

3 SITE AND DEVELOPMENT DESCRIPTION

Site Context

- 3.1 The Site (refer to Figure 1.1), is located within the administrative boundary of ADC.
- 3.2 The village of Ford is located to the north east of the Site, with the villages of Climping and Yapton located to the south and west of the Site. The town of Littlehampton is located approximately 1.5km to the east of the Site while Bognor Regis is located approximately 2km to the south west of the Site.
- 3.3 The north of the Site is bound by Ford Lane. To the immediate north of Ford Lane is a mixture of commercial, industrial and residential uses. The wider area to the north of the Site is in agricultural use. Ford train station is located approximately 2km to the northeast of the Site.
- 3.4 The northeast of the Site is bound by agricultural fields. A Waste Water Treatment Works (WWTW) (operated by Southern Water) is located to the east of the Site with a Waste Management Facility (operated by Grundon) located immediately north of the WWTW. The River Arun is located approximately 500m to the east of the Site.
- 3.5 South of the WWTW are sections of concrete runway associated with Ford Airfield, a decommissioned Royal Navy Fleet Air Arm and Royal Air Force aerodrome which ceased operations in 1980. The runways are used for year-round Sunday markets and Car boot sales (every Thursday, Saturday and Sunday). A separate planning application is being submitted for the reconfiguration of the market (refer to Chapter 2).
- 3.6 To the southeast of the Site is a recycling facility (operated by Viridor) and Rudfield Industrial Estate. The very south of the Site is bound by Horsemere Green Lane, beyond which is residential properties located within Climping. HM Prison Ford is located approximately 200m to the southeast of the Site.
- 3.7 The west of the Site is bound by Rollaston Park beyond which are residential properties located within Yapton. Ford Industrial Estate is also located adjacent to the western Site boundary and comprises a number of associated commercial and light industrial warehouse buildings. Yapton Road (B2233) borders the Site to the south west, with Ford Rifle Range and agricultural fields beyond. National Cycle Route 2 also runs along Yapton Road.

- 3.8 The Site is not subject to any ecology, heritage or landscape designations. There are a number of listed buildings in the immediate surrounding area, within the villages of Ford, Yapton and Climping. The nearest listed building to the Site is the Grade II listed Atherington House, Ford Place, Southdown House, and the Lodge, located approximately 150m to the northeast of the site. The Grade I listed Parish Church of St Andrew is located approximately 350m northeast of the Site and the Grade I Listed Parish Church of St Mary, is located approximately 550m to the northwest of the Site. The nearest Scheduled Monument to the Site is a Medieval earthworks located east and southeast of St Mary's Church, approximately 700m to the southeast of the Site.
- 3.9 Designations in the wider area include Climping Beach Site of Special Scientific Interest (SSSI), located approximately 2km to the southeast of the Site and the Solent and Dorset Coast Special Protection Area (SPA), located approximately 2.3km to the southwest of the Site. The South Downs National Park is located approximately 1.8km to the north of the Site. Upstream of the Site lies the Arun Valley, which consists of three SSSIs in an area of wet meadows on the floodplain of the River Arun. The nearest of these to the Site is Arundel Park SSSI, located approximately 4km north of the Site.
- 3.10 According to the Gov.UK website the majority of the Site is located in Flood Zone 1 (low risk of flooding). A very small area (approximately 0.01km²) within the northern boundary of the Site is located in Flood Zone 3 (high risk of flooding).
- 3.11 The Site is not located within an Air Quality Management Area or Archaeological Priority Area.

Site Description

- 3.12 The Site extends to 86.63ha and predominantly comprises land which was formerly in use as Ford Airfield. Large areas of the Site now comprise agricultural fields, separated by hedgerows and trees. A small area within the north of the Site is occupied by a Highways England compound and a haulage company.
- 3.13 Part of the runways of the former airfield are located within the centre and south of the Site. Within the centre of the Site are also two large warehouse buildings, in use as the Arun Sports Arena and Flying Fortress play centre.
- 3.14 The former perimeter track of the airfield is located on the Site and provides connectivity between the villages of Yapton (to the west of the Site) and Climping (to the south of the Site). Two public footpaths also pass through the northern and southern parts of the Site.

