

FORD AIRFIELD MARKET

FORD | WEST SUSSEX

PLANNING, DESIGN & ACCESS STATEMENT

On Behalf of Ford Airfield Market

February 2020



FORD AIRFIELD MARKET

FORD | WEST SUSSEX

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Documents\Market PDAS

Project Ref:	23885/A5/FBW/LV
Status:	Final
Issue/Rev:	Co4
Date:	February 2020
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1. INTRODUCTION

This Planning, Design and Access Statement is submitted on behalf of the applicant (Ford Airfield Market) in association with an application for Full planning permission for the reconfiguration of Ford Airfield Market in Ford, West Sussex. It sets out the proposals and assesses compliance against the adopted Development Plan for the area.

PURPOSE

In parallel with this application, an application for Outline planning permission on the wider Ford Airfield site is submitted for 1,500 homes, a care home, employment, local centre, community uses, primary school and associated development.

The wider scheme, together with the market proposals, provide a community-led opportunity to deliver the aspirations of the local community, as advocated through the allocation of the site in the adopted Ford Parish Neighbourhood Plan (Policy SA1) and Arun District Local Plan (Part SD8 of Policy H SP2c). 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.

The two applications and their technical evidence have been prepared together to enable a coordinated approach and to ensure their delivery alongside each other. The applications are submitted separately to ensure that the implementation of the schemes are straightforward, which should enable more efficient delivery of both planning permissions independently. This approach has been agreed with officers at Arun District Council.

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. These included:

- Take control of the future planning of the area
- Create a new 'heart' to the village
- Better connect the local community
- Create local amenities, jobs and education opportunities
- Deliver local facilities and community infrastructure
- Retain Ford market
- Create affordable housing for local people
- Create housing for the elderly

Extensive community engagement has been undertaken in the Parish over the last six years, with the community feeding into the design concepts for the site on an ongoing basis. The community's aspirations have been translated into a workable masterplan that is now being brought forward as part of a formal planning application.

THE APPLICANT

The planning application is submitted by Ford Airfield Market, who own and operate the market.

THE PLANNING APPLICATION

This planning application seeks Full planning permission for the reconfiguration of Ford Market. The proposals are described in full in section 4 of this Statement.

In summary, the proposals are necessary to facilitate the delivery of a residential-led mixed-use development as allocated in the Ford Neighbourhood Plan and Arun District Local Plan. It is essential that the current operation of the Market is not compromised in any way by the wider development and this application is prepared on this basis.

The description of development is as follows:

"Full planning application for the reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works"

CONTENT OF THE SUBMISSION

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

- Completed Application Form and Certificate of Ownership
- CIL Additional Information Form
- Completed Validation Checklist
- Completed Biodiversity Checklist
- Completed Surface Water Drainage Proposal Checklist
- Proposals Brochure
- Transport Statement
- Ecological Impact Assessment
- Arboricultural Assessment and Method Statement
- Manual for Managing Trees on Development Sites
- Land Contamination Assessment
- Flood Risk Assessment and Drainage Strategy
- Application drawings:
 - Site Boundary Plan, drawing number RG-M-108 Rev G (1:2,500 @ A1)
 - Existing Site Plan, drawing number RG-M-117 Rev A (1:1,000 @ A0)

- Proposed Site Plan, drawing number RG-M-118 Rev F (1:1,000 @ A0)
- Operational Plan, drawing number RG-M-116 Rev E (1:2500 @ A1)
- Tree Protection Plan, drawing number 18189-BT6
- Eastern Vehicular Access from Ford Road, drawing number TB13091-GA-021 (1:500 @ A1)
- Market Access Arrangements Plan, drawing number GA-036 Rev E (1:1000 @ A3)

STRUCTURE OF STATEMENT

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

The document is supported by Appendix A, which sets out full details of our understanding of the planning history for Ford Market.

2. THE SITE AND ITS SURROUNDINGS

SITE LOCATION

The site is located at Ford Airfield in the village of Ford, West Sussex. It is immediately to the east of the village of Yapton and north of the village of Climping.

The site comprises former Airfield runways, encompassing the eastern, southern and part of the northern runways, alongside land east of the Southern Water waste water treatment works (explained below) and land for access / associated development.

The planning application (red line) boundary extends to an area of approximately 7.12 hectares. The extent of the site is shown on the Site Location Plan in Figure 1.

