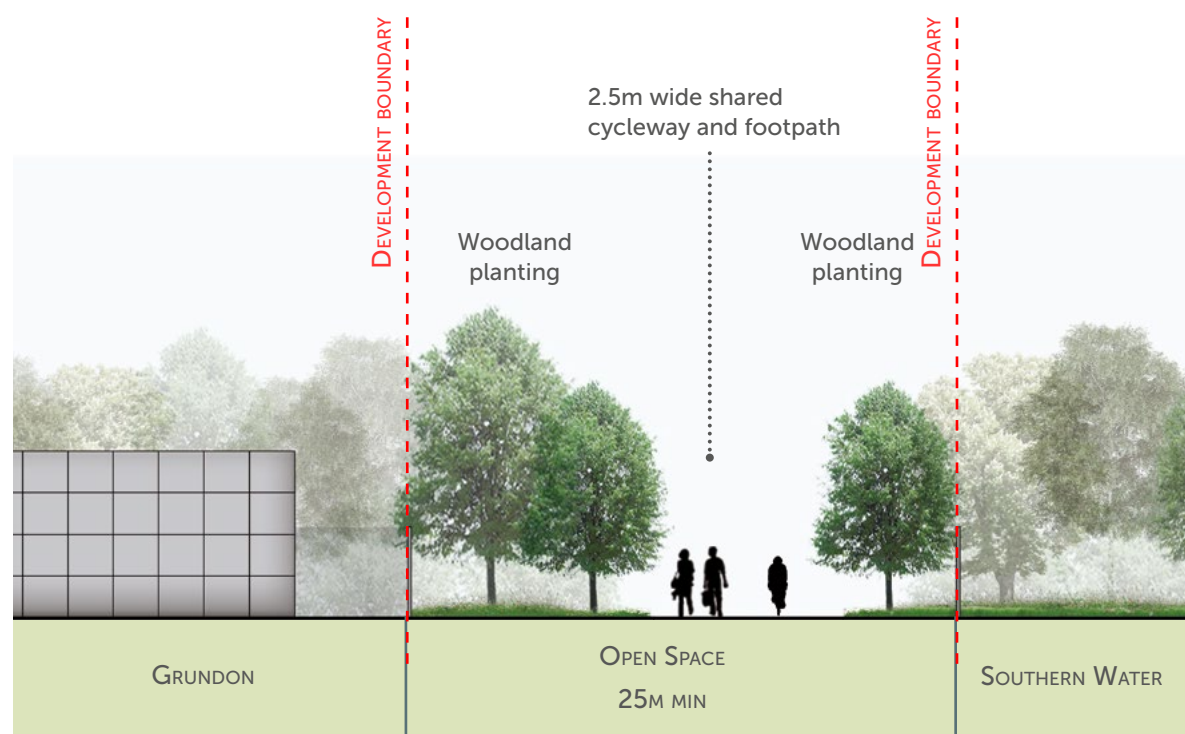


Figure 170: Section LL - Connection route through narrowest point between Grundon and Southern Water

Landscape buffer to filters view of the employment area

Existing vegetation maintains separation to Grundon

Potential footpath link to existing footpath

Walking and cycle link to the sports pitches and local centre

Approved new access road to Grundon

Proposed new car park to serve Ford Market (subject to a separate application)





Figure 171: Key Map

OLD TOWPATH

The Arun to Chichester Canal used to cross the site on its way to the River Arun. Although its traces were removed by the construction of the airfield, the development creates the opportunity to revive its memory by marking its former route through the site.

An “Old Towpath” route will follow its path, to be conceived as a traffic calmed, pedestrian friendly street. A public art intervention can be included in the design of the street, such as within its paving pattern, to celebrate this important component of the site’s heritage.