The northern footpath provides connection between the villages of Ford (to the northeast of the Site) and Yapton. The southern footpath connects the villages of Climping and Yapton.

- 3.15 The route of the Portsmouth to Arundel canal cuts east–west across the northern part of the Site.

Description of Development

- 3.16 The Applicant is submitting an outline planning application with all matters reserved for future determination except for access, in line with the formal description of the Development included below:

"Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding"

- 3.17 The Development is defined by a set of parameters that place limits on the quantum, extent and type of development that could come forward under future reserved matters applications. The parameters include the following:

- Land Use and Density;
- Access and Movement; and
- Green and Blue infrastructure.

- 3.18 Each technical chapter within the ES assesses the parameter plans (Figures 3.1 to 3.3), and specifically, the parameter envelope that would lead to the "worst case" effects for that discipline. This will ensure that any detailed proposals coming forward within the parameters of a future outline consent would not lead to greater (more adverse) effects on the environment than have been assessed at the outline stage.

- 3.19 Figure 3.4, the Illustrative Masterplan, has been prepared to show one way in which the Development could be delivered.

Land Use

Residential

- 3.20 The Development will provide up to 1,500 residential dwellings (Use class C3), the majority of which (up to 1,475 dwellings) will be distributed across two residential neighbourhoods in the northern and southern portions of the Development (refer to Figure 3.1). Dwellings will be provided in a variety of sizes and tenures and the indicative mix is shown in Table 3.1 below.

Table 3.1: Indicative Residential Unit Mix

Residential Unit Size	Market	Affordable	Percentage of Units
4 Bed	35%	10%	28%
3 Bed	30%	20%	27%
2 Bed	35%	35%	35%
1 Bed	0%	35%	10%
Total	100%	100%	100%

Mixed-use

Local Centre

- 3.21 The Development will include a new local centre, to be located within the centre of the Development (refer to Figure 3.1). The local centre will comprise up to 2,350 sqm of mixed-use floorspace, and will include a Food Store (up to 600 sqm) and supporting retail use (Up to 300 sqm) (A1 - A5 Use Class), as well as a Health Facility (up to 550sqm), a community building (Up to 500 sqm) and a nursery (up to 400sqm) (D1 - D2 Use Class). Up to 25 residential dwellings will also be located in the local centre, above the retail/commercial uses.

Care Home

- 3.22 A 60 bed care home (up to 0.5ha) (Use Class C2) will be provided as part of the Development, to be located centrally within the northern part of the Site, in close proximity to the local centre (refer to Figure 3.1).

Employment Use

- 3.23 The Development will include up to 9,000sqm of employment floorspace (Use Class B1), to be located within the east of the Site (refer to Figure 3.1).

Primary School

- 3.24 The Development will also include a two-form entry Primary School on a site of up to 2.3ha. The Primary School would be located in close proximity to the facilities and services provided in the local centre within the centre of the Site (refer to Figure 3.1). The primary school will include sufficient space to cater for the nursery (next to or as part of the primary school), if it is not provided separately in the local centre.
- 3.25 As part of the Development, the existing 'Hard Area' Sports Arena / Flying Fortress within the centre of the Site will also be retained (refer to Figure 3.1).

Building Heights and Massing

- 3.26 Residential areas of the Development will predominantly be up to 2-2.5 storeys (+9/10.5m above ground level), with a maximum of up to 3 storeys (+12m above ground level) in height.
- 3.27 The mixed-use local centre in the centre of the Site will be up to a maximum of 4 storeys (+15m above ground level) in height. The employment use buildings will be up to maximum of 15m in height above ground level.
- 3.28 The two-form entry primary school will be up to a maximum of 3 storeys in height (+12m above ground level).