Figure 1 shows how the Market planning application boundary aligns with the application boundary for the wider masterplan as shown in Figure 2.

FIGURE 1: MARKET SITE LOCATION PLAN

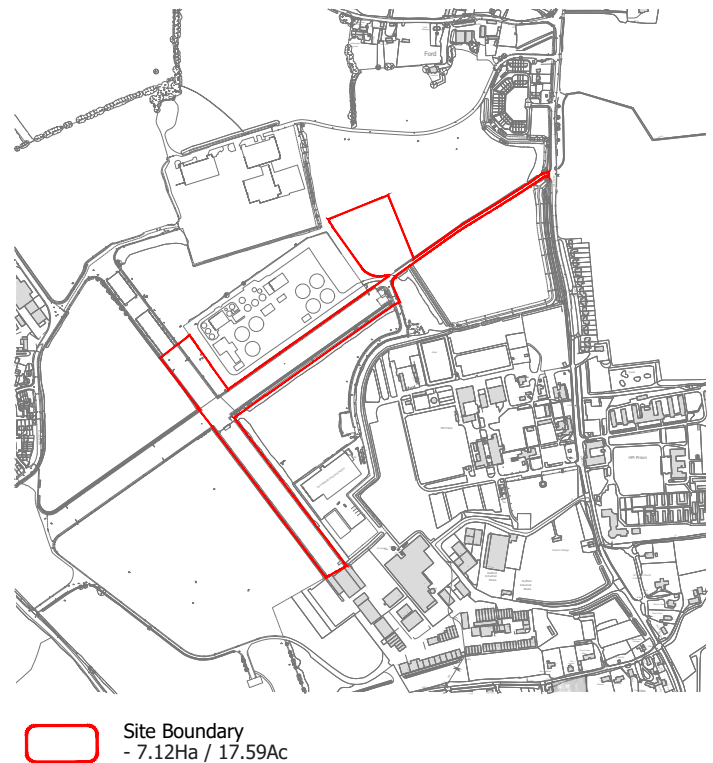
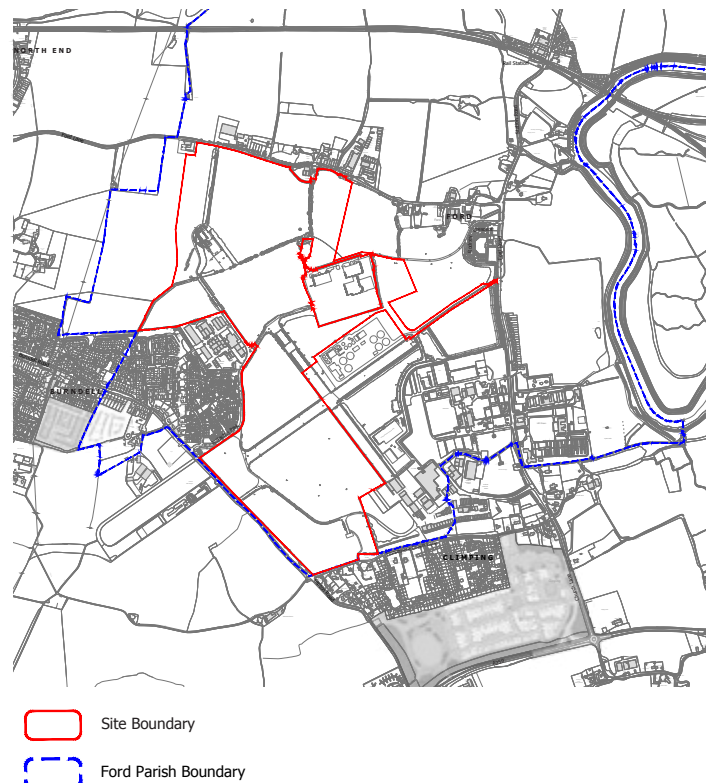


FIGURE 2: MASTERPLAN SITE LOCATION PLAN



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 market currently operates on the eastern, western, southern and part of the northern runways, south of the Flying Fortress children's soft play area and Arun Sports Arena.

In addition to these uses, 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). The Airfield is also home to two industrial estates (Ford Airfield and Rudford) and a highways maintenance depot. Other parts of the site are used for agricultural purposes, whilst neighbouring uses include an open prison at HMP Ford to the east, anaerobic digestion plant and digestate lagoon to the north and concrete batching plant to the west.

