

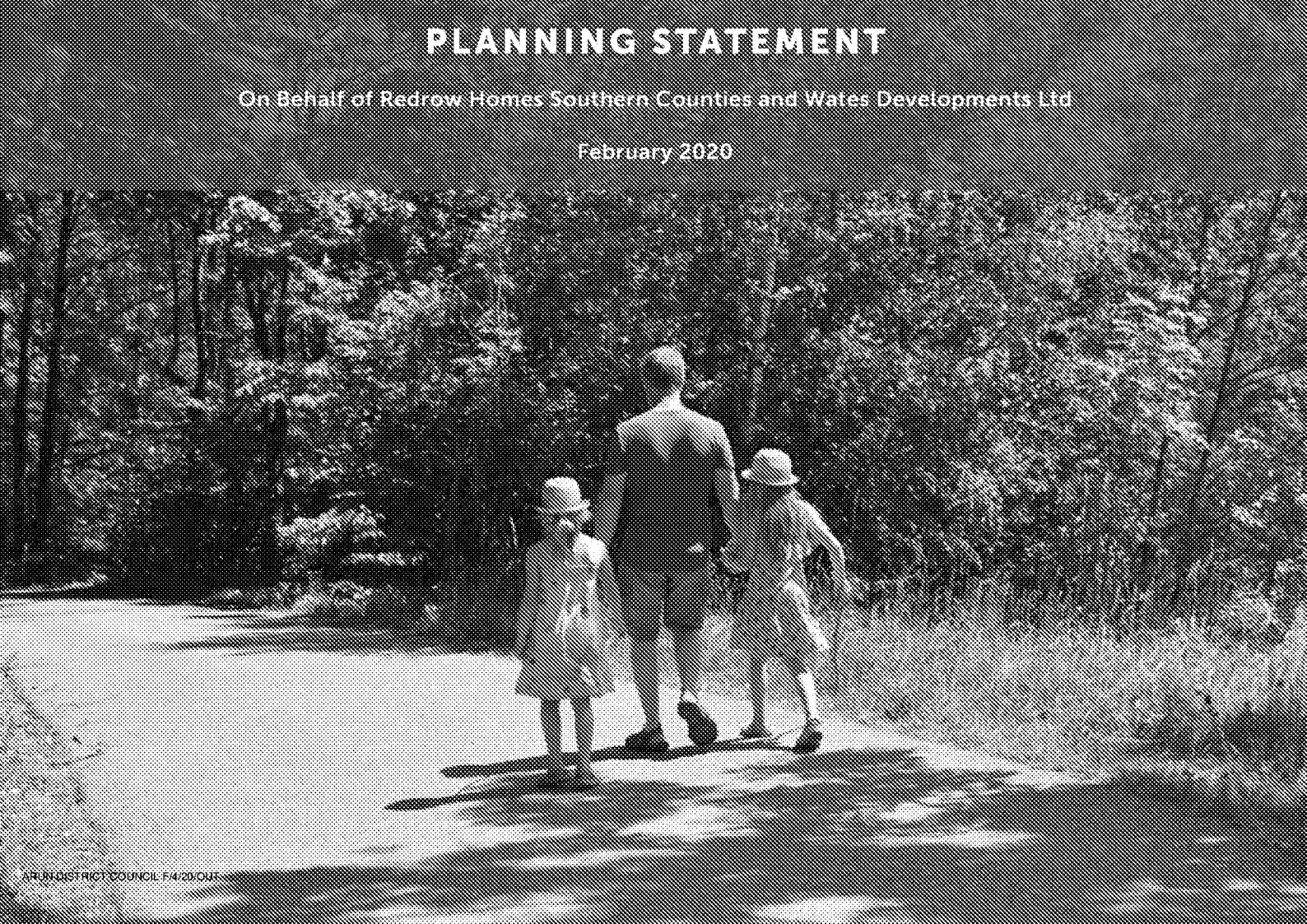
THE LANDINGS

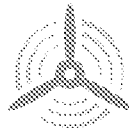
FORD | WEST SUSSEX

PLANNING STATEMENT

On Behalf of Redrow Homes Southern Counties and Wates Developments Ltd

February 2020





THE LANDINGS

FORD | WEST SUSSEX

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- Ford Airfield\\Ag - Reports & Graphics\\Graphic Design\\
Documents\\Planning Statement

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EXECUTIVE SUMMARY

“The Landings” at Ford Airfield will be an exciting, community-led place that delivers the aspirations of the local community in Ford, 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 community 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 community.
- Create local amenities, jobs and education opportunities.
- Deliver local facilities and community infrastructure.
- Retain Ford market.
- Create affordable housing for local people.
- Create housing for the elderly.

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

This Planning Statement has been prepared on behalf of the applicant (Redrow Homes Southern Counties and Wates Developments Limited) in association with a planning application for development on land at the Airfield.

The application is submitted in Outline, with all matters of detail reserved for later approval, except for details of access.

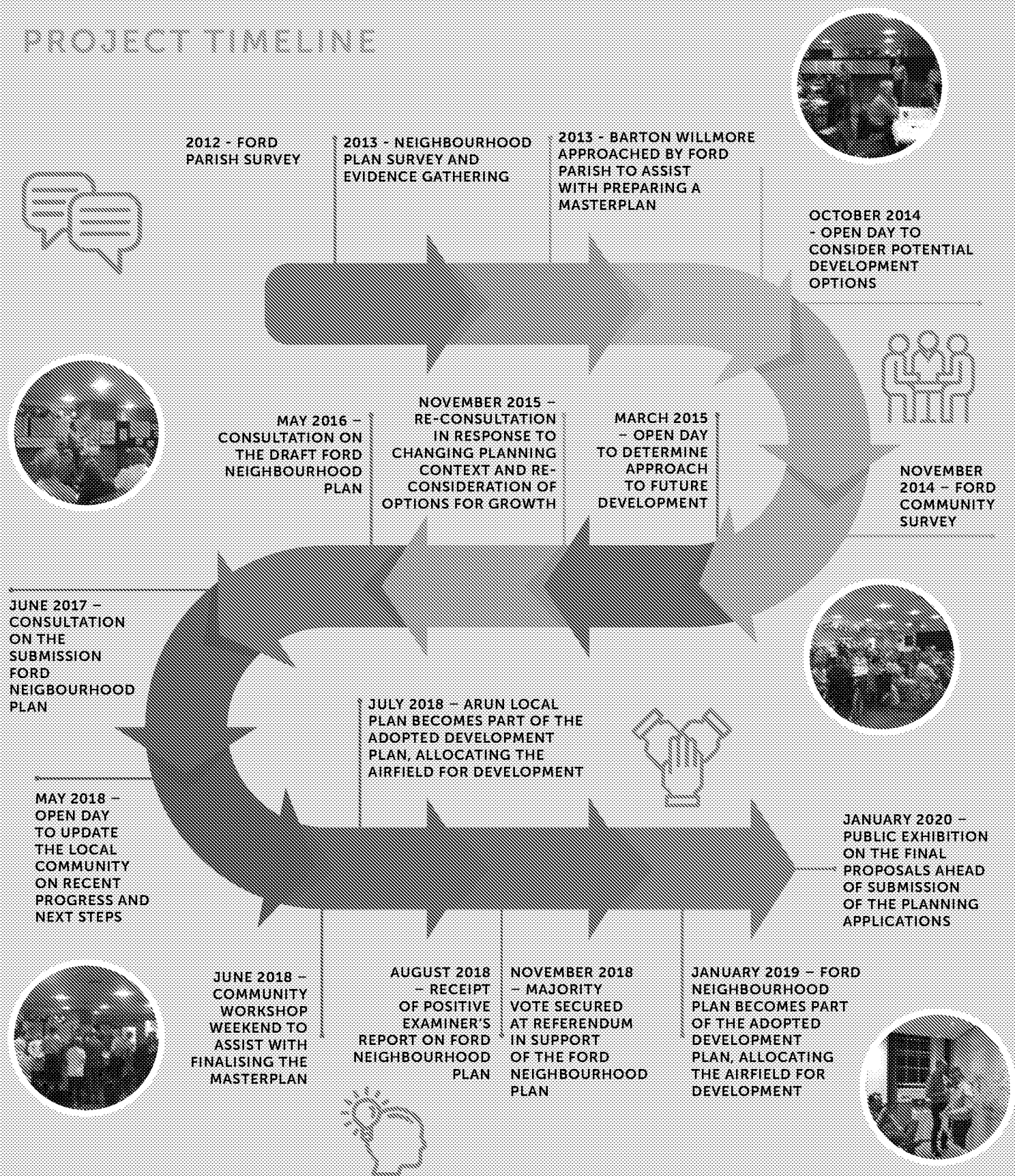
The proposals include the following development:

- Up to 1,500 dwellings, including market and affordable housing.
- Up to 9,000 sqm of employment floorspace.
- Care home.
- Local centre, including retail / commercial and community / leisure floorspace.
- Land for a two-form entry primary school.
- Public open space, allotments, sports pitches and associated facilities.
- Drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works.

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 proposed development is in accordance with the adopted Development Plan.

The proposals should therefore be approved without delay in line with the presumption in favour of sustainable development set out in the National Planning Policy Framework (NPPF) (2019).

PROJECT TIMELINE



The diagram above details key stages of consultation undertaken with the local community from the initiation of the proposals up to the submission of the planning application. This has been essential in ensuring the delivery of a comprehensive, community-led development at Ford Airfield.

A summary of the purpose and outcomes of key consultation events is provided in the submitted Statement of Community Involvement.

1. INTRODUCTION

This Planning Statement has been prepared on behalf of the applicant (Redrow Homes Southern Counties and Wates Developments Limited) in association with a planning application for development on land at Ford Airfield in Ford, West Sussex. It sets out the proposals and assesses compliance against the adopted Development Plan for the area.

PURPOSE

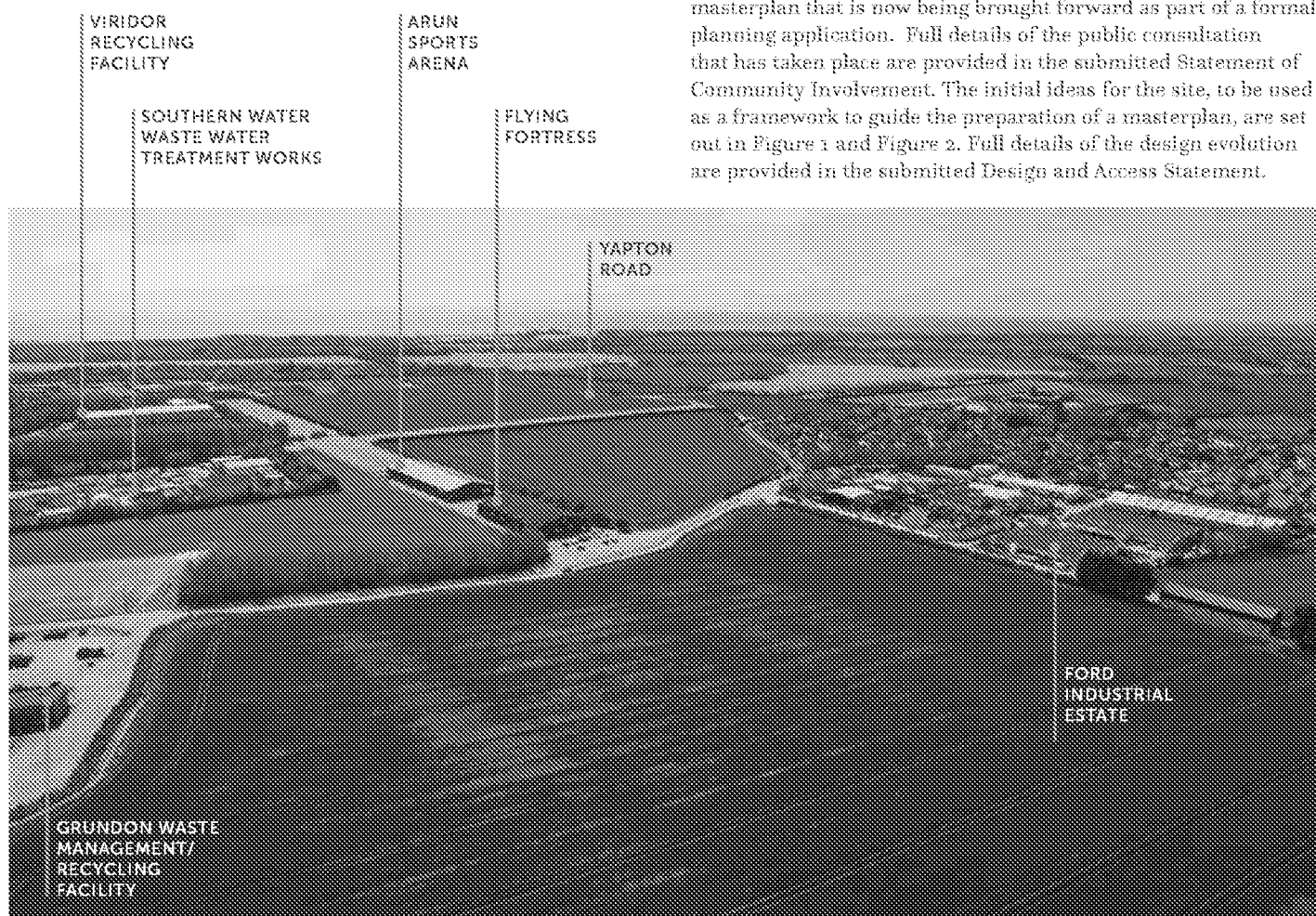
"The Landings" at Ford Airfield will be an exciting, community-led place that delivers the aspirations of the local community in Ford, as advocated through the allocation of the site in the adopted Ford Parish Neighbourhood Plan and Arun District Local Plan.

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

CONTEXT

Following the decommissioning of the airfield, Ford faced an uncertain future with significant ad-hoc development over many years with no policy basis or strategy for future growth. In 2013 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 as part of a comprehensive development.

Extensive community engagement has been undertaken in the Parish over the last five years, with the community feeding into the design concepts for the site on an ongoing basis. 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 are provided in the submitted Statement of Community Involvement. The initial ideas for the site, to be used as a framework to guide the preparation of a masterplan, are set out in Figure 1 and Figure 2. Full details of the design evolution are provided in the submitted Design and Access Statement.



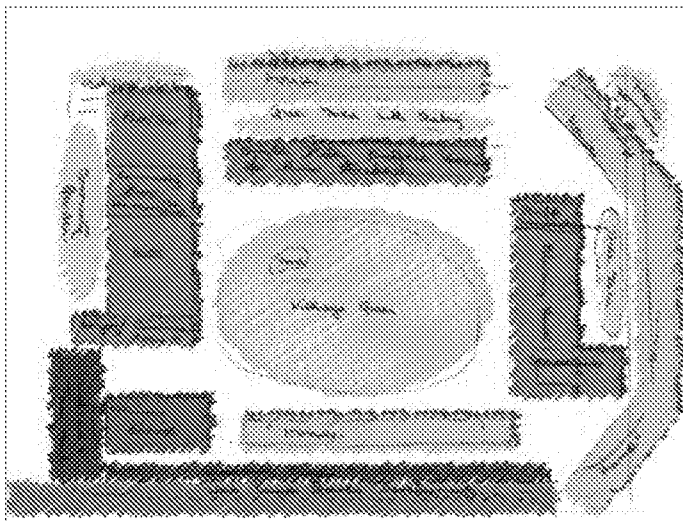


FIGURE 1: "HEART OF FORD" CONCEPT DIAGRAM

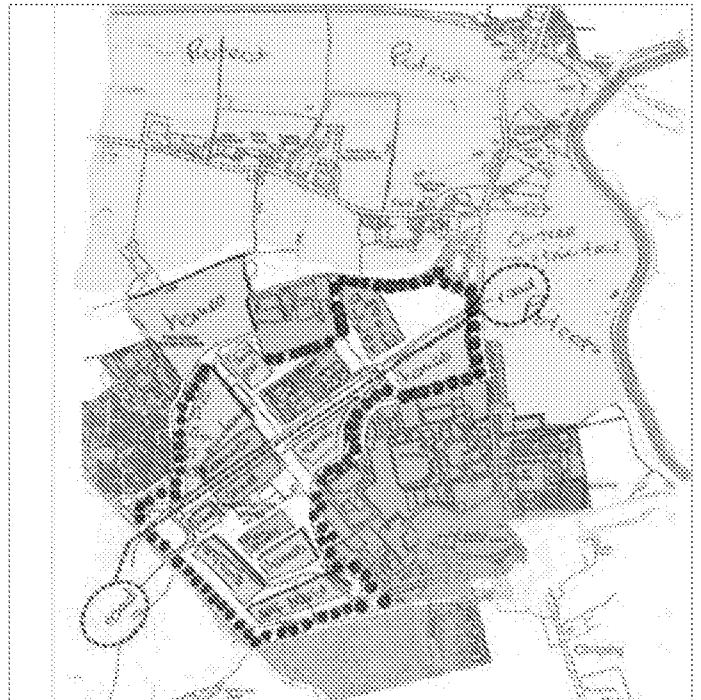


FIGURE 2: INITIAL CONCEPT PLAN





THE APPLICANT

The planning application is jointly submitted by Redrow Homes Southern Counties and Wates Developments Limited, who are party to a promotion agreement with the landowners.

Redrow plc is one of the largest British housebuilders with a network of 15 operational divisions across the UK, including Redrow Homes Southern Counties. Redrow is listed on the London Stock Exchange and is currently a constituent of the FTSE 250 Index.

The three key principles of Building Responsibly, Thriving Communities and Valuing People shape the core of Redrow's values. Aligned with the United Nations Sustainable Development Goals, Redrow aims to achieve a better global future for all by addressing key social and environmental challenges such as health and wellbeing and biodiversity.

Wates Group is one of the largest family owned construction, property services and development companies in the UK. The group operates in three core areas: Construction, Property Services and Residential Developments.

Wates are committed to the long-term future of the built environment. Its award-winning corporate social responsibility and sustainability programmes underpin its vision to become the most trusted partner in the built environment, leaving a positive legacy for the communities in which we work and live.

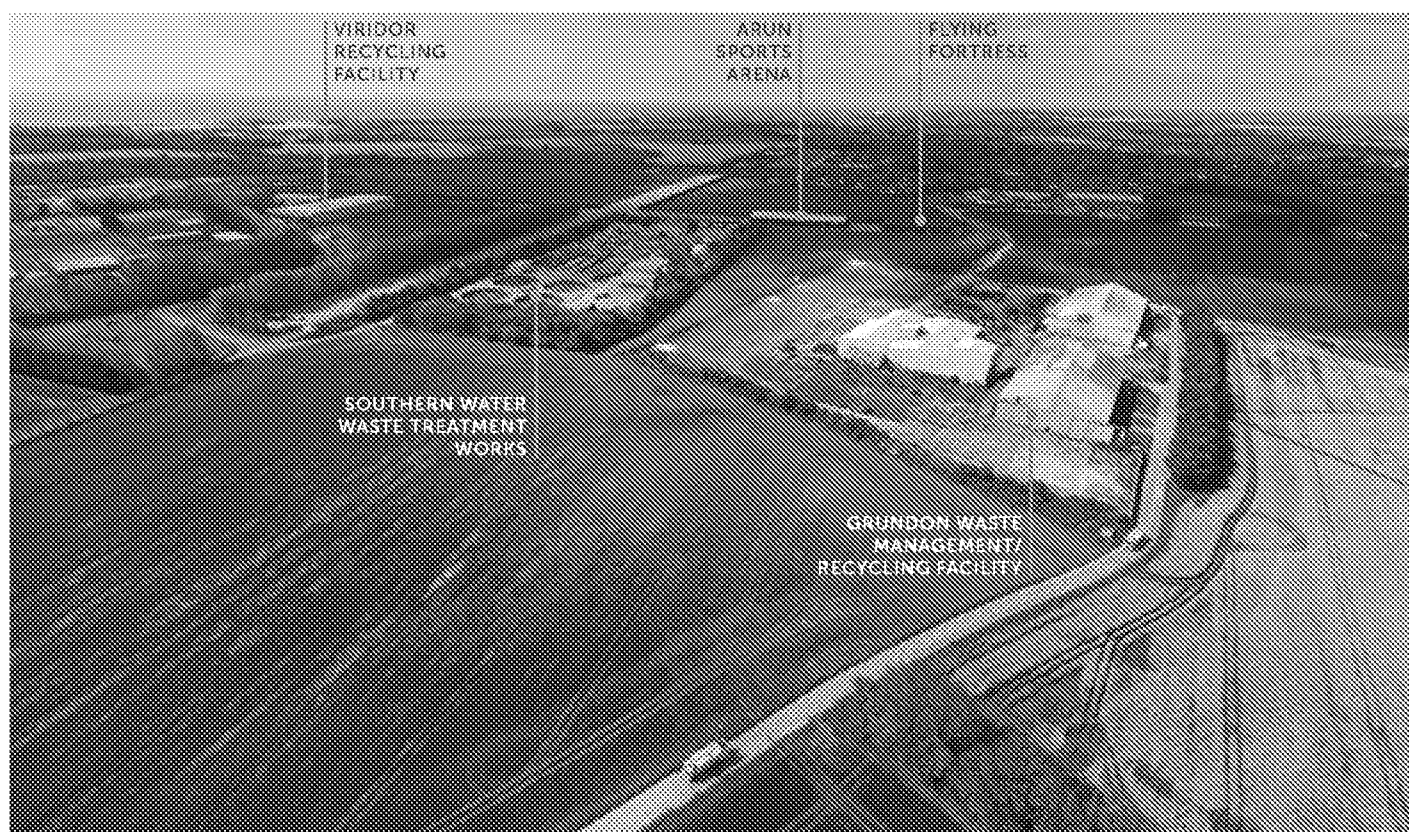
THE PLANNING APPLICATION

This planning application seeks Outline planning permission for development on land at Ford Airfield.