Green Infrastructure

- 3.29 As shown in Figure 3.3, the Development includes large areas of green infrastructure and open space provision. In total, the Development will include up to 18.82ha of green infrastructure and open space.
- 3.30 The Development will include the provision of three large areas of open space, comprising Runway Park, Landings Green and Arun Way. Runway Park will be located in the southern part of the Site, Landings Green will run from the local centre in the centre of the Site to Ford Lane to the north of the Site and Arun Way will provide a green link east-west across the Site.
- 3.31 In addition to the parks, formal sports provision is proposed in the centre of the Site adjacent to the existing Arun Sports Arena and Flying Fortress and in close proximity to the local centre. A series of incidental open spaces are also proposed within the residential neighbourhoods and along the Site's boundaries, as well as buffer planting around the Site.

3.32 The indicative type and amount of open space is shown in Table 3.2 below.

Table 3.2: Indicative on-site provision

Formal Open Space	Area (ha)
Outdoor Sports	Up to 3.23
Public Open Space	Area (ha)
Amenity Green Space	Up to 8.22
Natural and Semi-natural Green Spaces	Up to 1.84
Parks and Gardens	Up to 4.33
Play for children and young people	Up to 0.22
Allotments	Up to 0.98
Total	Up to 18.82

Access

3.33 As shown on Figure 3.2, primary vehicle access points will be located to the north of the Site off Ford Lane and to the southwest of the Site off Yapton Road. A further primary vehicle access point is proposed to the east of the Site off Ford Road, which will service the proposed employment use.

3.34 The Development will also be permeable to pedestrians and cyclists, with a number of non-vehicular access points located around the Site.

Parking

3.35 Car parking will be provided in accordance with the relevant standards and requirements set out in ADC's Local Planⁱ and the Neighbourhood Planⁱⁱ. Further details of the number of parking spaces including allocated, unallocated, visitor and public car parking will be determined and secured through future reserved matters applications.

Drainage

3.36 In accordance with good practice, a surface water drainage strategy is proposed. This includes an appropriate Sustainable Drainage System (SuDS), to alleviate the risk of flooding associated with the change from greenfield to built development. Appropriate drainage attenuation areas will be located to the northeast and southeast of the Site, as indicated on Figure 3.3. Further detail is provided within Chapter 14 and within the Flood Risk Assessment and Drainage Strategy, Appendix 14.4 of this ES.

Lighting

3.37 The lighting scheme for the Development will be designed at the detailed design stage taking

into account the Institute of Lighting Professional (ILP) (2001) Guidance Notes for the Reduction of Obtrusive Lightⁱⁱⁱ, BS 5489-1:2013^{iv} and BS EN 13201-2:2015^v. All street lighting will be carefully designed to satisfy the requirements of crime prevention and care will be taken to design a scheme that will seek to limit light pollution. Furthermore, lighting will be designed to avoid ecologically sensitive locations.

Energy, Sustainability and Climate Change

3.38 Through careful detailed design and use of appropriate technology, the Development will offer effective response to climate change issues and be energy efficient. Where feasible, renewable energy will be incorporated into the Development. All such measures will be agreed with ADC at the appropriate time and thereafter regulated through a combination of planning conditions and planning obligations. Considerations about energy and climate change are summarised below and will be further developed in the detail design of the scheme.

- Drainage strategy to insure an adequate response to adverse climate conditions;
- Building alignment and road layout to maximize direct exposure of dwellings to sunlight;
- Buildings to favour passive heating/cooling devices, i.e. appropriate insulation, natural ventilation, exposure to sunlight, to minimise energy consumption;
- Creation of truly walkable neighbourhood to discourage the use of cars for internal and external journeys;
- Construction work to adopt strategies to minimise waste; and
- Earthworks to mostly rely on internal soil movements to limit requirement of material transfer off-site.

References

- ⁱ Arun District Council - Adoption Arun Local Plan 2011-2031 (July 2018)
- ⁱⁱ Arun District Council - Ford Parish Council Neighbourhood Development Plan (2017-2031)
- ⁱⁱⁱ Institute of Lighting Professionals (2011) Guidance Notes for the Reduction of Obtrusive Light GN01:2011.
- ^{iv} BSI (2013) BS 5489-1:2013: Code of practice for the design of road lighting. Lighting of roads and public amenity areas
- ^v BSI (2015) BS EN 13201-2:2015 Road lighting. Performance requirements