

THE LANDINGS

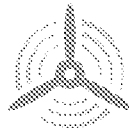
FORD | WEST SUSSEX

MASTERPLAN DOCUMENT

On Behalf of Redrow Homes Southern Counties and Wales Developments Ltd

July 2021





THE LANDINGS

FORD | WEST SUSSEX

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Graphic Design\Documents\Masterplan Document

Project Ref:	23885
Status:	Final submission to the Council
Issue/Rev:	A2
Date:	July 2021
Prepared by:	Varies
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Authorised by:	Robin Shepherd

CONTENTS

VISION

1. INTRODUCTION

2. THE SITE AND ITS SURROUNDINGS

3. PLANNING POLICY CONTEXT

4. THE PROPOSED DEVELOPMENT

5. THE MASTERPLAN

6. ADDRESSING THE CONSTRAINTS

7. PRINCIPLES OF DEVELOPMENT

8. INDICATIVE FRAMEWORK PLAN

9. CONCLUSION

VISION

“The Landings” at Ford Airfield will be an exciting, community-led place that delivers the aspirations of local people, 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.

It will achieve the following community objectives:



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

VIRIDOR
RECYCLING
FACILITY

SOUTHERN WATER
WASTE WATER
TREATMENT WORKS

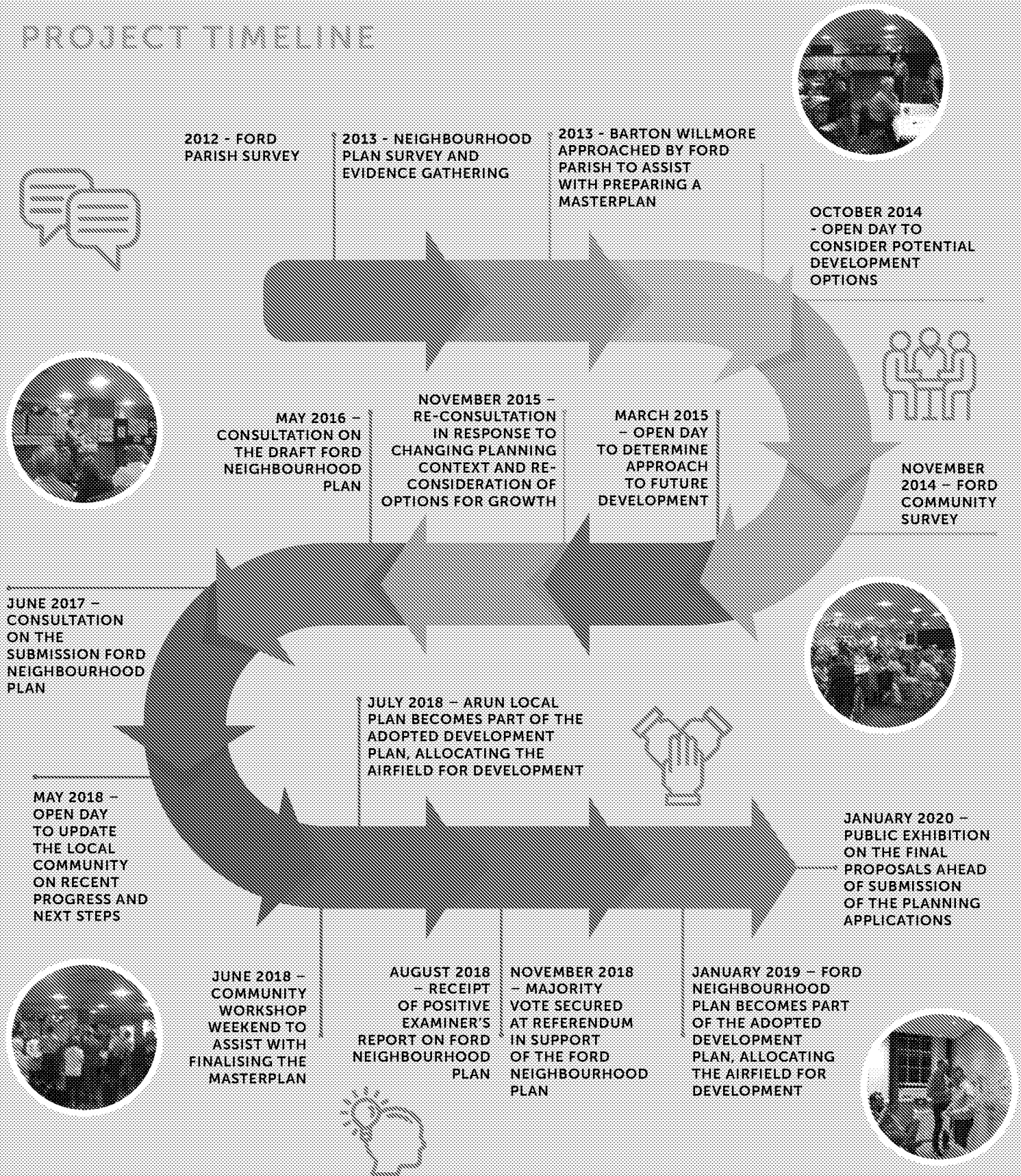


ARUN
SPORTS
ARENA

FLYING
FORTRESS

YAPTON
ROAD

FORD
INDUSTRIAL
ESTATE



DISTRICT COUNCIL FINANCINGS - MASTER PLAN DOCUMENT

1. INTRODUCTION

This Masterplan Document has been prepared on behalf of Redrow Homes Southern Counties and Wates Developments Limited in association with the proposals for development on land at Ford Airfield in Ford, West Sussex.

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.

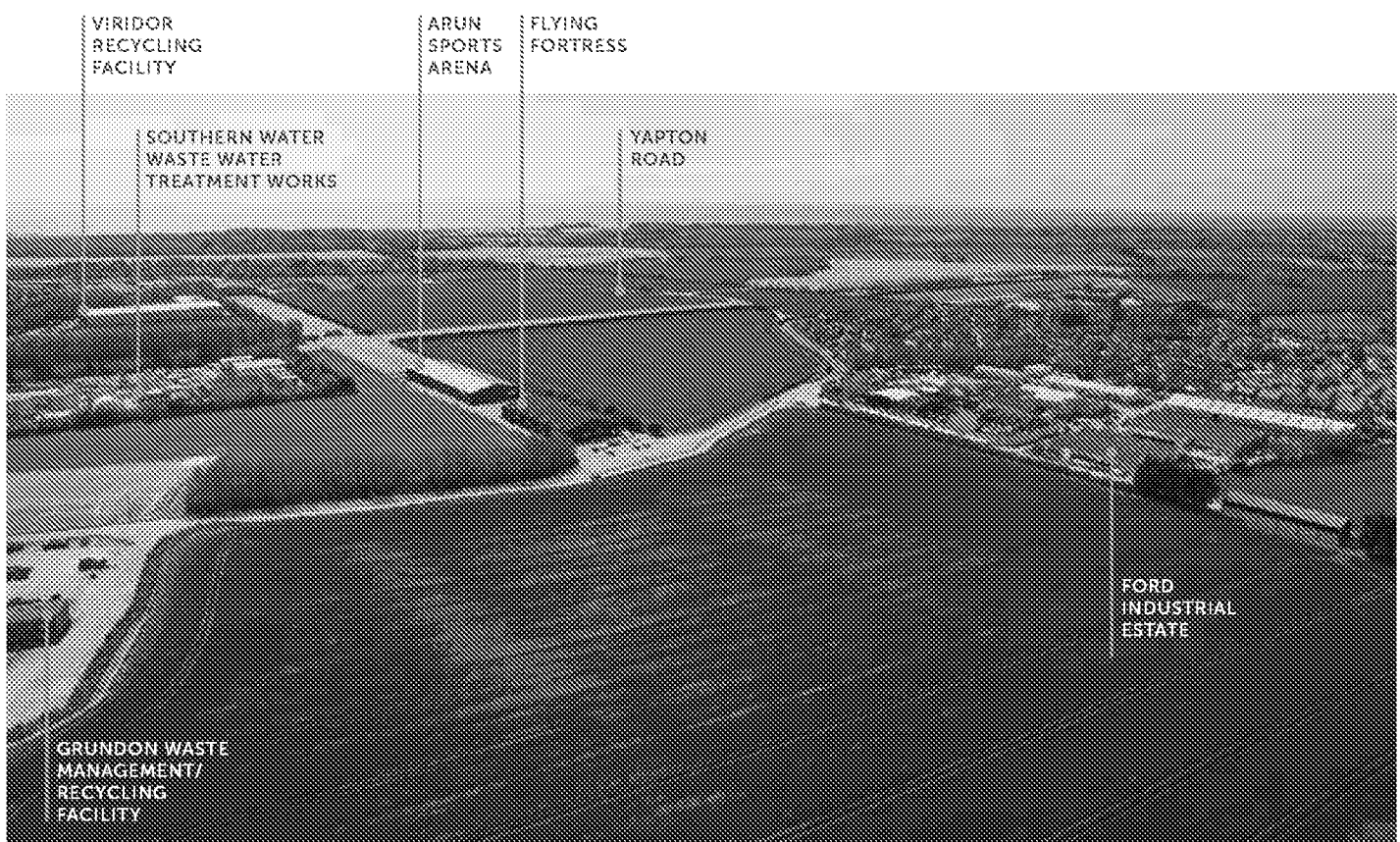
This Masterplan Document is submitted in line with Policy H SP2 of the Arun Local Plan, which explains that *"Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout."*

To assist with interpreting the proposals, the document is supported by a range of images, sketches and plans. These illustrate the progression of the proposals over time and the factors that will need to be considered as part of any planning application.

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 seven 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.



THE APPLICANT

The proposals are being brought forward 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.

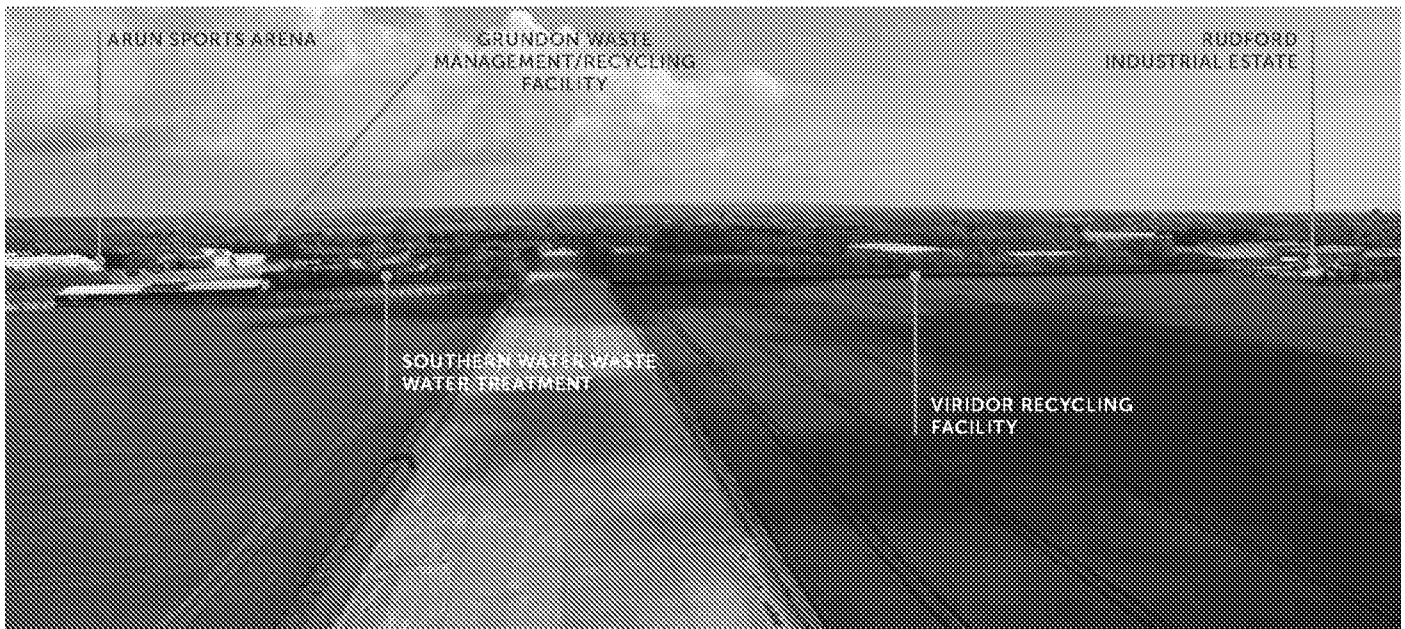
Wates are committed to the long-term future of the built environment. Its award-winning corporate social responsibility and sustainability programmes underpin its vision to become the most trusted partner in the built environment, leaving a positive legacy for the communities in which we work and live.

STRUCTURE OF THIS DOCUMENT

This document comprises ten sections, as follows:

- Section 1. Introduction
- Section 2. The Site and its Surroundings
- Section 3. Planning Policy Context
- Section 4. The Proposed Development
- Section 5. The Masterplan
- Section 6. Addressing the Constraints
- Section 7. Principles of Development
- Section 8. Indicative Framework Plan
- Section 9. Submitted Planning Applications
- Section 10. Conclusion





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 allocation boundary extends to an area of approximately 112 hectares. The extent of the site is shown on the Site Boundary Plan in Figure 1.



FIGURE 1: 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 2 below, confirm those uses that fall within the allocation boundary and those uses that fall outside but in close proximity to the allocation.

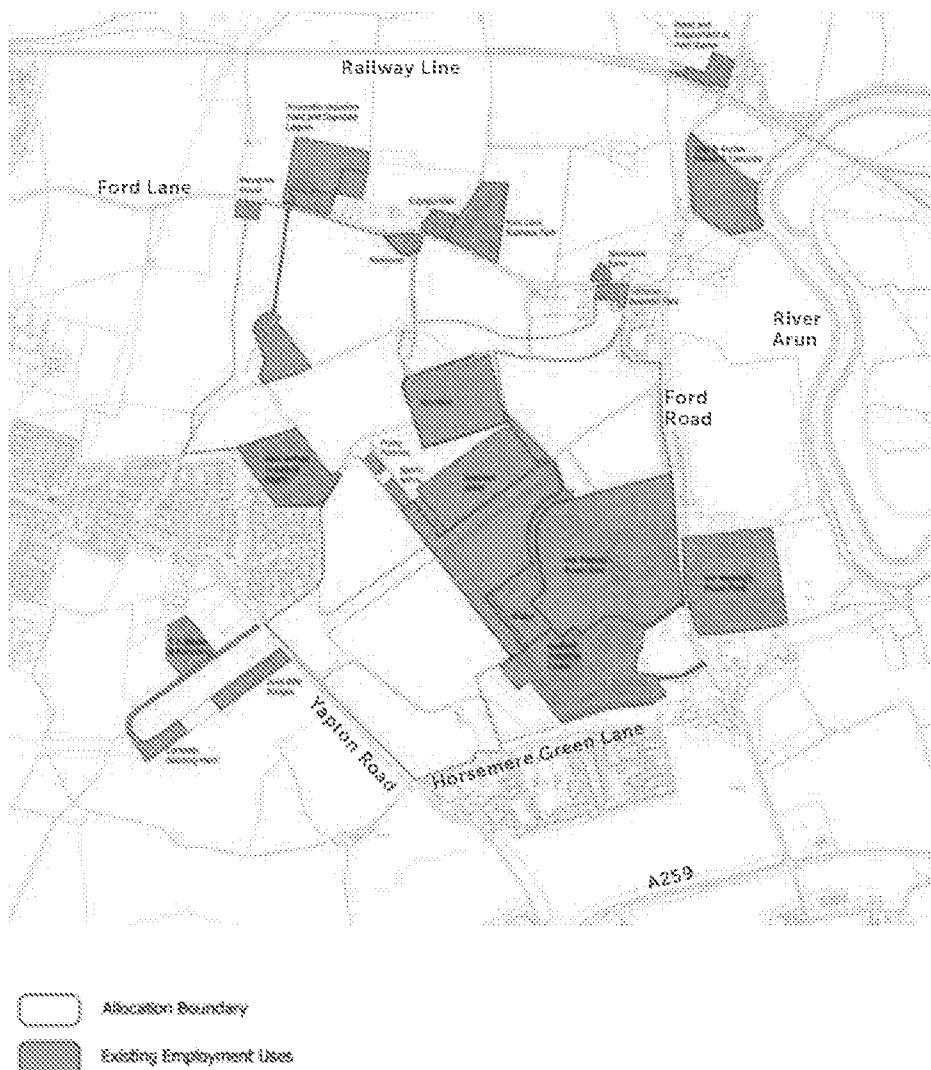


FIGURE 2. EXISTING USES PLAN

3. 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:

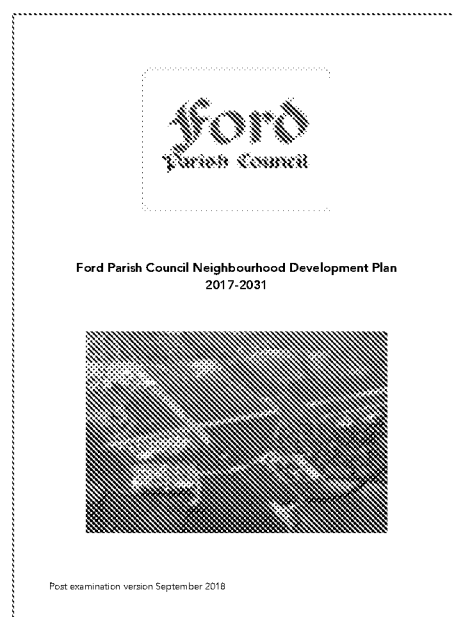
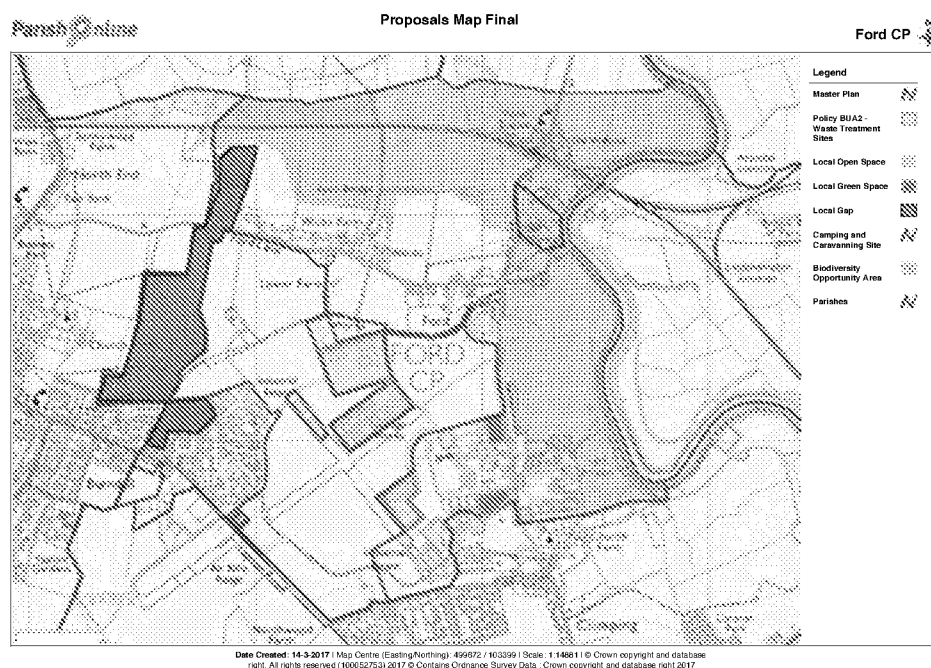
- Ford Neighbourhood Development Plan (January 2019)
- Arun District Local Plan 2011-2031 (July 2018)
- Joint West Sussex Minerals Plan (July 2018)
- Joint West Sussex Waste Plan (April 2014)

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:

FORD NEIGHBOURHOOD PLAN

Ford Parish Council has prepared a Neighbourhood Plan to guide the future development of the Parish.