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), 80-bed care home (Use Class C3), 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"

The application constitutes "EIA development" in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). As such, an Environmental Statement accompanies the application. The scope of the Environmental Statement has been formally agreed with Arun District Council (ADC), as confirmed by the Scoping Opinion dated 31 January 2019.



CONTENT OF THE SUBMISSION

This document should be read alongside the following, which form part of the submission:

- Completed Application Form and Certificate of Ownership
- Completed Validation Checklist
- Completed Biodiversity Checklist
- Completed Surface Water Drainage Proposal Checklist
- Proposals Brochure
- Planning Statement, including Affordable Housing Statement, Draft Heads of Terms and Economic Development Statement
- Statement of Community Involvement
- Design and Access Statement, including Illustrative Phasing Plan
- Arboricultural Assessment and Method Statement
- Manual for Managing Trees on Development Sites
- Land Engineering Works Statement
- Application drawings:
 - Site Boundary Plan, drawing number RG-M-01 Rev T (1:5000 @ A1)
 - Land Use and Density Parameter Plan, drawing number RG-M-123 Rev F (1:5000 @ A1)
 - Access and Movement Parameter Plan, drawing number RG-M-122 Rev F (1:5000 @ A1)
 - Green and Blue Infrastructure Parameter Plan, drawing number RG-M-121 Rev J (1:5000 @ A1)
 - Demolition Plan, drawing number RG-M-107 Rev E (1:5000 @ A1)
 - Illustrative Masterplan, drawing number RG-M-78 Rev S (1:2500 @ A1)
- Northern Vehicular Access from Ford Lane, drawing number ITB13091-GA-004 Rev A (1:1000 @ A1)
- Southern Vehicular Access from Yapton Road, drawing number ITB13091-GA-001 Rev E (1:1000 @ A1)
- Eastern Vehicular Access from Ford Road, drawing number TB13091-GA-021 (1:500 @ A1)
- Tree Protection Plans, drawing numbers 18189-BT8a, b and c
- 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

STRUCTURE OF THIS STATEMENT

This document comprises six sections, including this introduction. Section 2 details the site and surrounding context while section 3 sets out the proposals. Section 4 summarises the planning policy context and section 5 reviews the proposals against the relevant planning considerations. Section 6 provides overall conclusions.

The document is supported by the following appendices:

- Appendix A: List of Policies
- Appendix B: Site Allocation Policy Response
- Appendix C: Affordable Housing Statement
- Appendix D: Draft Heads of Terms

2. THE SITE AND ITS SURROUNDINGS

Ford Airfield was previously proposed for development as an eco-town in the early-mid 2000s. However, this was met with significant local opposition and consequently the proposals were abandoned in 2009.

SITE LOCATION

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. It is approximately 0.7km south of Ford railway station and 0.4km west of the River Arun.

The planning application (red line) boundary extends an area of approximately 86.63 hectares. The extent of the site is shown on the Site Boundary Plan in Figure 3.



-  Site Boundary
-  Ford Parish Boundary

FIGURE 3: SITE BOUNDARY PLAN

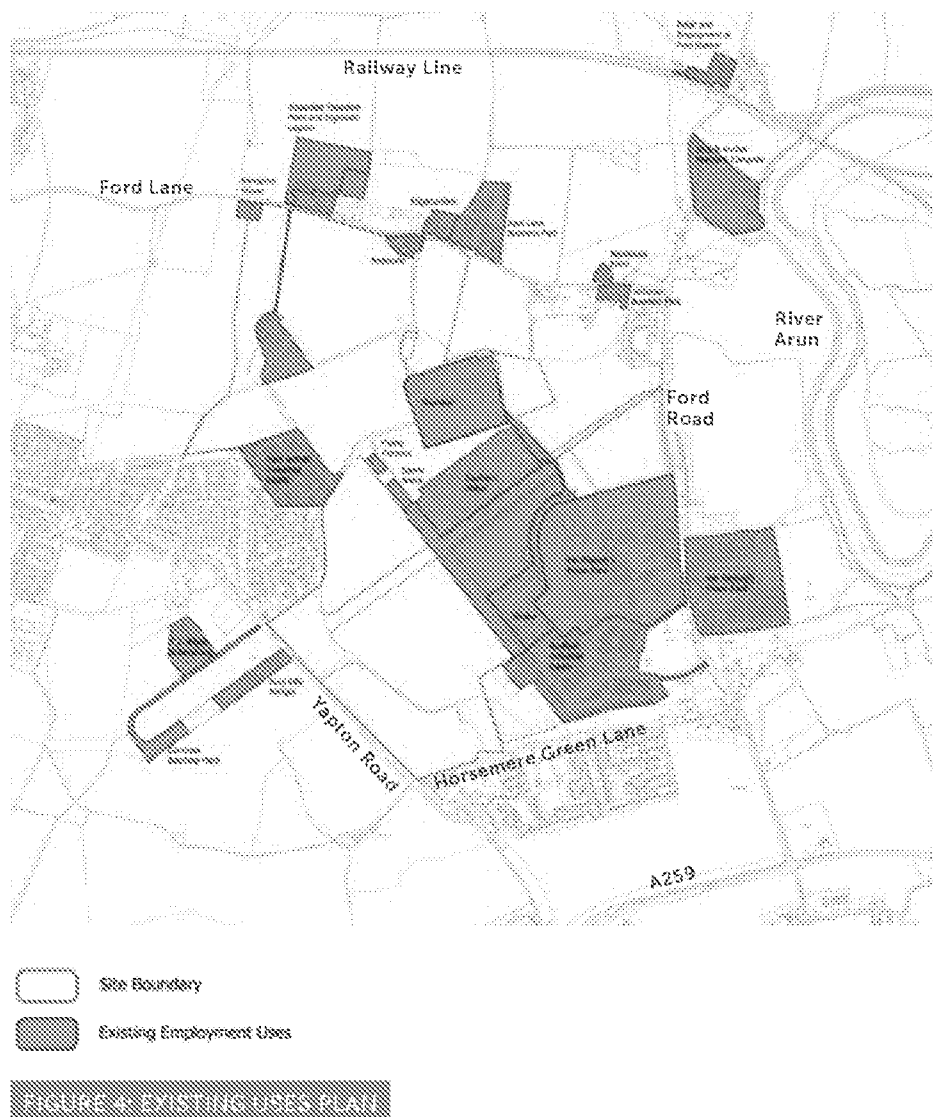
SITE DESCRIPTION

Ford Airfield is a decommissioned Royal Navy Fleet Air Arm and Royal Air Force aerodrome that was constructed in 1917, initially for military but later civilian flying use, until 1980 when operations ceased. A large proportion of the concrete runways remain at the Airfield and are used as a car boot, farmers' market and market use on Thursdays, Saturdays and Sundays.

The Airfield accommodates a range of waste uses, including a waste water treatment works (operated by Southern Water), a recycling facility (operated by Viridor) and a waste management / recycling facility (operated by Grundon).

In addition, the Airfield is home to two industrial estates (Ford Airfield and Rudford), a highways maintenance depot, children's soft play area (Flying Fortress) and a sports centre (Arun Sports Arena). Other parts of the site are used for agricultural purposes, whilst neighbouring uses include an open prison at HMP Ford to the east, an aerobic digestion plant and digestate lagoon to the north and concrete batching plant to the west.

The Site Boundary Plan, alongside Figure 4 below, confirm those uses that fall within the site boundary and those uses that fall outside but in close proximity to the site.



PLANNING HISTORY

Ford Airfield has an extensive planning history associated with the range of uses that are present at the site.

The planning applications set out in Table 1 and Table 2 are of particular relevance, falling within or in close proximity to the planning application boundary.

SITE ADDRESS	DESCRIPTION OF DEVELOPMENT	REFERENCE	DECISION
New Circular Technology Park (former Ford Blockworks), Ford Airfield Industrial Estate, Ford, Arundel, BN18 6HY	Proposed new access road	WSCC/027/18/F	Resolution to grant at committee 6 November 2018
Land at Northwood Farm, Yapton Road, Climping	Change of use to develop a concrete batching plant, with associated infrastructure, site offices & parking	CM/6/18/PL	Approved 12 July 2018
Land to the South of Ford Lane, Ford, BN18 6DF	Salt storage building, office building, parking & turning area & open storage areas for highways maintenance depot	F/4/18/PL	Approved 26 June 2018
Arun Sports Arena, Rollaston Park, Ford Airfield, Yapton, BN18 6HY	Retrospective application for the additional use of the existing building to include sporting & leisure activities & ancillary uses. Use of the adjoining land for sports pitches & sports facilities to be used between the hours of 07.30hrs to 22.00hrs Tuesday and Thursdays, 7.30 to 20.00 hours Monday, Wednesday and Friday, 8.00 to 20.00 hours Saturday and 9.30 to 1600 hours Sunday	F/7/17/PL	Approved 11 September 2017
Land at Wicks Farm, Ford Lane, Ford, Arundel, BN18 6DF	Proposed installation of a digestate lagoon with associated pipework and landscaping to replace the digestate lagoon approved under planning permission WSCC/061/16/F (WSCC/026/16/F as amended)	WSCC/019/17/F	Approved 31 July 2017
Land at Wicks Farm, Ford Lane, Ford, Arundel, BN18 6DF	Proposed extension to existing glasshouses; development of an on-farm anaerobic digestion plant and associated infrastructure for the generation of biomethane, CO ₂ , electricity and heat, grid connection, digestate lagoon, access and landscaping	WSCC/026/16/F	Approved 22 November 2016
New Circular Technology Park (former Ford Blockworks), Ford Airfield Industrial Estate, Ford, Arundel, BN18 6HY	Proposed development and operation of a waste treatment facility	WSCC/096/13/F	Approved 9 January 2015
Part of former runway, Land to west of Ford Rifle Range, Yapton Road, BN18 6HR	Renewal of planning permission CM/20/06 for storage of repossessed vehicles	CM/12/12	Approved 18 October 2012
Ford Air Rifle Ranges, Yapton Road, Climping	Change of use for remainder of range compound for use for ranges, erection of grassed earth bunds for safety	CM/18/06	Approved 14 December 2006
Ford Materials Recycling Facility, Ford Airfield, Ford Road, Ford	Development of materials recycling facility, offices and visitor centre- Re-submission of application F/20/04, including additional highway improvements (This application is a county matter and will be determined by the West Sussex County Council)	F/19/05	Approved 30 March 2006
Land at Ford Aerodrome, Ford Road, Ford	Wastewater treatment works and sludge recycling centre	F/7/99	Approved 28 April 1999

TABLE 1: PLANNING APPLICATIONS AT AND AROUND FORD AIRFIELD

The above demonstrates that there is already an extensive level of development in the local area, although this has largely come forward on an ad hoc basis.

Although not exhaustive, further key development activity in the local area includes the strategic site allocations identified in the Arun District Local Plan 2011-2031 (July 2018). These are as follows, which include the application site in Ford:

- SD1: Pagham South (400 dwellings)
- SD2: Pagham North (800 dwellings)
- SD3: West of Bersted (2,500 dwellings)
- SD4: Littlehampton – West Bank (1,000 dwellings)
- SD5: Barnham / Eastergate / Westergate (2,300 dwellings)
- SD6: Fontwell (400 dwellings)

- SD7: Yapton (500 dwellings)
- SD8: Ford (1,500 dwellings)
- SD9: Angmering North (800 dwellings)
- SD10: Climping (300 dwellings)
- SD11: Angmering South and East (250 dwellings)

Table 2 provides details of the planning status of the strategic site allocations closest to the site (SD7: Yapton and SD10: Climping).

Overall, it is clear that there is a significant amount of development on and around the Airfield, which set the context for the proposals.

SITE ADDRESS	DESCRIPTION OF DEVELOPMENT	REFERENCE	DECISION
Land at Bilsham Road, Yapton	Outline application for the development of up to 250 residential dwellings (Class C3), vehicular access, public open space, ancillary works and associated infrastructure	Y/01/17/OUT	Approved 4 April 2019
Land east of Drive Lane, Yapton, BN18 6EB	Outline application with all matters reserved save access, for up to 300 dwellings, link road, surface drainage, open space and landscaping	Y/02/17/OUT	Approved 31 May 2019
Land West of Church Lane & South of Horsemere Green Lane, Climping	Outline application for the erection of up to 300 dwellings & ancillary development comprising open space, a building within use class D1 (Non- Residential Institutions) of up to 875 square metres net, a building for A1 (Shops) use having a floor area of up to 530 sq. metres net, together with open space & ancillary works, including car parking & drainage arrangements, with appearance, landscaping, layout & scale wholly reserved for subsequent approval	CM/1/17/OUT	Allowed at appeal 28 September 2018
Land to West of Church Lane South of Horsemere Green Lane, Climping	Outline application with some matters reserved for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including access points, car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval	CM/13/18/OUT	Withdrawn

TABLE 2: PLANNING APPLICATIONS FOR STRATEGIC SITE ALLOCATIONS - NEAR FORD AIRFIELD

FIGURE 5. PLANNING APPLICATIONS AT AND AROUND FORD AIRFIELD

Site Boundary

No.	Ref	Quantum	Status
1	Y/49/17/OUT	45 dwellings	Approved
2	Y/62/18/OUT	35 dwellings	Refused
3	Y/49/18/PL	10 dwellings	Approved
4	Y/80/16/OUT	160 dwellings	Approved
5	Y/34/17/OUT	70 dwellings	Approved
6	Y/91/17/OUT	300 dwellings	Approved
7	Y/91/17/OUT	250 dwellings	Approved
8	Y/57/17/OUT	55 dwellings	Approved
9	Y/32/17/OUT	18 dwellings	Approved
10	Y/19/16/OUT	108 dwellings	Approved
11	Y/23/16/RES	45 dwellings	Withdrawn
12	Y/57/16/RES	45 dwellings	Approved
13	CN/17/17/OUT	300 dwellings	Approved
14	CN/13/18/OUT	300 dwellings	Withdrawn
15	CN/16/18/PL	64 bed care home	Refused
16	Y/91/14/OUT	38 dwellings	Approved
17	Y/89/18/OUT	38 dwellings	Undetermined
18	Y/83/19/RES	56 dwellings	Undetermined
19	Y/95/18/RES	108 dwellings	Approved
20	Y/47/19/RES	56 dwellings	Approved
21	Y/83/16/OUT	33 dwellings	Undetermined
22	Y/17/17 OUT	56 dwellings	Approved

No.	Ref	Detail	Status
23	W/CC/026/16/PL	Anaerobic Digestion Plant	Approved
24	W/CC/019/17/PL	Digester lagoon	Approved
25	W/CC/026/17/PL	Waste treatment facility (Granton)	Approved
26	Y/17/98	Waste water treatment works	Approved
27	Y/19/05	Materials recycling facility (Granton)	Approved
28	W/CC/027/16/PL	New access road (Granton)	Approved
29	W/CC/024/09/PL	Material recycling facility	Approved
30	W/CC/037/19	Waste Recycling Facility	Undetermined

No.	Ref	Detail	Status
31	CN/4/18/PL	Concrete batching plant	Approved
32	Y/17/17/PL	Use of land at Arun Sports Arena	Approved
33	Y/4/16/PL	Highways maintenance depot	Approved
34	CN/18/06	Refugee	Approved
35	CN/12/12	Storage of vehicles	Approved
36	Y/17/91	Phased development of a new factory	Approved

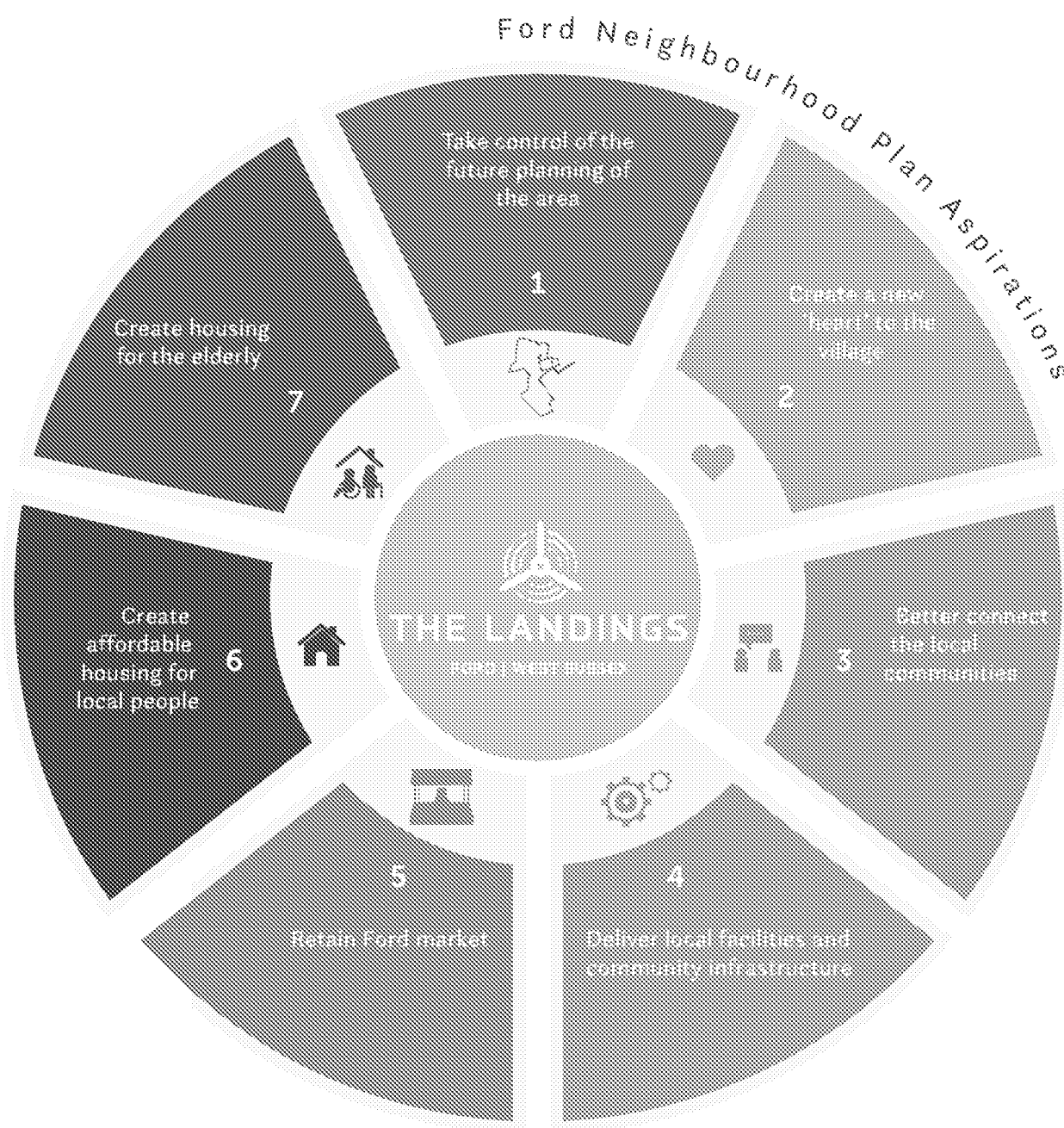


3. THE PROPOSED DEVELOPMENT

“The Landings” at Ford Airfield will be an exciting, community-led place that delivers the aspirations of local people in Ford, 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, including new housing, employment, commercial and social / community facilities.