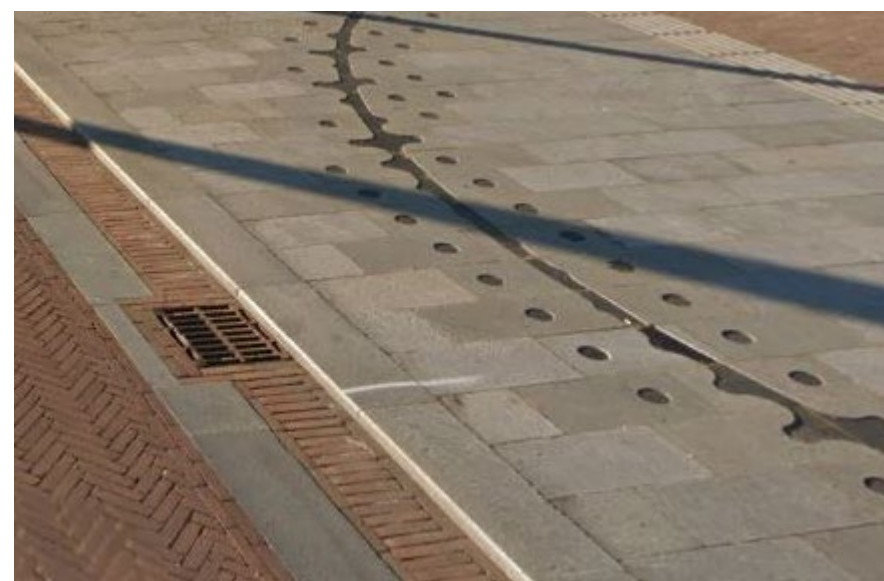


Figure 172: Paving Treatment Inspiration



Figure 173: Paving Treatment Inspiration



Figure 174: Paving Treatment Inspiration

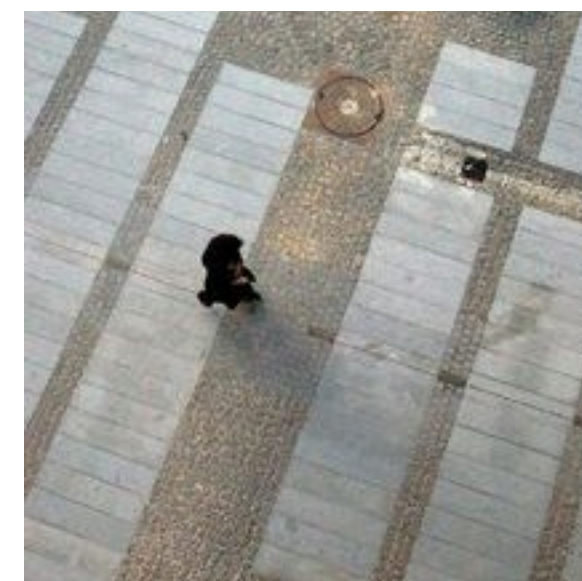


Figure 175: Paving Treatment Inspiration



Figure 176: Key Map

INTERNAL STREET

The higher density that characterises the central neighbourhood is reflected in a greater presence of short rows of terraces alongside semi and detached homes, with more continuous frontages and narrower gaps between buildings.

The introduction of mews street type, shared surface spaces will contribute to soften the overall appearance of the neighbourhood, promoting traffic calmed environments to create occasions for social interaction and informal play spaces.

Planting and soft landscaping are essential components of softening the overall streetscape, to filter views of on street car parking and manage the separation between public realm and private dwellings.



Figure 177: Good quality surfacing materials and planting contribute to soften the streetscape



Figure 180: Traffic calmed access lane along the park frontages



Figure 181: Paving Treatment Inspiration



Figure 178: Privacy strip in front of dwelling



Figure 179: Amenity space provided as balcony



Figure 182: Mews arrangement

*Images provided for illustrative purposes only



EDGE TO EMPLOYMENT USES

A noise bund will be provided along the edge of the existing Ford Airfield Industrial Estate. Additional planting will contribute towards visually screening the industrial uses.

The edge of the site will be properly secured, which will also allow for adequate maintenance.