"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."

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,

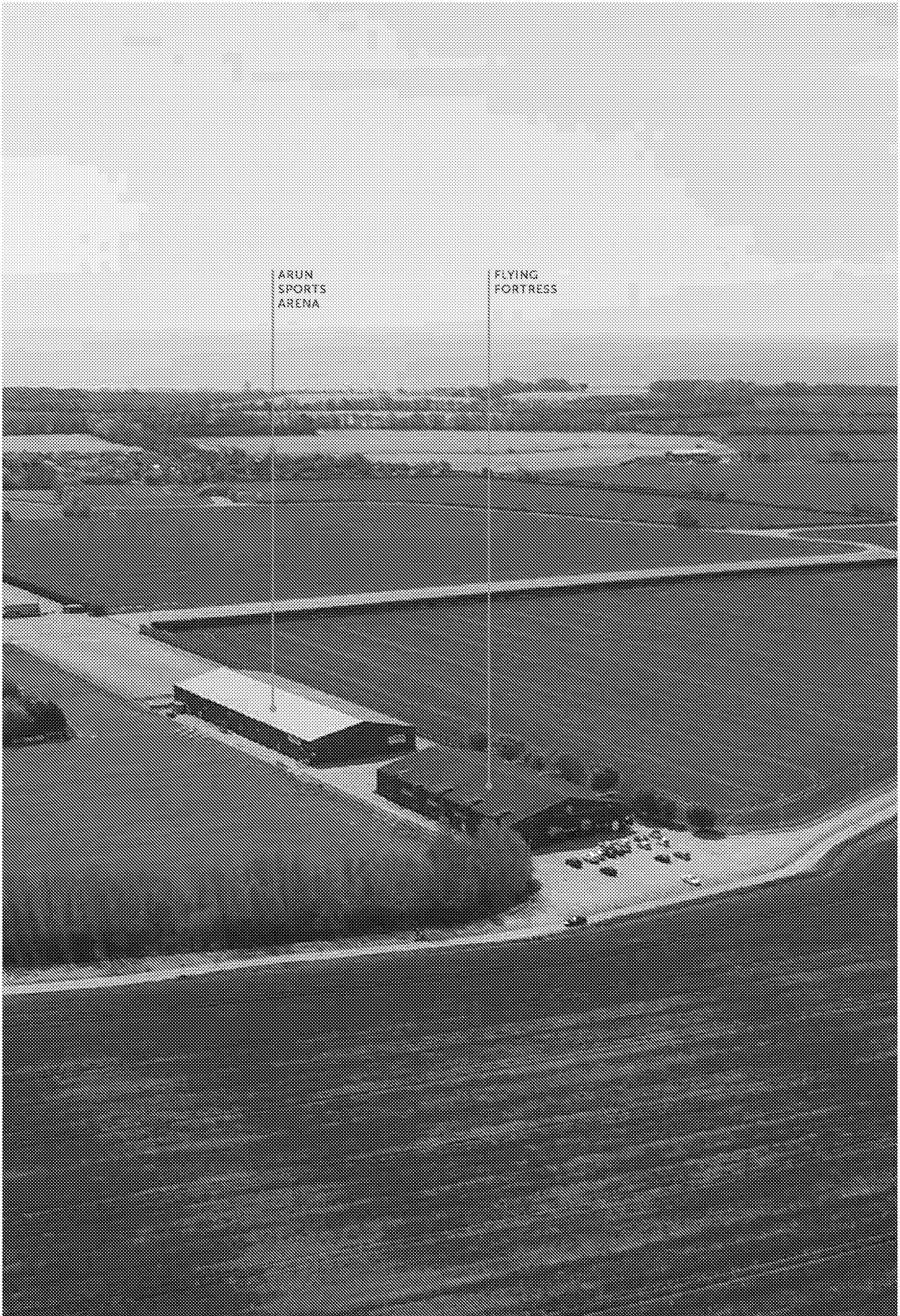
p. consider inclusion of an area of the sites for Self-Build and Custom Build, and

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.”

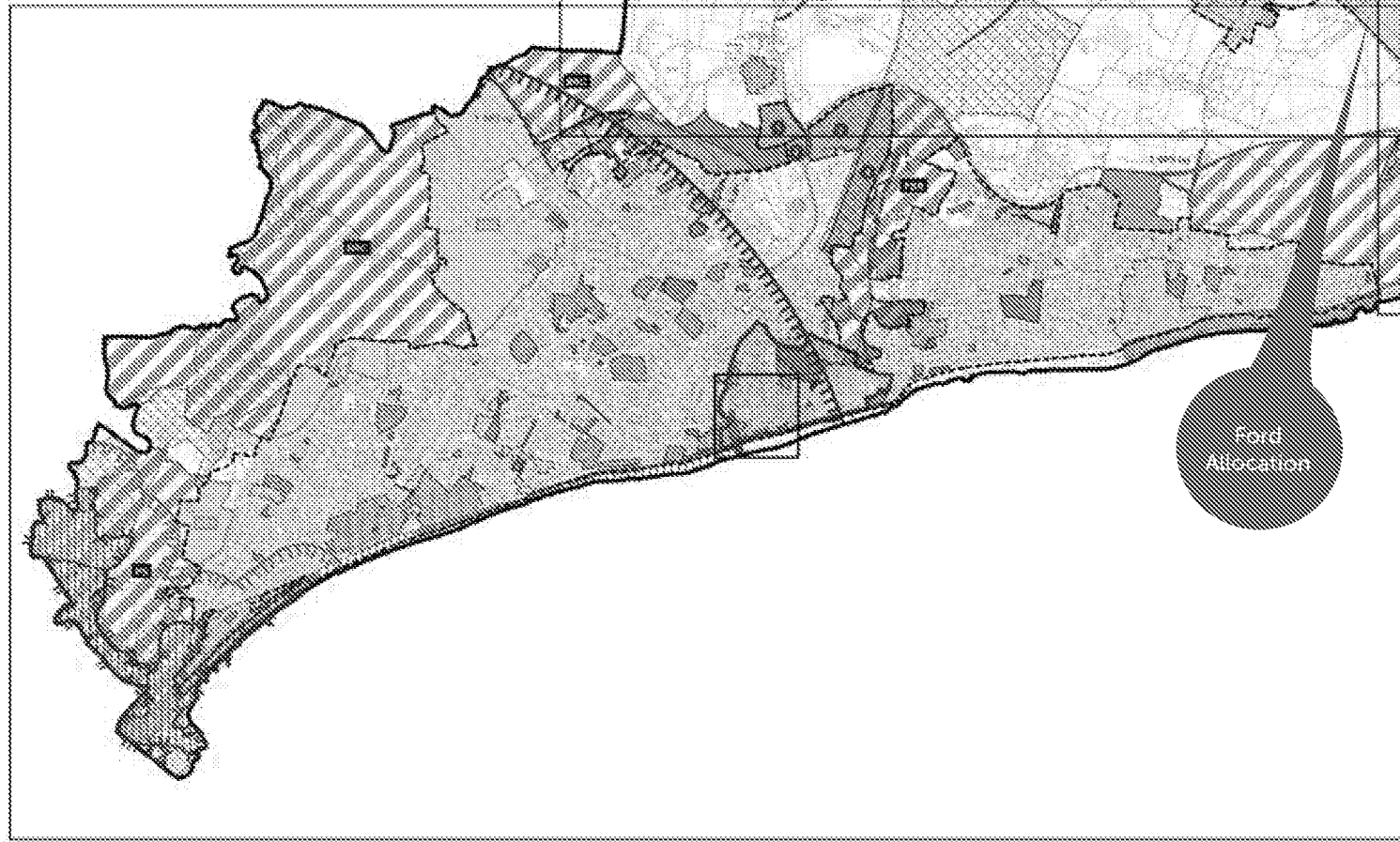


Further maps should be read alongside other
existing plans including the Waste Land Plan,
Moorland Land Plan and Neighbourhood
Development Plan.

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



Bognor Regis & Surrounding Area (Map 3)



Map 1

Chapter 7 - Settlement Structure & Green Infrastructure

Settlement Structure:

- Urban
- Suburban
- Rural
- Green Belt
- Green Network

Green Infrastructure:

- Green Belt
- Green Network
- Green Space
- Green Corridor

Chapter 8 - Employment & Enterprise

Employment & Enterprise:

- Employment
- Enterprise
- Green Belt
- Green Network

Chapter 9 - Retail

Retail:

- Retail
- Green Belt
- Green Network

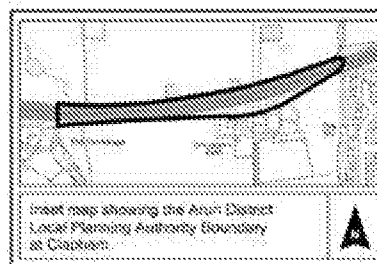
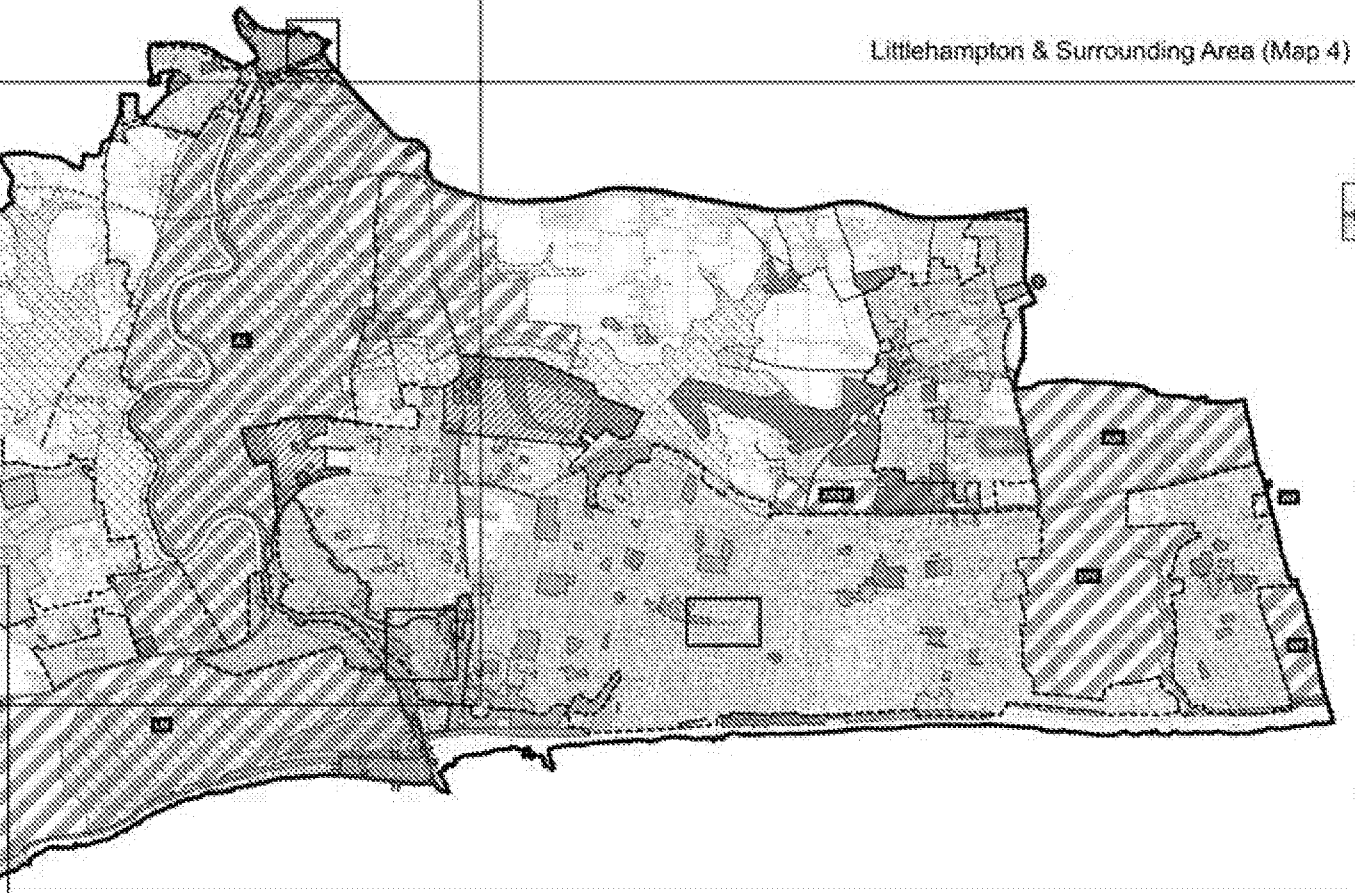
Chapter 10 - Housing Delivery

Housing Delivery:

- Housing
- Green Belt
- Green Network

FIGURE 3: LOCAL PLAN PROPOSALS MAP

Littlehampton & Surrounding Area (Map 4)



Arun Local Plan 2011 - 2031 (July 2018)

Chapter 14 - Health, Recreation & Culture	Chapter 15 - Transport	Chapter 16 - Building Conservation & Archaeological Heritage	Chapter 17 - Natural Environment	Chapter 18 - Natural Resources & Minerals Subgrouping	Chapter 20 - Waste Management	Local Neighbourhood Development Plans
Green Line with Green Spot	Green Line with Green Spot Green Line with Green Spot Green Line with Green Spot	Green Line with Green Spot Green Line with Green Spot Green Line with Green Spot	Green Line with Green Spot Green Line with Green Spot Green Line with Green Spot	Green Line with Green Spot Green Line with Green Spot Green Line with Green Spot	Green Line with Green Spot Green Line with Green Spot Green Line with Green Spot	Green Line with Green Spot Green Line with Green Spot Green Line with Green Spot

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.

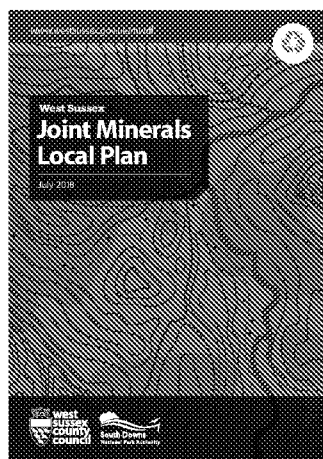
EMERGING ARUN DISTRICT COUNCIL DESIGN GUIDE



The Arun District Design Guide sets out the Council’s expectations for the design quality of new development, the preservation, conservation and enhancement of the built and natural environment with its distinctive character and qualities that can be found within the District. The Arun District Design Guide SPD is intended to provide further detail to the Design policies of the Arun Local Plan (chapter 13) and to raise the standard of design across the District.

Consultation on the draft Design Guide has been undertaken and closed on 21 February 2020. Adoption is expected imminently.

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



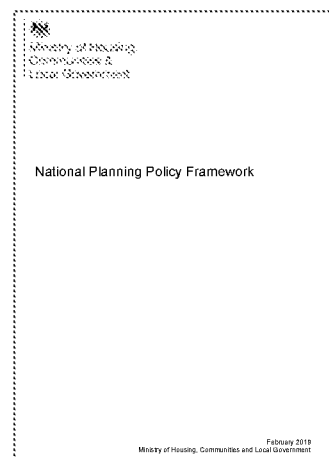
The West Sussex Waste Local Plan identifies a parcel of land at Ford Airfield as a Strategic Waste Allocation in order to meet identified shortfalls in transfer, recycling and recovery capacity.

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:
 - k. 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 local centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
 - l. 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
 - m. 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).

CONCLUSION

The above confirms that the land at Ford Airfield is allocated in the adopted Development Plan for mixed-use development and its development is therefore acceptable in principle.

The appropriateness of any scheme will be considered against the extent to which the proposals are in line with the requirements of the relevant policies, unless material considerations indicate otherwise. This includes relevant technical considerations.

The intention should be to bring forward the proposals in accordance with the Development Plan where possible.

4. THE PROPOSED DEVELOPMENT

The proposals at Ford Airfield will be brought forward in line with the adopted Neighbourhood and Local Plan as far as is possible.

This includes the following development, unless addressed via other means:

- At least 1,500 homes, including market / affordable homes and homes for the elderly
- 2-form entry primary school and nursery
- Community hub, including retail / commercial and community facilities, alongside library and healthcare facilities
- Sports pitches and changing facilities
- 3G pitch
- Employment
- Public open space, including play areas and allotments
- Retention of Ford market

The proposals 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.