It will achieve the following community objectives, which formed the basis of the Neighbourhood Plan process from the outset:



The description of development is as follows:

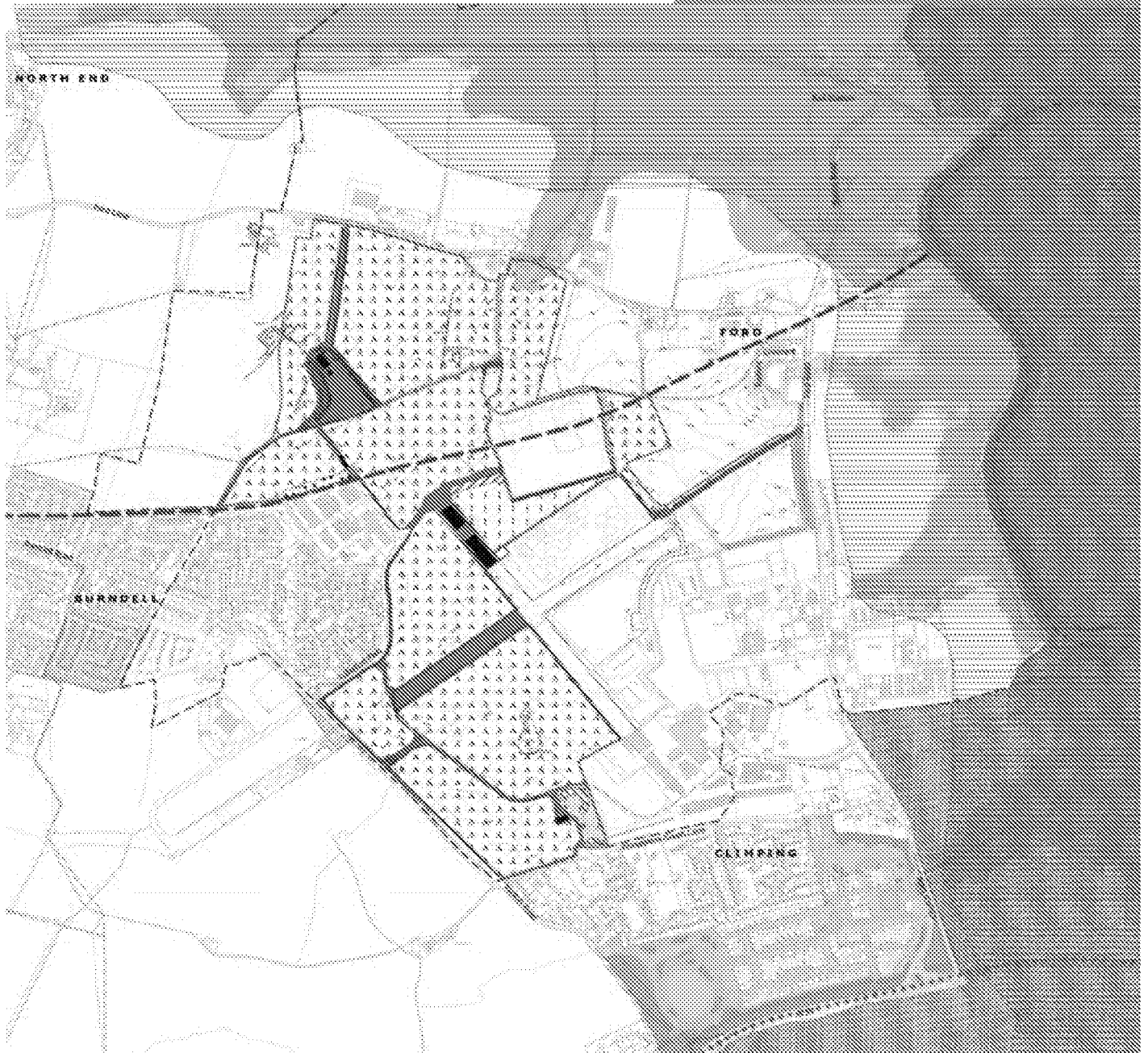
“Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Class B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (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”

This section outlines the underlying masterplan, key principles and parameters informing the development, followed by a description of key elements of the proposals.

MASTERPLAN

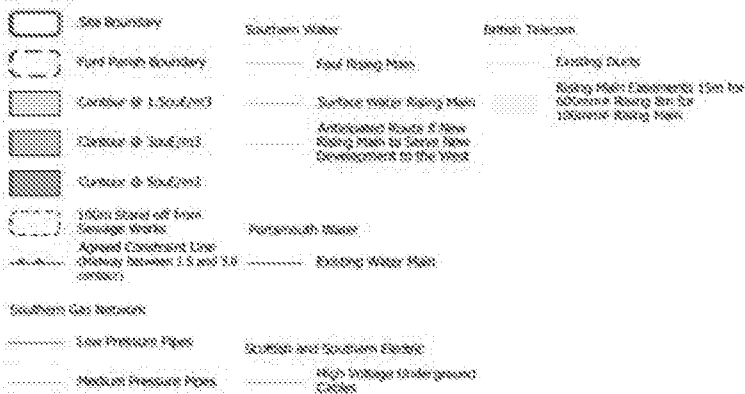
Given the range of historic, existing and neighbouring uses at the site, alongside site constraints, planning and environmental designations, these, alongside the community’s aspirations, have created the masterplan. The Constraints Plans that has informed the proposals is provided in Figure 6 and Figure 7.

FIGURE 6. ENVIRONMENTAL CONSTRAINTS PLAN



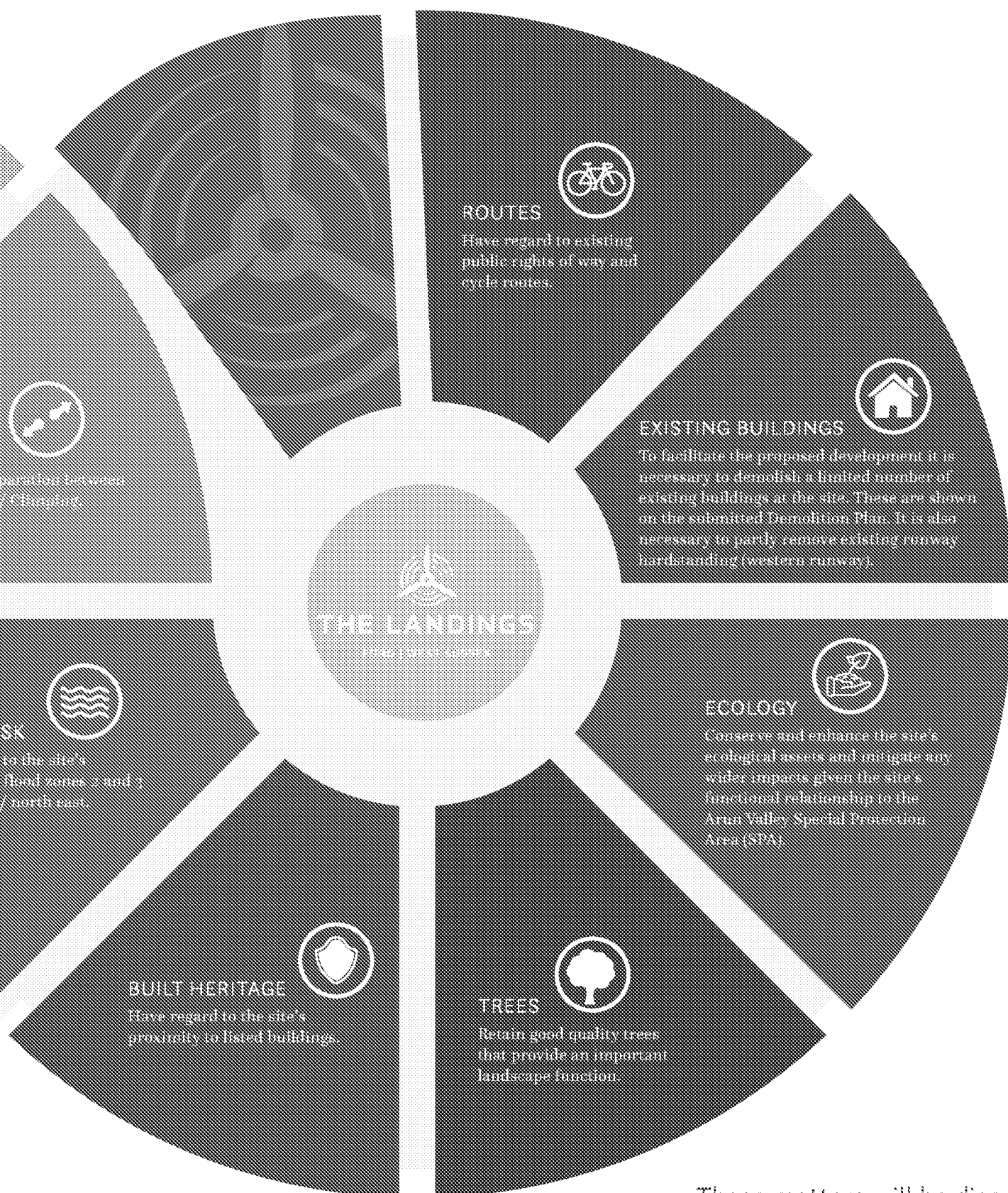
Site Boundary	Listed Building	Earth Bank
Ford Parish Boundary	Scattered Trees	Buildings
Alignment of Former Arun to Chichester Canal	Broad-leaved Woodland Plantation	Bare Ground
Public Right of Way	Scattered Scrub	Hardstanding
River Arun	Semi-improved Neutral Grassland	Native Species-Rich Hedgerow
Strategic Gap	Improved Grassland	Species-Poor Hedgerow
Flood Zone 2	Poor Semi-improved Grassland	Species-Poor Hedgerow with Trees
Flood Zone 3	Tall Ruderal	Tree-line
Biodiversity Opportunity Area	Pond	Fence
Archaeology Grouping	Arable	National Cycle Route

FIGURE 7: UTILITIES CONSTRAINTS PLAN



THESE CONSTRAINTS HAVE RESULTED IN THE NEED TO ENSURE:





These matters will be discussed in more detail in section 5 of this Statement.

In addition to the constraints of the site, the ideas and aspirations of Ford community which have emerged through the engagement process have informed the concept design of the proposals. Details of the design rationale, key principles and evolution of the masterplan and proposals for the site are described in detail in the submitted Design and Access Statement and summarised in this section.

To demonstrate that the proposals are deliverable, as well as assist in the description and interpretation of the proposals, an Illustrative Masterplan has been prepared in support of the planning application as shown in Figure 8. This represents one way in which the development could be built out in accordance with the scheme's parameters (as explained later). While the Illustrative Masterplan provides a useful example of how development could be delivered on the site, it is illustrative only at this stage.

The following key principles underpin the masterplan, which formed the basis of the workshop that took place with the local community:



Homes, character and creating places

The creation of a scheme that will be well integrated within the surrounding area, have a character of its own and deliver high quality homes of a type that are most needed in the local area. Features of the layout and access arrangements create a local character. Aerial search was undertaken to inform the village's design.



Place making

The integration of key features and design techniques to enable the creation of a successful place and a pleasant environment.



Heart of Ford

The creation of a 'heart' to the village - a centrally located meeting place - that will deliver a range of much needed local facilities for local people of all ages in an accessible location.



Green and blue infrastructure

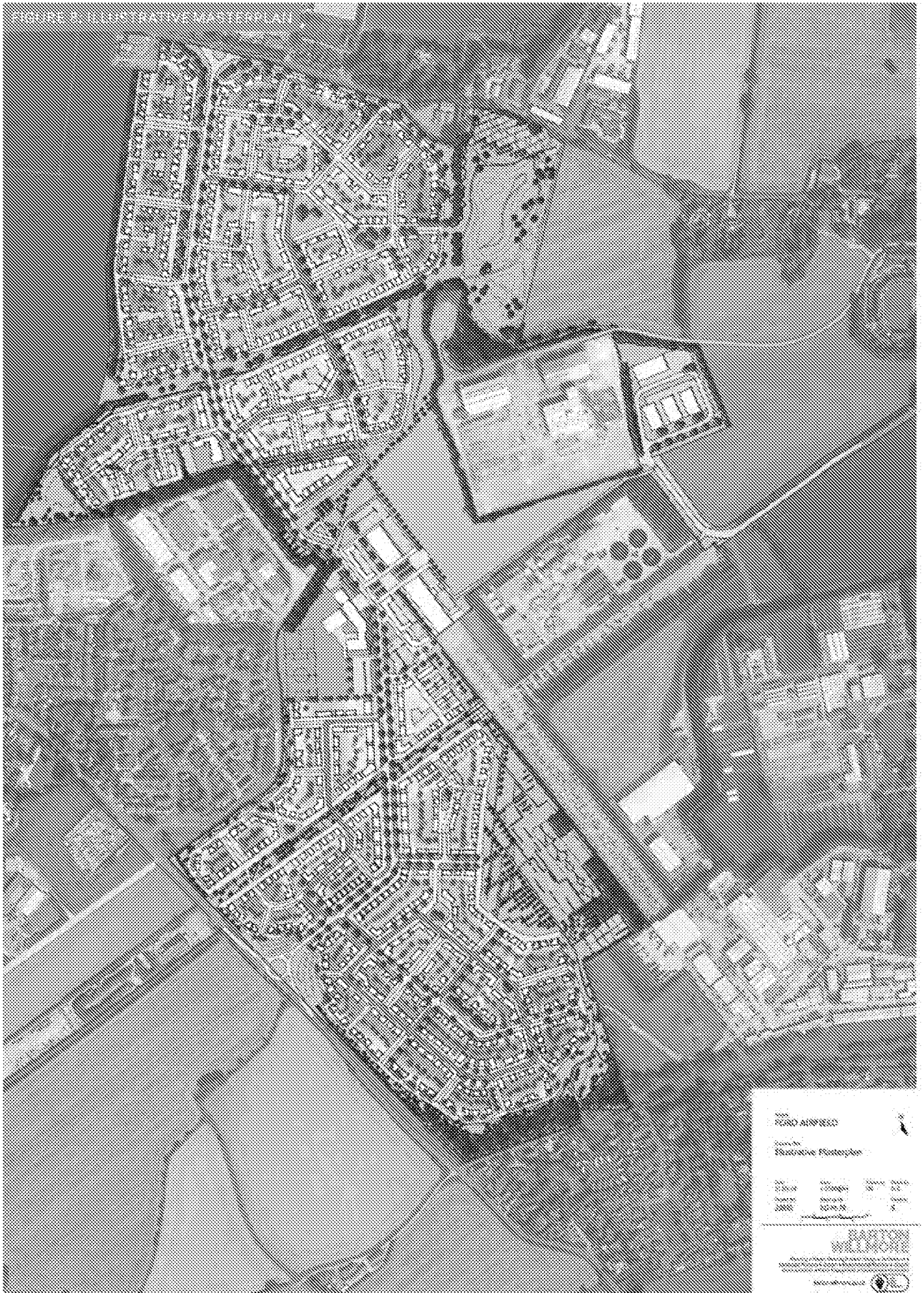
The delivery of a comprehensive, integrated network of formal and informal open spaces throughout the site, connected by a system of pedestrian features, to create a plentiful, attractive and exciting environment.



Movement and connectivity

The delivery of a development that will encourage movement by the most sustainable options and is well related to local transport, existing infrastructure and the local area.

FIGURE 5. ILLUSTRATIVE MASTERPLAN



APPLICATION

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.

An Illustrative Phasing Plan, which sets out how it is envisaged the proposed development will be brought forward, is provided in the submitted Design and Access Statement.

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 9 - Figure 11. 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 a proposed development can be delivered, provided it falls within the set parameters.

In summary the Parameter Plans show:

- 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 zone. 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 Graddon facility. Employment buildings can extend up to a height of 15m.
- 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 within 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. 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 southern access points.
- The extent of the corridor within which the spine road 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.

FIGURE 9-1 LAND USE AND DENSITY PARAMETER PLAN



Site Boundary

Area within which Residential Development is permitted - 1,500 dwellings maximum, typically 2-3% street - 3 storey maximum

Lower Density: 20-30 dph

Medium Density: 37.5-37.5 dph

Higher Density: 35-45 dph

Area within which Employment is Permitted
- Building heights up to 15m high

Access to Employment

Zone within which Primary School and Nursery must be located - up to 2 storey

Zone within which Local Centre must be located
- Up to 4 Storey, including Residential, Retail, Commercial, Leisure and Community Floorspace

Green & Blue Infrastructure including Open Space, Buffer Planting and SuDS

Existing Sports Arena / Flying Fortress

FIGURE 10. ACCESS AND MOVEMENT PARAMETER PLAN



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

FIGURE 1: GREEN AND BLUE INFRASTRUCTURE PARAMETER PLAN



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

LAND USES

This section describes the proposed uses and how the proposed development will relate to its surroundings, including the retention of Ford market and future proposals for a secondary school.

RESIDENTIAL

The Illustrative Masterplan (Figure 8) demonstrates how up to 1,500 new homes can be achieved across the site, including 25 homes in the local centre above retail / commercial uses.

The remaining 1,475 homes will be distributed at an average density of 30 dwellings per hectare (dph) in two residential ‘neighbourhoods’ in the northern and southern parts of the site. This is based on a total residential area of 47.61 hectares. The density across the site varies between 20-30 dph, 27.5-37.5 dph and 35-45 dph, representing high, medium and low-density parcels. This will ensure an appropriate balance in density across the site.

The Illustrative Masterplan proposes high density development in the centre of the site, in close proximity to the local centre, primary school and recreational / sporting facilities. Low density development is proposed along key edges of the site with medium density development in between the high and low density areas in both central and edge locations. The precise location of different parcels of development and their respective densities will, however, be a matter to be address at the detailed design stage.

A range of housing types, sizes and tenures are proposed. The indicative site-wide housing mix is provided in Table 3, subject to agreement with ADC. While it is likely that the housing mix across individual phases and / or parcels will vary, the overall housing mix would be in line with Table 3. Affordable housing is proposed in line with the adopted Local Plan requirement, with 30% of all homes being delivered as affordable housing.

	MARKET	AFFORDABLE	SITE-WIDE
1-bed	6%	35%	10%
2-bed	35%	35%	35%
3-bed	30%	20%	27%
4-bed	35%	10%	28%
	100%	100%	100%

TABLE 3. INDICATIVE HOUSING MIX

LOCAL CENTRE

The Parameter Plans, as demonstrated by the Illustrative Masterplan, place the local centre in the centre of the site in a location that is well related to the proposed residential ‘neighbourhoods’ within the site to the north and south. This will provide the much sought after ‘Heart of Ford’, a glue that not only acts as a focal point for the new community, but also existing Ford residents. The local centre would be in a prominent location off the spine street and adjacent to the existing Arun Sports Arena and Flying Fortress, which are proposed for retention.

The local centre site extends to an area of 1 hectare. It makes provision for ground floor active uses extending up to 2,350 sqm alongside 25 homes at first floor level and above.

The non-residential uses include up to 900 sqm (gross internal area – GIA) of ‘retail / commercial’ floorspace (Use Classes A1-A5) capable of accommodating a number of different commercial uses including:

- Use Class A1: Shops
- Use Class A2: Financial and professional services
- Use Class A3: Restaurants and cafés
- Use Class A4: Drinking establishments
- Use Class A5: Hot food takeaways

In addition, the local centre will incorporate up to 1,450 sqm (GIA) of ‘community / leisure’ floorspace (Use Class D1: Non-residential institutions / Use Class D2: Assembly and Leisure). In summary, the local centre could accommodate the non-residential uses set out in Table 4.

USE CLASS	POTENTIAL USE	INDICATIVE FLOORSPACE (SQM) (GIA)
A1-A5	Food store	600 sqm
	Supporting retail	300 sqm
	Total – maximum permitted floorspace	900 sqm
D1-D2	Health facility	550 sqm
	Community building	500 sqm
	Nursery (if not combined with primary school)	400 sqm
	Total – maximum permitted floorspace	1,450 sqm
SITE-WIDE		2,350 sqm

TABLE 4. NON-RESIDENTIAL FLOORSPACE

The local centre will include car parking. Based on the Illustrative Masterplan, it has capacity to accommodate the number of spaces set out in Table 5.

Further detail and illustrative sketches that set out how the local centre could be delivered are provided in the submitted Design and Access Statement.

INDICATIVE LOCAL CENTRE USE	INDICATIVE CAR PARKING PROVISION
Arun Sports Arena and Flying Fortress	136
Local centre visitor parking	60
Local centre residential parking	50
Additional parking, including staff parking	24
TOTAL	270

TABLE 5. LOCAL CENTRE CAR PARKING

CARE HOME

The Illustrative Masterplan makes allowance for the delivery of a care home (Use Class C2: residential institutions), in line with the requirements of policy and the aspirations of the local community. A site of 0.5 hectares is identified for this purpose, which has the potential to deliver a 60-bed care home.

The Parameter Plans and Illustrative Masterplan propose that the care home is located in a central location in the northern part of the site, in close proximity to the local centre, with prominence on the edge of the primary route.

The care home would be well integrated with surrounding proposed residential development as well as being well screened from the neighbouring Ford Airfield Industrial Estate to the south by a dense arrangement of buffer planting.

EMPLOYMENT

The Illustrative Masterplan makes provision for an employment zone extending to 1.97 hectares. Based on standard employment rations, this would enable the delivery of up to 9,000 sqm of employment floorspace. The employment area would be accessed off Ford Road to the east of the site via the recently consented new access to the Grundon facility.

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).

It is envisaged that the employment space would comprise a series of small units. Using typical employment densities, the employment space could generate around 410-540 jobs, depending on the mix of uses. However, as covered in section 5 of this Statement, we have concerns regarding the level of market interest for an employment use in this location.

All infrastructure to access the employment use will be provided as part of future Reserved Matters / Full planning applications to provide serviced plots. Illustrative sketches as to how the employment space could be delivered are provided in the Design and Access Statement.