The Site Location Plan confirms those uses that fall within the site boundary and those uses that fall outside but in close proximity to the site. In summary, this application relates to part of the northern runway and the eastern and southern runways, in addition to adjacent land that is required to facilitate the proposed development. The remaining part of the northern runway alongside the western runway are addressed as part of a separate Outline planning application for the wider masterplan. The Existing Site Plan for the market is provided in Figure 3.

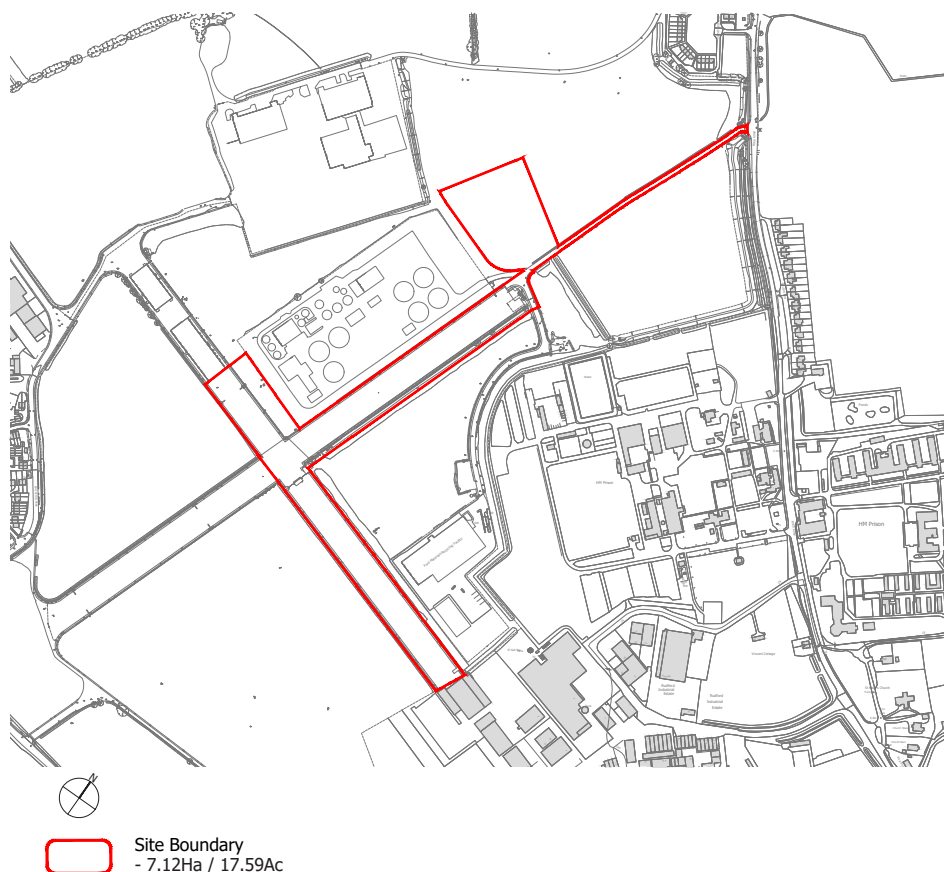


FIGURE 3: EXISTING SITE PLAN

PLANNING HISTORY

Ford Market has an extensive planning history.

Based on information that we have accessed from Arun District Council’s (ADC’s) website and its planning archives, it appears that the first planning permission for the market was in 1988 and allowed operations on a Sunday.

Since then the number of market days has increased and planning permissions now exist for a market on Thursdays and Saturdays in addition to Sundays.

The remainder of this section summarises the planning history of the Market across all three days. Full details of our understanding of the Market’s planning history is provided in Appendix A of this Statement.

THURSDAY CAR BOOT MARKET

Permission was granted for a Thursday market for ‘car boot sales’ in 2007 (ref. F/10/07).

SATURDAY CAR BOOT AND FARMERS’ MARKET

Planning permission was granted at appeal in 1997 for the expansion of the market for ‘car boot sales’ to include Saturday operations (ref. F/31/96). This was granted on a temporary basis. Approval for the renewal of this permission on a permanent basis was granted in 2000 (ref. F/35/99).