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



Homes, character and creating places

The proposals will contribute to a well-regenerated village in the surrounding area, with a mix of housing types, including and beyond high quality homes, to support the character and life of the local area.



Place making

The proposals will create a vibrant and lively environment to make the village a successful place and a thriving community.



Heart of Ford

The creation of a heart in the village is centrally located and will deliver a range of facilities and local facilities for local people of all ages to use and enjoy.



Green and blue infrastructure

The proposals will create a network of green and blue infrastructure throughout the village, creating a series of green spaces to create a vibrant and healthy environment.



Movement and connectivity

The proposals will create a network of movement and connectivity that will encourage people to use the village and its facilities and improve the quality of life in the local area.



5. THE MASTERPLAN

Redrow and Wates are committed to community engagement and the proposals at “The Landings” at Ford Airfield have been genuinely community-led, an exemplar of how communities, landowners and developers can work together to achieve the best outcome. This section outlines the how the local community has been actively involved in shaping the proposals, alongside the evolution of and what has informed the Masterplan.

CONSULTATION

HISTORICAL ENGAGEMENT

Extensive community engagement has been held in the Parish, with the community feeding into the design concepts for the site on an ongoing basis. A very basic sketch setting out the community's early aspirations is provided in Figure 4. The progression of the masterplan during these initial stages is shown in Figure 5, Figure 6 and Figure 7.

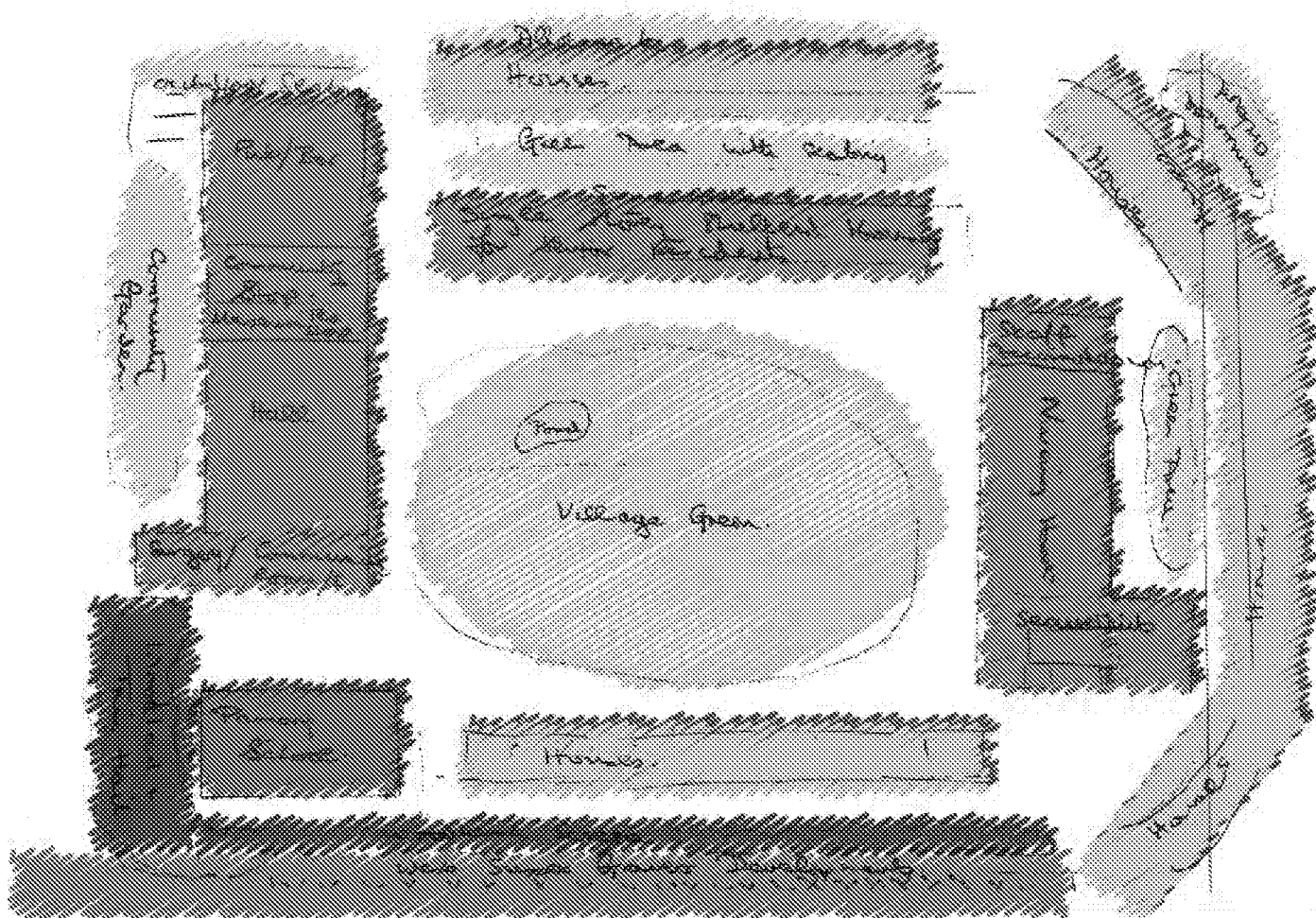


FIGURE 4. INITIAL SKETCH PREPARED BY THE NEIGHBOURHOOD PLAN GROUP

The development proposals for Ford Airfield are unique as they have been wholly guided by the local community, their ideas, needs and desires.

Redrow and Wates have engaged with the local community in multiple ways. The proposals have been community-led (not developer-led) from the outset. The Ford Neighbourhood Plan Group instigated the initial discussions, thoughts, ideas and vision for the site and requested the preparation of a masterplan. The Neighbourhood Plan Group led the process and have informed and supported the proposals throughout.

Key consultation events that have taken place in recent years to assist with understanding the views of the local community and translating these into a workable masterplan that meets their aspirations took place on the following dates:

- October 2014
- March 2015
- November 2015
- May 2018
- June 2018

The purpose and main outcomes from these events were:

October 2014

The October 2014 consultation event was the very start of our involvement in the proposals at Ford Airfield, working with Redrow, Wates and the Ford Neighbourhood Plan Group.

The purpose of the event was to consider potential development options at the site, informed by the existing uses and planning / environmental designations at the Airfield, alongside previous consultation undertaken by the Parish. As part of the event, a sketch was presented as to how the community's aspirations for the site could be realised

March 2015

The March 2015 event detailed the progress of the Ford Neighbourhood Plan to date and how this was being informed by collaborative working with the Ford Airfield landowners and local community. The following three options for potential development in Ford were set out: Piece-meal, Local Plan led or Neighbourhood Plan led, with the pros and cons of each identified.

It was noted that the Neighbourhood Plan led approach would likely provide the local community with most control over the future of the area. The feedback received from the October 2014 event was reflected in an updated sketch masterplan. Following the event, the submitted ballot papers were analysed and Option 3 (Neighbourhood Plan led development) secured a majority vote.

November 2015

The November 2015 event focused on presenting a vision for the development of Ford Airfield to the local community, building on all of the suggestions from the two previous events. The local community was presented with two options in response to a change in the planning context that resulted in Arun District Council needing to plan for a significant increase in the level of development.

Option 1: proposed continuing with the previously agreed Neighbourhood Plan allocation of 750 dwellings while Option 2 proposed an increase in the quantum of development at Ford to 1,500 dwellings, which would assist with the delivery of the desired community facilities.

The pros and cons of each option were identified for discussion. Following the event, the submitted ballot papers were analysed and Option 2 (1,500 dwellings) secured a majority vote.

May 2018

An open day was held in May 2018. The purpose of the event was to update the community on what had happened since the last consultation event (Neighbourhood Plan / Local Plan / Ford Community Land Trust / masterplan progress), let the community know that the proposals for Ford were being brought forward and the timescales involved, and encourage the community to sign up to take part in a design workshop scheduled for the following month.

June 2018

In June 2018, a community workshop weekend was held. The purpose of the event was to gather the opinions of the local community on the emerging proposals at Ford Airfield, ensure the proposals met the community's aspirations and inform the detailed design process.

A series of round table discussions were held concerning four themes: 1) Homes, Character and Creating Places, 2) Heart of Ford, 3) Movement and Connectivity, 4) Green and Blue Infrastructure. The feedback from these discussions was reflected upon by the project team overnight and a series of sketches were produced and presented to the local community the next day.

January 2020

In January 2020 a public exhibition took place to present the culmination of the work, engagement and consultation undertaken over the last six years, including updating the community on what had happened since the proposals were last presented and explaining the proposed development and what planning permission is being sought for. This responds to various consultation events where the local community provided feedback on their aspirations for the future of the Parish.

The event provided an opportunity for the local community and key stakeholders to review the plans ahead of submission of the planning applications and members of the project team were available to answer any questions.

A range of feedback was received throughout the extensive community engagement events. A summary of the key issues and questions raised are shown below alongside our responses.

DESIGN

COMMENT

The attendees at the community engagement weekend were asked if there were any particular design aspects that they would like to see incorporated into the scheme. Those elements raised included commercial uses, the need for a village square, specific access arrangements, the need to connect the proposed development to the airfield's history, a mixture of house designs, specific materials to be used in construction and tree lined streets.

RESPONSE

The proposed development includes a mix of uses, including the desired retail / commercial uses. These are proposed within the local centre, which is centrally located and benefits from a range of facilities and uses, providing ease of access for the proposed northern and southern residential neighbourhoods, acting as a community hub.

Three primary vehicular access points are proposed, providing access to the north, east and south of the site. The northern and southern access points are connected via a tree lined spine road.

The proposals retain the majority of the existing airfield runways, preserving its military past. In addition, the historic alignment of the former Portsmouth to Arundel canal, which extends east-west across the northern part of the site, will be preserved by way of a green link.

The proposals will provide a range of house types and styles which will be built utilising a sensitively selected palette of materials that reflects the local vernacular.

FLOODING

COMMENT

The proposed development may increase the risk of flooding on the site.

RESPONSE

The vast majority of the site is located within Flood Zone 1 and is therefore at very low risk of flooding. It is acknowledged that the site will increase the level of impermeable surfaces on the site and as such sustainable urban drainage systems will be incorporated into the site layout to ensure any surface water will be able to drain at greenfield run off rates.

WHAT WILL THE LOCAL CENTRE CONTAIN?

RESPONSE

The exact uses of the local centre are to be determined at reserved matters stage, however, the centre is likely to include retail and commercial floorspace, community facilities (including a library and community hub) and healthcare facilities and homes above ground floor uses.

CHILDREN FACILITIES/SCHOOL PROVISION

COMMENT

It was raised that there will need to be provision for new children's facilities including a potential new educational facility to accommodate for the new population.

RESPONSE

The proposals include the provision of a three form entry primary school and a new nursery. This level of educational provision is in accordance with the Council's requirements. Arun District Council has also identified land to the north west of the site as a suitable location for a new secondary school, which will be dealt with separately by West Sussex County Council. The proposals are fully compatible with the proposed secondary school.

TRAFFIC AND ROAD SAFETY

COMMENT

The local roads are already too busy, how will they cope with the additional traffic?

RESPONSE

The likely traffic movements generated by the proposed development have been modelled to ensure the existing highway capacity can cope with the additional trips. The Transport Assessment and Travel Plan submitted with any planning application will detail the trip movement and highway capacity.

OTHER MATTERS

COMMENT:

The local community were asked whether there was anything that they felt we had missed that needed to be addressed. Of particular relevance, the feedback received included the need for community facilities, improvements to Ford Lane and the need for buffer zones around the waste sites.

RESPONSE:

The proposed local centre makes provision for a range of community facilities in the form of a community building and health facility / GP consulting rooms, alongside a nursery if this is not delivered alongside the primary school. Furthermore, the masterplan retains the existing Flying Fortress soft play facility and Arun Sports Arena.

Any application will be supported by a Transport Assessment, which provides a review of the impacts of the proposals on the existing highway network. 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 masterplan incorporates buffer planting at various locations to mitigate impacts from the Viridor, Grondon and Southern Water waste facilities, alongside Ford Airfield and Rudford Industrial Estates, road traffic and the proposed employment uses.

In addition to the formal public consultation events, the following engagement has also taken place:

- Attendance at Yapton, Ford and Climping advisory group meetings.
- Attendance at various pre-app meetings with officers from Arun District Council and West Sussex County Council.
- Meetings with nearby businesses including Grundon waste management/recycling facility, Southern Water waste water treatment works and Viridor recycling facility.
- Meetings with Ford Community Land Trust.
- Meetings with Ford, Yapton and Climping Parish Council's and their respective communities / local residents.

GRUNDON / VIRIDOR ENGAGEMENT

The land controlled by Grundon at Ford, north of the STW is allocated to meet identified shortfalls in transfer, recycling and recovery capacity in the West Sussex Waste Local Plan (2014) and is currently operating as a Waste Transfer Station (WTS).

Since then, the Ford Neighbourhood Plan (Policy SA1) and Arun District Local Plan

Since then, the Ford Neighbourhood Plan (Policy SA1) and Arun District Local Plan (Policy H SP2c SD8) have allocated land surrounding the waste allocation for mixed use development, including a minimum of 1500 dwellings.

Under the current consent for the waste allocation it is assumed that there will be minimal noise, odour and transport impacts. Therefore, in line with the Neighbourhood Plan and Local Plan allocation, we believe that a mixed use development would not prejudice any existing or currently consented operations.

We have met with Grundon / Viridor earlier this year and are involved in ongoing discussions with the Council to discuss the amenity of the future residents.

SOUTHERN WATER ENGAGEMENT

Throughout this process, several discussions have taken place between our odour consultant and Southern Water to ensure the proposals are not affected by any odour spill.

We do not anticipate any issues from this overriding the development.

WEST SUSSEX COUNTY COUNCIL

WSCC were consulted throughout the Neighbourhood Plan and Local Plan

process in terms of allocating 'Land at Ford Airfield'.

We have engaged with WSCC throughout the development process. The development will provide improvements to transport infrastructure, such as improving connections to Ford station and incorporating bus routes within the allocation boundary. More details will follow through the application process.

CONCLUSION

In conclusion, community engagement and involvement have been at the heart of the development proposals and their evolution. This has ensured that the proposals fully respond to and reflect, where possible, the community aspirations.

The success of the engagement process is demonstrated by the allocation of the site in both the Neighbourhood Plan and Local Plan. It is now important to ensure that the expectations of the planning policy requirements, which assist in translating the community's objectives, are met.