PRIMARY SCHOOL

The Illustrative Masterplan includes a two-form entry primary school on a site of 2.3 hectares. The school site size is in line with the requirements of the ADC Infrastructure Capacity Study and Delivery Plan Phase 2 (Infrastructure Delivery Schedule and Phasing Plan) (February 2017) and has been confirmed with West Sussex County Council (WSCC).

The primary school would be well located off the spine street in close proximity to the facilities and services provided in the local centre. This includes sports facilities (Arun Sports Arena and sports pitches) as well as being well related to and within walking distance of ADC's preferred secondary school location.

Further details regarding the primary school and its relationship to the local centre and illustrative parking / drop off arrangements are provided in the submitted Design and Access Statement.

The primary school site is of a sufficient size to cater for the provision of a nursery next to or as part of the primary school if it is not provided separately in the local centre.

FUTURE SECONDARY SCHOOL PROVISION

The proposed development, alongside other future development in Ford and the surrounding area, will generate the need for a new secondary school.

A consultant carried out an assessment on ADC's behalf to identify the most suitable site to accommodate the new educational facility. Following review of this assessment, ADC recommended that the most suitable location comprised land to the north-west of the allocation at Ford.

The proposed location for the secondary school will promote and encourage sustainable modes of transport; primarily walking and cycling.

Whilst the secondary school does not formally comprise this planning application, its location has been taken into account to inform the proposals. Specifically, it has been ensured that adequate vehicular and non-vehicular access can be provided in the future when the school is provided.

LANDSCAPE, OPEN SPACE AND DRAINAGE

The Illustrative Landscape Masterplan (Figure 12) includes a range of open spaces throughout the site. The overall quantum of open spaces exceed ADC's open space standards, as set out in ADC's Open Space Study (September 2016). This is demonstrated in Table 6.

A range of open spaces are proposed across the site, as described in detail in section 5 of the submitted Design and Access Statement. In summary, the landscape strategy is centred around a village of three parks. This includes Runway Park, Landings Green and Arun Way, each with their own character and purpose as set out below:

- Runway Park – located in the southern section of the site and reflects the site's history by taking design cues from the former airfield and runway. This area of public open space has the potential to provide a range of elements including a Local Equipped Area of Play and a community orchard.
- Landings Green – a large area of public open space which runs from the local centre in to Ford Lane to the north of the site. This park has the potential to provide an area of allotments, parkland and sports pitches, alongside a Neighbourhood Equipped Area of Play. The park also reflects the site's history through the provision of a water feature/landmark that interprets the former canal.
- Arun Way – provides a green link east-west across the site from Yapton to Ford. This area of open space accommodates an existing public footpath and will provide a vital link for wildlife.

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. This would see the existing sports pitches at the site made available for public use. Appropriate access and management arrangements for the sports pitches and their relationship to the facilities provided at the Arun Sports Arena can be secured as part of a s106 agreement.

Finally, a series of incidental open spaces are proposed within the residential parcels and along the site's boundaries, as well as two additional Local Equipped Areas of Play. An appropriate relationship between the proposals and the existing war memorial at the junction of Yapton Road and Rollaston Park will also be secured.

The Illustrative Masterplan also includes buffer planting in key locations. This is required to mitigate noise impacts from existing business operations, road traffic and the proposed employment uses and achieving visual separation between Ford and Yapton / Climping.

The Illustrative Masterplan outlines the location of a series of attenuation basins across the site that are required to collect surface water. In addition to two main basins in the northern and southern parts of the site, additional smaller basins are required in the western and south western corners.

Further detail regarding the landscape and drainage strategy is provided in the Design and Access Statement and Drainage Strategy.

CATEGORY	REQUIREMENT (PER 1,000 POPULATION / HA)	REQUIREMENT (BASED ON POPULATION OF 3,750 PEOPLE: 1,500 DWELLINGS X 2.5 PEOPLE PER DWELLING)	PROVISION
FORMAL OPEN SPACE			
Outdoor sports	c.86	3.23	3.23
PUBLIC OPEN SPACE			
Amenity green space	c.60	1.98	2.14
Natural and semi-natural green spaces	1.80	5.94	7.36
Parks and gardens	c.80	2.64	3.15
Play for children and young people	c.55	1.83	1.83
Allotments	c.25	0.83	0.98
Total	4.36	16.54	18.69

TABLE 6: OPEN SPACE PROVISION

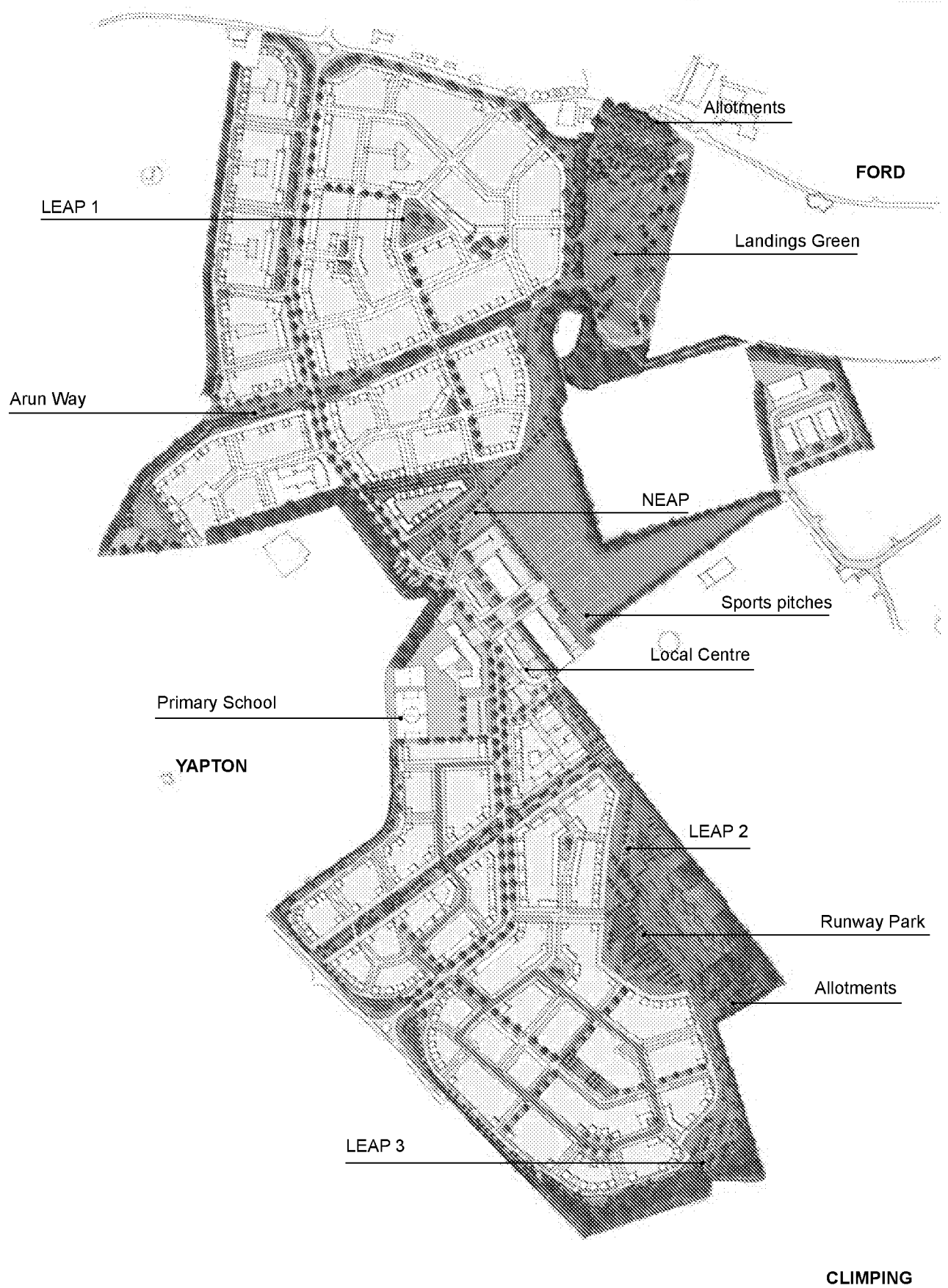


FIGURE 12: ILLUSTRATIVE LANDSCAPE MASTERPLAN

ACCESS AND MOVEMENT

The principal access points are to the north of the site off Ford Lane and to the south of the site off Yapton Road. A further access point is proposed to the east of the site off Ford Road, which will service the proposed employment parcel.

A spine street provides a route through the site from north to south. The Illustrative Masterplan also provides the following indicative movement corridors:

- Internal circulation routes between the parcels
- Vehicular and pedestrian route to the local centre
- Vehicular and pedestrian route to the employment zone
- Vehicular and pedestrian route to the allotments
- Pedestrian route connecting Ford with Climping
- Pedestrian route east-west across the site, linking up to Ford Station
- Potential future access point to the proposed new secondary school, based on ADC's preferred secondary school location

The Illustrative Masterplan ensures that the proposals are well integrated within the National Cycle Network to the south of the site and respect existing public rights of way within the site.

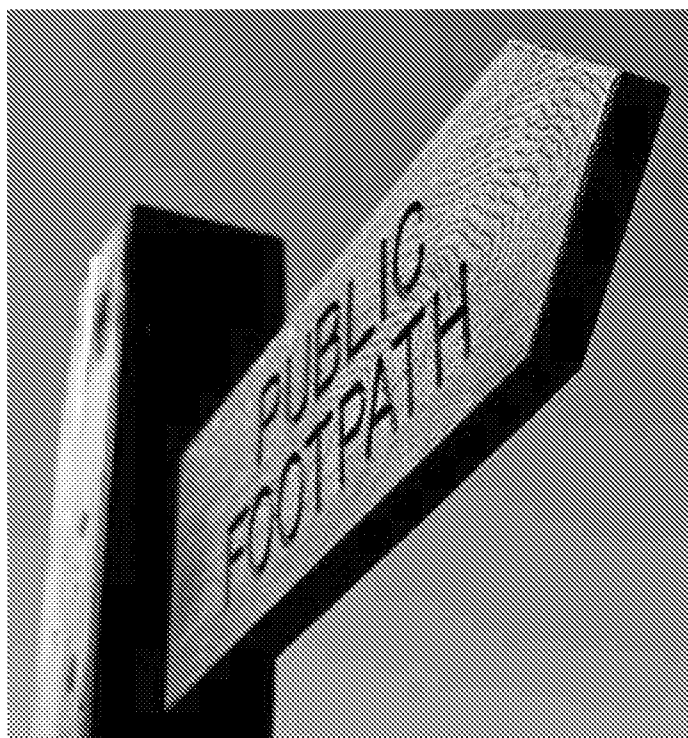
The submitted Design and Access Statement provides further information regarding the proposed access points, movement and connectivity and anticipated street hierarchy within the site.

RELATIONSHIP TO FORD MARKET

The masterplan maintains a market at the site to ensure its ongoing operation. However, to accommodate the masterplan, it is necessary to make some amendments to the market that – in the context of Section 55 of the Town and Country Planning Act 1990 – would amount to development. Planning permission is therefore required for these changes.

While the market will have the same trading and visitor capacity as its current permitted operation, a separate full planning application is submitted for the reconfiguration of the market, including a revised access arrangement.

Full details regarding the market proposals are set out separately in the Planning, Design and Access Statement provided as part of the market planning application. In summary, Figure 13 shows the proposed future operation of Ford Market. It is important to note that the market planning application is fully compatible with this Outline planning application and has been fully integrated with the site-wide masterplan from the outset, in line with the terms of the promotion agreement between Redrow, Wates and the landowners.



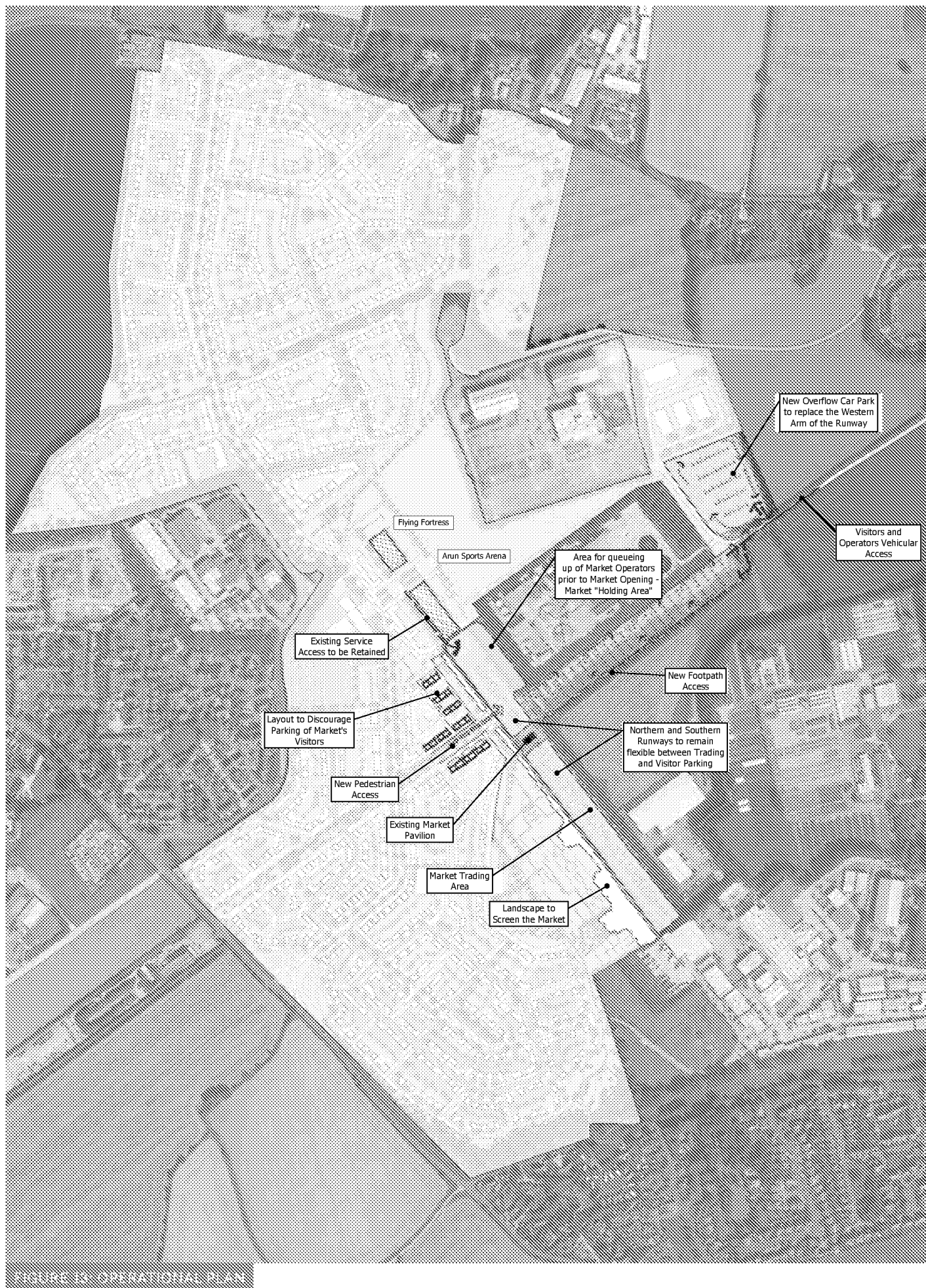


FIGURE 13- OPERATIONAL PLAN

4. PLANNING POLICY CONTEXT

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.

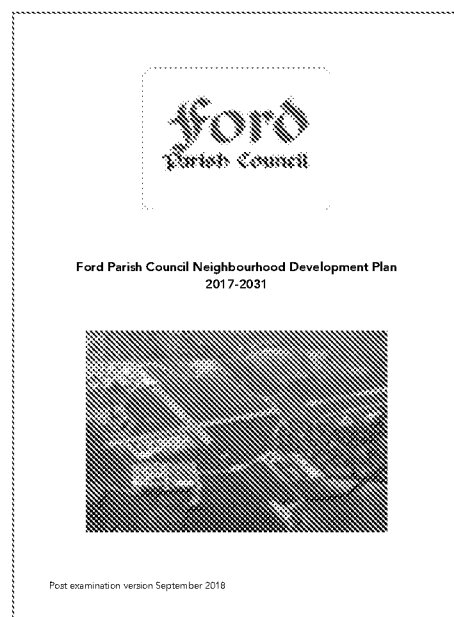
DEVELOPMENT PLAN

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)

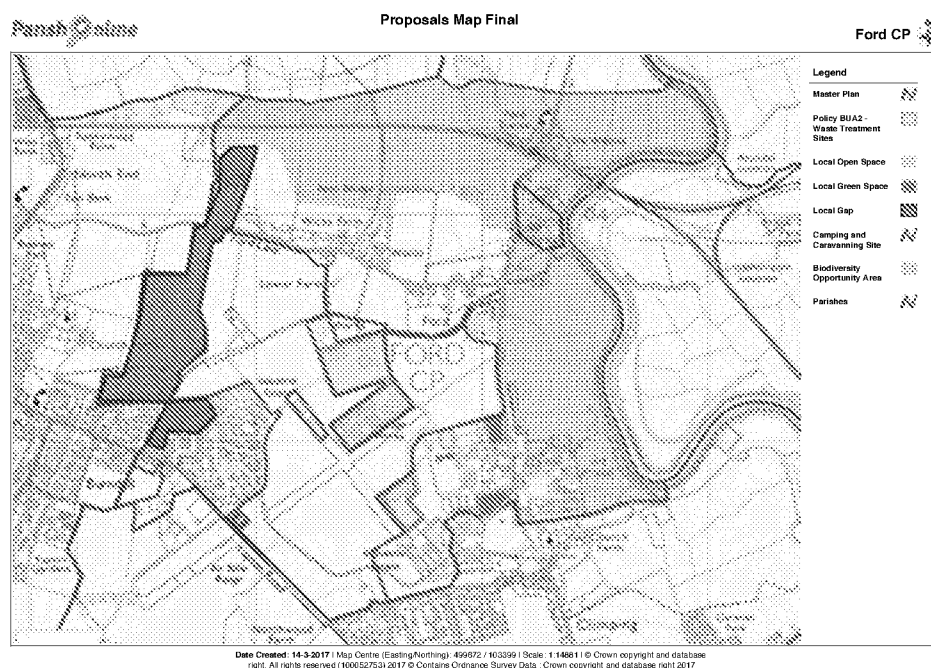
FORD NEIGHBOURHOOD PLAN

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 2018. 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. The policy wording sets out the following:



"The area shown on the Proposals Map as SA1 shall be developed in a comprehensive and coherent manner in accordance with all the policies set out in the Arun Local Plan and in particular Policy HSP2 and Policy SD8. In addition to meeting these requirements, the master plan will be expected to:

- provide that the layout of pedestrian footways, cycleways roads should provide a sense of orientation as well as a sense of place;*
- local areas for play shall include areas designed as "village greens" as well as sports pitches;*
- the proposed community hub shall include the provision of a community hall;*
- the mix of residential units shall include accommodation for the elderly;*
- the new healthcare facilities shall be provided on site as part of development rather than the development being expected to make a financial contribution to healthcare facilities elsewhere;*
- the master plan shall incorporate a network of open spaces, which shall include parks and gardens, natural and semi-natural green space, amenity space (including village greens), sports pitches, children and young persons' play spaces and allotments, all connected via a network of footpath and cycleways that will link the new and existing community to new facilities;*
- existing mature vegetation shall be retained where possible;*
- where required, following detailed highway assessment, the development will deliver any required road improvements to Ford Lane, or Horsemere Green Lane and Yapton Road;*

The design of the detailed master plan should be prepared following community engagement through workshops with the local community and stakeholders. Part or all of the development and associated infrastructure maybe delivered through a community land trust."

Furthermore, Policy SP1 explains that:

"Development proposals of a minimum of 1545 new dwellings and supporting infrastructure and village centre community facilities will be supported provided that they are sited within the settlement boundary of the built up area as defined on the Proposals Map. Proposals for the Ford airfield site must be part of a comprehensive Masterplan as required by Policy H SP2 of the Arun Local Plan."

In addition to these policies, the Neighbourhood Plan contains a series of other policies. Section 5 of this Statement assesses the proposals against these policies and the extent to which the proposed development complies with the policy requirements.

ARUN DISTRICT LOCAL PLAN

ADC adopted its new Local Plan in July 2018, which 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.

With regard to the strategic site allocations, policy H SP2 explains the following:

“Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas 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 requirements:

- a. integrate appropriately with surrounding communities through an appropriate design particularly where they adjoin by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport,
- b. ensure a clear and harmonious relationship between town and country including clearly defined boundaries, using physical features that are readily recognisable and likely to be permanent,
- 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,
- f. new community hubs where required to be provided, shall be well located taking account of the permeable layout to all transport modes and shall as far as possible cluster retail, commercial and community uses,
- g. where existing village centres are within or will serve the needs of strategic development sites their improvement as sustainable centres will be required,

h. where community buildings are provided these shall be designed and provide for a range of uses such as healthcare, police, faith and community groups,

i. integration of community hubs and local centres of an appropriate form and scale into the design and layout of development proposals where identified in the specific allocations policies in H SP2 a-c,

j. ensure walkable access to local community, recreational and shopping facilities, jobs and accessible transport,

k. address the off-site capacity requirements, that relate to that particular allocation, identified in the Arun Transport Assessment (2016 and update 2017 and taking into account subsequent relevant assessments) and the local highway network,

l. positively respond to sustainable water management taking particular account of the coastal plain topography which may require strategic surface water solutions,

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

n. provide for the required infrastructure, that relates to that particular allocation, in accordance with Policy INF SP1 and the Infrastructure Delivery Plan,

o. enable strategic District wide infrastructure to be delivered at strategic sites if the location is appropriate for the District,

p. consider inclusion of an area of the sites for Self-Build and Custom Build, and

q. consider the delivery of an area as a site for Gypsy and Traveller accommodation.”