Figure 183: Key Map



Figure 185: View of the Ford Airfield Industrial Estate

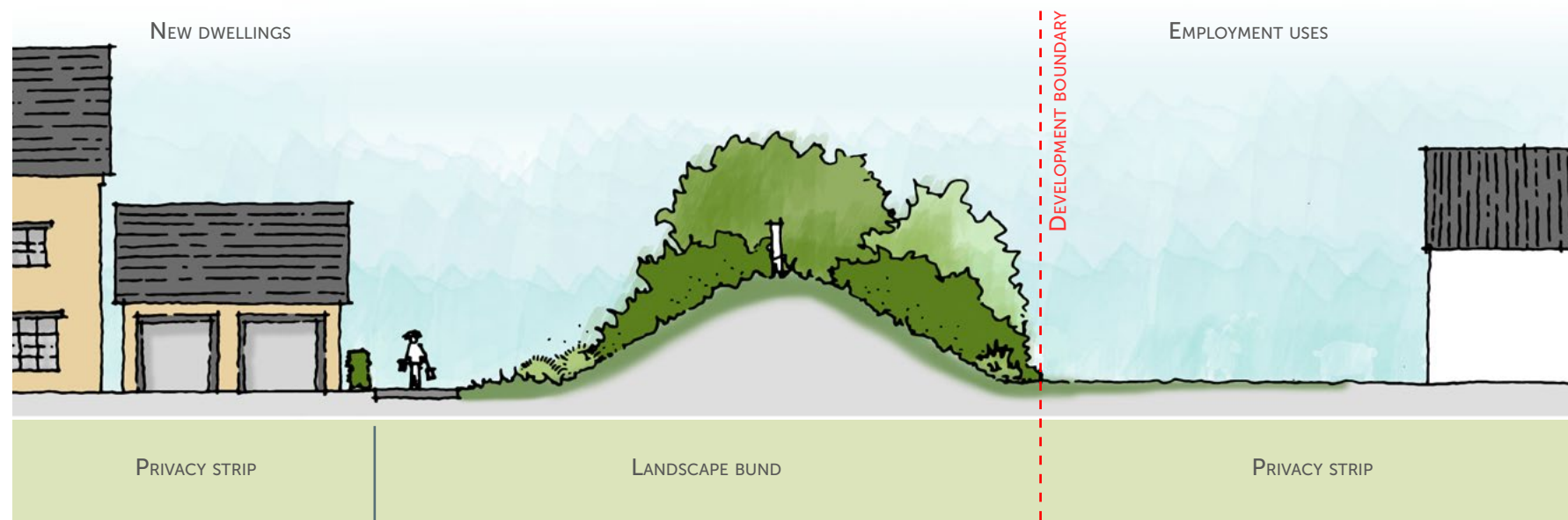


Figure 184: Edge to Employment Illustrative Section



Figure 186: View of the bund between the estate and the existing development



Figure 187: Key Map

EDGE TO FORD MARKET

A green corridor will run along the eastern edge of the development, linking the southern park to the local centre. It will also help manage the interface between the development and the adjacent runway hosting Ford Market. Planting and soft landscaping will screen the view of the runway.