FIGURE 5. MASTERPLAN EVOLUTION



FIGURE 6. DESIGN EVOLUTION THROUGH COMMUNITY ENGAGEMENT

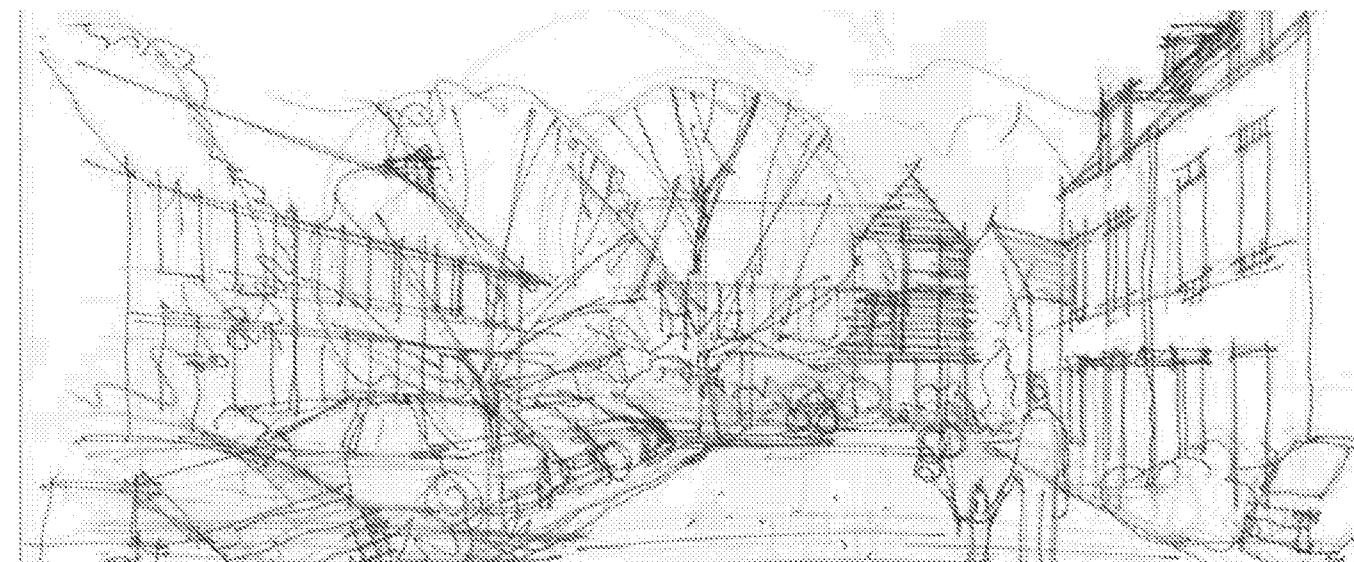
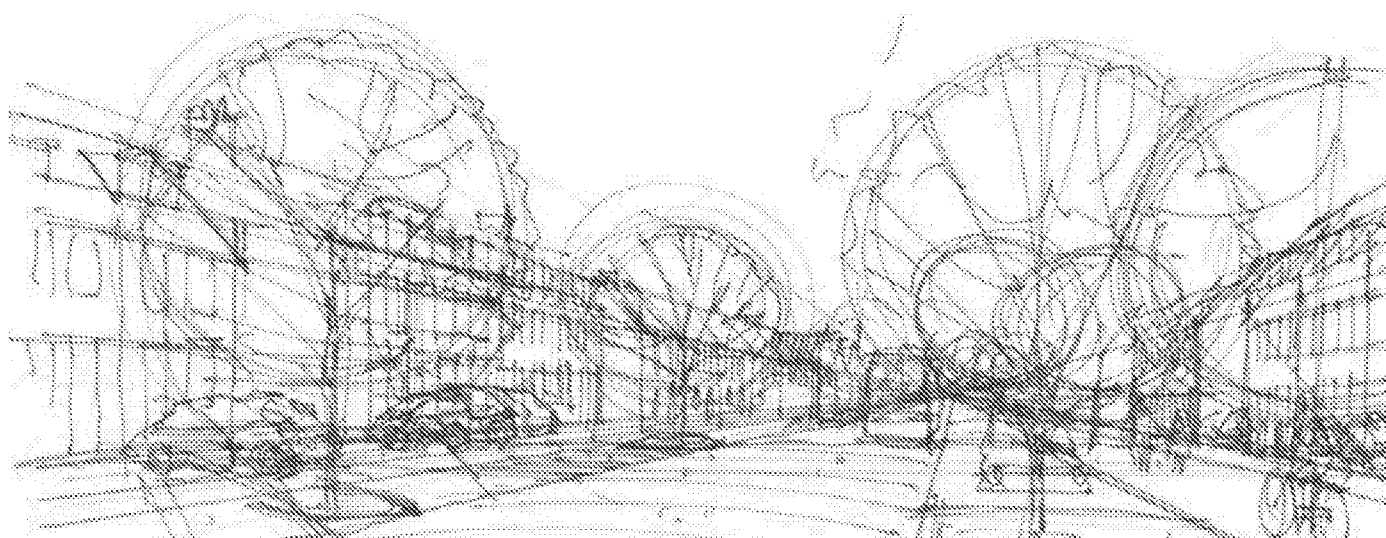
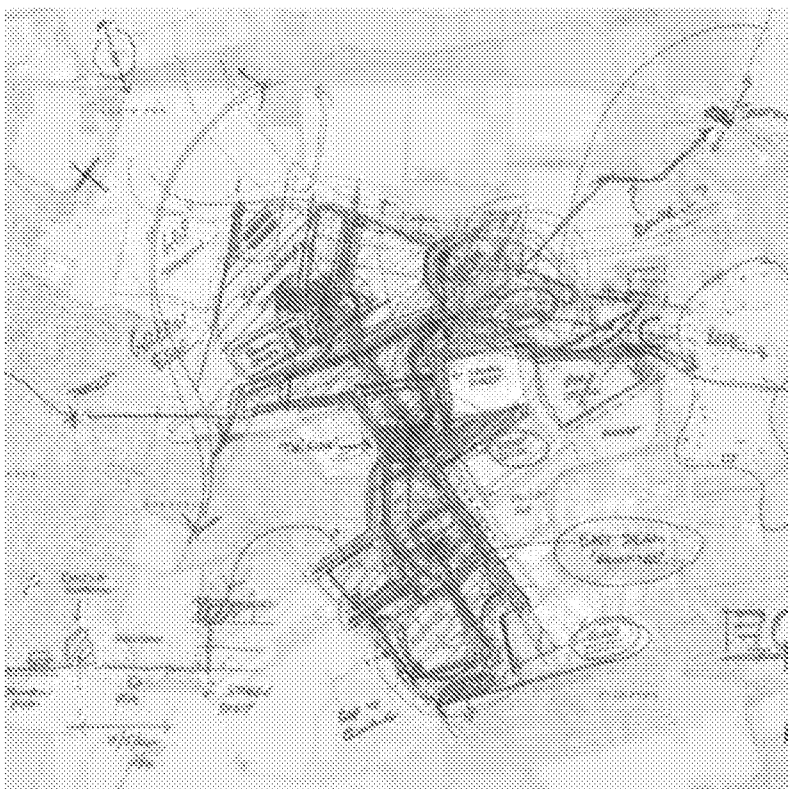
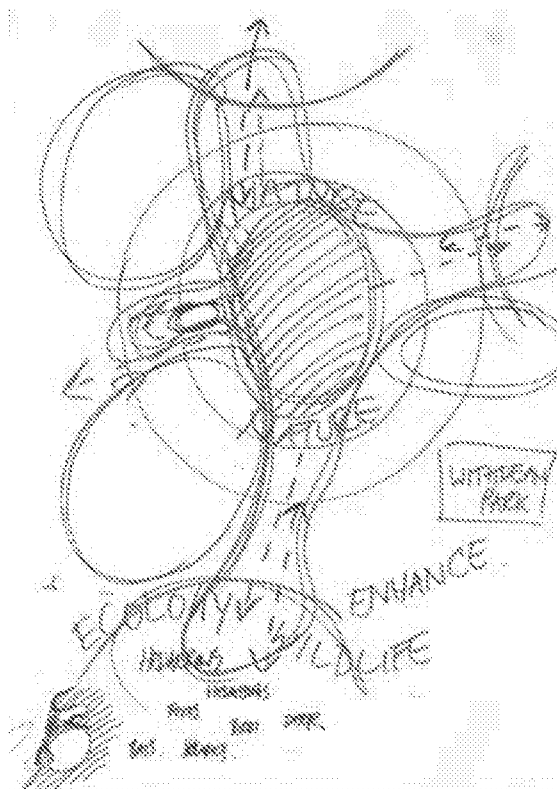


FIGURE 7: MAY 2010 OPEN DAY MASTERPLAN



Ford Airfield Awards Submission

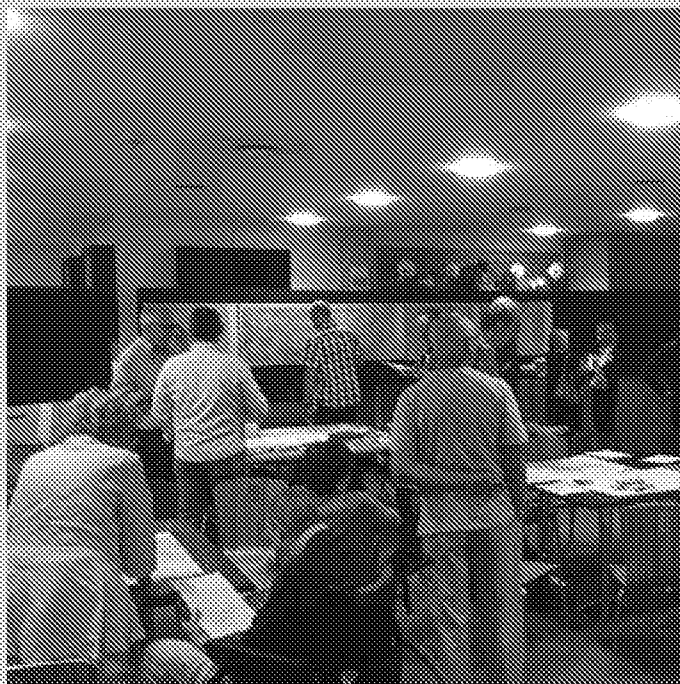
Ford Airfield has been shortlisted for an Award in the Stakeholder Engagement in Planning (plan-making) category for the Planning Awards 2020. A summary of the award submission is provided below:

Ford is a community-led scheme that has been openly communicated with a range of stakeholders on an ongoing basis, with the masterplan being prepared, reviewed and finalised based on extensive engagement and consultation over many years. Working together, Barton Willmore Wates Developments and Redrow Homes, have actively engaged with Ford residents from the outset to ensure the proposals shape the parish in a way that best reflects the community's aspirations.

A wide range of engagement methods were employed – most notably a two-day workshop weekend – where a series of themed round table discussions were held with input from local organisations, including the Campaign to Protect Rural England (CPRE), Sussex Wildlife Trust and Campaign for Better Transport.

The proposals were initiated by local people and they are the ones that will be living, working and enjoying the environment in the future. The proposals will deliver a healthy, attractive and sustainable place that will foster ownership and pride within the local community.

To be shortlisted for this award, highlights the extensive community engagement undertaken and recognises how community aspirations can be brought forward.



6. ADDRESSING THE CONSTRAINTS

The site allocation boundary is surrounded by a range of historic, existing and neighbouring uses, for example industrial estates, former airfield and the route of the former canal. Alongside the site constraints (in particular drainage and flooding) and the planning/environmental designations, these all have a significant influence on the form of development which can take place at Ford.

All of the above have needed to be taken in to account whilst seeking to deliver the community's aspirations.

As a consequence, in creating the Masterplan, there are only a limited range of options available in order to create a deliverable and attractive community. This is illustrated below.

The following section sets out how these constraints have influenced the Masterplan.





TOPOGRAPHY AND DRAINAGE

The proximity to the river Arun and the overall level topography of the site has informed the drainage strategy from the outset, which locates drainage features in the lower parts of the site.

In the southern area some limited ground remodelling is required due to the current height of the water table and topography, to allow water to be collected by gravity within basins to be created along Yapton Road.

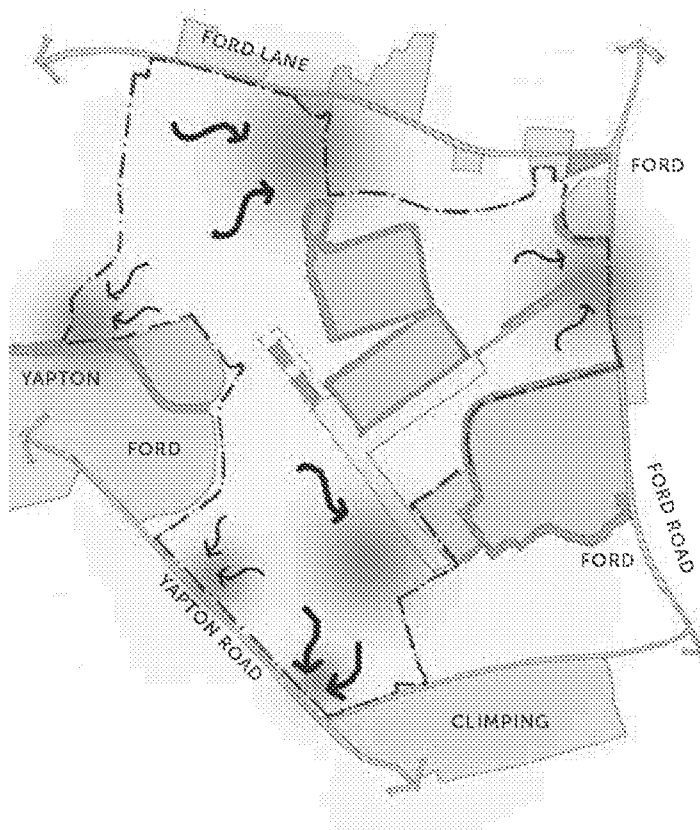


FIGURE 8: DRAINAGE DIAGRAM

ODOUR AND AIR QUALITY

A number of surrounding uses have the potential for producing odour outputs. The Viridor Waste Recycling Facility only deals with inert material; the Grunden Waste Management Facility is covered by an Environmental License which assumes that there is no odour arising. We have therefore undertaken modeling work relating to odour emissions from the only remaining source, Southern Water Sewage Treatment Works (STW).

This appears to affect the air quality of some parts of the allocation area, where an odour contour zone has been devised (Figure 9). Through discussions with ADC Environmental Health Officer development will lie outside of the 3 O&U contour line which can be conditioned as part of any planning permission.

Helpfully, the odour contours aligns with the extent of land required for the Drainage Strategy, which will also be utilised for a range of open space uses.

An Environmental Statement will assess the significance of effects on local air quality, including dust and odour.

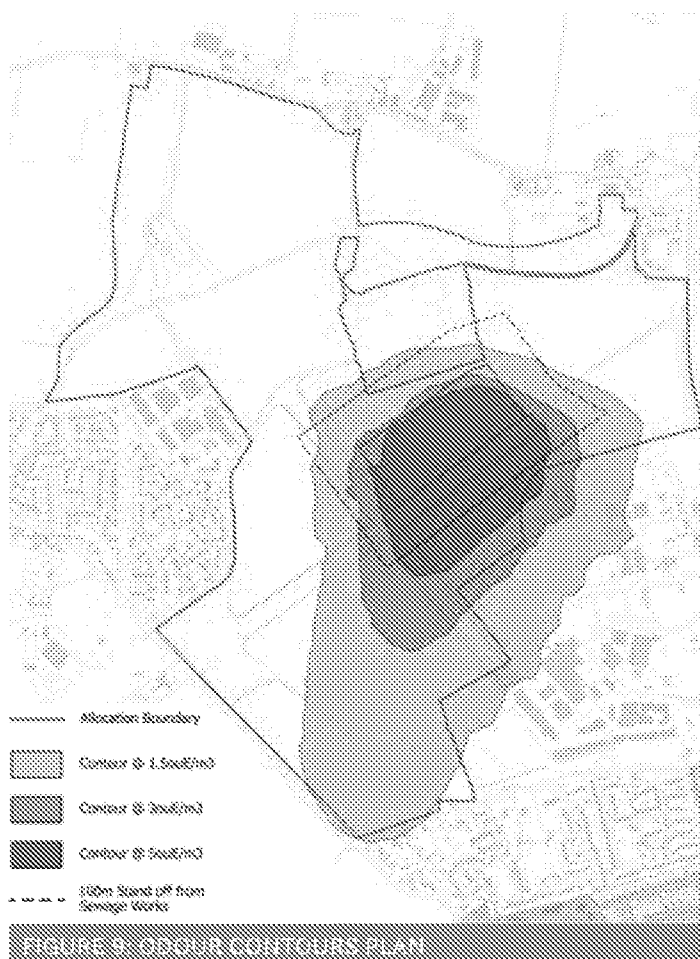


FIGURE 9: ODOUR CONTOURS PLAN

FORD MARKET

Ford Market is a longstanding facility serving the community. The aspiration to retain Ford Market on the site, as stated in the Ford Neighbourhood Plan, has informed the design.

While the Market, opening on Thursdays, Fridays and Saturdays will have the same trading and visitor capacity as its current permitted operation, its access arrangements will be modified to relocate the western parking area and make room for development, without disrupting the market operations.

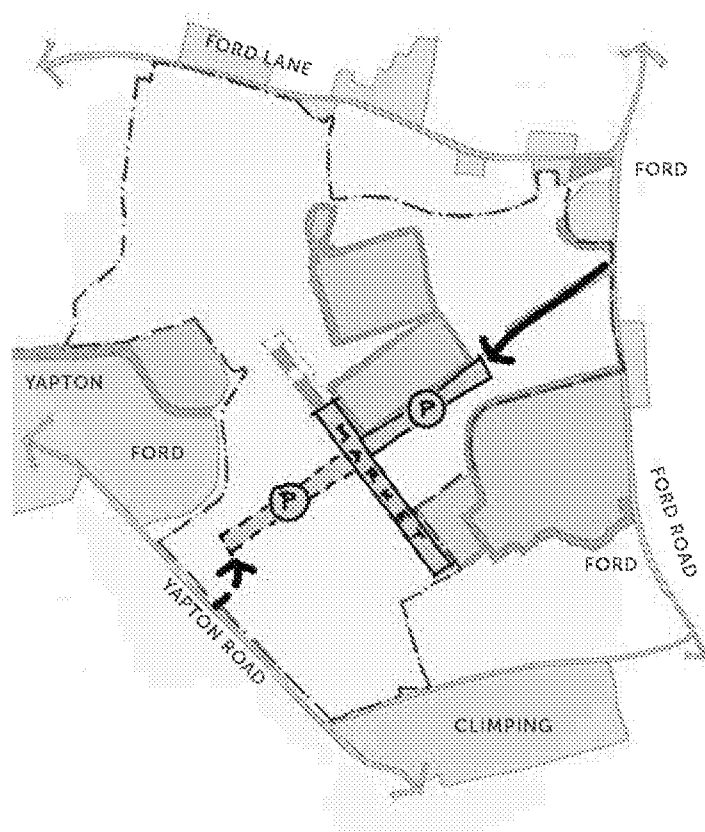


FIGURE 10: MARKET DIAGRAM

ACCESS

Discussions have taken place with the local highway authority (West Sussex County Council) to inform the Transport Assessment in support of the proposals. This assesses the existing highway / transport conditions in the locality of the site and identify a highway and transportation mitigation package based upon the impact arising from the proposed development, alongside other developments in the vicinity. This is likely to include some significant highway improvements at key junctions in surrounding areas of the site.

An Environmental Statement will assess the significance of effects on transport and access.

Figure 11 shows the proposed cycle and pedestrians routes through the site, as well as vehicular access points.

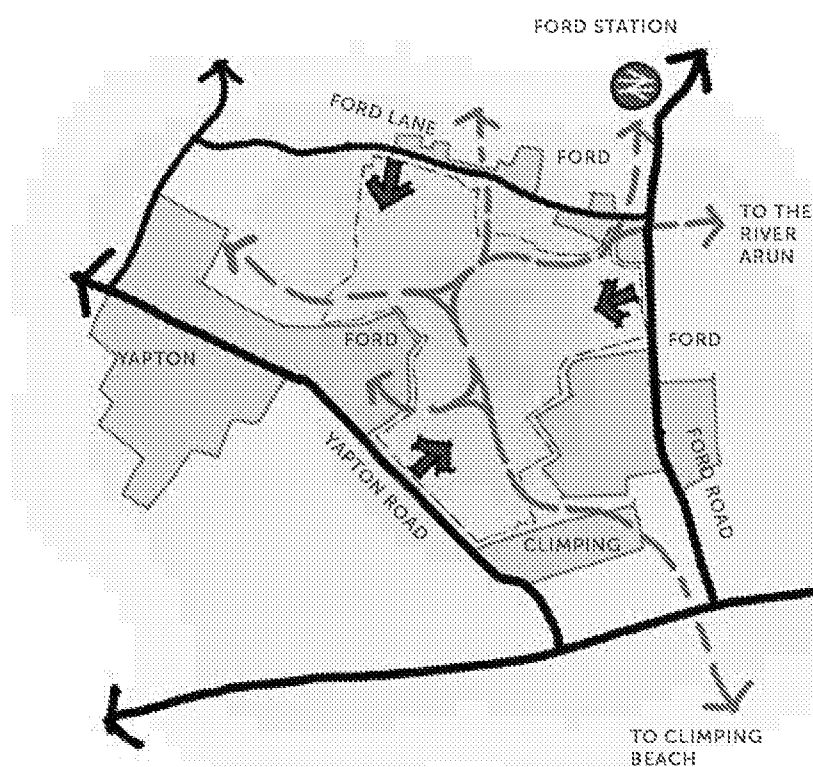


FIGURE 11: TRANSPORT DIAGRAM

HERITAGE

Two main features of the site, the alignment of the existing runways and the former route of the Chichester to Arun canal which used to cross the site, have been incorporated within the design to celebrate the history of the site.