Policy H SP2c provides details of the strategic site allocations within inland Arun. Part SD8 allocates land at Ford as follows:

“Development proposals in the Ford Strategic Allocation will provide at least 1,500 dwellings over the plan period. The site is functionally connected to Arun Valley SPA and development should avoid adverse effects on this designated area. Development proposals must demonstrate compliance with the following key design and infrastructure requirements:

- a. to take account of sustainable links for all modes of transport between the development, Ford Railway Station and the Littlehampton/Arundel cycleway,
- b. provide a new two-form entry primary school and nursery places,
- c. provide a Community hub to meet identified local need which includes,
 - new retail, commercial and community facilities,
 - a new Tier 7 library facility, and
 - provision of new healthcare facilities for Ford (SD2), Yapton (SD7) and Climping (SD10). Alternatively, where appropriate, proposals may make a contribution towards new facilities or the improvement or expansion of the relevant existing facilities, subject to agreement with the Council.
- d. incorporate two new sports pitches and changing facilities,
- e. provide a new 3G pitch facility to serve the east of the District,
- f. improvements to the A259 between Climping and Littlehampton
- g. incorporate planned new employment provision,
- 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 the development and provision of landscaped open space; and
- j. take into account the siting of Ford Wastewater Treatment Works, including the outcomes of an odour assessment, and not prejudice the operation of or the expansion of the treatment plant as required to accommodate future growth in the District.”



Floties maps should be read alongside other supporting plans including the Waste Local Plan, Minerals Local Plan and Neighbourhood Development Plan.

Arundel, the Six Villages & Surrounding Area (Map 2)



Bognor Regis & Surrounding Area (Map 3)

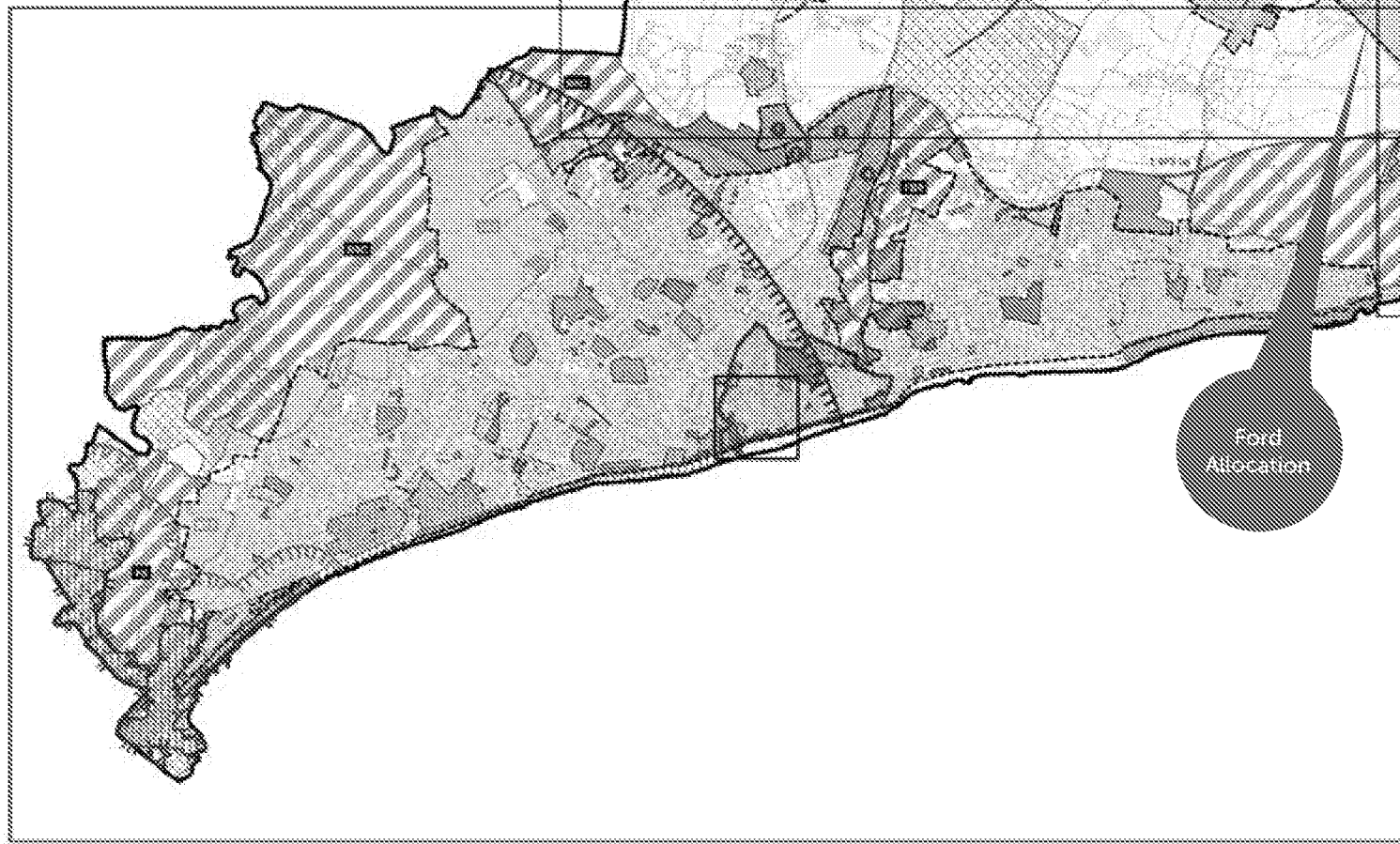
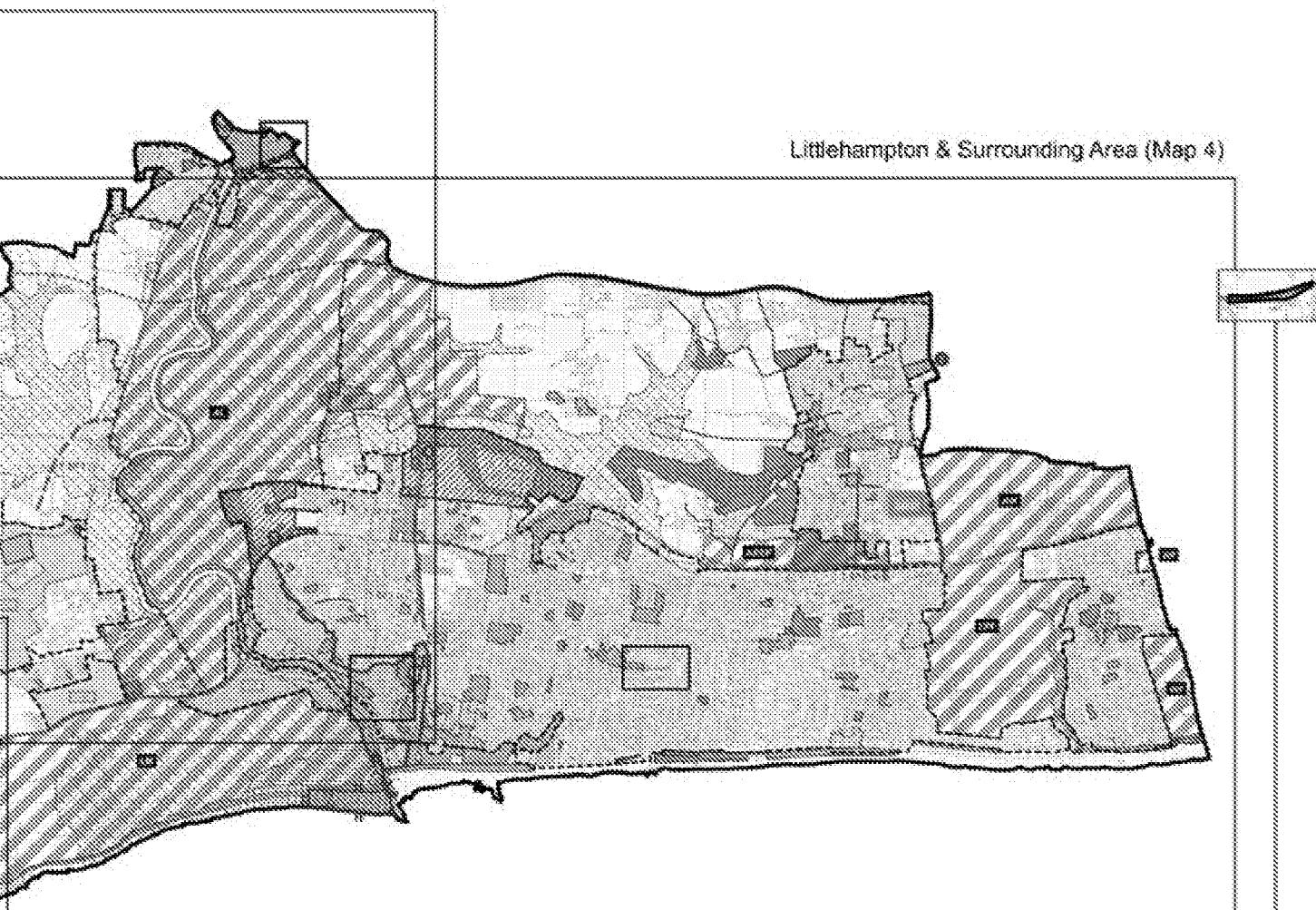
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FIGURE 14. LOCAL PLAN PROPOSALS MAP

Littlehampton & Surrounding Area (Map 4)



Inset map showing the Dorset District Local Planning Authority boundary at Chispena.

Annex Local Plan 2011 - 2031 (July 2018)

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Furthermore, policy INF SP2 of the Local Plan explains that “A minimum of one 6 form entry Secondary School with expansion land for a 4 form entry expansion adjacent shall be provided on a site of at least 10 hectares to serve the new growth in Arun District. The broad location of search is defined as being in the central part of the district based on the increase to the pupil population from the Strategic Sites.”

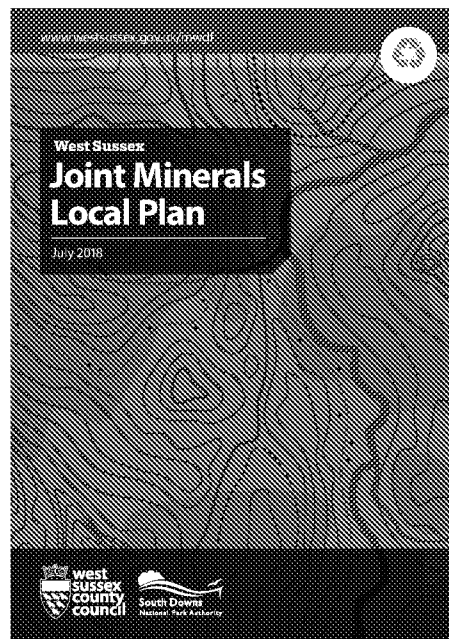
To inform its decision on the location of the new secondary school, ADC commissioned a consultant to prepare a Secondary School Site Study on its behalf. ADC’s recommendations following publication of the Secondary School Site Study went to Planning Policy Sub-Committee on 27 February 2019.

In its report, in summary, ADC confirmed that Option / Site F (land to the north west of the Ford allocation) has been identified as the preferred option for the location of the new secondary school. At Committee, members agreed with officers recommendation. We understand that the formal legal process will now commence, including the necessary feasibility, design, consultation, planning and statutory processes. We also understand that the intention is for a sixth form (300 pupils) to be delivered as part of the secondary (1,500 pupils), resulting in Ford catering for a total of 1,800 pupils of secondary and sixth form age.

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.

In addition to policies noted above, the Local Plan contains a series of other policies. Section 5 of this Statement assesses the proposals against these policies and the extent to which the proposed development complies with the policy requirements. The list of policies considered is provided in Appendix A.

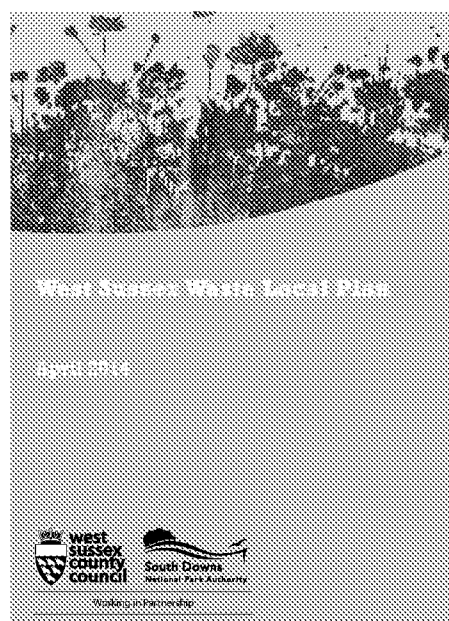
WEST SUSSEX JOINT MINERALS LOCAL PLAN



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.

WEST SUSSEX WASTE LOCAL PLAN

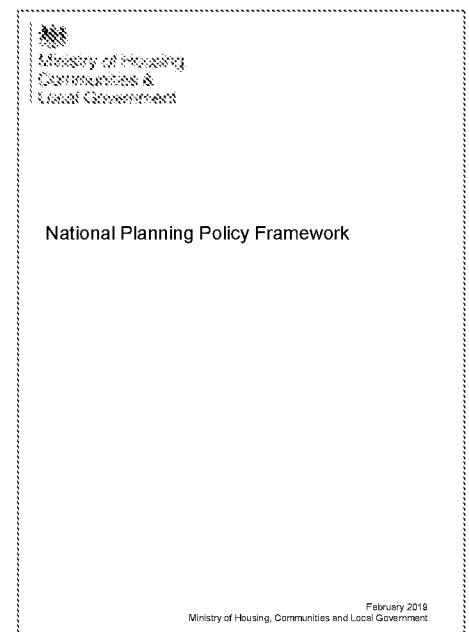


The West Sussex Waste Local Plan identifies a parcel of land at Ford Airfield as a Strategic Waste Allocation in order to meet identified shortfalls in transfer, recycling and recovery capacity.

This is referred to in Policy W10 as the “Site north of Wastewater Treatment Works, Ford”, which relates to the site of the Grunden 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.

While not exhaustive, key parts of the 2019 NPPF of relevance to the proposals are as follows:

- Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise (paragraph 2).
- Plans and decisions should apply a presumption in favour of sustainable development. For decision making, 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:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole (paragraph 11).
- Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community (paragraph 39).
- To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 59).
- The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing

villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (paragraph 72).

- Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
 - a. promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
 - b. are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and
 - c. enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling (paragraph 91).
- Decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. This includes meeting objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land (paragraph 117).
- The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 124).

- Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the Local Planning Authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot (paragraph 128).
- Planning policies and decisions should ensure that developments:
 - a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 127).

5. PLANNING CONSIDERATIONS AND ASSESSMENT

PRINCIPLE OF DEVELOPMENT

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.

Furthermore, 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 (as set out on page 35 of this Statement).

As will be explained, the proposals comply with the adopted Development Plan for the area and the presumption in favour of sustainable development should therefore 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 application site, 'Land at Ford Airfield', is located within the built-up area boundary of Ford and is therefore considered to be a sustainable location for development. Policy SD SP2 of the Arun District Local Plan (hereafter referred to as the Local Plan) confirms that development should be focused within the Built-Up Area Boundaries and will be permitted, subject to consideration against other policies of the Local Plan. Policy SD SP1a of the Local Plan also confirms that part of the spatial strategy for Arun District to 2031 is to "provide for growth of the sustainable villages whilst maintaining their setting within the open countryside", which includes the village of Ford.

The development proposed by this Outline planning application is a sustainable development that would enhance an existing community, encourage economic prosperity through the range of uses proposed, promote sustainable transport options and provide a range of facilities and services for existing and future residents. As such, the proposal accords with the objectives of Policy SD SP1 of the Local Plan as well as contributing to the achievement of the spatial strategy for Arun District set out in Policy SD SP1.

Policy H SP2c (section SD8) and Policy H SP2 of the Local Plan, alongside Policy SP1 and SA1 of the Ford Parish Neighbourhood Plan (hereafter referred to as the Neighbourhood Plan), set out the specific requirements for the proposed development at Ford Airfield. The proposals involve a residential-led mixed-use development, including the provision of up to 1,500 new dwellings and a range of associated uses.

The proposals meet the policy requirements of Policy H SP2c, H SP2, SP1 and SA1 and are therefore acceptable in principle. A full response to each element of the allocation policies is provided in Appendix B. The compliance of the proposals having regard to key elements of these policies is set out in graphic form in Figure 15.

Of particular relevance is the requirement of Policy H SP2c, SP1 and SA1 to comprehensively plan for the future development of the site. The proposals have been prepared and are being brought forward in a comprehensive manner. Extensive discussions and consultation has taken place over a number of years with ADC, Ford Parish Council, Ford Neighbourhood Plan Group and the local community.



Arun Way —
reflecting the
historic alignment
of the former
canal

Connectivity
with Yapton via
foot and cycle

Buffer planting

Visual
separation
between Ford
and Yapton

Care
home to
assist with
meeting the
needs of the
elderly

Neighbourhood
Equipped Area
for Play (NEAP)

Community
hub incorporating
retail, commercial
and community
facilities

Two-form-
entry primary
school and
nursery

Sensitive
relationship
with the
existing war
memorial

Up to 1,500
new homes,
including 30%
affordable
housing



FIGURE 15. POLICY COMPLIANT MASTERPLAN

Local
Equipped
Area for Play
(LEAP)

Connectivity with
Ford and Ford
Railway Station via
foot and cycle

Landings
Green

Up to
9,000 sqm of
employment
floorspace

Potential
land for future
expansion of
the waste water
treatment works,
if required

Two
new sports
pitches and
changing
facilities

Ongoing
operation
of Ford
market

Local
Equipped
Area for Play
(LEAP)

Residential
development
set back from
the waste water
treatment
works

Runway
Park

Connectivity with
Climping via foot
and cycle

Local
Equipped
Area for Play
(LEAP)

Visual
separation
between Ford
and Climping

HOUSING DELIVERY

Policy H SP1 of the Local Plan sets out that at least 20,000 new homes will be provided in the District over the plan period (2011-2031), equating to an average of 1,000 homes per annum. The policy allocates eleven strategic housing sites for development, including Land at Ford Airfield for 1,500 homes. In total, the strategic housing sites will cater for 10,750 new homes, just over half of the total requirement.

In line with Policy H SP1, the proposed development will provide 1,500 new homes over the plan period. The anticipated housing trajectory is provided in Table 8.

The 1,500 homes will comprise a mix of type, tenure and size of housing in accordance with Policy H DM1 of the Local Plan and Policy H2 of the Neighbourhood Plan. As the proposals are submitted in Outline, full details of the housing mix for each phase of development will be determined as part of individual Reserved Matters applications. However, as explained earlier, the indicative site-wide housing mix is provided in Table 3, subject to agreement with ADC.

The indicative housing mix has been informed by the latest Strategic Housing Market Assessment (SHMA). In short, ADC's Updated Housing Needs Evidence (Final Report) (September 2016) concludes by suggesting the housing mix set out in Table 7.

In using the recommended mix, the SHMA caveats its conclusions by stating that the recommended mix is a "starting point for monitoring housing provision", moving on to state how "Consideration should however be given to site specific circumstances, local needs evidence and existing housing mix in the locality, in applying this to individual development schemes." (our emphasis) ¹

The previous 'Objectively Assessed Need for Housing: Arun District' Report (2015) also stated how the mix identified in the Report should "inform strategic Council area-wide policies. In applying these to individual development sites regard should be had to the nature of the development site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level." (our emphasis) ²

Most tellingly, the March 2015 Report concludes as follows in respect of the weight that should be given to ADC's housing mix recommendations, and the role that the market has to play in determining mix: "Although we have quantified this on the basis of the market modelling and our understanding of the current housing market, we do not strongly believe that such prescriptive figures should be included in the plan making process and that the 'market' is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time. The figures can however be used as a monitoring tool to ensure that future delivery is not unbalanced when compared with the likely profile of housing need." (our emphasis) ³

	1 bed	2 bed	3 bed	4+ bed
MARKET HOUSING	1:15%	1:40%	1:40%	1:15%

TABLE 7: SUGGESTED BROAD MIX OF HOUSING BY SIZE AND TENURE – ADC 2016 SHMA

TIME PERIOD	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
COMPLETIONS	0	0	50	175	175	175	175	175	175	150	150	100

TABLE 8: ANTICIPATED HOUSING TRAJECTORY

It is therefore clear that the SHMA authors consider that local analysis should be undertaken in determining housing mix and that up-to-date evidence was recommended by ADC's own evidence base.