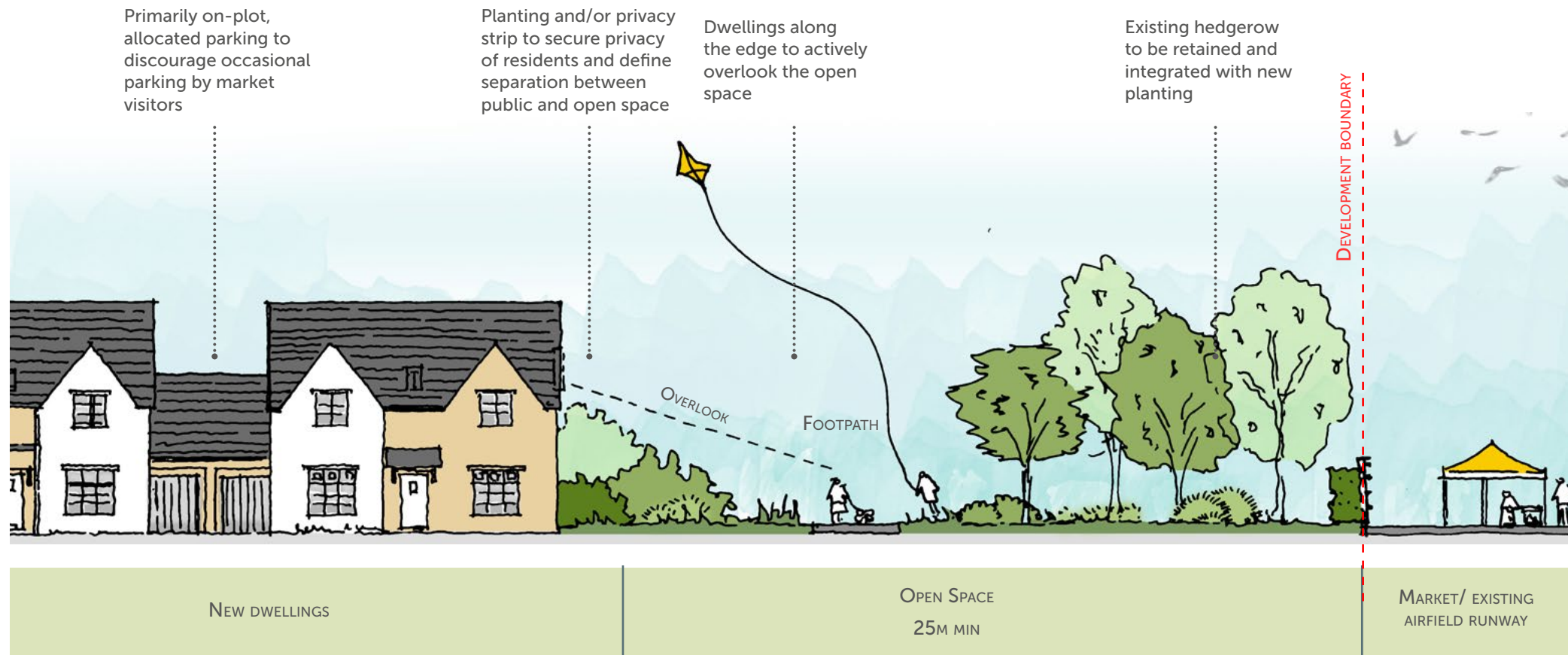


Figure 188: Edge to Ford Market Illustrative Section

Development layout and parking arrangement to discourage Market visitors from parking within the residential area.

Existing vehicular service access to Ford Market to be retained



Figure 189: Illustrative Layout



Figure 190: Key Map

7.4 SOUTHERN NEIGHBOURHOOD

The history of the site and its existing features have informed the design of the Southern Neighbourhood, which is defined by a contemporary character and orthogonal block structure:

- A southern gateway provides access to the spine street heading north;
- A strongly planted southern edge to maintain visual separation with Climping;
- An iconic “Runway Park” along the alignment of the former runway;
- Lower density, landscaped frontages to define the development edges to Yapton Road and the south;
- An increase in density as the development approaches the local centre;
- A major multifunctional area of open space on the east of the development to link the centre to Climping and to manage the interface with the adjacent uses;
- The creation of a “green lane” along the route of the existing footpath; and
- A sensitive relationship and celebration of the Memorial Garden as a local landmark.



Figure 191: Southern Neighbourhood Diagram



Figure 192: Runway Park - Illustrative View



Figure 193: Key Map

SOUTHERN GATEWAY

The Southern Gateway creates a strong sense of arrival when approaching the site from Yapton Road. The entrance to the site is marked by a landscaped setting that includes planting and earth-forms celebrating the heritage of the site.

Drainage features will form an integrated part of the landscaping, contributing to the overall appearance.

The building frontage that frames the gateway consists mainly of detached homes that link in character to the fronting countryside.



Figure 194: Inspiration: drainage features as part of the landscaping



Figure 195: Southern Gateway Illustrative Layout



Figure 196: Key Map

EDGE TO YAPTON ROAD

- Existing hedgerow to be retained (where possible);
- Development to provide a variable set back, which in addition to the existing verge, will create a substantial open space corridor to soften the visual prominence of the development onto Yapton Road; and
- Open space corridor along the edge to be actively overlooked by dwellings, and to provide a safe and attractive continuous walking route along the edge.