Permission was granted in 2001 for a ‘farmers’ market at the site on Saturdays (ref. F/29/01) in conjunction with the car boot sale market.

Planning permission F/35/99 was varied in 2012 to allow the operation of a ‘farmers’ market at the site on Saturdays (ref. F/12/10), in addition to the permitted car boot sales. This regularised the operation of the farmers’ market since it was permitted in 2001 (ref. F/29/01), where it had been operating in a different location to the permitted site for reasons related to safety and the logistics of the market operation.

SUNDAY MARKET AND CAR BOOT

Planning permission was granted at appeal in 1988 (ref. F/7/86) for a general market to be held on Sundays only, with 200 stalls and 2,000 car parking spaces, and erection of two portacabins, for a temporary period of two years. A further temporary planning permission was granted in 1991 (ref. F/40/90). Permission to vary a condition attached to this permission (related to when stallholder vehicles can enter the site) was granted in November 1991 (ref. F/27/91).

In 1993 permanent planning permission was granted for a Sunday trading market of 200 stalls, car parking, four portacabins, temporary office and first aid caravan (ref. F/40/92). Permission to vary two conditions attached to this permission (related to when stallholder vehicles can enter the site, erect / dismantle stalls and park) and insert a new condition (related to when stallholder vehicles can enter the site and erect / dismantle stalls) was granted in July 1994 on a temporary basis (ref. F/1/94) and renewed in August 1995 (ref. F/14/95). As the latter permission is not time limited, whereas the former permission was, it appears that the latter remains applicable.

TABLE 1: CURRENT MARKET PERMISSIONS

MARKET DAY	REFERENCE NUMBER	DESCRIPTION OF DEVELOPMENT	PERMITTED OPERATIONS	DECISION
Thursday	F/10/07	Use of market for Thursday car boot sales	Car boot sales	Approved: 17/10/2007
Saturday	F/12/10	Variation of Condition No 1 imposed on planning permission F/35/99 to permit the operation of a Farmers’ Market. Substitution of Condition No 10 to read “No vehicles shall enter the site before 7.30 hours and all vehicles shall be removed from the site by 16.30 hours on the same day	Car boot sales and farmers’ market	Approved: 23/04/2012
Sunday	F/14/95	Renewal of temp. permission F/1/94 for continuance of use without Conds 3 & 4 imposed on F/40/92 and the imposition of a new Cond 3 “No stallholder vehicles shall enter the site prior to 07.30hrs and the erection of stalls shall be completed by 09.30hrs. All stalls shall be dismantled and removed from the site by 16.30hrs on the same day	Car boot sales / retail market	Approved: 23/08/1995

Taking the above into account, Table 1 sets out what appears to be the current planning permissions relating to the operation of the Thursday, Saturday and Sunday market.

The specific conditions and obligations attached to these planning permissions and their relationship to the proposals are considered in section 3 of this Statement.

In addition to the market site, the wider Ford Airfield site has an extensive planning history associated with a range of uses at the site. Table 2 below provides a summary of planning applications in close proximity to the application boundary, which provides helpful context for the proposals.

