

APPENDIX 7.2

RELEVANT LOCAL PLANNING POLICY

June 2019
Ford Airfield

Appendix 7.2 Relevant Local Planning Policy

Arun Local Plan 2011-2031, Adopted July 2018

Policy SD SP1a – Strategic Approach states:

“To maintain the District’s unique character as a coastal location set against the South Downs whilst ensuring that the needs of the community are met through sustainable growth...the spatial strategy for Arun District to 2031 is to:

...c. provide for growth of the sustainable villages whilst maintaining their setting within the open countryside...

...f. provide for development in the countryside area which reflects its character and role as the coastal plain, with green wedges separating urban areas, high quality agricultural land and environmental assets...

...k. Retain and enhance natural environment resources, including biodiversity”

Paragraph 7.108 onwards considers effects on local landscape character. Paragraph 7.103 sets out how effects on character have been mitigated through the design development and the Design and Access Statement (DAS) (submitted as part of the planning application) further sets out the design approach in terms of response to local character and retention of natural environment resources.

Policy GI SP1 – Green Infrastructure and development states that:

“All major development must be designed to protect and enhance existing Green Infrastructure assets, and the connections between them, in order to ensure a joined up Green Infrastructure Network. The Green Infrastructure Network must be protected from light pollution to ensure that areas defined by their tranquillity are protected from the negative effects of light in development.”

Arun District Council (ADC) identifies seven functions of the Green Infrastructure Network: Access and Recreation; Biodiversity and Access to Nature; Sense of Place; Historic Character; Productive Green Environments; Sustainable Water Environments; and Climate change. The Green Infrastructure Network map for Ford parish is located at Appendix 7.3. Paragraph 7.104 briefly outlines how the Development strengthens the network whilst the DAS further sets out the design approach.

Policy SD SP3 – Gaps Between Settlements states that:

“The generally open and undeveloped nature of the following gaps between settlements...will be protected to prevent coalescence and retain their separate identity:

- *...Littlehampton and Middleton-on-Sea*
- *Arundel to Littlehampton...”*

June 2019

Ford Airfield

The Site is located outside of these ‘gaps’ and therefore will not be assessed further within this chapter.

Policy LAN DM1 – Protection of landscape character requires that:

“Development within the setting of the South Downs National Park must have special regard to the conservation of that setting, including views into and out of the Park...[and] should respect the particular characteristics and natural features of the relevant landscape character areas and seek, wherever possible, to reinforce or repair the character of those areas. The historic character and development pattern of settlements within the District should be respected, taking into account their distinct identity and setting.”

Paragraph 7.108 onwards considers effects on local landscape character. Paragraph 7.208 considers effects on the South Downs National Park. Paragraph 7.135 sets out how effects on character have been mitigated through the design development and the DAS further sets out the design approach in terms of response to local character.

Policy LAN DM2 – The Setting of Arundel states that:

“No development will be permitted...which would adversely affect the rural views outwards from the town.”

Paragraph 7.164 considers effects on views from Arundel towards the Development.

Policy H SP2 – Strategic Site Allocations requires that:

“Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council...which incorporates high quality imaginative design giving a sense of place and a permeable layout.

The comprehensive development of the allocation will need to meet the following key [landscape] requirements;

...c. Protects, conserves or enhances the natural environment, landscapes and biodiversity,

d. incorporate high quality, well connected green spaces, planting within main streets and biodiversity rich open spaces,

e. extend, enhance and reinforce strategic green infrastructure and publicly accessible open space...

m. maintain and enhance any important features, characteristics and assets of the local area...”

Paragraphs 7.108, 7.112 and 7.102 considers effects on landscape character and landscape features respectively. The DAS sets out the design approach in terms of response to local character, green infrastructure and open spaces. Chapter 9 of the ES considers effects related to biodiversity.

June 2019

Ford Airfield

Policy H SP2c Inland Arun – Ford (SD8) states that:

“Development proposals must demonstrate compliance with the following key [landscape] design and infrastructure requirements;...

e. provide new 3G sports pitch facility to serve the east of the District...,

h. reflect the historic alignment of the canal,

i. maintain visual separation between Ford and Yapton and between Climping and Ford through the layout of development and provision of landscaped open space...

Paragraph 7.136 considers visual effects with regard to separation of local settlements. The DAS sets out the design approach in terms of response to sport facilities and historic canal.

Policy D SP1 – Design requires that:

“All development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development.”

Paragraph 7.108 onwards consider effects on landscape character. The DAS sets out the design approach in terms of response to site analysis and sustainable design.

Policy D SP1 – Design states that:

“When considering any application for development the Council will have regard to the following [landscape] aspects:

Character – Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area...

7. Trees and woodland – All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals.”

Paragraph 7.108 onwards considers effects on landscape character. Paragraph 7.103 outlines how landscape character is considered within the mitigation proposals for the Development. The DAS sets out the design approach in terms of response to landscape design.

Policy HER SP1 – The historic environment states that:

June 2019

Ford Airfield

“Development likely to prejudice...[designated or non-designated heritage assets], including their settings, will be refused.”

Chapter 8 of the ES considers effects on heritage receptors. However, from paragraph 7.141 considers visual effects from areas that include those adjacent to heritage assets that maybe cross-referenced by Chapter 8.

Policy QE DM2 - Light pollution states that:

“Outdoor lighting schemes will be considered against the following criteria:

a. No adverse impact on neighbouring uses or the wider landscape, particularly with regard the South Downs International Dark Sky Reserve designation...”

A lighting strategy will be submitted as part of Reserved Matters assuming that the Site gains planning permission, that will ensure there is no adverse impact on the wider landscape or the South Downs.

Ford Parish Council Neighbourhood Development Plan, submission May 2017

Policies of relevance to the LVIA are listed below:

Policy EH7 – Local Gap states that:

“Land shown on the Proposals Map is designated as a Local Gap. Within this area development will not be permitted.”

Within the justification for this policy, it states

“the Local Gap will prevent coalescence between Yapton and Ford and preserve their separate identities. This is important to residents who do not wish to see further development extending to the west of Ford”.

Paragraph 7.136 considers visual effects from local settlements and coalescence.