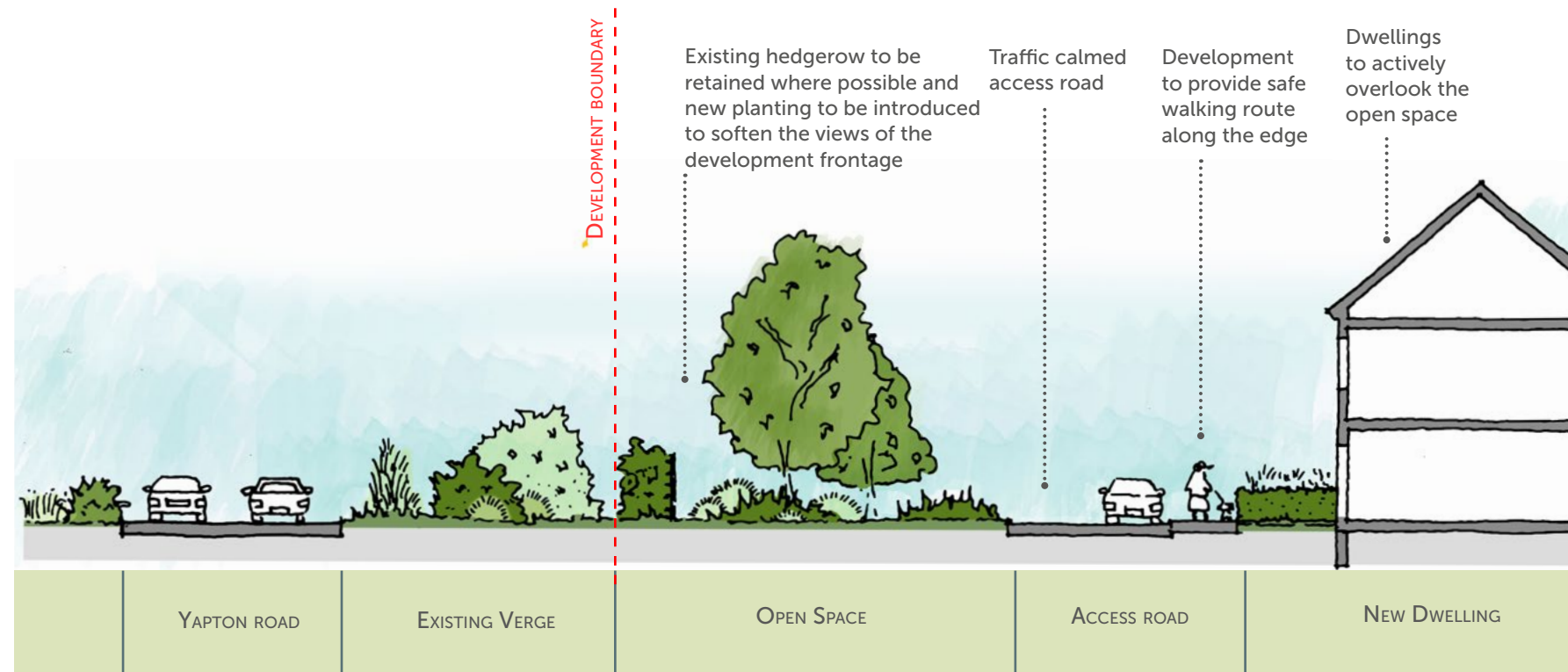


Figure 197: Edge along Yapton Road - Illustrative Section



Figure 198: Inspiration: green edge



Figure 199: The existing hedgerow along Yapton Road will be retained (where possible)



SPINE STREET, SOUTHERN SECTION

It is envisaged that the spine street will be tree lined on both sides, with green verges to create separation between the carriageway and the walkways;

Access to single dwellings is to be avoided - preference for grouped access or access lane arrangements; and

On street parking to be avoided and/or managed, to discourage occasional parking of Ford Market visitors.