The existing runways are shown through the implementation of a linear park replacing the existing runway and the proposed Arun Way, another green space reflecting the historic alignment of the former canal.

The site has been subject to a Heritage Desk-Based Assessment and Geophysical Survey. These have found the potential for archaeological remains at the site. It has been agreed with Arun District Council (ADC)'s archaeological advisor that this can be address through conditions as part of an outline planning permission.

An Environmental Statement will assess the significance of effects on archaeology and built heritage.

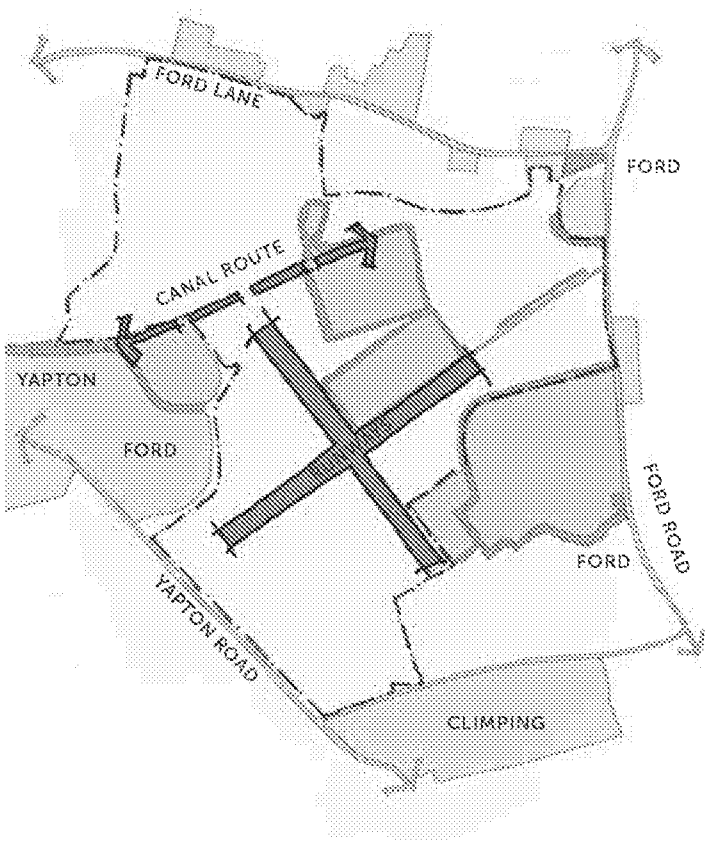


FIGURE 12: HERITAGE DIAGRAM

LANDSCAPE

We have considered the potential impact of the proposed development from public footpaths, publicly accessible locations and roads alongside the boundaries of the site, alongside local residents within local settlements including the villages of Ford, Climping and Yapton. It has been concluded that there will be no material impact on designated landscapes as set out in the Environmental Statement.

The open space network has been devised to create a network of open space and activity, whilst incorporating a range of uses including the retainment of formal sport facilities, utilising the constrained areas and reflecting the heritage, nature and ecology of the site through providing allotments, wetlands and formal play areas.

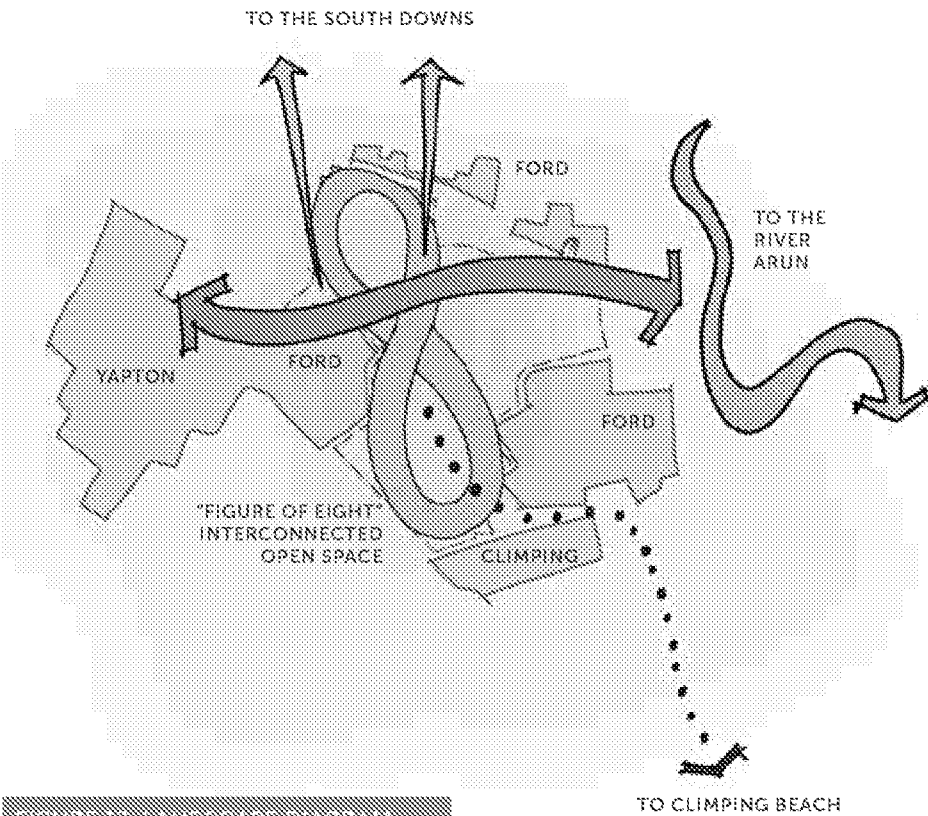


FIGURE 13: LANDSCAPE DIAGRAM

ARBORICULTURE

An Arboricultural Appraisal Report, Arboricultural Method Statement and Tree Protection Plan have been prepared. The work undertaken identifies the trees that would be affected by the proposed development, the proposed tree protection measures and recommends additional planting.



FIGURE 14. EXISTING PLANTING ALONG THE FOOTPATH THROUGH THE SITE

AGRICULTURAL LAND

An Agricultural Land Classification (based on a field survey) confirms that the proposals would result in the loss of Best and Most Versatile (BMV) agricultural land. An Environmental Statement will assess the significance of effects on agricultural land.

ECOLOGY

A detailed understanding of the ecological importance of the site has been obtained through desk study and site survey. There are no European or nationally designated sites on or directly adjacent to the site, nor within two kilometres of the site boundary, and the site does not lie within the impact zone of any nearby international designated sites. The majority of the site contains arable land which is of limited ecological value.

An Environmental Statement will assess the significance of effects on biodiversity, including ecology and nature conservation, and will include a Phase 1 Habitat Survey Report and an Ecological Impact Assessment Report. This will include consideration of the site's functional relationship to the Arun Valley SPA.

GEOTECHNICAL

A Geo-Environmental Assessment Report has been undertaken. This assesses the potential for contamination associated with the site's former and current land uses.

The findings of the survey found that the site is virtually free from contamination. Further investigation will be carried out to fully characterize the ground conditions across the site and if necessary a remediation strategy will be developed to ensure that there is no risk to future site users or the surrounding environment.

An Environmental Statement will assess the significance of effects regarding contamination.

LIGHTING

It is not considered likely that significant effects would arise regarding lighting, which is confirmed by the EIA Scoping Opinion. That said, the Landscape and Visual Impact Assessment will include consideration of the likely effects of lighting associated with the proposed development.

NOISE

Environmental noise surveys have taken place at the site and the most significant noise sources were identified as being the following:

- Viridor – noise from recycling facility operations
- Ford Airfield Industrial Estate – noise from Booth Engineering (fabrication works) and HD White (scrap metalworks)

- Yapton Road and Ford Lane – noise from road traffic
- Grundon – noise from recycling facility and HGV road movements

A series of mitigation options are recommended including the orientation of dwellings, locations of gardens and provision for acoustic barriers or bunds, as well as the production of a Construction Environmental Management Plan (CEMP).

An Environmental Statement will assess the significance of effects on noise and vibration.

UTILITIES

The project utilities consultant has advised that a pipeline to accommodate future capacity will need to extend across the site into the waste water treatment works.

So far, Southern Water has not provided a clear steer on their future plans, and as such, the utilities consultant has recommended that a strip of land (corridor) within the site is safeguarded as part of the masterplan to provide a route for a future connection.

This section has discussed how the design of the masterplan for the site has been influenced by its range of historic, existing and neighbouring uses alongside the site constraints (in particular drainage and flooding) and the planning/environmental designations.

All of the above have needed to be taken in to account whilst seeking to deliver the community's aspirations.

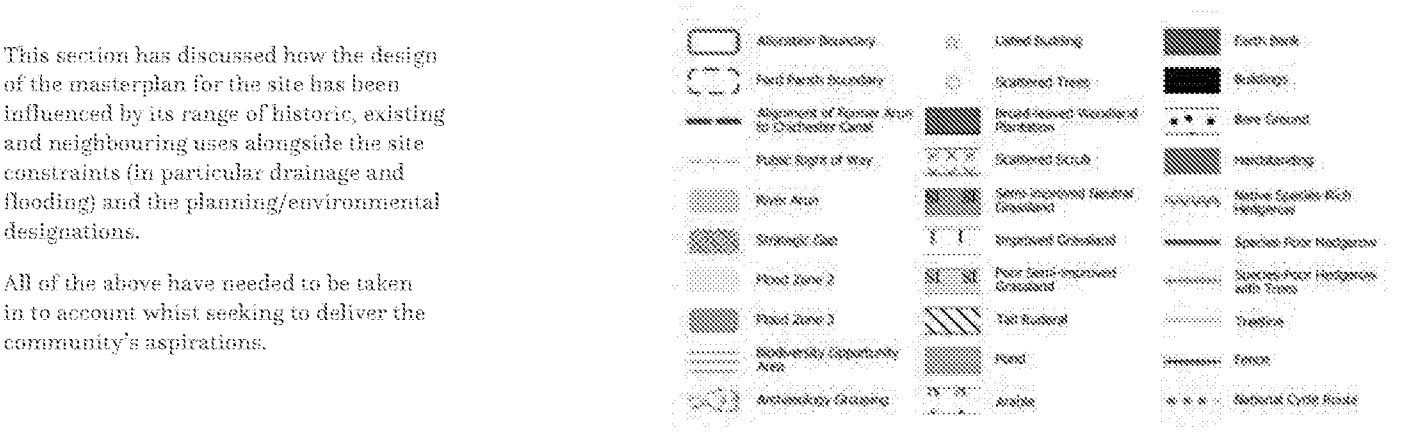


FIGURE 15: ENVIRONMENTAL CONSTRAINTS PLAN



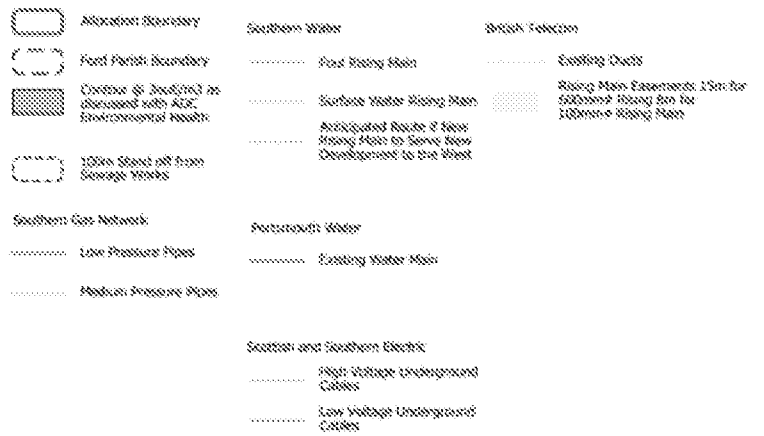
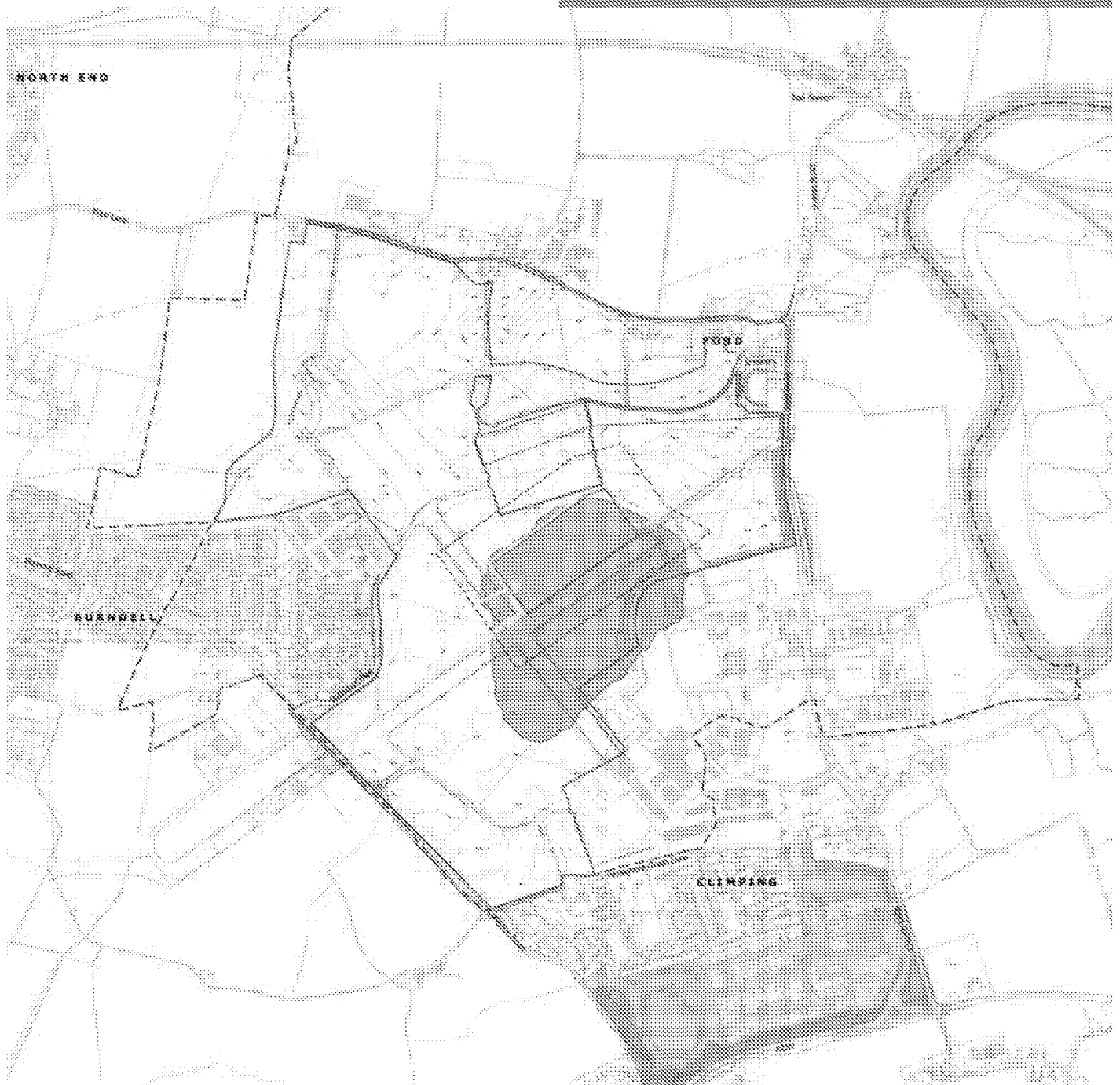


FIGURE 16: COMBINED CONSTRAINTS PLAN



7. PRINCIPLES OF DEVELOPMENT

SITE CONTEXT

The design process that has led to the definition of the scheme started with the assessment of the allocation area and its surroundings, both in terms of constraints which are relative to the conditions of the site, and of opportunities to relate to the existing features of the site, the surrounding settlements and other uses. The process, which has been summarised in the previous section of this document, includes:

- Potential access from Ford Lane, Ford Road and Yapton Road (1);
- Retention of existing uses on site i.e. Ford Market (2), the Flying Fortress (3), Arun Sports Arena (4) and the associated sports fields (5);
- Sensitive relationship to the adjacent uses to avoid disruption to their operations (6); and
- Set back from the neighbouring settlements of Yapton (7) and Climping (8) to avoid coalescence.

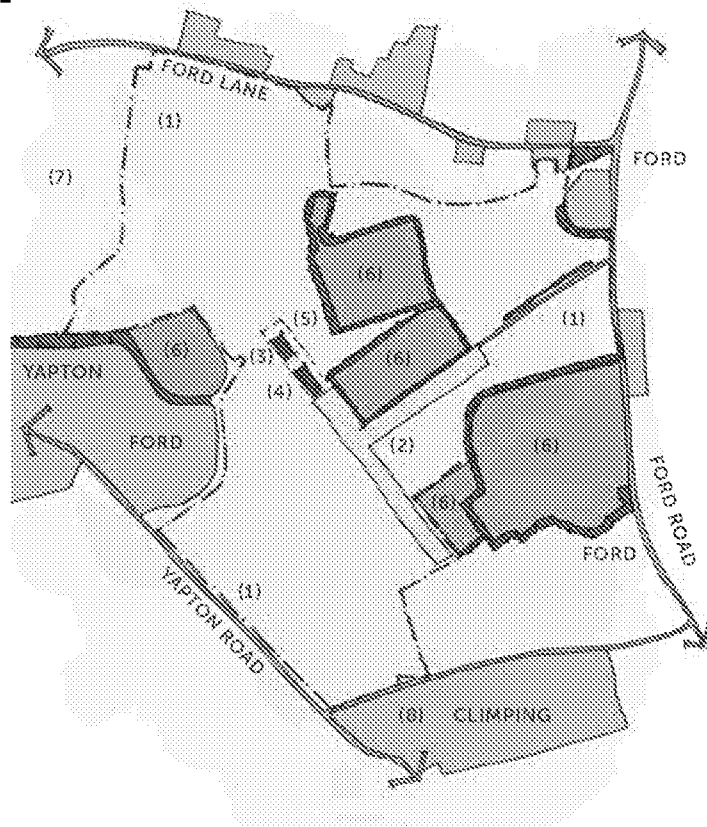


FIGURE 17: SITE DIAGRAM

MAIN DEVELOPMENT AREAS

The initial capacity work, conducted in liaison with the project consultant team and together with the Ford Neighbourhood Plan Steering Group, has led to the identification of three main areas that are relatively unconstrained where development might occur:

- To the north, between the Ford Airfield Industrial Estate and Ford Lane (1);
- To the south, between the market and Yapton Road (2); and
- To the east, between the airfield and Ford Road (3).