In short, research that we have undertaken supports a housing mix focussed on houses rather than flats, specifically 3-bed houses followed closely by 4-bed houses, and to a lesser extent 2-bed houses.

These conclusions adjust the recommended mix set out in the 2016 SHMA. In this regard, it is important to note the caveats included in the 2016 SHMA and the previous 2015 SHMA in respect of using the SHMA's recommended mix. We therefore consider that the proposed indicative housing mix is in accordance with policy and the 2015 and 2016 SHMAs. We would of course be happy to share our research with ADC if it would be helpful.

Furthermore, the proposed development includes the provision of a care home, which is supported by Policy H DM2 of the Local Plan and Policy LC1 of the Neighbourhood Plan. The Neighbourhood Plan recognises that the provision of services for the elderly is limited and not considered sufficient to meet the demands of our ageing population.

The proposed care home will help to accommodate some of the need for older persons housing in Arun District. It would be of a design and scale that is in keeping with the character of the area. Details of its precise location and design will be provided at Reserved Matters stage. In light of the above, the proposed development is in accordance with Policies H DM2 and LC1, as well as paragraph 61 of the NPPE.

AFFORDABLE HOUSING

As outlined in the Affordable Housing Statement (Appendix C), Policy AH SP2 of the Local Plan seeks a minimum of 30% affordable housing for all developments of 11 residential units or more.

The Affordable Housing Statement sets out how a suitable mix of affordable housing can be accommodated within the proposed development to deliver 30% affordable housing provision in accordance with the requirements of Policy AH SP2. Full details regarding the proposals are set out in the separate Statement, included at Appendix C.

The precise terms of the affordable housing provision will be discussed further as part of Section 106 negotiations alongside future Reserved Matters applications.

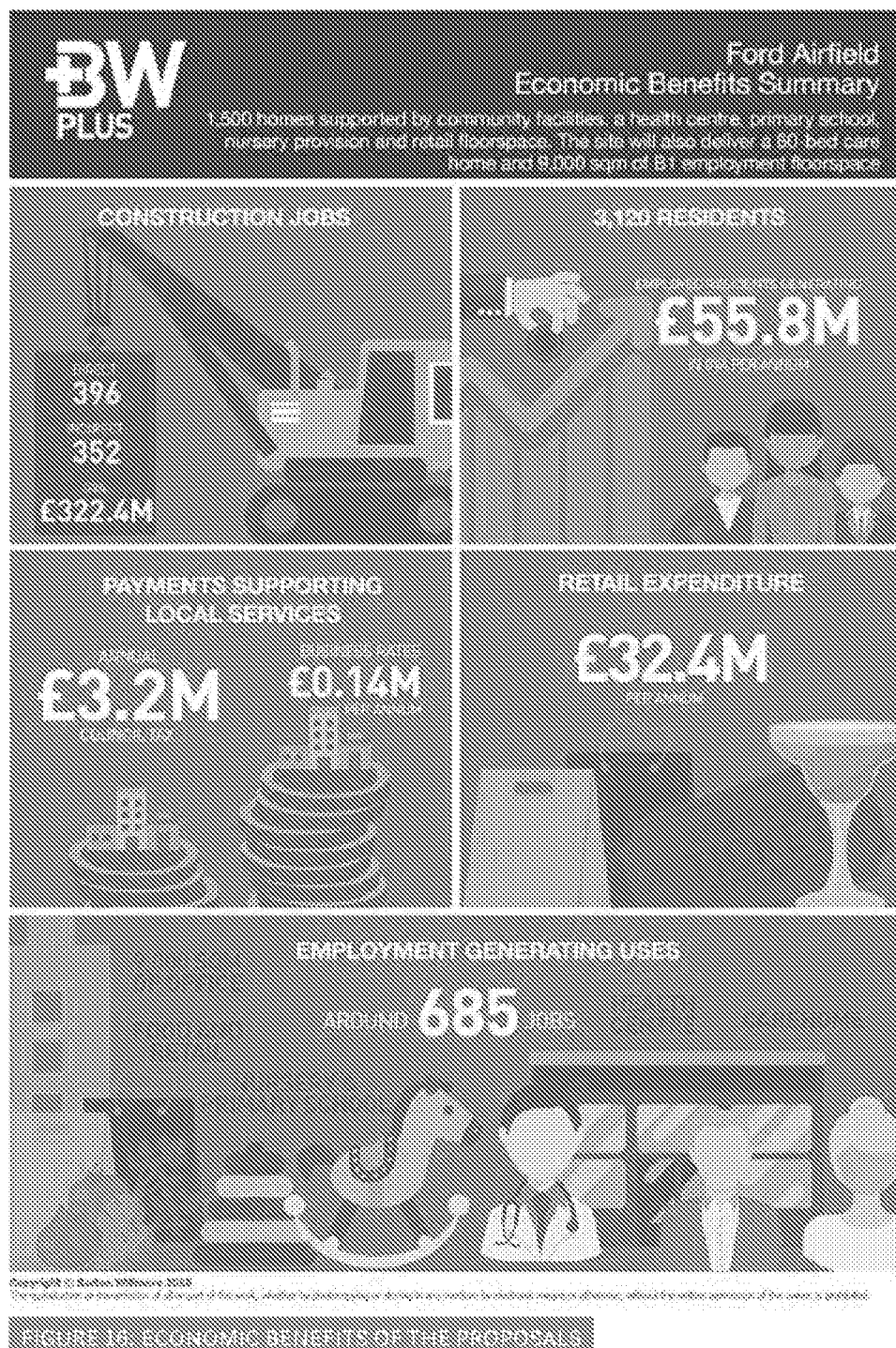
-
1. Paragraph 1.6, page 7, *Updated Housing Needs Evidence Arun District Council, Final Report, September 2016*
 2. Page 9, *Objectively Assessed Need for Housing: Arun District Arun District Council, Final Report, March 2015*
 3. Paragraph 6.29, page 83, *Objectively Assessed Need for Housing: Arun District Arun District Council, Final Report, March 2015*

ECONOMIC BENEFITS

The proposed development will generate economic benefits for both the immediate community of Ford as well as the wider area within and outside of Arun District. The construction phase will provide employment for the building industry, while the proposed mix of uses (employment, retail, commercial and community floorspace) will provide employment for local residents, while the new residents of Ford will contribute to the local economy through expenditure in the local centre. The proposed development will provide significant new employment opportunities to support the Local Plan's objectives of reducing out commuting and creating local jobs, in accordance with Policy EMP SP1. In addition, the proposed employment uses will more than compensate for the need for the existing businesses within the site boundary to be relocated to facilitate the proposed development, which currently employ in excess of 100 employees.

This mix of uses will provide a range of full-time and part-time employment opportunities for local residents whilst contributing to the supply of good quality commercial sites and premises to meet the needs of business and the local economy. The proposed employment space will also contribute to the attractiveness of the District as a business location. The new mixed-use scheme will help raise skill levels and increase employability through the provision of a range of new jobs.

Figure 16 provides a summary of the economic benefits of the proposed development.



Having regard to the above, the proposals are in accordance with Policy EMP SP1, EMP DM1 and SKILLS SP1 of the Local Plan and Policy EE4 of the Neighbourhood Plan.

The Outline application proposes up to 9,000 sqm of employment space. This responds to the requirement of Policy EMP SP1 for “The provision of on-site employment within strategic housing developments (H SP2a, H SP2b and H SP2c)” and Policy H SP2c (section SDS) of the Local Plan concerning Ford to “incorporate planned new employment provision”. The Local Plan is, however, silent on the type, quantum or purpose of employment provision at Ford.

The Council’s (Local Plan Examination) Employment Matter Statement (Matter 3a, September 2018) confirms in response to the Inspector’s question relating to whether Policy EMP SP1 provides sufficient certainty that employment land will be delivered alongside strategic housing allocations that strategic housing allocation sites including at Ford (SDS) are expected to accommodate employment uses (paragraph 72), albeit no specific allocations for employment led development for the sites have been identified (paragraph 73).

Paragraphs 79 and 80 of the Matter Statement do however state that:

“From an employment land perspective, the location would be acceptable even if the road link to the A27 is a minor road only.

The latest employment evidence (PEPPgb) considers that viability and deliverability would be dependent upon enabling development, and the allocation would be best suited to smaller industrial and workshop units.”

Paragraph 81 concludes that:

“These allocations may provide an opportunity to deliver additional new stock to provide flexibility and meet the needs of the District and of the Wider Greater Brighton and Coastal West Sussex area. However, at this stage it is not possible to quantify the amount of floorspace that will be delivered in addition to the Strategic Employment Allocations.”

Drawing upon the ‘latest employment evidence’ referred to above, document PEPPgb is the Council’s ‘Commercial Property Market Intelligence Report’, published in March 2017 and prepared by Cluttons. Paragraphs 4.45 and 4.47 provide the only reference to Ford and make no further comment on the viability or deliverability of employment uses beyond that set out above.

We are not aware of any further evidence that the Council had submitted to the Local Plan Examination relating to employment provision at Ford. However, the Employment and Enterprise Background Technical Paper, PEPPga published in March 2017, summarises the Employment Needs of the District over the Plan Period (2011 – 2031), based upon a series of scenarios. Table 2.4 of the Report confirms that the labour supply associated with the delivery of 1,000 additional dwellings per annum (the Council’s Housing Objectively Assessed Need (OAN)), would result in an employment land requirement of 14 hectares, whilst a requirement based upon past take up of employment floorspace would result in an increased need for 28.6 hectares.

By way of comparison the Local Plan seeks to plan for ‘circa 75 hectares of employment land’ which Policy EMP SP1 states will provide sufficient flexibility to meet the future needs and aspirations for the District and support economic development of the coastal market area.

The Planning Inspector’s Report on the Examination of the Arun Local Plan was published on the 4 July 2018. In respect of ‘Issue 8 - Whether the strategic allocations will deliver the housing needed over the Plan period in a manner which is consistent with other policies of the Plan and the NPPF and that necessary infrastructure will be provided alongside the homes’, the Inspector notes in paragraph 121 that:

“There are criterion within Policy H SP2a and H SP2c relating to employment provision for the allocations at West of Bexsted, Burnham/Eastergate/Westergate (BEW) and Ford. Any employment land within these allocations is not required to meet OAN. But some provision would be desirable to promote mixed use

developments and provide flexibility in the supply of employment land. As a result the policies are not prescriptive in terms of the amount and timing of provision. Delivery would be dictated by market conditions and brought forward by master planning.”
(our emphasis).

Furthermore, and in respect of Ford we also note in paragraph 175, dealing with the same Issue, that the Inspector acknowledges the mix of uses to be provided at Ford alongside the provision of 1,500 dwellings, including a new primary school, local shops, sport facilities and potentially new healthcare provision. No reference is made to the provision of employment land.

The Inspector’s comments in paragraph 121 are critical, particularly given the Inspector’s acknowledgement in paragraph 51 that:

“It is acknowledged that the District is significantly overproviding employment land in comparison with requirements associated with proposed housing delivery and past take-up rates. However, the allocation of between 70 and 80 ha of employment land is supported by a number of factors. As explained earlier the District performs a strategic role in meeting the unmet needs of the FEMA. The Council places a priority on economic growth to provide high quality jobs, increase job density, reduce net out-commuting and match jobs with housing growth. The allocations would provide the capacity for significantly more employment than the anticipated jobs growth of up to 2,355 over the Plan period. However, taking into account the need to respond to pockets of deprivation, below average skill and wage levels and combat climate change and congestion, the Council’s aspirational approach is justified.”

The level of employment land planned for within the Local Plan is clearly significant (+75 hectares), far exceeding that required to meet identified needs, and more than providing for the needs of housing-led labour force growth (+14 hectares). With this in mind, we have concerns regarding the level of market interest for an employment use in this location.

On this basis, and as recognised by the Planning Inspector in paragraph 121, strictly speaking there is no requirement for Ford to plan for the employment needs of future residents. Furthermore, the mixed-use nature of the proposed development will provide for a series of job generating uses through the community facilities which are planned, including the primary school, health centre, and local centre.

In summary and taking account of the Council's own evidence and conclusions of the Local Plan Inspector, it is clear that there is no quantifiable need to provide for any B Class employment floorspace at Ford Airfield. However, to reflect the requirements of policy to provide some employment, a quantum of 9,000 sqm is considered reasonable and well related to the masterplan for the site.

In the context of the above, the proposed development will contribute to the provision of job creation in the District and therefore is in accordance with the relevant policies of the Local Plan and the economic strand of sustainable development as set out in paragraph 8 of the NPPE.

RETAIL/COMMERCIAL

An area of retail/commercial space is proposed as part of the local centre to be delivered by the proposed development. The location and size of the retail unit(s) will be secured at Reserved Matters application stage. It is, however, envisaged that a local convenience food shop and other small-scale retail/commercial uses will be accommodated in the local centre.

The Illustrative Masterplan details the local centre in the western section of the site, near an existing area of residential development, but there is flexibility for its location to vary as part of the submitted Parameter Plans. The area shown on both Plans is very accessible to both the existing and future residents of Ford. The proposed retail/commercial element of the scheme will not detract from other existing local facilities and services nor will it affect the viability or vitality of local town centres. The proposed development is therefore in accordance with Policies RET SP1 and RET DM1 of the Local Plan.

It is noted that Policy H SP2c (part SD8) of the Local Plan, which allocates the site for development, includes as part of the allocation the provision of "a Community hub to meet identified local needs which includes...new retail, commercial and community facilities". The proposals incorporate 900 sqm of retail floorspace in response to this policy requirement.

The preceding text to Policy RET SP1 (paragraph 9.2.6) confirms that "some further centres will be developed in accordance with the site allocations." This appears to be overlooked in the preceding text to Policy RET DM1 (paragraph 9.2.2), which requires an impact assessment for the growth of retail development from a threshold of 200 sqm in village and suburban local centres. The lack of an expressed exception within the supporting text to Policy RET DM1 suggests that an assessment is required. However, as this would not be in line Policy H SP2c, which allocates the site for a range of uses including new retail development, it is not considered that an assessment is required as part of the application.

COMMUNITY

The proposed local centre will provide an area for community uses, including the facilities and services that are needed by the existing and future residents of Ford.

This approach is in accordance with Policy LC2 of the Neighbourhood Plan, which sets out that proposals for new D1 uses, including medical facilities, will be supported within the built-up area. The full details and uses within the local centre will be secured at Reserved Matters application stage, however, based on pre-application discussions with ADC, it is envisaged that the local centre would be required to provide GP consulting rooms.

INFRASTRUCTURE

Policy INF SP1 of the Local Plan explains that ADC "will support development proposals which provide or contribute towards the infrastructure and services needed to support development (including the necessary infrastructure set out in the Infrastructure Delivery Plan) to meet the needs of occupiers and users of the development and the existing community."

Wates and Redrow have been working closely with ADC to identify and agree the Heads of Terms of relevance to the proposed development, through the s106 process, to mitigate any impacts arising from the proposals. The Draft Heads of Terms for the application is provided in Appendix D.

In addition to working with ADC, as part of bringing forward the proposals, meetings have been held with Ford Parish Council and the Ford Community Land Trust (CLT). During these meetings, the Ford CLT has indicated that it would be interested in taking on several aspects of the proposals. This includes owning a proportion of the affordable housing to be delivered at the site, in partnership with a Registered Social Landlord (RSL), alongside owning / managing the local centre, employment, allotments and open space, subject to negotiation and agreement as part of the s106 process.

As explained in paragraphs 4.10-4.13, Policy INF SP2 of the Local Plan sets out the requirement to deliver a new secondary school in the District and ADC has subsequently decided it will be delivered at Option / Site F (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.

DESIGN, BUILT FORM AND APPEARANCE

The proposed development generally ranges from two to three storeys in height, with the potential for four storeys in the local centre. This provides an appropriately scaled transition from the domestic scale of the existing residential development in Ford and the larger buildings located near the Airfield.

The proposed development makes efficient use of land in accordance with Policy D DM1, which requires applications to make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area. The proposed scale and massing of the development has been designed based on a thorough assessment of the character and appearance of Ford and the wider area.

The submitted Parameter Plans ensure that the massing of buildings are appropriately located, with residential areas (typically of two to two and a half storeys in height) being located in areas closest to the existing residential areas. Buildings of a slightly larger mass, including the primary school / nursery and local centre (up to three and four storeys respectively), are located within the centre of the site, to the east of existing residential properties.

The proposed area of employment, which will be up to 15m in height, is located in the eastern section of the site, to the north of an existing industrial / employment area. Mitigation measures to reduce the impact of the proposed development on the surrounding landscape are set out within Chapter 7 of the Environmental Statement. One of the key mitigation measures is the provision of mixed native woodland planting around the employment area to reduce the perception of tall buildings from Ford and Climping.

In light of the above, the proposed development makes the best possible use of the available land and respects and reflects the local landscape and surrounding character of the area, in accordance with Policy D SP1 and D DM1 of the Local Plan and Policy H1, H6 and EE10 of the Neighbourhood Plan.

Whilst this Outline application does not seek approval for design, at detailed design stage, the proposed residential development will meet the internal space standards (national space standards) required by Policy D DM2 of the Local Plan. The proposed development will also ensure there is direct access to high quality communications infrastructure, including superfast broadband, required to promote economic growth and to improve access to goods and services and opportunities to work from home, in accordance with Policy TEL SP1 of the Local Plan and Policy EE6 of the Neighbourhood Plan.

With regard to the appearance of the proposed development, the submitted Illustrative Masterplan demonstrates how the site could be developed within the parameters of this Outline planning application. This scheme is for illustrative purposes only, with approval for design, appearance and materials to be secured at Reserved Matters stage. Further details regarding the design of the scheme - including conformity with the National Design Guide (October 2019) - is provided in the submitted Design and Access Statement.

CHARACTER OF THE AREA

The proposals have been informed by a comprehensive landscape strategy, which has sought to retain and enhance existing landscape features and create a new green infrastructure network. This will be supplemented by detailed landscape proposals as part of subsequent Reserved Matters applications. Such a strategy will help integrate the development within the landscape, whilst contributing to the improvement of biodiversity and creating opportunities for recreation. Further details on landscaping and open space can be found later in this Statement and in the Design and Access Statement.

The proposed development will not adversely impact on landscape character or the setting of Arundel and is therefore in accordance with Policies LAN DM1 and LAN DM2 of the Local Plan.

A Local Gap designated by Policy EE7 of the Neighbourhood Plan lies to the west of the site. The proposed development will not encroach into this gap nor will it prejudice its openness. This is demonstrated in the submitted Design and Access Statement. Therefore, the proposals are in accordance with Policy EE7.

This Outline planning application does not seek approval for lighting details. A comprehensive lighting strategy will be prepared and submitted at Reserved Matters application stage, which can be secured by condition. The scheme will be designed to minimise the impact of the lighting on the night sky to ensure the proposals do not impact the character of the area. This approach is in accordance with Policy QE DM2 of the Local Plan and Policy EHS of the Neighbourhood Plan.

NEIGHBOURING PROPERTIES AND USES

The nearest residential properties are those located to the south, west and north of the site. It is acknowledged that the level of built form proposed on the site will change the outlook from these properties as it currently comprises an area of relatively open land. Buffer planting / landscaping is proposed along the edges of the site to reduce the visual impact and avoid any overlooking of existing residential properties.

The local centre and primary school will benefit the existing community and have been located next to the existing built up area to improve accessibility and promote healthy lifestyles. The proposals are therefore in accordance with Policy HWB SP1 of the Local Plan.

In addition to the neighbouring residential uses, several other uses are adjacent to the site. These uses include a waste treatment facility, waste water treatment works and a materials recycling facility to the east of the site. The Parameter Plans have been carefully designed to ensure the proposed development does not conflict with the existing uses, in line with Policy WM DM1. For example, areas of public space and proposed buffer planting are proposed to border the neighbouring uses. Further details regarding the relationship of the proposals to neighbouring uses are set out in the 'air quality' section below.

The proposed area of employment is located immediately to the east of the waste water treatment works and waste treatment facility. This will complement the existing uses. Buffer planting is proposed on the edges of the employment site to ensure it will not impact the neighbouring uses. This approach is in accordance with Policy EE3 of the Neighbourhood Plan, which requires new residential development to be located appropriately to ensure there is no significant adverse impact from existing commercial uses by way of noise, smell or traffic.

In addition, the masterplan for the site has been prepared alongside the proposals for the reconfiguration of Ford Market, which is the subject of a separate planning application. This has ensured that the proposals do not prejudice one another and can operate successfully together.

In light of the above, the proposed development will not have an unacceptable impact on neighbouring properties or uses and is therefore in accordance with the relevant policies of the Development Plan, including Policy EE3 of the Neighbourhood Plan.

FLOOD RISK AND DRAINAGE

The site is wholly located within Flood Zone 1, with the exception of a small area to the north that falls within Flood Zone 3, although no built development is proposed in this location. It is therefore considered to be at a very low risk of flooding. The proposals will increase the level of impermeable surfaces on the site, and therefore to offset this increase, a range of sustainable drainage techniques are proposed to ensure surface water is managed effectively.