Figure 200: Key Map

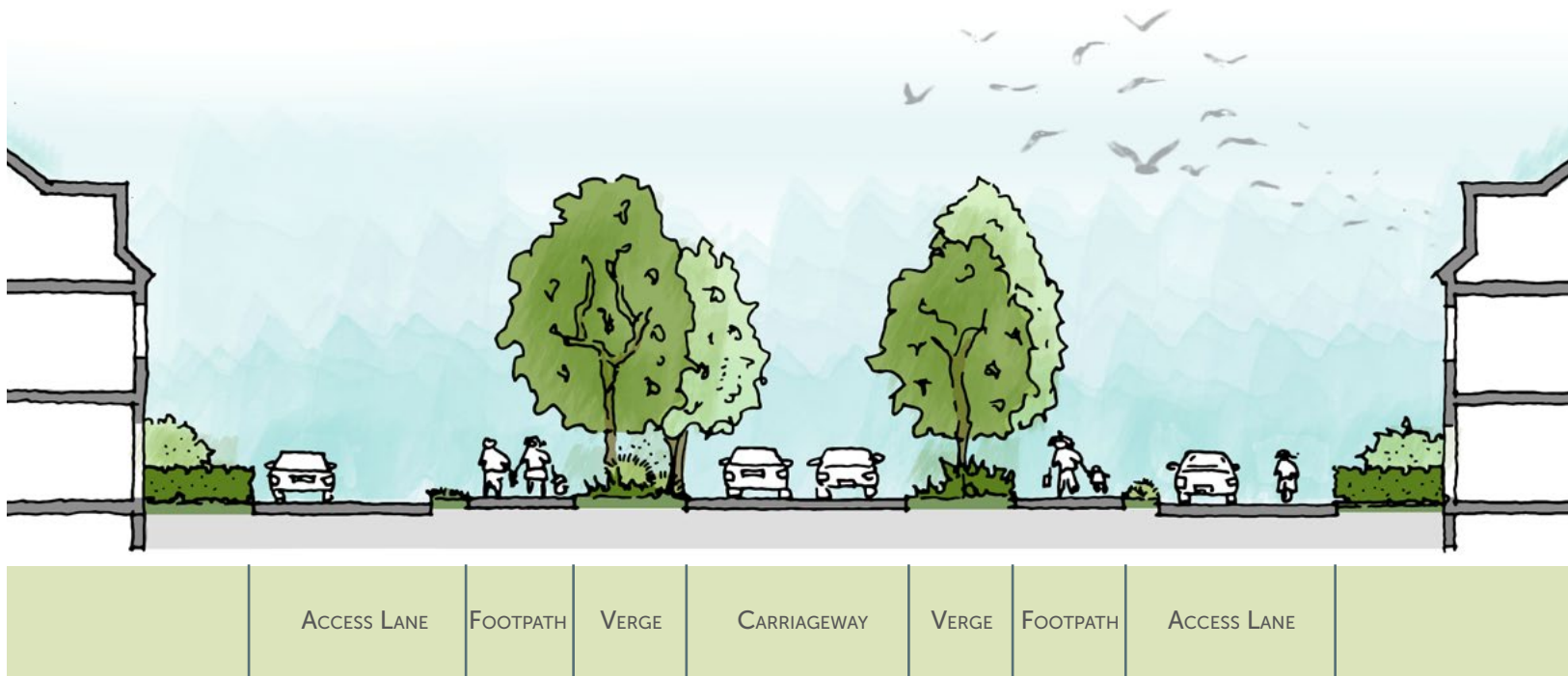


Figure 201: Spine Street - Illustrative Section



Figure 202: Inspiration: tree-lined street



Figure 203: Inspiration: frontage along the Spine Street



Figure 204: Key Map

GREEN LANE

The green lane follows the route of the existing footpath within the development. It provides a safe walking route through the southern neighbourhood, to include soft landscaping and encompass a variety of places to make it an attractive journey i.e. through incidental open spaces, mews streets and shared surface type streets.

It is envisaged that vehicular movement along the green lane will provide mostly local access to dwellings, disjointed from the primary and secondary routes network, as illustrated in the adjacent diagram.