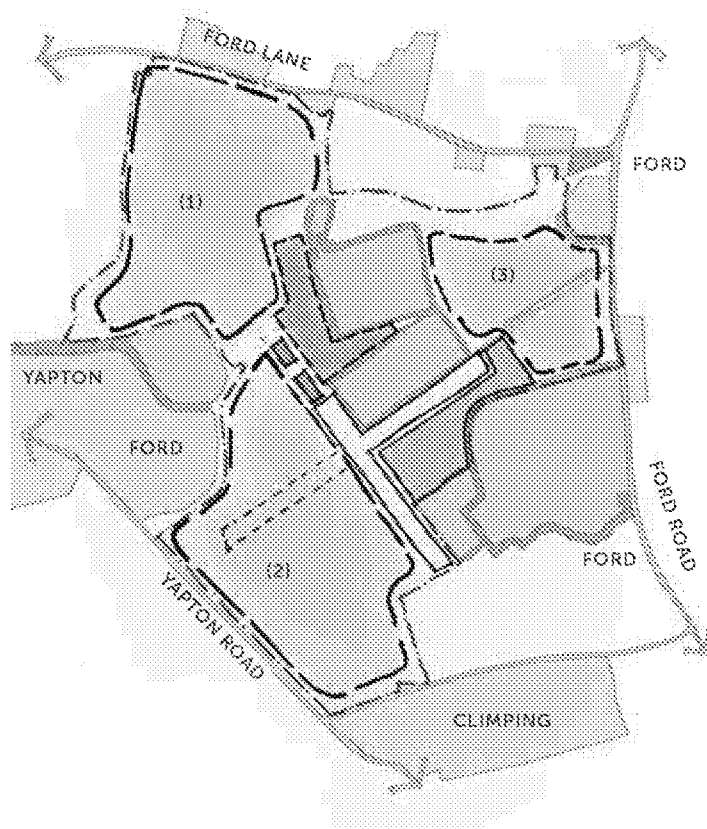


FIGURE 18: MAIN DEVELOPMENT AREAS DIAGRAM

USES APPROACH

Uses other than residential have been distributed to locations that optimise their integration with the existing uses and minimise the potential negative impact on the residential areas to be created. In particular:

- The existing area for parking serving Ford Market, currently located on the western runway, is relocated to the east. This responds to the need to remove the western runway to facilitate the wider residential-led development, alongside the existing dual market access (from the east and west) being reduced to a single eastern access (1).
- An additional area for employment is identified adjacent to the new car park and Grundon, to benefit from the recently completed new access arrangement to these uses (2).
- The implemented employment consent has been taken into account for the area between the eastern runway and the prison (3).
- An indicative location for the local centre has been identified at the geographical centre of the area, to be an equal distance from the northern and southern parts of the site thus promoting walking and cycling, and benefitting from the integration with the retained existing uses of the Flying Fortress and the Sports Arena (4).

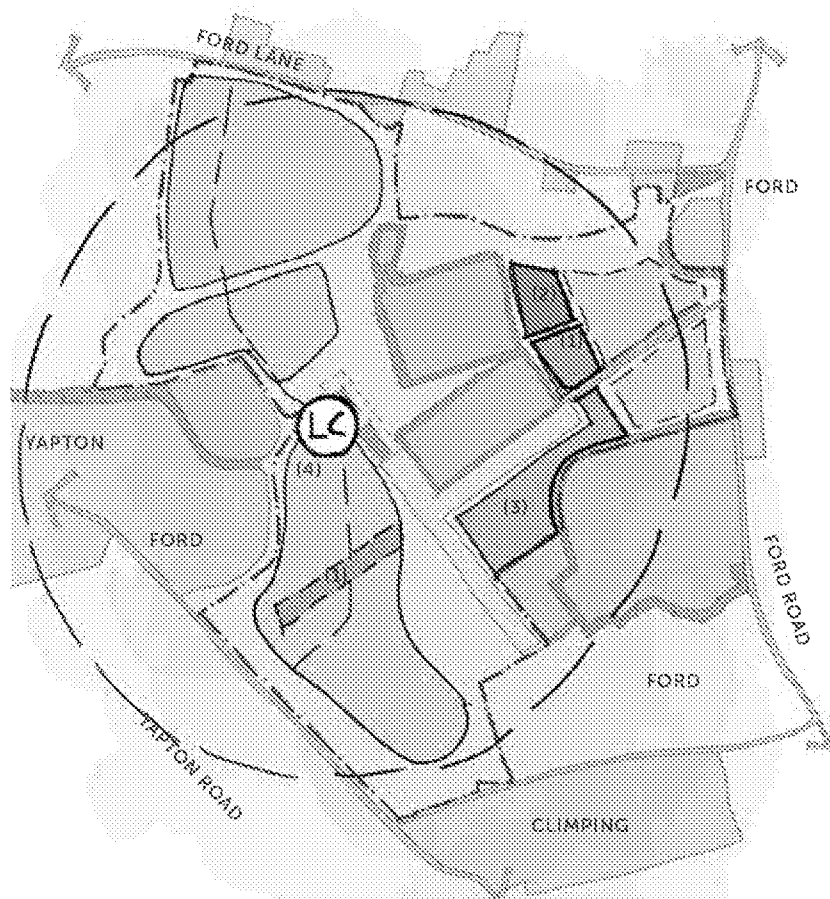


FIGURE 19: USES APPROACH DIAGRAM

FIGURE 20: KEY PRINCIPLES PLAN - LAND USE



Key:

	Residential Development		Nursery
	Employment		Primary School
	Community Facilities		New Sports Pitches
	Retail		Private Sports Facility
	Care Home		NEAP
	Health Centre		LEAP
	Library		Allotment
	Flying Fortress		Market
	Sport Arena		Secondary School

LANDSCAPE APPROACH

To further define the form and quality of the potential redevelopment of the area, priority has been given to landscape considerations and opportunities.

The landscape strategy is based on:

- An interconnected network of green open spaces, to encompass areas for informal activity as well as ecology, to surround the development and link the different areas to the existing surrounding settlements (1).
- In particular, landscape consideration was given to prevent the new settlement visually merging with Yapton to the west, and Climping to the south. As such, an area of new woodland has been introduced along Horsemere Green Lane (2), while the proposed development to the west is of sufficient distance from the Yapton conservation area to avoid an adverse impact (3).

- The existing sports fields are currently managed by Arun Sports and available for public use assuming Arun Sports remains. In addition, two new sports pitches will be provided adjacent to the existing private Arun Sports facility. (4).
- Additional landscaped buffers will manage the transition with the different uses within and around the site (5).
- A key green corridor has been identified to cross the site following an existing footpath, to reinforce the link from Yapton Ford and the River Arun (6).
- To promote sustainable drainage and prevent flooding issues, attenuation basins have been identified where water would naturally collect and be retained, mainly within the two major areas of open space to the east (7) and along Yapton Road to the west. The basins have been sized based on a worst case scenario and could reduce in extent subject to detailed design work, alongside the potential for infiltration.

While some land outside of the allocation boundary forms part of the proposals, this additional area relates to drainage, landscaping and open space / allotments, as opposed to built development.

- The location of an attenuation area within the southern major area of open space (8) prevents more sensitive uses i.e. residential from being negatively affected by the odour plume which is reported in this area.
- The former route of the Chichester to Arun Canal which used to cross the site (9), is acknowledged in the layout and celebrated through the incorporation of a linear park and walking and cycle route, as part of the place-making strategy.
- There are limited Bridleways in the vicinity of Ford Airfield and therefore limited opportunities for connection to such routes for equestrian purposes. In the event of a wider strategy for new bridleways, connections could be made as part of any planning application

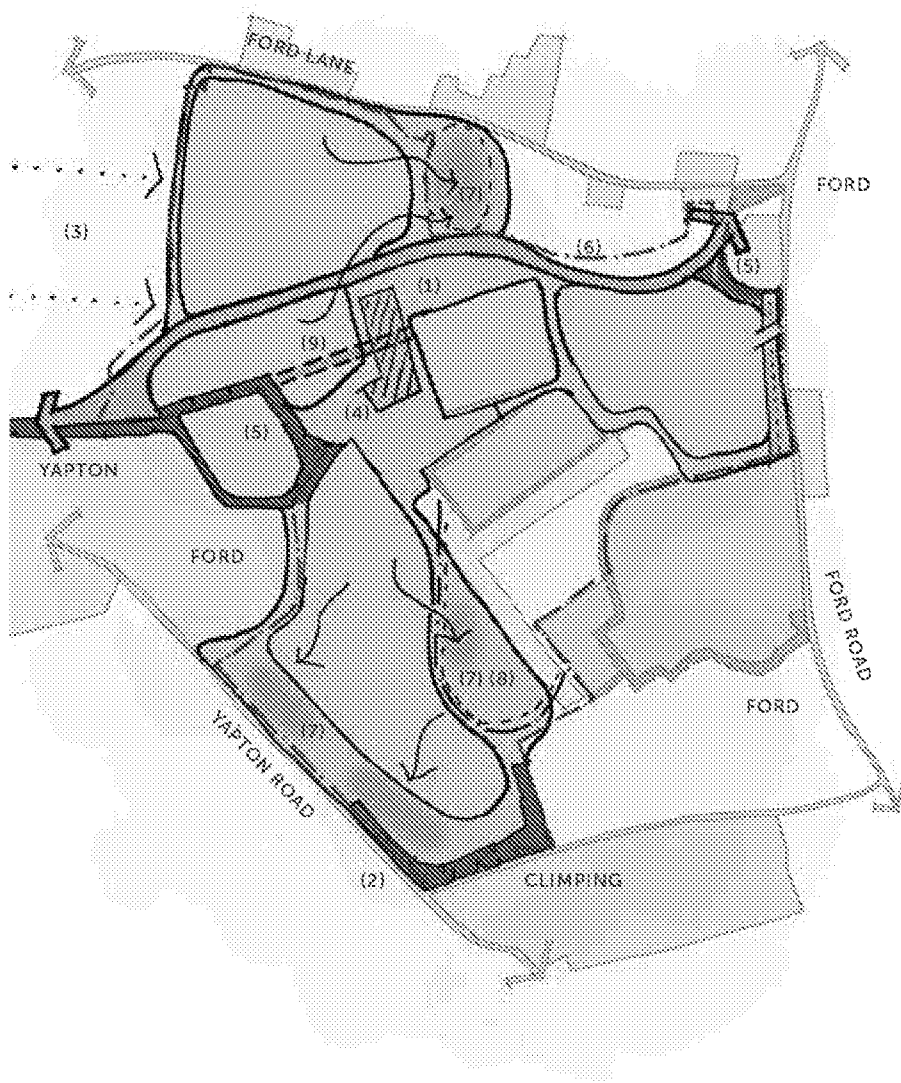


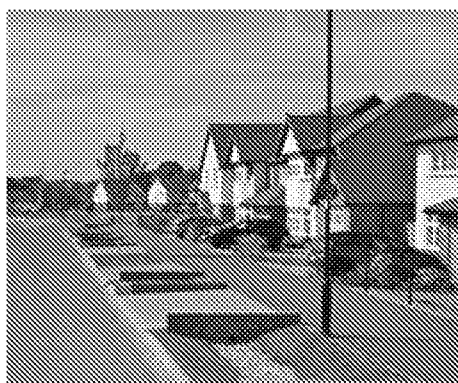
FIGURE 23. LANDSCAPE APPROACH DIAGRAM

SUSTAINABLE MOBILITY APPROACH

The redevelopment of Ford Airfield has been defined to promote sustainable mobility.

The sustainable mobility strategy includes an improved walking and cycle route

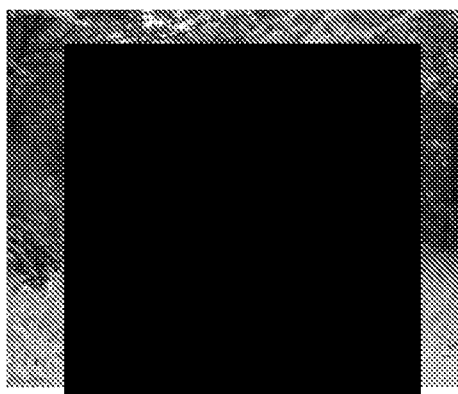
to connect the “Heart of Ford” to Ford Railway Station, as well as a attractive and legible network of links through the site connecting the surrounding areas of Ford, Yapton and Climping through the new neighbourhood, and providing access to the River Arun, the coast and the surrounding countryside.



Streets sections will be designed to be safe, convenient and attractive for people walking and cycling, with potential for soft landscaping and sustainable drainage features to be included in the design to further enhance the walking and cycle experience.



Where low amount of traffic will allow, shared surfaces can perform as safe and attractive walking and cycle routes. This solution can be adopted in particular along the development edges, such as the ones along Ford Lane and Yapton Road, to create new routes as an alternative to the existing roads where a footpath is currently not provided.



A walking and cycle route will connect the Heart of Ford to the Employment Area and the potential future development to the East, further contributing to the east-west connectivity through the site. The route will mostly run alongside and overlap the sports pitches. Existing and new planting will screen the existing facilities as both sides, ensuring an attractive and safe crossing even at the corridor's narrowest point.



There is opportunity for an east-west integrated equestrian/pedestrian/cycle link that connects Yapton to the River Arun, which provides onward potential for a safe north-south route to the National Park and coast.

There is also potential for an equestrian link northwards to Ford Lane, as well as in the southern part of the site.

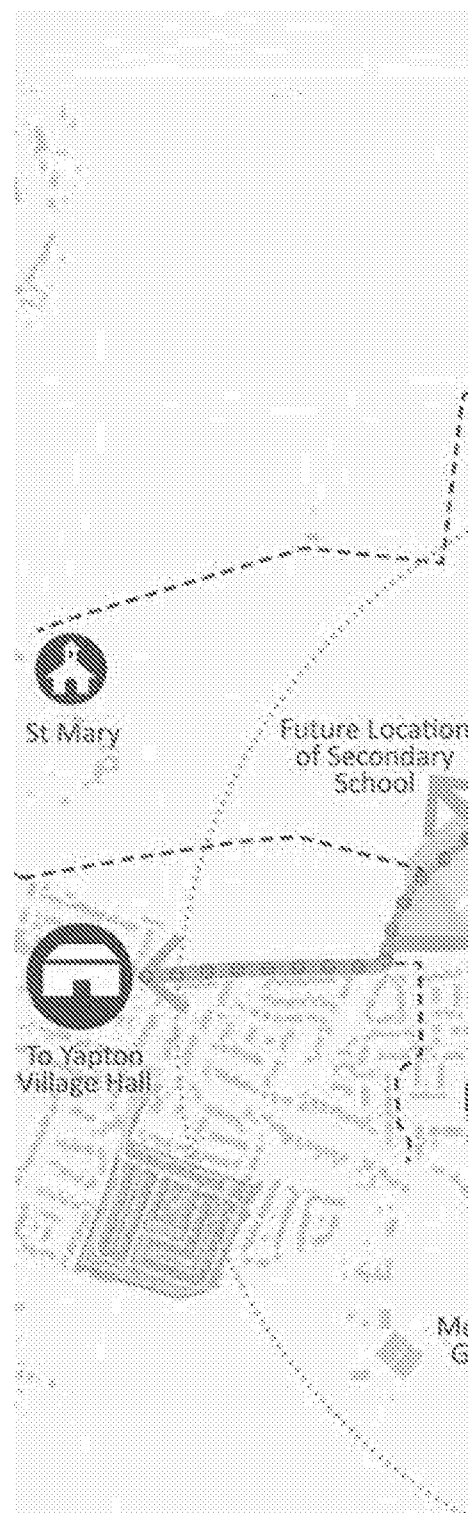
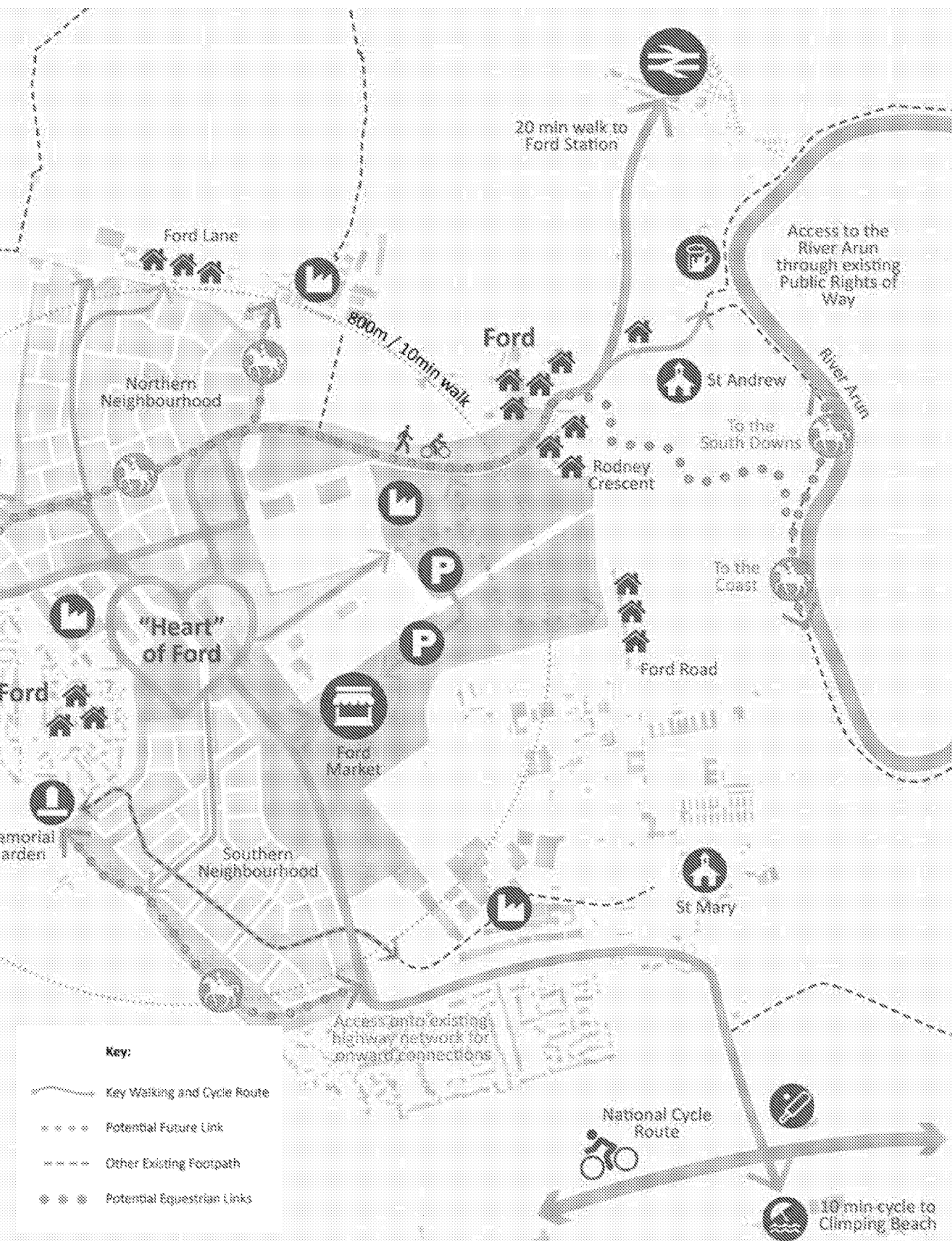


FIGURE 23: KEY PRINCIPLES PLAN – PEDESTRIAN AND CYCLE MOVEMENT

Figure 23 provides a Key Principles Plan concerning pedestrian, cycle and equestrian movement. It sets out key routes within the site and connections to the wider area.