A Flood Risk Assessment (FRA) and Drainage Strategy (DS) have been prepared and submitted in support of this application. The flood risk assessment has been carried out for Fluvial, Tidal, Surface Water, Groundwater, Sewerage and Reservoir flooding. The assessment concludes that the site is at low risk of flooding from Fluvial, Tidal, Surface Water, Groundwater and Sewerage and bears no risk of reservoir flooding.

Groundwater monitoring was undertaken as part of the FRA and it was concluded that, based on the marginal infiltration rate results and geotechnical information for the site, it is envisaged that shallow infiltration alone is not suitable to serve the entire development site for the 1 in 100 year + 40% climate change event. It will therefore be necessary to provide surface water sewage systems with attenuation basins, which will discharge to the watercourse. This approach is in accordance with Policy W DM2 of the Development Plan, which requires a FRA to demonstrate that the development will be safe, including access and egress, without increasing flood risk elsewhere and reduce flood risk overall.

Policy W DM3 of the adopted Local Plan sets out that *"Proposals for both major and minor development proposals must incorporate SUDS within the private areas of the development in order to provide source control features to the overall SUDS design."* Section 11 of the FRA sets out the proposed surface water drainage strategy for the development. It is envisaged that several attenuation basins will be provided in the north, north-west, south and south-west of the scheme. The Illustrative Masterplan for the site is based on a worst-case scenario, with there being the potential for the size of basins to reduce at the detailed design stage. The submitted Parameter Plans provide such flexibility.

In addition to the attenuation basis, an underground tank and tank sewer will be provided in the southeast of the scheme. Further details of the Greenfield runoff rate and outfall of each of these surface water drainage mechanisms can be found in Figure 7 of the FRA. The drainage strategy demonstrates that the proposed development is flood resilient and flood risk can be managed safely.

In respect of the foul water generated by the site, the proposals have been discussed with Southern Water who have advised that at present the Ford Waste Water Treatment Works has capacity to receive foul water from the development site.

It is envisaged that the main foul and surface water sewers, pumping stations and rising mains will be adopted by Southern Water. The attenuation basins will be maintained by a management company. Where SuDS serve a single property, responsibility and maintenance will be with the householder.

Chapter 14 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of water resources and flood risk. This chapter also sets out measures required to mitigate any of the likely impacts of the proposals.

In light of the above, the proposals are in accordance with Policy W DM2 and W DM3 of the Local Plan and Policy EH4 of the Neighbourhood Plan.

A Land Engineering Works Statement is also submitted with this Outline planning application. This Statement confirms the proposed drainage strategy for the development. Given the nature of the former airfield being generally flat and level, it will be necessary to raise ground levels in parts of the site to provide gravity sewers to discharge water to the basins. Generally, the ground will be raised higher where it is furthest from the basin. The Statement provides further detail as to where the finished ground level will rise and fall to ensure the drainage strategy is effective.

LANDSCAPING AND OPEN SPACE

This Outline planning application does not provide full details of landscaping as planning permission for detailed design matters, excluding access, are to be dealt with at a later date. However, the Illustrative Masterplan details how the scheme could be appropriately landscaped, supplemented by a section on landscaping within the Design and Access Statement. Detailed landscaping plans will be submitted for approval at Reserved Matters application stage. The Illustrative Masterplan sets out the locations for areas of public open space alongside future tree planting at various locations across the site.

The Parameter Plans propose several areas of open space on the site, which are interlinked to improve connectivity and permeability. The largest area of open space is located in the north east of the site, in close proximity to the northern residential neighbourhood. Two other main areas of public open space lie to the east of the local centre and to the east of the residential neighbourhood in the south of the site.

The proposed green infrastructure incorporates multifunctional green space that provide amenity, biodiversity, landscape and drainage functions. As such, these areas will include formal sports pitches, allotments and areas of SuDS. All open space provision will be provided in accordance with policy requirements, meeting the relevant standards, and will be confirmed in detail at Reserved Matters application stage. It is noted that the Illustrative Masterplan significantly exceeds ADC's adopted open space standards.

Chapter 7 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of landscape and visual effects. This Chapter also sets out several mitigation measures to ensure the proposed development does not have an adverse impact on the surrounding landscape.

In light of the above, the proposals are in accordance with Policies GI SP1, OSR DM1, OSR SP1 of the Local Plan and Policy H4 of the Neighbourhood Plan.

HERITAGE

A Heritage Desk-Based Assessment has been prepared and submitted as part of this application. There are no designated heritage assets within the site boundary. While there are listed buildings and scheduled monuments near the site, these heritage assets are located some distance away and are screened from the site by intervening built form and vegetation.

Chapter 8 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of archaeology and built heritage. This chapter also sets out the mitigation measures to reduce the identified likely significant risks. There will be no effects on designated heritage assets and as such no mitigation measures are required.

The proposed development will not have an adverse impact on surrounding heritage assets and is therefore in accordance with Policy HER SP1, HER DM1 and HER DM2 of the Local Plan.

The site is not located within a Conservation Area. The nearest Conservation Area is located 1km away from the site within the built-up area of Yapton. Given the distance of the site from the Conservation Area, the proposed development will not impact the character or the setting of the Conservation Area and is in accordance with Policy HER DM3 of the Local Plan.

ARCHAEOLOGY

An Archaeological Desk-Based Assessment and an Archaeological Geophysical Survey have been prepared and are submitted in support of this application. These surveys have established that the site contains two areas of prehistoric / Roman remains as well as both below and above ground remains of the former airfield. These remains are considered to be of local significance and low sensitivity.

The route of the Portsmouth to Arundel canal cuts east-west across the northern part of the site. The proposed development includes the historic alignment of the canal as a green link in line with Policy HER DM5 of the Local Plan.

Chapter 8 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of archaeology and built heritage. The assessments suggest a mitigation programme comprising trenching, excavation and recording of any remains and it has been agreed with the County Archaeologist that these works can be secured by condition attached to an Outline planning permission. An outline of the scope of the proposed mitigation has been discussed and agreed in principle with the County Archaeologist, as set out in Appendix 8.3 of the Environmental Statement. In light of the above, the proposals are in accordance with Policy HER DM6 of the Local Plan.

HIGHWAYS, ACCESS AND PARKING

While the proposed development is submitted in Outline, detailed consent is sought for matters of access as part of this application. The principal access points are to the north of the site off Ford Lane and to the south of the site off Yapton Road. A further access point is proposed to the east of the site off Ford Road, which will service the proposed employment parcel. The proposed access arrangements have been designed in accordance with the relevant design guidance and deliver sufficient geometry and visibility to ensure safe movement of vehicles through each access junction.

A Transport Assessment is submitted in support of this application. This concludes that the proposed development will deliver a permeable site layout and will offer a number of different connections to the existing local walking and cycling network to ensure the site is accessible by all. This includes pedestrian and cycle access to points along Ford Road, Ford Lane, Rollaston Park and Horsemere Green Lane. The proposals will therefore promote a healthy and inclusive community.

Chapter 10 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of transport and access. Detailed Assessments to establish the traffic impact of the proposals were undertaken by the project transport consultant. Section 9 of the Transport Assessment summarises the proposed strategy to mitigate the highway impacts of the proposed development.

The Environmental Statement acknowledges that as part of the Reserved Matters application, full details of the proposed construction methods and a related programme will be required, and the applicant will be required to implement a Construction Traffic Management Plan, secured by way of a planning condition and Section 106 Agreement. The latter will help to mitigate the temporary effect on the highway network arising from the construction stage.

The Transport Assessment demonstrates that the traffic impacts of the proposed development can be effectively mitigated to an acceptable degree, consistent with the paragraph 108 of the National Planning Policy Framework.

Policy T SP1 encourages development which is “*designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy and is incorporated into the District’s green infrastructure network and gives priority to pedestrian and cycle movements*”.

The site is located within proximity of a number of bus stops and Ford Station, which provides frequent links to London Victoria, Southampton, Littlehampton and Bognor Regis. It is an accessible location with good access to public transport in accordance with Policies T SP1 and T DM1 of the Local Plan.

Car parking will be provided in accordance with the relevant standards and requirements set out in the Local Plan and Neighbourhood Plan. Further details of the number of spaces including allocated, unallocated, visitor and public car parking, will be discussed and secured at Reserved Matters application stage. The parking provision on the site will be in accordance with WSCC Parking Standards and Policy GA2 of the Neighbourhood Plan.

A Travel Plan has been prepared and is submitted with this planning application. This sets out a series of aims and objectives to encourage residents to consider using sustainable transport. Section 6 of the Travel Plan sets out ‘soft measures’ to encourage residents to walk, cycle, use public transport and car share. In order to implement these soft measures, several initiatives are proposed. The progress of the Plan’s targets will be monitored.

Overall, the site will deliver safe and suitable accesses, mitigation to address the traffic impact, improvements to the public highway and sustainable transport routes which will ensure the site is well connected to local services and facilities. As such the proposed development is in accordance with relevant policies of the Development Plan, namely Policy T DM1 of the Local Plan and Policies GA1 and GA3 of the Neighbourhood Plan and the NPPE.

TREES

The following information concerning trees has been prepared and is submitted in support of the application:

- Arboricultural Assessment and Method Statement
- Tree Protection Plans
- Manual for Managing Trees on Development Sites

The Arboricultural Assessment confirms that the proposed site access points (for which detailed consent is sought) will require the part removal of the following trees / hedgerows: G1, H2, H92, H98 and H99. All of the hedgerows are Category C (low quality) while the group of trees is Category B (moderate quality).

Regarding the impact of the removal of these trees / hedgerows on local character, the Assessment concludes that,

“These trees are not prominent as a skyline features. The majority of them are low quality trees with very little potential to contribute to local character. They are predominantly rural hedges which have been managed over the years by cutting with a flail, meaning that there are no good quality trees within the hedges. The removal of a small part of these hedges will have no long term detrimental impact on local character as the bulk of the hedges will be retained.”

Regarding the remainder of the site (for which Outline planning permission is sought), the Parameter Plans show extensive areas of buffer planting and open space and it proposed that the majority, if not all, of the trees in these areas will be retained and protected. While the areas shown for residential development and employment are likely to require tree / hedgerow loss, the Assessment explains that the character of the site is one of open fields with rural hedges and few significant trees. Based on this, it concludes that the loss of some trees over such a large area will have a limited detrimental impact on the visual amenities of the locality.

The Assessment goes on to explain that new tree planting at the site is feasible as a means of supplementing retained trees and enhancing local character. These have the potential to reach a significant height without excessive inconvenience and be sustainable into the long term, significantly improving the potential of the site to contribute to local character.

The Arboricultural Method Statement sets out how retained trees will be protected and managed while the Manual for Managing Trees on Development Sites provides further explanation on tree management. Having regard to the above, the proposals accord with both Policy ENV DM4 and Policy EH1 of the Local Plan.

ECOLOGY

To understand the ecological value of the site, a Phase I habitat survey alongside further detailed ecological surveys have been undertaken and are submitted in support of this application.

Chapter 9 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of biodiversity.

In summary, while the construction of the development will result in a significant loss of habitats of negligible intrinsic value, the majority of habitats of local value will be retained. Notwithstanding this, through the implementation of mitigation measures, there will be no adverse effects on the majority of ecological features on the site. Chapter 9 of the Environmental Statement sets out mitigation and enhancement measures. Overall, the development proposals will result in a significant net gain in high quality habitats on the site.

In light of the above, despite a minor to negligible adverse effect on a small number of species, the development represents a net gain for biodiversity overall. The proposals accord with Policies ENV SP1, ENV DM1, ENV DM3 and ENV DM5 of the Local Plan.

Furthermore, section SD8 of Policy H SP2c of the Local Plan explains that “The site is functionally connected to Arun Valley SPA and development should avoid adverse effects on this designated area.” As noted in Appendix B to this Statement and paragraph 9.150 of the ES chapter, “Adverse disturbance impacts on wintering birds in habitats adjacent to the Site will be avoided through screening measures. A Habitat Regulations Assessment (HRA) has been undertaken for the Development (Appendix 9.7) and concludes there will be no significant effects after mitigation.”

SUSTAINABILITY AND ENERGY

Policy ECC SP1 of the Local Plan sets out that the Council will support development that is located and appropriately designed to adapt to impacts arising from climate change, whilst Policy ECC SP2 requires all new residential and commercial development to be energy efficient and mitigate climate change. This policy also requires all major developments to produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on the site. The proposed development will be designed to effectively adapt to climate change and be energy efficient. Where feasible, renewable energy will be incorporated in the scheme. Specific details of the energy efficiency of the proposals will be provided at Reserved Matters application stage.

ADC encourages water efficiency measures in order to protect the District's water resources and enhance the quality of the water environment which supports a range of habitats and ecosystems. Policy W SP1 requires development "to make active use of surface water as a design feature and permitted where it identifies measures to improve and enhance waterbodies, coastal habitats or provides additional flood relief". As set out above in respect of flood risk, the scheme will incorporate sustainable urban drainage systems where appropriate to reduce the creation and flow of surface water and improve water quality on the site.

The proposals are in accordance with the relevant policies of the Local Plan and Neighbourhood Plan including Policy ECC SP1, ECC SP2, ECC DM1, W SP1 and W DM1 of the Local Plan and Policy EH2 and EE7 of the Neighbourhood Plan.

AIR QUALITY

Policy QE DM3 of the Local Plan requires all major development proposals to assess the likely impacts of the development on air quality and mitigate any negative impacts. In order to ensure the proposals have assessed the likely impacts of the development on air quality, an Air Quality Odour Assessment and Air Quality Assessment have been completed using an assessment methodology agreed by ADC and assesses odour, dust and air quality. Chapter 11 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of air quality. Overall, the Assessment concludes that there will be no significant effects on air quality, subject to securing appropriate mitigation. Specific mitigation measures would be detailed in a Site Construction Environmental Management Plan.

Of particular relevance is the proximity of the Southern Water waste water treatment works to the site, given the level of odour emitted from the facility. As explained in the Assessment, modelling work has taken place to assess the potential impacts and the implications for the masterplan. This has led to a 'zone' where it is advised that sensitive uses e.g. residential development should not be located. The extent of this zone is shown on the Odour Contours Plan included in the Design and Access Statement, which falls mid-way between the 1.5 and 300E/m2 contours. The masterplan also takes account of a 100m standoff that is advised in the Assessment for 'calm conditions', which would not be accounted for in the modelling work due to the wind having no direction. Odour survey work is ongoing and the proposals will be reviewed to take account of any changes in the extent of the odour contours, where necessary.

The proposed development will therefore not result in adverse impacts on air quality in the area, or be adversely affected by air quality in the local vicinity, and is therefore in accordance with Policies QE SP1 and QE DM3 of the Local Plan.

NOISE

Chapter 12 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of noise and vibration. This is supported by a Noise Impact Assessment, which assesses the impact of existing transportation and industrial noise sources upon the development.

The proposed mix of uses are not unneighbourly, noisy uses and are therefore acceptable in such a location. However, it is anticipated that there may be noise generated during the

construction phase which may give rise to a short-term noise effect during periods where particularly noisy activity is taking place at the closest points to nearby existing and future noise-sensitive properties. Mitigation is proposed in the Environmental Statement, including the preparation of a Construction Environmental Management Plan. Mitigation measures to control construction noise and vibration and noise from commercial sources are likely to include where appropriate, plant items to be fitted with silencers or acoustic enclosures, and the use of acoustic barriers / bunds around the commercial uses to provide acoustic screening.

Furthermore, the proposed development has the potential to be affected by road traffic as well as industrial noise from the nearby Ford Airfield Industrial Estate and Graddon / Viridor facilities. The Noise Impact Assessment demonstrates that, subject to mitigation, including the orientation of dwellings, locations of gardens and provision for acoustic barriers or bunds, noise impact from all nearby industrial sources upon the proposed dwellings would be acceptable.

In light of the above, the proposed development is in accordance with Policy QE DM1 of the Local Plan. Further details on the uses and their associated levels of noise will be submitted for consideration at Reserved Matters application stage.

AGRICULTURAL LAND

Chapter 13 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of agricultural land. This assessment is supported by an Agricultural Land Classification (ALC) and Soil Resource Plan and Economic Productivity Assessment.

The ALC survey classes the land as 77.1% Grade 2 land, which is very good quality agricultural land, and 8.9% Subgrade 3a land, which is good quality agricultural land. Grade 2 and Subgrade 3a represent Best and Most Versatile agricultural land, which is protected in national policy. ALC is graded from 1 to 5, with Grade 1 being the highest grade.

The construction phase of the development would result in the loss of 74.47 hectares of Best and Most Versatile agricultural land, comprising 66.78 hectares of Grade 2 and 7.69 hectares of Subgrade 3a agricultural land, which would be lost throughout the operational phase of the development. The Environmental Statement acknowledges that it is not possible to mitigate the loss of agricultural land apart from reducing the scale of the proposed development or locating the proposed development in areas of poorer quality agricultural land. Reducing the scale of the proposed development would have implications for the requirement to meet the housing need, particularly as the site is allocated in the Local Plan. As the District has a high proportion of BMV land, there are limited areas of poorer quality agricultural land available for development.

The loss of high-quality agricultural land needs to be considered in the context of the District, which has a high proportion of BMV land, with lower availability of lower quality agricultural land. As an allocated site, the site has been through a Sustainability Appraisal, which has also considered land quality.

While it is not possible to mitigate the loss of agricultural land, the excavated soils can be preserved for use in the gardens of the new residential dwellings to provide a greater depth of soil or to landscape other parts of the development. As recommended by the Soil Strategy, soils would be managed during the construction phase to reduce damage in accordance with a Soil Resource Plan. In addition, up to 0.94 hectares of the site would include for a community allotment. This allows some of the good quality soils to be used on site for a productive green environment, which would provide a local food source and have a community benefit.

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.

CONTAMINATION

Chapter 15 of the Environmental Statement assesses the likely significant effects of the development on the environment in respect of land contamination. This assessment is supported by a Geo-Environmental and Geotechnical Site Assessment and Detailed Unexploded Ordnance Risk Assessment.

The Environmental Statement explains that there are limited potential risks to people and the environment associated with the development and the ground conditions on site during the construction phase and as such, the residual impacts have been assessed as negligible. It also states that the investigation works carried out to date indicate that the site is free from contamination. However, this will need to be confirmed through further targeted investigation, which can be secured by condition.

The Environmental Statement also sets out mitigation measures that will be implemented to minimise the adverse effects during the construction and operational phases of the development. Such measures would be set out within a Construction Environmental Management Plan and the Code of Construction Practice.

The site can therefore be developed with no adverse impact and is in accordance with Policy QE DM4 of the Local Plan.

6. CONCLUSION

“The Landings” at Ford Airfield will be an exciting, community-led place that delivers the aspirations of the local community in Ford, 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. Alongside meeting the community's aspirations for the site, the key benefits of the proposals include the following:

ECONOMIC

- Creation of a range of local jobs through new employment opportunities.
- Supporting existing local businesses through additional expenditure.
- Investment in the local area.

SOCIAL

- Significant community facilities and benefits.
- Education provision serving the scheme and wider District.
- Mix of new housing, including affordable homes.

ENVIRONMENTAL

- Sustainable community, with homes, jobs, local facilities and schools within walking / cycling distance.
- Improved links to Ford train station.
- Significant areas of on-site public open space, including extensive landscaping and new planting.

This application is supported by a full suite of technical documents, including an Environmental Statement. This concludes that the proposed development has been subject to an iterative design process and as part of this process, measures have been incorporated into the development parameters in order to avoid, reduce or offset significant environmental effects, where possible.

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.

APPENDICES

APPENDIX A - LIST OF POLICIES

The following sets out the policies contained within Arun District Council's adopted Development Plan that are of most relevance to the proposed development and have been referred to in the Planning Statement.