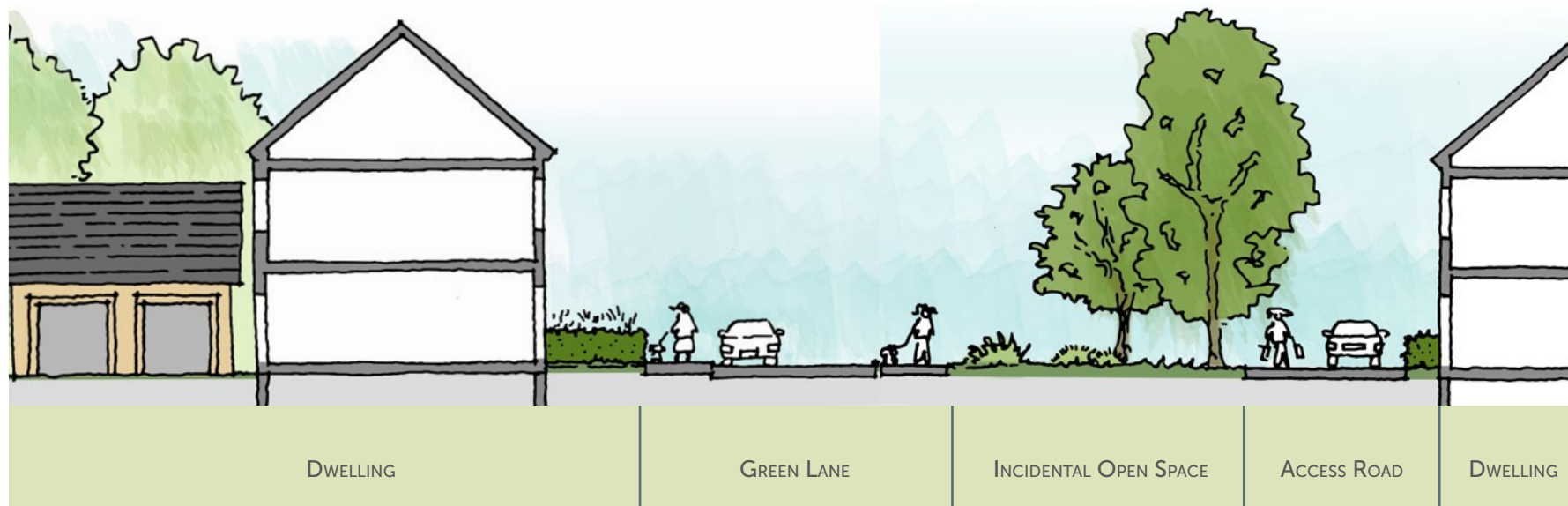
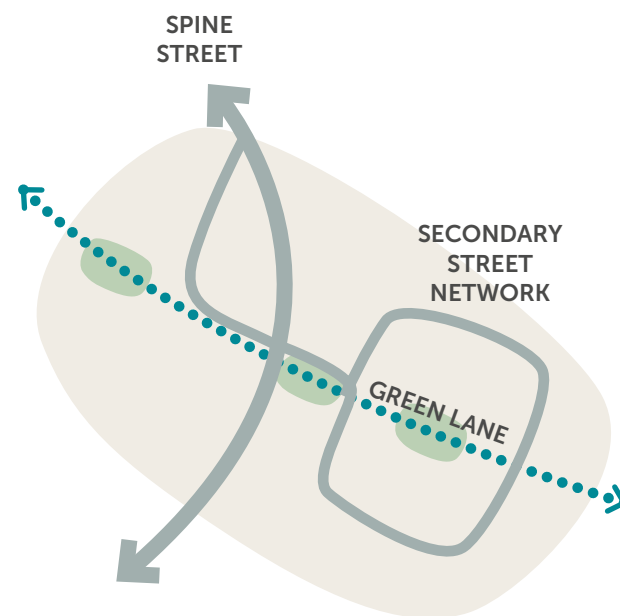


Figure 205: Green Lane - Illustrative Section



Figure 206: Inspiration: pedestrian and cycle friendly street



Figure 207: Inspiration: traffic calmed street with soft landscaping.



EDGE ALONG ROLLASTON PARK

This part of the development creates a new edge to Rollaston Park and responds to the adjoining homes.

The existing hedgerow will be retained where possible and buildings set back, with additional planting proposed to soften its appearance in the street scene.

Buildings are limited to 2 storeys, with pitched roofs and fronting the street, relating sensitively to the adjoining development.

