

Land at Ford Airfield Ford

Planning Ref F/4/20/OUT

July 6th 2020

Yapton Parish Council have fully considered the above application and note that it reflects both the ALP and Ford NP.

YPC would comment that whilst the application is for outline consent with some matters reserved, YPC's support is conditional upon the following factors being addressed during the planning process:

1. Traffic

YPC continue to have strong reservations concerning the impact of the traffic generated from this large Strategic Housing Scheme on both the village of Yapton plus surrounding Parishes.

It should be noted that there are already major local traffic problems in the Ford area, notably the Ford Road northern junction with the A27 Arundel and Ford Road southern junction with the A259. Both junctions are at full capacity and suffer severe congestion. It should also be noted that Ford Lane is an unclassified road. There is no doubt whatsoever that traffic will increase considerably and impact adversely on the already unacceptable traffic congested roads with increased traffic movements in the immediate area and villages.

YPC have grave concerns regarding the lack of detail relating to managing the additional traffic generation from the new housing site and its inevitable implications. YPC seek a permanent solution to the traffic congestion problem within the Ford, Clymping and Yapton Areas which would ensure safer village centres and traffic being directed towards A-roads and away from unclassified roads such as Ford Lane.

The applicant appears vague on any mitigating measures to be adopted to relieve the added congestion on both Ford Lane and North End level crossings.

Both level crossings currently experience high usage, any additional traffic in the area would create unacceptable traffic queues and tailbacks on both sides of the crossing.

The barrier down time at both Ford and Yapton CCTV crossings is already high causing long tailbacks in both directions leading to frustration from motorists and frequent requests to Network Rail for information relating to this. Any increase in road traffic at these crossings would create a longer waiting time for motorists leading to a much higher risk of red light jumping and general crossing misuse.

This development is also likely to generate rail trips at Ford Station therefore adding to the current tailbacks and blocking back issues in the AM and PM peaks. During this time the 'drop offs' and 'pick ups' are higher and can cause motorists to manoeuvre in the road causing obstructions to through users of Ford MCB level crossing.

YPC note and share Network Rail's deep concern regarding traffic and this scheme.

2. Village Boundaries/Local Gaps

YPC are deeply concerned that the western edge of the proposal will lead to the erosion of the physical and visual gap between the two parishes. Such erosion will lead to the coalescence of the two Parishes, a factor strongly resisted by all residents who all seek to maintain their individual village identity through space and actual physical built environment.

There is a genuine concern that the loss of any visual landscaped gap will remove Yapton's rural identity. In gaining Ford's much desired identity Yapton will merely coalesce into a urban overspill of Ford losing its identity.

YPC therefore look for a scheme that gives more attention to its western boundary and its relationship with neighbouring Yapton. This is an opportunity to create green lungs between villages and strong green connectivity corridors such an opportunity must not be lost.

3. Connectivity

YPC and its residents have a strong desire to ensure that all new developments within and adjoining the Parish are connected via multi-user routes and good use of new open space or landscaped through ways. This will ensure that new development blends visually with existing and allows improved off-road connectivity for all residents throughout the village and neighbouring Parishes enabling strong safe links with the existing cycleway network.

Such routes can be dual-purpose; as a safe route to the Yapton's primary school which no doubt will be used by the first residents within the proposal along with a safe route to Yapton's local facilities and vica versa when Ford's facilities gradually come out of the ground.

This connectivity can utilise existing PRow and open the surrounding countryside to all residents thus promoting wellbeing and healthy lifestyles.

With regard to the existing PRowS linking Ford to Yapton, YPC expect them to be reinstated and upgraded to allow multi use ensuring that it a public right of way for the whole community and not simply the fully able. It must be recognised that these PRowS are currently rural footpaths linking open fields to the public. YPC expect the PRow to have improved landscaping to ensure that the PRow maintains the 'illusion' of a rural route.

4. Conservation area/Design

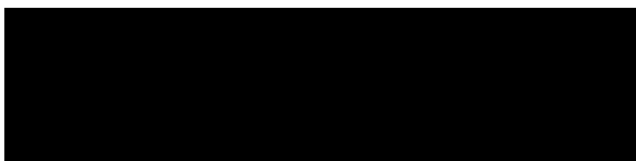
Any scheme must reflect the area's rural heritage and not simply focus on the former airfield. Especially where most of the housing is located with the former airfield's outer curtilage used as open agricultural land.

5. Housing Mix

The proposed housing mix must account for Parish need and not purely District requirements. There is high demand for downsizers to relocate to bungalow type dwellings which are more suited to their demographic profile. The addition of such housing would release existing housing stock in the area and would become the catalyst to recycling existing housing stock.

YPC would also expect that any section 106 agreement will ensure that adequate provision is made towards the both the proposed new primary school and Yapton Church of England Primary School where it will support the scheme for many years before Ford's primary school opens. YPC would also seek health contributions to be made towards a new medical centre in Ford or equivalent within the Yapton, Ford and Clymping area. YPC also believe that any secondary school contributions must be for students in the 6 village area alone and not for secondary schools that draw on a wider catchment due to their selective nature.

YPC will support this outline application with reservations. YPC request that strong conditions are placed to address its key concerns, namely – treatment of traffic especially with regard to the level crossings, ensuring adequate open green space delineating both Parishes and strong local green connectivity with non-vehicular PRow.



Andrew Gardiner

Clerk to Yapton Parish Council