FORD NEIGHBOURHOOD PLAN (2019)

- Policy SP1: Spatial Plan for the Parish
- Policy SA1: Ford Airfield
- Policy EH1: Protection of Trees and Hedgerows
- Policy EH2: Renewable Energy
- Policy EH4: Surface Water Management
- Policy EH5: Grade 1, 2 and 3a Agricultural Land
- Policy EH7: Local Gap
- Policy EH8: Light Pollution
- Policy EE3: Protection of Existing Businesses
- Policy EE6: Communications Infrastructure
- Policy EE7: Sustainable Commercial Buildings
- Policy EE10: Quality of Design of Commercial Buildings
- Policy LC1: Support Independent Living
- Policy LC2: Healthcare Facilities
- Policy H1: Quality of Design
- Policy H2: Housing Mix
- Policy H4: Recreational Space
- Policy H6: Integration of New Housing
- Policy GA1: Footpath and Cycle Path Network
- Policy GA2: Parking and New Development
- Policy GA3: Streets and Access Ways to Serve New Development

ARUN DISTRICT LOCAL PLAN (2018)

- Policy SD SP1: Sustainable Development
- Policy SD SP1a: Strategic Approach
- Policy SD SP2: Built-up Area Boundary
- Policy GI SP1: Green Infrastructure and Development
- Policy LAN DM1: Protection of Landscape Character
- Policy LAN DM2: The Setting of Arundel
- Policy EMP SP1: Strategic Economic Growth
- Policy EMP DM1: Employment Land: Development Management
- Policy SKILLS SP1: Employment and Skills
- Policy TEL SP1: Strategic Delivery of Telecommunications Infrastructure
- Policy RET SP1: Hierarchy of Town Centres
- Policy RET DM1: Retail Development
- Policy SO DM1: Soils
- Policy H SP1: The Housing Requirement
- Policy H SP2: Strategic Site Allocations
- Policy H SP2c: Inland Arun
- Policy H DM1: Housing Mix
- Policy AH SP2: Affordable Housing
- Policy H DM2: Independent Living and Care Homes
- Policy D SP1: Design

- Policy D DM1: Aspects of Form and Design Quality
- Policy D DM2: Internal Space Standards
- Policy ECC SP1: Adapting to Climate Change
- Policy ECC SP2: Energy and Climate Change Mitigation
- Policy ECC DM1: Renewable Energy
- Policy HWB SP1: Health & Wellbeing
- Policy OSR DM1: Open Space, Sport & Recreation
- Policy OSR SP1: Allotments
- Policy T SP1: Transport and Development
- Policy T DM1: Sustainable Travel and Public Rights of Way
- Policy T SP3: Safeguarding the Main Road Network
- Policy HER SP1: The Historic Environment
- Policy HER DM1: Listed Buildings
- Policy HER DM2: Locally Listed Buildings or Structures of Character
- Policy HER DM3: Conservation Areas
- Policy HER DM5: Remnants of the Portsmouth and Arundel Canal
- Policy HER DM6: Sites of Archaeological Interest
- Policy ENV SP1: Natural Environment
- Policy ENV DM1: Designated Sites of Biodiversity or Geological Importance
- Policy ENV DM3: Biodiversity Opportunity Areas
- Policy ENV DM4: Protection of Trees
- Policy ENV DM5: Development and Biodiversity
- Policy W SP1: Water
- Policy W DM1: Water Supply and Quality
- Policy W DM2: Flood Risk
- Policy W DM3: Sustainable Urban Drainage Systems
- Policy WM DM1: Waste Management
- Policy QE SP1: Quality of the Environment
- Policy QE DM1: Noise Pollution
- Policy QE DM2: Light Pollution
- Policy QE DM3: Air pollution
- Policy QE DM4: Contaminated Land
- Policy INF SP1: Infrastructure Provision and Implementation
- Policy INF SP2: New Secondary School

JOINT WEST SUSSEX WASTE LOCAL PLAN (2014)

- Policy W1c: Strategic Waste Allocations

APPENDIX B - SITE ALLOCATION POLICY RESPONSE

Ford Parish Neighbourhood Development Plan

Policy SA1: Ford Airfield

POLICY REQUIREMENT	RESPONSE
The area shown on the Proposals Map as SA1 shall be developed in a comprehensive and coherent manner in accordance with all the policies set out in the Arun Local Plan and in particular Policy HSP2 and Policy SD8.	The proposals have been prepared and are being brought forward in a comprehensive manner, having regard to Policy HSP2 and SD8, as noted below.
Provide that the layout of pedestrian footways, cycleways and roads should provide a sense of orientation as well as a sense of place.	This is a matter of detail which will be developed at Reserved Matters stage. Nonetheless, the submitted Design and Access Statement provides details of the key principles that have informed the masterplan for the site, including access and movement.
Local areas for play shall include areas designed as "village greens" as well as sports pitches.	The masterplan incorporates both Local Equipped Areas for Play (LEAPs) and Neighbourhood Areas for Play (NEAPs), including village greens and sports pitches. Details of their proposed location are shown on the submitted Illustrative Masterplan and expanded upon in the Design and Access Statement.
The proposed community hub shall include the provision of a community hall.	The community hub / local centre will include a community hall, alongside other uses. The Design and Access Statement provides illustrative sketches as to how the local centre could be delivered.
The mix of residential units shall include accommodation for the elderly.	The masterplan includes the provision of a care home, which will assist with meeting the needs of the elderly. It is envisaged that a 60-bed care home would be delivered.
The new healthcare facilities shall be provided on site as part of development rather than the development being expected to make a financial contribution to healthcare facilities elsewhere.	The masterplan makes provision for healthcare facilities in the local centre. As shown by the illustrative sketches incorporated into the Design and Access Statement, this could take the form of consulting rooms for GPs.
The master plan shall incorporate a network of open spaces, which shall include parks and gardens, natural and semi-natural green space, amenity space (including village greens), sports pitches, children and young persons' play spaces and allotments, all connected via a network of footpath and cycleways that will link the new and existing community to new facilities.	The masterplan includes a range of open spaces, including sports pitches, play spaces and allotments, throughout the site as a whole. The masterplan shows how these will be accessible via sustainable methods of travel (foot and cycle) to the new residents as well as the existing community. Further detail regarding the types of open spaces proposed at the site are set out in the Design and Access Statement.

Existing mature vegetation shall be retained where possible.	The masterplan proposes the retention of all existing vegetation, with the exception of that required to facilitate the delivery of the site, where replacement planting is proposed. This is explained in the Planning Statement.
Where required, following detailed highway assessment, the development will deliver any required road improvements to Ford Lane, or Horsemere Green Lane and Yapton Road.	The application is supported by a Transport Assessment, which provides a review of the impacts of the proposals on the existing highway network. This is summarised in the Planning Statement. The proposals will fully mitigate its impacts on the highway network and appropriate contributions / works will be secured as part of a s106 agreement.
The design of the detailed master plan should be prepared following community engagement through workshops with the local community and stakeholders.	The masterplan has been prepared and informed by extensive engagement with the local community over a number of years. This has provided an invaluable contribution to the proposals. Details of the consultation that has taken place is summarised in the Planning Statement and set out in full in the submitted Statement of Community Involvement.
Part or all of the development and associated infrastructure maybe delivered through a community land trust.	To inform the delivery programme, the applicants have been in contact with Ford Parish Council and the Ford Community Land Trust (CLT). This has included positive discussions regarding the elements of the proposals that the CLT have shown an interest in delivering and taking on, as set out in the draft Heads of Terms contained in Appendix D of the Planning Statement.

Arun District Local Plan

Policy H SP2

POLICY REQUIREMENT	RESPONSE
Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout.	The proposals have been prepared and are being brought forward in a comprehensive manner. Extensive discussions and consultation has taken place over a number of years with Arun District Council and Ford Parish Council, alongside the local community. It is considered that a high-quality masterplan has been achieved and a Masterplan Document will be submitted to Arun District Council to demonstrate how the whole allocation boundary can be successfully delivered.
a. integrate appropriately with surrounding communities through an appropriate design particularly where they adjoin by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport.	The masterplan has been informed by a thorough review of the existing character of the local area, including Ford and the surrounding villages of Yapton and Climping, as well as emerging proposals (recently permitted schemes, live applications and schemes under construction). The proposals will therefore be integrated with surrounding communities and deliver a range of benefits for the new and existing population.
b. ensure a clear and harmonious relationship between town and country including clearly defined boundaries, using physical features that are readily recognisable and likely to be permanent.	The masterplan maximises opportunities provided by existing trees, hedgerows and permanent features within the site, including the military remains in the form of the runways and route of the old canal. The masterplan has regard to existing neighbouring uses for retention and ensures an appropriate relationship.
c. protects, conserves or enhances the natural environment, landscapes and biodiversity.	As summarised in the Planning Statement, the proposals protect, conserve and enhance those elements of the natural environment, landscape and biodiversity that are of value. While there will be some loss of lower value elements, overall, the proposed development will result in a significant net gain in high quality habitats on site as well as a net gain for biodiversity overall.
d. incorporate high quality, well connected green spaces, planting within main streets and biodiversity rich open spaces.	The masterplan incorporates a wide range of connected green infrastructure throughout the site. As set out in the Planning Statement, the proposals achieve a net gain for biodiversity overall.
e. extend, enhance and reinforce strategic green infrastructure and publicly accessible open space.	The masterplan achieves this objective through the provision of additional green infrastructure, including open space, connected to the surrounding green infrastructure network.
f. new community hubs where required to be provided, shall be well located taking account of the permeable layout to all transport modes and shall as far as possible cluster retail, commercial and community uses.	The masterplan places the community hub (local centre) in a central location in the site, in close proximity to residential development, the primary school, care home, sports provision and open space. The local centre is accessible via sustainable modes of travel to new and existing residents.
g. where existing village centres are within or will serve the needs of strategic development sites their improvement as sustainable centres will be required.	The masterplan will see a significant improvement in the existing facilities and services in Ford, as well as supplement those provided in the neighbouring villages of Yapton and Climping.
h. where community buildings are provided these shall be designed and provide for a range of uses such as healthcare, police, faith and community groups.	The masterplan shows that the local centre is of sufficient size to cater for a range of facilities and services. This includes a food store, supporting retail uses, health centre, community building (flexible space) and nursery. The local centre is therefore capable of accommodating a variety of different purposes as required by the local community.

i. integration of community hubs and local centres of an appropriate form and scale into the design and layout of development proposals where identified in the specific allocations policies in H SP2 a-c.	The design of the local centre would be dealt with as part of Reserved Matters applications. Despite this, the Design and Access Statement provides illustrative sketches as to how it could be delivered. This demonstrates how a local centre of an appropriate form and scale, having regard to the wider development proposals, can be successfully achieved.
j. ensure walkable access to local community, recreational and shopping facilities, jobs and accessible transport.	The masterplan provides walkable access to a range of facilities and services to be delivered as part of the proposals but also in the neighbouring villages of Yapton and Climping. This includes access to a bus service, with the potential for a bus route to extend along the primary road network within the site.
k. address the off-site capacity requirements, that relate to that particular allocation, identified in the Arun Transport Assessment (2016 and update 2017 and taking into account subsequent relevant assessments) and the local highway network.	The application is supported by a Transport Assessment, which provides a review of the impacts of the proposals on the existing highway network. This is summarised in the Planning Statement. The proposals will fully mitigate its impacts on the highway network and appropriate contributions / works will be secured as part of a s106 agreement.
l. positively respond to sustainable water management taking particular account of the coastal plain topography which may require strategic surface water solutions.	The application is supported by a Flood Risk Assessment and Drainage Strategy. This, alongside the submitted Design and Access Statement, set out how the proposals positively respond to sustainable water management. This includes opportunities for the creation of a comprehensive green and blue network.
m. maintain and enhance any important features, characteristics and assets of the local area.	The masterplan has been informed by important features, characteristics and assets present within the site itself but also within the surrounding area. In particular, this includes heritage features such as the route of the former canal, the runways which are predominantly proposed for retention, and the war memorial off Yapton Road.
n. provide for the required infrastructure, that relates to that particular allocation, in accordance with Policy INF SP1 and the Infrastructure Delivery Plan.	The proposals will have an impact on existing infrastructure and will therefore require mitigation, in line with the requirements of the Infrastructure Delivery Plan. Any required infrastructure provision / the level of financial contribution to address the impacts of the proposals will be discussed as part of the s106 negotiations. The draft Heads of Terms is contained in Appendix D of the Planning Statement.
o. enable strategic District wide infrastructure to be delivered at strategic sites if the location is appropriate for the District.	The masterplan has had regard to the expectations of the Infrastructure Delivery Plan regarding strategic District wide infrastructure to be delivered at Ford. The masterplan is consistent with these expectations in principle, subject to s106 negotiations. While a secondary school is not proposed as part of this application, ADIC's preferred location to the north west of Ford has been taken into account in finalising the proposals.
p. consider inclusion of an area of the sites for Self-Build and Custom Build.	The applicants have considered the potential for the delivery of Self-Build and Custom Build homes at the site. It is not considered that they would be appropriate in this location.
q. consider the delivery of an area as a site for Gypsy and Traveller accommodation.	Given the range of existing uses at and surrounding Ford Airfield (as explained in the Planning Statement), it is not considered an appropriate location for a Gypsy and Traveller site.

Arun District Local Plan

Policy H SP2 (SD8): Ford

POLICY REQUIREMENT	RESPONSE
Development proposals in the Ford Strategic Allocation will provide at least 1,500 dwellings over the plan period.	The masterplan for the site demonstrates how 1,500 homes can be achieved, which are deliverable over the plan period.
The site is functionally connected to Arun Valley SPA and development should avoid adverse effects on this designated area.	A Habitat Regulations Assessment (HRA) Screening Report has been prepared and submitted as part of the application. This concludes that, subject to mitigation, the proposals would avoid adverse effects on the Arun Valley SPA.
a. to take account of sustainable links for all modes of transport between the development, Ford Railway Station and the Littlehampton/Arundel cycleway,	The masterplan has been prepared with the objective of delivering a high quality and sustainable environment. The masterplan includes connections to Ford Railway Station and the Littlehampton / Arundel cycleway, alongside further connections by foot and cycle to the neighbouring villages of Yapton and Climping and facilities within the proposed development.
b. provide a new two-form entry primary school and nursery places.	The masterplan demonstrates how a two-form entry primary school and nursery can be achieved at the site.
c. provide a Community hub to meet identified local need which includes: • new retail, commercial and community facilities, • a new Tier 7 library facility, and • provision of new healthcare facilities for Ford (SD8), Yapton (SD7) and Climping (SD10). Alternatively, where appropriate, proposals may make a contribution towards new facilities or the improvement or expansion of the relevant existing facilities, subject to agreement with the Council.	The masterplan demonstrates how a community hub (local centre) can be brought forward. This is capable of delivering retail, commercial and community facilities, a library facility and healthcare facilities. The Design and Access Statement provides illustrative sketches as to how these uses could be delivered.
d. incorporate two new sports pitches and changing facilities.	To meet this requirement, the masterplan incorporates the existing two sports pitches at Ford Airfield. These currently private pitches would be made publicly available (free of charge) for informal use by the public.
e. provide a new 3G pitch facility to serve the east of the District.	Pre-application discussions with ADC have confirmed that a 3G pitch facility is not required at Ford and a financial contribution can be made towards off-site provision.

POLICY REQUIREMENT	RESPONSE
f. improvements to the A259 between Climping and Littlehampton.	As demonstrated in the submitted Transport Assessment, the proposals will have an impact on the A259, which requires mitigation. The level of financial contribution to address the impacts of the proposals will be discussed as part of the s106 negotiations.
g. incorporate planned new employment provision.	The masterplan makes provision for up to 3,000 sqm of employment floorspace. While it is understood from market research that there is little demand for new employment in this location, it is considered that this quantum is appropriate and will be a significant benefit.
h. reflect the historic alignment of the canal.	As shown in the masterplan, the historic alignment of the old canal has been incorporated as a design feature in the form of a green corridor.
i. maintain visual separation between Ford and Yapton and between Climping and Ford through the layout of the development and provision of landscaped open space.	The masterplan demonstrates how visual separation between Ford and Yapton / Climping can be achieved. Illustrative cross sections to demonstrate the relationship between Ford and the neighbouring villages are provided in the Design and Access Statement.
j. take into account the siting of Ford Wastewater Treatment Works, including the outcomes of an odour assessment, and not prejudice the operation of or the expansion of the treatment plant as required to accommodate future growth in the District.	An Odour Assessment is submitted as part of the application and has informed the evolution of the masterplan. This demonstrates how the proposals have had regard to the Ford Wastewater Treatment Works and will not prejudice its operation. In addition, a reserved corridor of land has been safeguarded to allow for any additional pipeline connections into the Wastewater Treatment Works, if required.

APPENDIX C - AFFORDABLE HOUSING STATEMENT

This Affordable Housing Statement is submitted in line with the requirements of Policy AH SP2 of the adopted Arun District Local Plan (July 2018).

Policy AH SP2 sets out a requirement for the provision of a minimum of 30% affordable housing for developments in excess of 11 dwellings. Furthermore, it goes on to explain that Arun District Council (ADC) will negotiate the affordable housing tenure mix on development sites from an initial position of 75% rent and 25% intermediate housing. Regarding the housing mix, Policy AH SP2 requires that the affordable housing mix comprise the following range of homes, unless evidence indicates otherwise.

- 1-bedroom: 35-40%
- 2-bedroom: 35-40%
- 3-bedroom: 15-20%
- 4+ bedroom: 5-10%

The proposed development at Ford makes provision for affordable housing in line with the requirements of Policy AH SP2. In summary, of the 1,500 new homes proposed as part of the development, up to 450 will be delivered as affordable housing, which equates to a policy compliant provision of 30%.

While the precise mix and tenure of affordable housing will be determined at Reserved Matters / Full application stage, it is proposed that the mix and tenure will meet the requirements of Policy AH SP2 (as outlined in Table 3 of this Planning Statement), unless evidence indicates otherwise. This will be negotiated with ADC and secured as part of a s106 agreement. As part of this, it will be necessary to secure appropriate flexibility should market conditions change over time as the development is built out.

Extensive pre-application discussions have been held with ADC in relation to the proposed development covering a range of matters including the provision of affordable housing. This dialogue has informed the submitted proposals. It is envisaged that the affordable housing mix will include 1-bed 2-person and 2-bed 4-person properties, as sought by ADC's affordable housing team.

In line with Policy AH SP2, while layout is a reserved matter, all affordable housing will be visually indistinguishable from market housing. Large groupings of single tenure dwellings or property types will also be avoided. Instead, affordable housing will be delivered in small clusters ("pepper potted") throughout the development on a phase-by-phase basis. Careful attention will be given to the layout and positioning of affordable homes to ensure that they are well integrated into the development.

Furthermore, as layout is reserved for later approval, a plan showing the location of the affordable homes, alongside details of the floorspace provision for each unit type, will be submitted as part of future Reserved Matters / Full applications.

Provision of affordable housing will be by either an Arun preferred Registered Partner, an Affordable Housing Provider or ADC itself. It is noted that all providers will be required to sign and adhere to the principles of the Council's Developer and Partner Charter Plus.

Affordable housing will be made available for households on the Council's housing register or on the Homebuy Zone Agent's register, with nominations made by the Council from those registers.

As part of bringing forward the proposals, meetings have been held with Ford Parish Council and the Ford Community Land Trust (CLT). During these meetings, the Ford CLT has indicated that it would be interested in owning a proportion of the affordable housing to be delivered at the site, in partnership with a Registered Social Landlord (RSL) who would be responsible for their delivery and management. While an RSL is yet to be on board, there has been a lot of interest in delivering affordable housing at this site. Details of the selected RSL partner will be provided to ADC once confirmed.

In summary, the proposed residential-led development of up to 1,500 homes on Land at Ford Airfield will see the delivery of a policy compliant quantum of 30% (up to 450) new affordable homes to meet local and District-wide affordable housing needs. The precise mix and tenure of affordable housing, alongside the terms of its delivery, will be secured during s106 discussions with ADC. This includes the relationship of an RSL to the Ford CLT and any cascade mechanism, if necessary.

APPENDIX D - DRAFT S106 HEADS OF TERMS

In addition to the provision of a range of benefits as outlined throughout this Statement, our clients have been working closely with Arun District Council (ADC) to identify and agree the Heads of Terms of relevance to the proposed development, through the s106 process, to mitigate any impacts arising from the proposals.

ADC is currently in the process of preparing a Community Infrastructure Levy (CIL) Charging Schedule. To date, it has consulted on a Preliminary Draft Charging Schedule and Draft Charging Schedule. Both versions of the Charging Schedule have placed strategic sites (which includes the allocation at Ford) in Zone 1, where it is proposed that a 'zero rate' for residential development will apply. No other charges in the emerging Charging Schedule relate to the proposals at Ford.

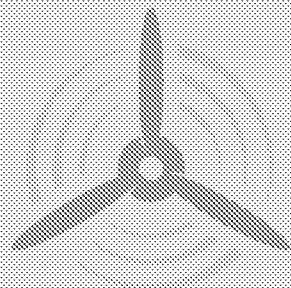
In light of this, CIL would not apply to the proposals at Ford. Any financial contributions deemed necessary should therefore be sought via a s106 agreement.

The mitigation deemed necessary at Ford is principally set out in ADC's Infrastructure Capacity Study and Delivery Plan (Phase 2 – Infrastructure Delivery Schedule and Phasing Plan) (February 2017). While more than two years old, as an evidence base document that informed the new Local Plan, it remains relevant to the proposals.

Any planning obligations sought by ADC will be subject to detailed s106 negotiations during the planning application process. All obligations sought must comply with the statutory tests set out in Regulation 122 of The Community Infrastructure Levy Regulations 2010 (as amended). This requires that obligations are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

Based on pre-application discussions with ADC, it is anticipated that the following Heads of Terms will apply to the proposals at Ford, requiring financial contributions towards or on-site provision:

- Early years education
- Primary education
- Secondary education
- Further education
- Libraries
- Fire and rescue
- NHS
- Police
- Sports hall / leisure centre
- Swimming pool
- Local area for play (LAP)
- Local equipped area for play (LEAP)
- Neighbourhood Equipped area for play (NEAP)
- Multi-use games area (MUGA)
- Sports pitches
- 3G pitch
- Affordable housing
- Strategic highways improvements
- Local highways improvements



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