Figure 208: Key Map

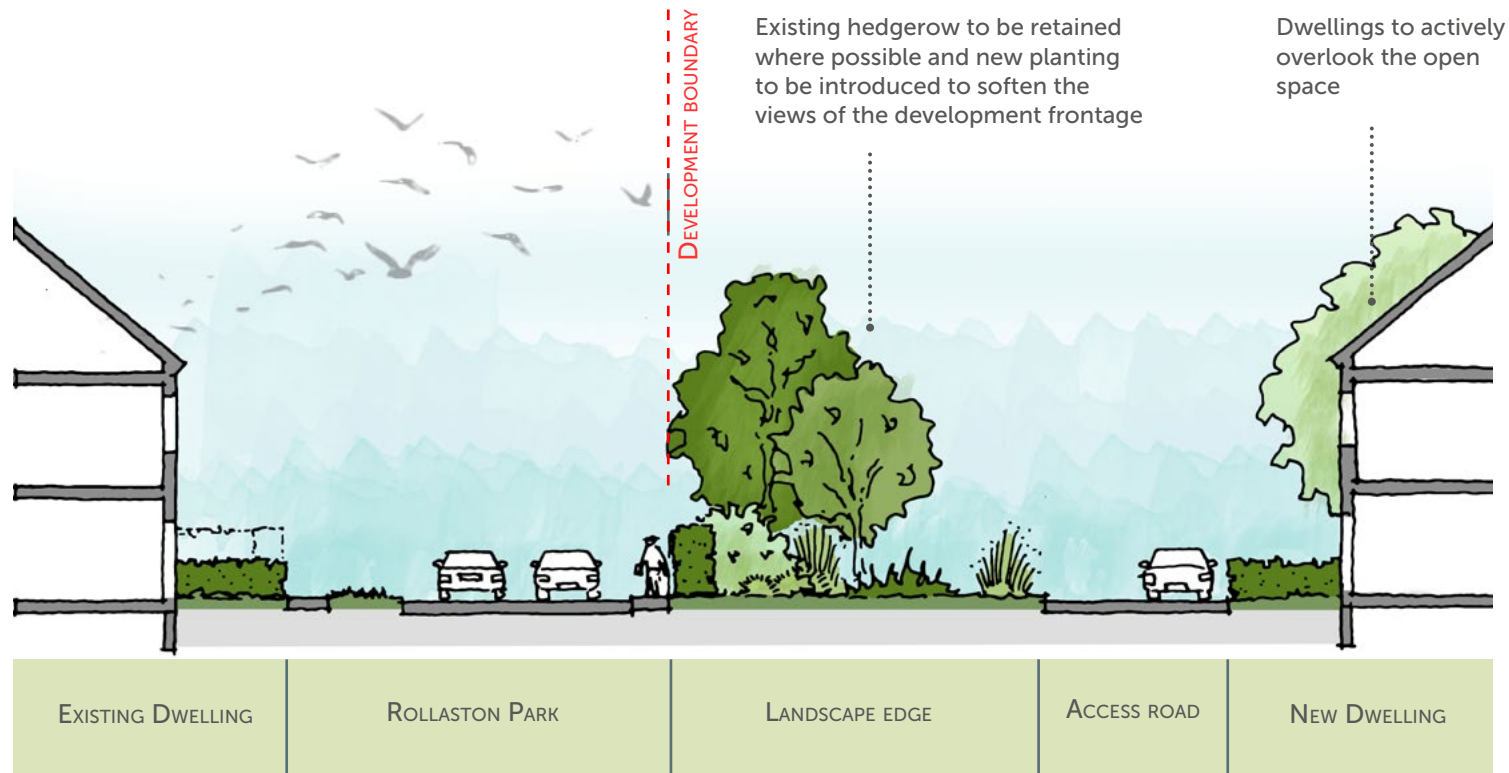


Figure 209: Edge along Rollaston Park - Illustrative Section

The new landscaped edge will embrace the Memorial Garden, making it a gateway for the walking and cycle links into the site

In order to avoid taking access off the road, new private drives will be provided to serve the new homes

A new walking route is provided along the edge within the development, with connections onto the pavement alongside Rollaston Park.



Figure 210: Illustrative Layout



Figure 211: Key Map

RUNWAY PARK

- The Runway Park celebrates the heritage of the site by retaining the alignment of the existing runway.

Shared surfaces along the Park edge create a pedestrian friendly environment, with vehicular traffic limited to local access only;

Building frontages along the park to create a strong sense of rhythm with consistent set-back of the built form to reflect the linearity of the Runway Park.

When across measure traffic the use



Figure 212: Inspiration: frontage to create sense of rhythm



Figure 213: Illustrative Layout