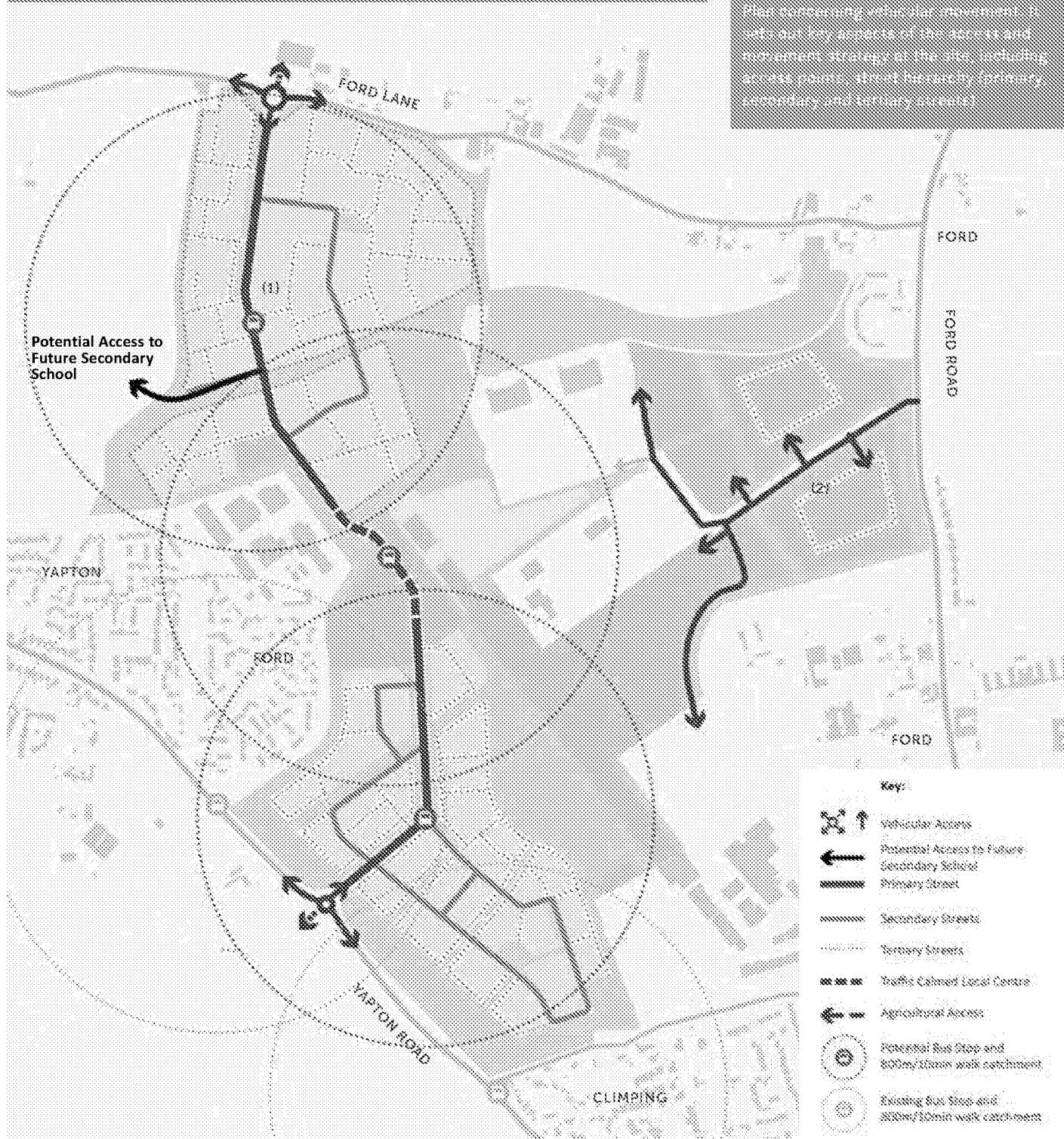
VEHICULAR ACCESS AND MOVEMENT APPROACH

Working with the transport consultants, the access strategy sees a main new link between Ford Lane to the north and Yapton Road to the south. This traffic calmed link will serve the main areas of development through the Local centre (1).

The eastern areas will benefit from the existing access onto Ford Road (2).

The option for a direct link between Ford Road and Yapton Road has been considered and discarded at this stage, as it would have compromised the operations of Ford Market (a development plan policy requirement to retain the market), as well as raising issues related to creating a rat-run through the residential areas.

FIGURE 24. KEY PRINCIPLES PLAN: VEHICULAR MOVEMENT



PLACEMAKING APPROACH

To foster place making by creating a variety of character within the new neighbourhood, a range of different densities have been applied to the resulting areas for residential development, favouring lower densities towards the edges and in the most landscape-sensitive locations, and higher densities towards the centre, to maximise the advantage of living in close proximity to the community facilities.

The proposed indicative densities, which reflect the current and forecasted market standards, suggest that 1,500 homes can be achieved by developing the two main areas to the west.

The remaining areas to the east (excluding land identified for employment and market uses) are thus retained as agriculture. In the future, these could be developed as additional employment, commercial or a use agreed.

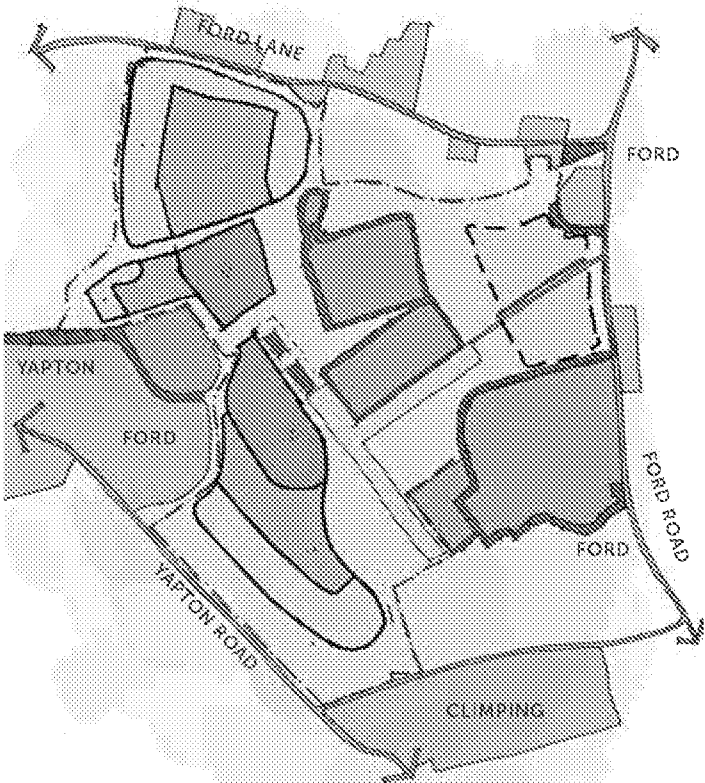


FIGURE 25: PLACEMAKING APPROACH DIAGRAM



FIGURE 26: KEY PRINCIPLES PLAN: PLACE MAKING

Figure 26 provides a Key Principles Plan concerning place making. It details key features related to the creation of a successful place in terms of the density of development across the site, treatment surrounding open space, gateway to the site, public realm interventions and potential locations for the primary school and care home.

- Key:**
- Main Gateway
 - Other Key Place
 - Primary Frontage
 - Secondary Frontage
 - Green Edge Frontage

LOCAL CENTRE - “HEART OF FORD” APPROACH

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

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

The primary school and the nursery will be co-located adjacent to the local centre and provided with appropriate drop-off space, in line with WSCC Education Officers advice.

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

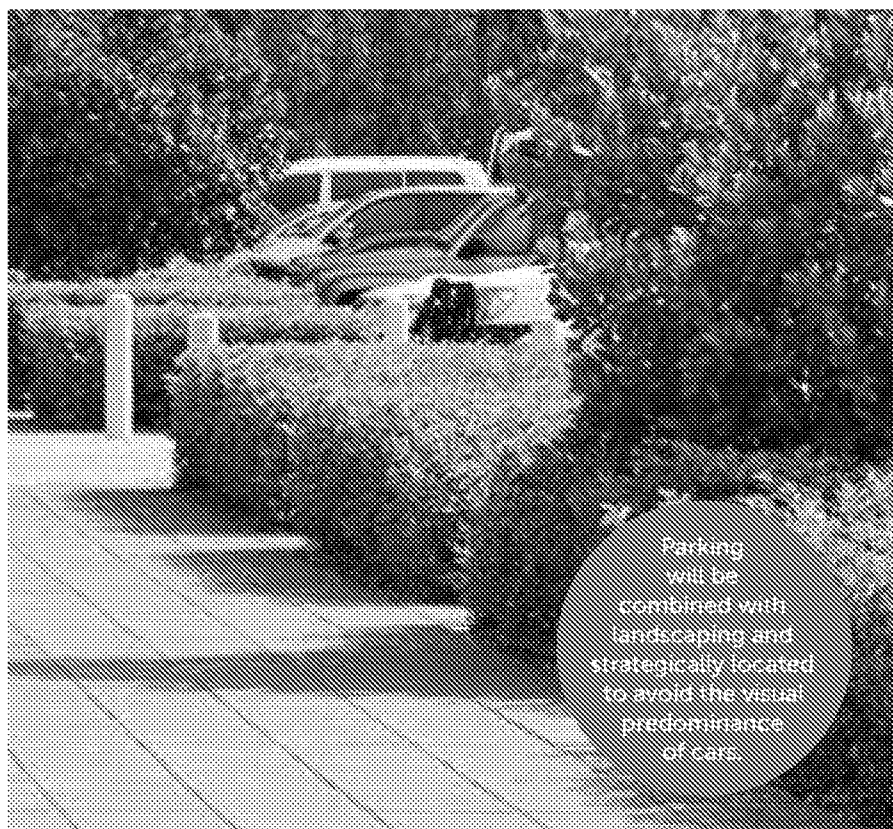


FIGURE 27. KEY PRINCIPLES PLAN – LOCAL CENTRE PLAN

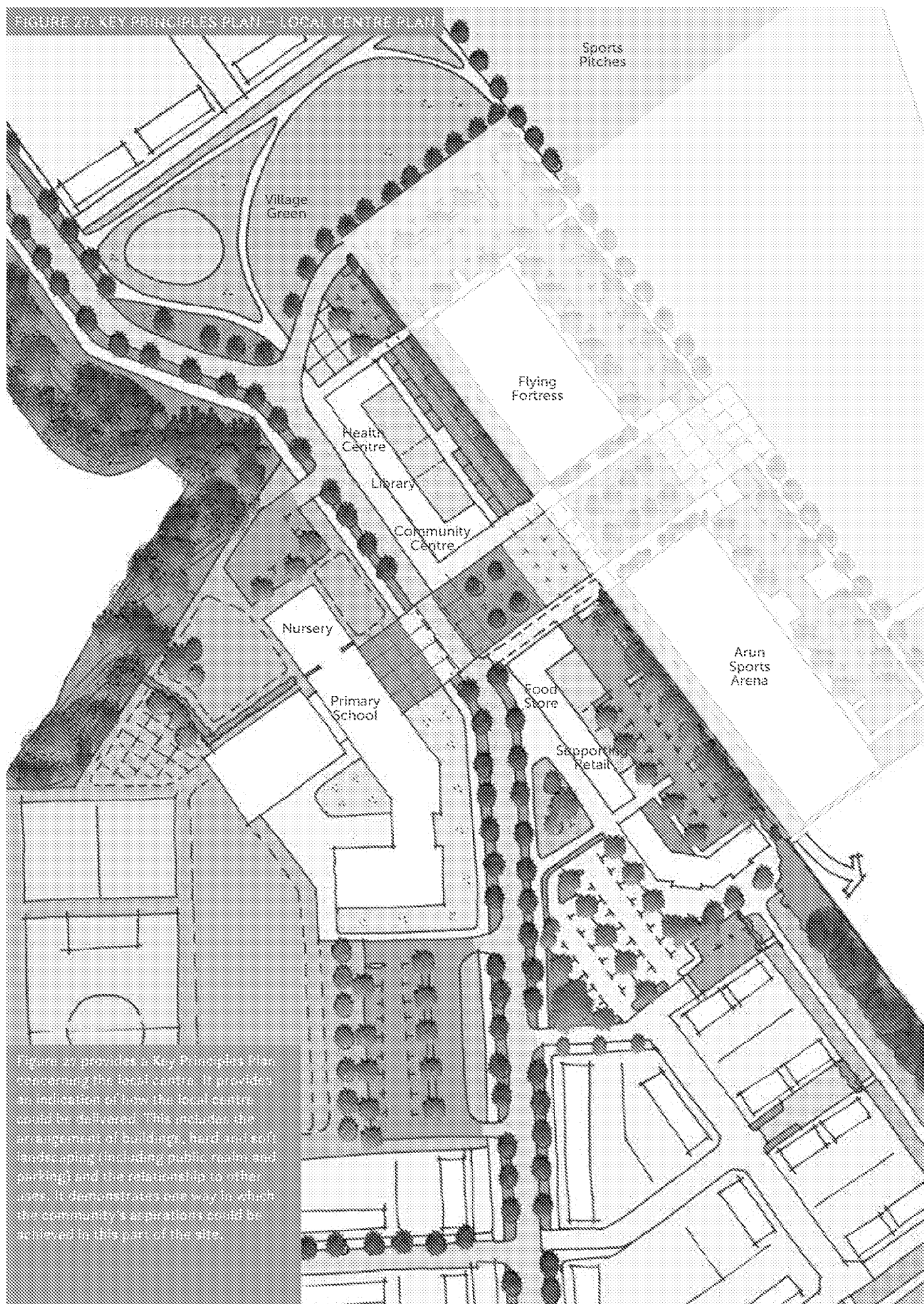


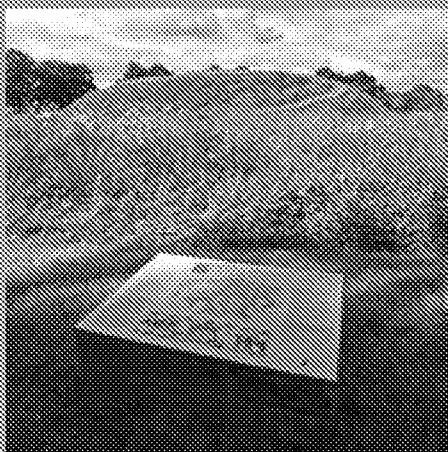
Figure 27 provides a Key Principles Plan concerning the local centre. It provides an indication of how the local centre could be delivered. This includes the arrangement of buildings, hard and soft landscaping (including public realm and parking) and the relationship to other uses. It demonstrates one way in which the community's aspirations could be achieved in this part of the site.

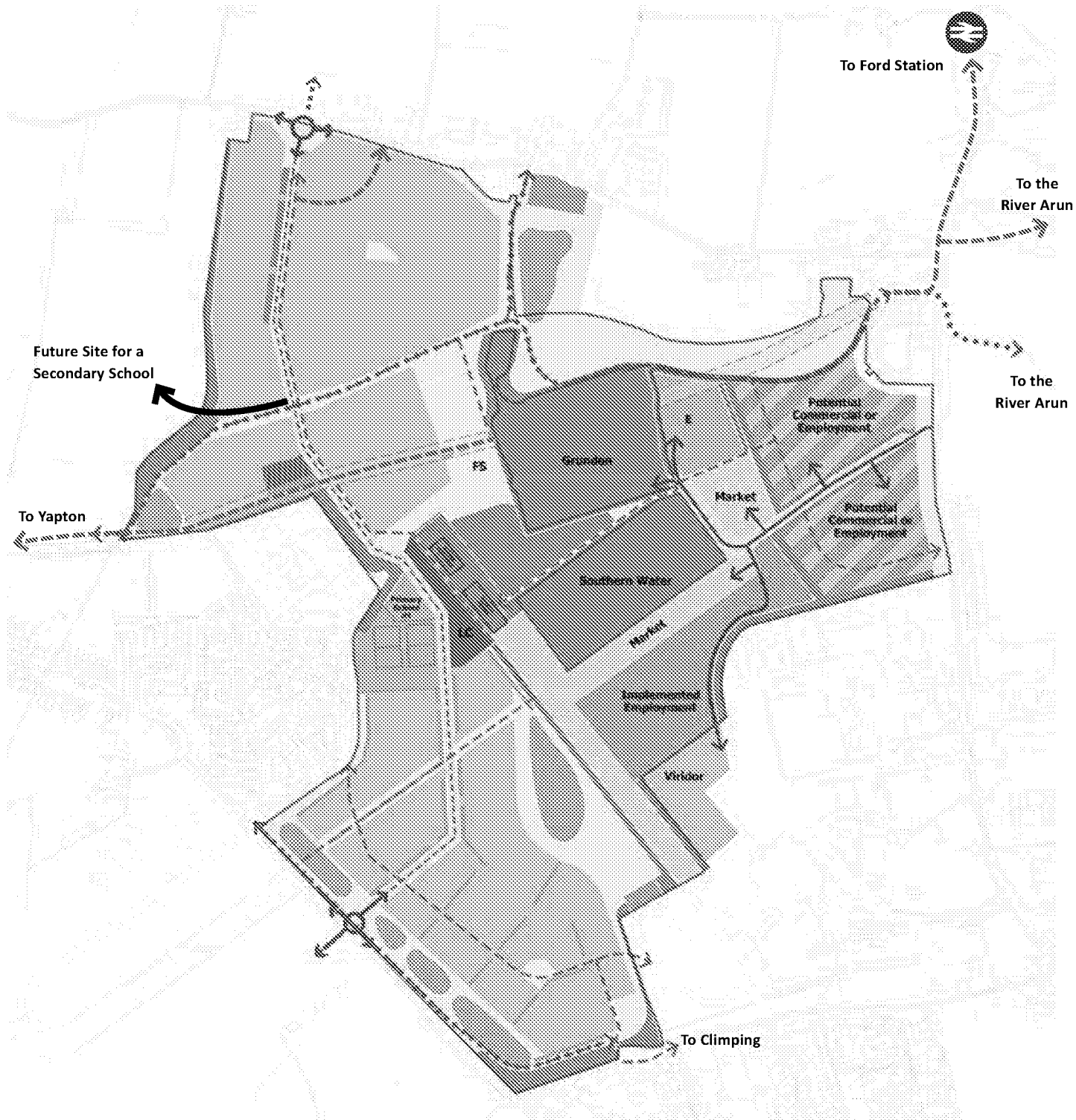
8. INDICATIVE FRAMEWORK PLAN

An indicative framework plan was produced to summarise the principles that underpin the development strategy for the allocation area. The plan outlines indicatively:

- The distribution of uses within the area, with residential uses primarily to the west, and employment and market uses to the east. This plan primarily indicates three remaining parcels of land. The parcel to the north of Viridor benefits from an implemented planning permission for employment use. Meanwhile, the two parcels in the eastern part of the allocation bordering Ford Road are proposed for potential employment / commercial. The precise use will be determined at a later date as part of a separate
- planning application(s) following engagement with the local community and in accordance with the policies and objectives of the Arun Local Plan and Ford Neighbourhood Plan.
- An indicative area for the local centre is identified adjacent to the Arun Sports Arena, the Flying Fortress, and an increased area for sports fields.
- Adjacent to the local centre, an area is identified for the provision of a primary school and nursery.
- Access arrangements include the creation of two roundabouts on Ford Lane and Yapton Road, linked by a spine street. The uses to the east are accessed from Ford Road via the existing access to the market.
- The indicative extent of key landscape areas is identified including structural planting, allotments and drainage.
- Walking and cycle routes connect the different areas of development and link to Ford, Yapton and Climping.
- Opportunity for an east-west equestrian link, connecting Yapton to the River Arun, where connected to a wider equestrian improvements scheme.
- The former canal route to be incorporated into the public realm strategy, including provision of information boards explaining its former significance.
- If feasible, consideration will be given to diversion of public rights of way along the canal route to the east of Grunden. Within the employment area, the public realm and landscaping shall acknowledge the former canal route.

Inspiration and examples for incorporating the former canal route into the public realm at detailed design stage, such as information boards and use of materials and landscaping.





	Application Boundary		Potential Commercial / Employment		Care Home
	Indicative Vehicular Access Arrangement		Residential Area		Existing Water Facilities
	Indicative Pedestrian & Cycle Access Arrangement		Employment Use - Subject to Implemented Planning Permission		Market Area
	Spine Road		Local Centre		Attenuation
	Agricultural Access		Existing Flying Fortress & Sports Arena		Allotments
	Potential Equestrian Links		Potential Open Space		Former Canal Route
	Primary School and Playing Pitches		Buffer Planting		



Figure 25 and the following pages demonstrate how the proposal will comply with the requirements of the Ford Neighbourhood Plan and Arun Local Plan

Local Equipped Area for Play (LEAP)

Care home to assist with meeting the needs of the elderly

Potential access to future Secondary School

Connectivity with Yapton via foot and cycle

Buffer planting

Visual separation between Ford and Yapton

Arun Way: walking and cycle route reflecting the historic alignment of the former canal

Neighbourhood Equipped Area for Play (NEAP)

Community hub incorporating retail, commercial and community facilities

Sensitive relationship with the existing war memorial

Two-form entry primary school and nursery

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

Potential for equestrian routes linking Yapton to the River Arun and Ford Lane

Connectivity with Ford and Ford Railway Station via foot and cycle

Landings Green

Two New Sports Pitches

Up to 9,000 sqm of employment floorspace

Potential Employment / Commercial / a use agreed by ADC

Proposed relocation of Ford Market Car Park

Arun Sports including Private Pitches

Ongoing operation of Ford market

Local Equipped Area for Play (LEAP)

Residential development set back from the waste water treatment works and subject to further studies we have taken the precautionary approach to propose development outside of the 1.5 OdJ contour line

Runway Park

Visual separation between Ford and Climping

Local Equipped Area for Play (LEAP)

Connectivity with Climping via foot and cycle

Potential for equestrian routes crossing the south of the site

FIGURE 25. ANNOTATED MASTERPLAN

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 through detailed Reserved Matters stage.
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.
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 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.
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.

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.
Where required, following detailed highway assessment, the development will deliver any required road improvements to Ford Lane, or Horsemere Green Lane and Yapton Road.	Any application will be supported by a Transport Assessment, which provides a review of the impacts of the proposals on the existing highway network. The proposals will mitigate 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.
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.

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.
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.	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. The proposals will 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.

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.	Any application will be supported by a Transport Assessment considering a review of the impacts of the proposals on the existing highway network. The proposals will mitigate 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.	Any application will be supported by a Flood Risk Assessment and Drainage Strategy that sets out how the proposals will 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.
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. ADC'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 provision of self and/or custom build plots can be delivered on a phase by phase basis, according to the needs identified at that time, due appropriate planning conditions.
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 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 will be prepared and submitted as part of any application, to demonstrate 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.
d. incorporate two new sports pitches and changing facilities.	Two sports pitches will be provided as part of the proposed development, with changing facilities linked/associated with the indoor sports (Arun Sports) facility.
e. provide a new 3G pitch facility to serve the east of the District.	Discussions with ADC have confirmed that a 3G pitch facility is not required at Ford and financial contributions can be made towards off-site provision.

POLICY REQUIREMENT	RESPONSE
f. improvements to the A259 between Climping and Littlehampton.	The proposals are likely to have an impact on the A259, which require mitigation. The level of financial contribution to address the impacts of the proposals will be discussed as part of any 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 will need to be provided with any planning application.
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 will be submitted as part of the application and has informed the evolution of the masterplan. 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.

West Sussex Waste Local Plan

Policy W10: Strategic Waste Allocations

POLICY REQUIREMENT	RESPONSE
Site North of Wastewater Treatment Works, Ford is allocated to meet identified shortfalls in transfer, recycling and recovery capacity.	The masterplan for the Ford Airfield takes into account the adjacent allocated waste site.
The sites allocated under Policy W10c will be safeguarded from any development either on or adjoining the sites that would prejudice their development (in whole or in part) for the allocated waste management or uses.	To meet this requirement, the masterplan incorporates mitigation measures, including a buffer zone, to protect the amenity of future residents. Therefore, in line with the Neighbourhood Plan and Local Plan allocation, a mixed use development would not prejudice any existing or currently consented operations.

DELIVERY PROGRAMME

Following the grant of planning permission, the scheme will be brought forward as the landowners, Redrow and Wates see appropriate. 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 the table below.

TIME PERIOD	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
COMPLETIONS	0	0	0	25	125	125	175	175

TIME PERIOD	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
COMPLETIONS	175	175	175	150	150	-	-	-

TABLE E. ANTICIPATED HOUSING TRAJECTORY

Figure 29 sets out the remaining land within the allocation boundary to come forward for development outside the area proposed for the first applications on the site.

It is important to note that Redrow and Wates are only able to bring forward land within the allocation boundary that falls under their control.

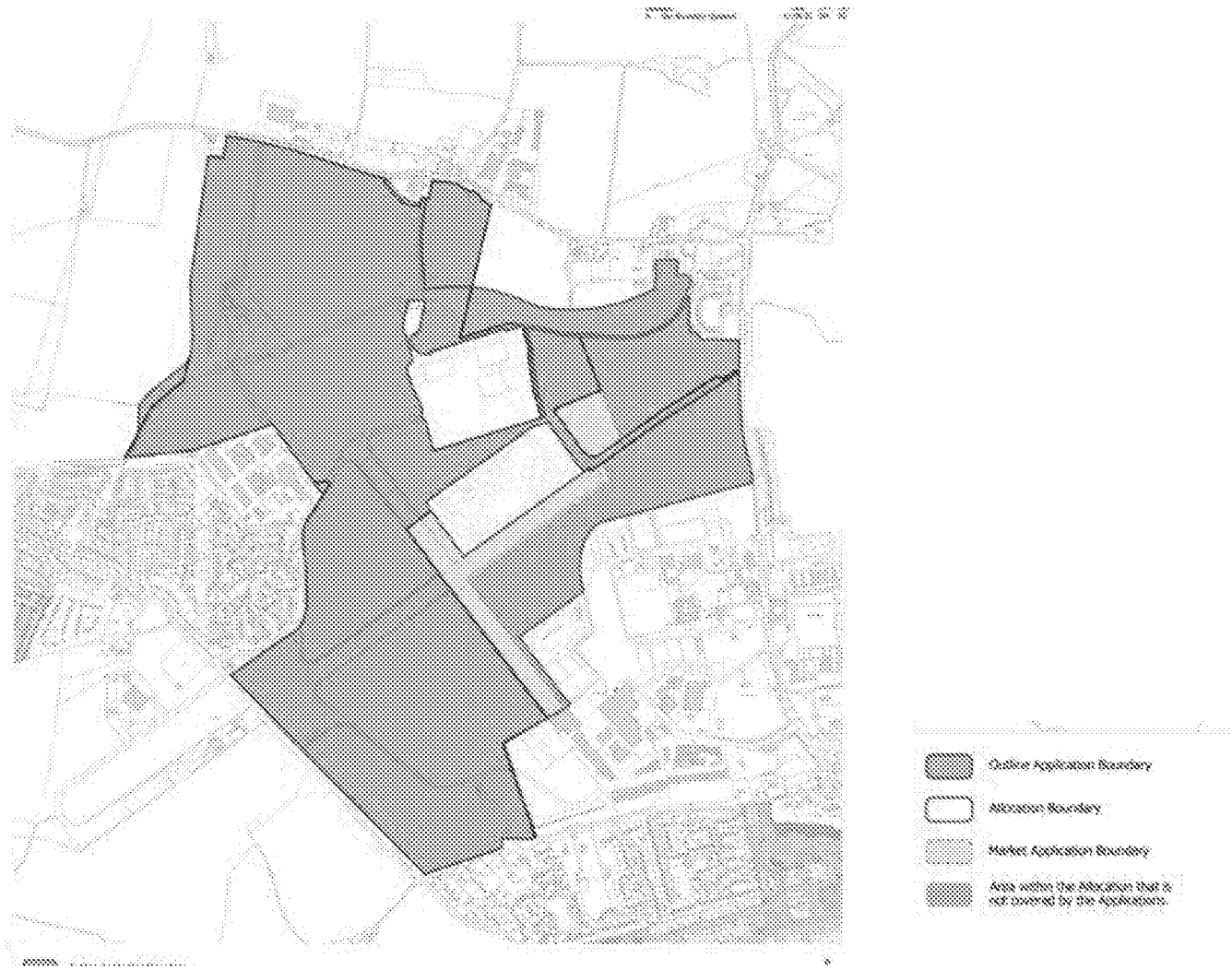
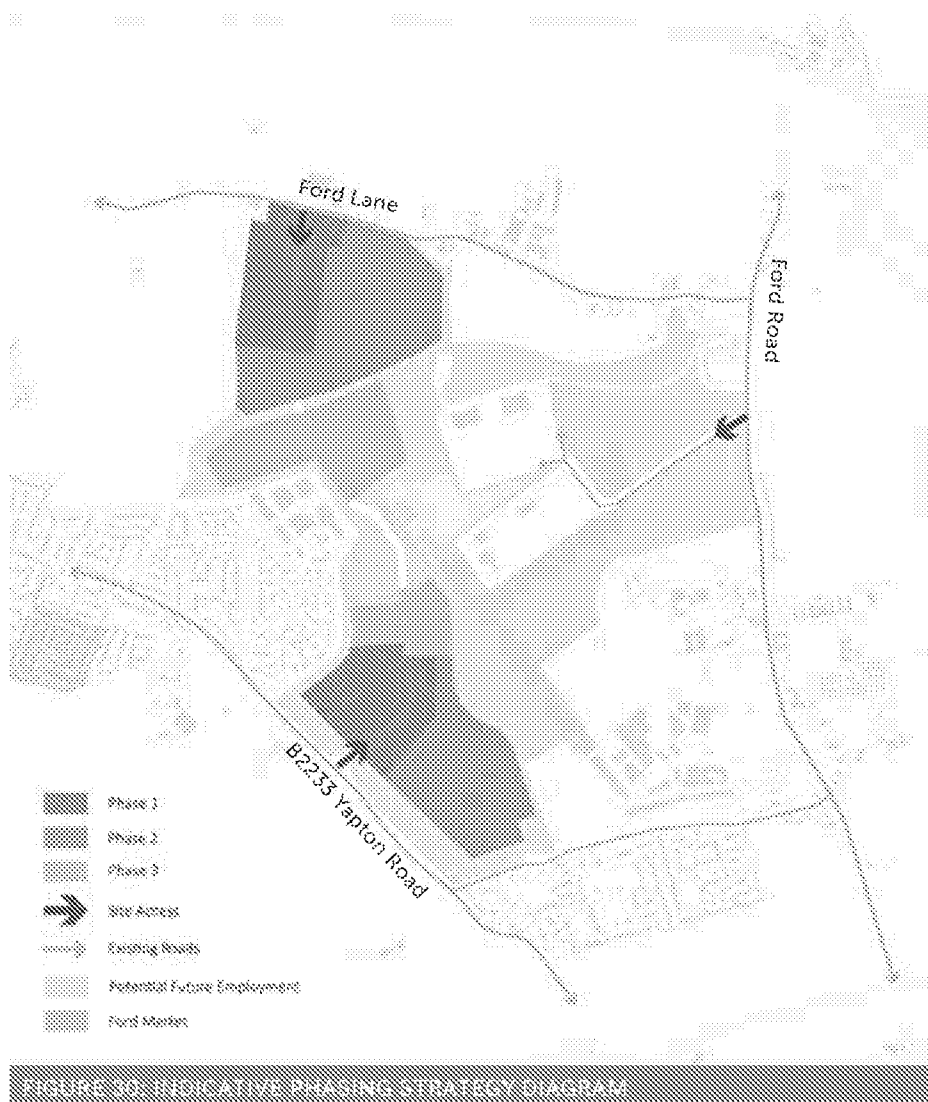


FIGURE 29. ALLOCATION BOUNDARY

PHASING

The proposals will be brought forward on a phase by phase basis via separate Reserved Matters / Full / Outline planning applications. This will be linked to the delivery of infrastructure / facilities, particular works, financial contributions and other obligations to be controlled by the S106 agreement.

The following diagram provides an indication of how the proposed development could be delivered. This will be developed in more detail at the detailed design stage.



OWNERSHIP AND MANAGEMENT

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. In addition, ADC has indicated that it is interested in purchasing the employment units and renting them out as an income stream. We will be advancing these discussions as part of S106 negotiations.

Long-term maintenance and management of other aspects of the proposals can be secured as part of S106 negotiations with ADC.

9. 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.

This document has considered how the community aspirations, physical and environmental constraints, sustainable development and ensuring best practice design for the future have all influenced each stage of this development and the masterplan.

We believe the proposed development will create a high quality and sustainable environment alongside a range of benefits for the existing and new community.

In addition the following the key benefits arise from the proposed development:

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

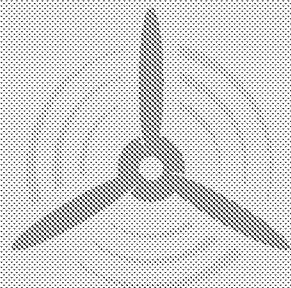
- Significant community facilities and benefits.
- Education provision serving the estate and wider District.
- Mix of new housing, including affordable homes.

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.

Furthermore, the proposals will enable the achievement of the local community of Ford's objectives for the site as shown below, as set out in the adopted Neighbourhood Plan.





**BARTON
WILLMORE**