TABLE 2: PLANNING APPLICATIONS AT AND AROUND FORD AIRFIELD

SITE ADDRESS	DESCRIPTION OF DEVELOPMENT	REFERENCE	DECISION
New Circular Technology Park (former Ford Blockworks), Ford Airfield Industrial Estate, Ford, Arundel, BN18 0HY	Proposed new access road	WSCC/027/18/F	Approved 15 August 2019
Land at Northwood Farm, Yapton Road, Climping	Change of use to develop a concrete batching plant, with associated infrastructure, site offices & parking	CM/6/18/PL	Approved 12 July 2018
Land to the South of Ford Lane, Ford, BN18 0DF	Salt storage building, office building, parking & turning area & open storage areas for highways maintenance depot	F/4/18/PL	Approved 26 June 2018
Arun Sports Arena, Rollaston Park, Ford Airfield, Yapton, BN18 0HY	Retrospective application for the additional use of the existing building to include sporting & leisure activities & ancillary uses. Use of the adjoining land for sports pitches & sports facilities to be used between the hours of 07.30hrs to 22.00hrs Tuesday and Thursdays, 7.30 to 20.00 hrs Monday, Wednesday and Friday, 8.00 to 20.00 hrs Saturday and 9.30 to 16.00 hrs Sunday	F/7/17/PL	Approved 11 September 2017
Land at Wicks Farm, Ford Lane, Ford, Arundel, BN18 0DF	Proposed installation of a digestate lagoon with associated pipework and landscaping to replace the digestate lagoon approved under planning permission WSCC/061/16/F (WSCC/026/16/F as amended)	WSCC/019/17/F	Approved 31 July 2017
Land at Wicks Farm, Ford Lane, Ford, Arundel, BN18 0DF	Proposed extension to existing glasshouses; development of an on-farm anaerobic digestion plant and associated infrastructure for the generation of biomethane, CO ₂ , electricity and heat, grid connection, digestate lagoon, access and landscaping	WSCC/026/16/F	Approved 22 November 2016
New Circular Technology Park (former Ford Blockworks), Ford Airfield Industrial Estate, Ford, Arundel, BN18 0HY	Proposed development and operation of a waste treatment facility	WSCC/096/13/F	Approved 9 January 2015
Part of former runway, Land to west of Ford Rifle Range, Yapton Road, BN18 0HR	Renewal of planning permission CM/20/06 for storage of repossessed vehicles	CM/12/12	Approved 18 October 2012
Ford Air Rifle Ranges, Yapton Road, Climping	Change of use for remainder of range compound for use for ranges, erection of grassed earth bunds for safety	CM/18/06	Approved 14 December 2006
Ford Materials Recycling Facility, Ford Airfield, Ford Road, Ford	Development of materials recycling facility, offices and visitor centre- Re-submission of application F/20/04, including additional highway improvements (This application is a county matter and will be determined by the West Sussex County Council)	F/19/05	Approved 30 March 2006
Land at Ford Aerodrome, Ford Road, Ford	Wastewater treatment works and sludge recycling centre	F/7/99	Approved 28 April 1999

3. THE PROPOSED DEVELOPMENT

This planning application seeks approval for the reconfiguration of Ford market. This is being brought forward alongside the wider proposals for the development of Land at Ford Airfield in line with the adopted Arun District Local Plan and Ford Neighbourhood Plan.

The description of development is as follows:

“Full planning application for the reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works”

The proposals will ensure the continued operation of a market at the Airfield as follows:

- Thursdays: Car boot sale
- Saturdays: Car boot sale and farmers’ market
- Sundays: Car boot sale / retail market

For many years the market has been trading from 7.30am on Thursday and Saturday and 8.30am on Sunday, with traders arriving on site and entering the site from around 4am. The proposals seek to continue the operation in this way.

As explained previously, at present, the market operates on the eastern, western, southern and southern part of the northern concrete runways. The proposals will see the market continue to operate from the eastern, southern and part of the northern runways, but the western runway will be removed to enable the delivery of the wider residential-led masterplan, which will be addressed via a separate Outline planning application.

To accommodate the wider masterplan, it is necessary to make some amendments to the market. The proposals ensure that the market has the same trading and visitor capacity as its current operation and the current operations are not prejudiced in any way. In addition, the market proposals are fully consistent and compatible with the wider residential-led masterplan.

In summary, the proposals involve the following:

- The market will operate on the eastern, southern and the remaining part of the northern runways south of Flying Fortress and the Arun Sports Arena.
- The existing parking area on the eastern runway will be retained for parking.
- The existing trading area on the southern runway will be retained for trading. To provide flexibility, the runway can also be used for visitor parking if required.
- The northern runway (south of the Arun Sports Arena) will be retained for flexible use. This area has historically been used to accommodate trading stalls during peak operation but can also be used to provide a holding area for trading vehicles prior to set up or for overspill car parking.
- The market will cease to operate on the western runway, which will be removed to enable the delivery of the wider residential-led masterplan, in line with the adopted development plan.
- To compensate for the loss of the western runway, which is currently used for car parking, an area of hardstanding is proposed to the east of the Southern Water facility, which will be used as an overflow car park. This will be gated outside of market days. Vehicles will be directed to park at this location once the primary car park (eastern runway) is full.
- Access to and egress from the overflow car park will be provided off the existing estate road into the site off Ford Road to the east. Vehicular access will be height restricted.
- Buffer planting along the eastern and southern edges of the overflow car park, alongside additional planting around the market site.
- To provide flexibility, should there be a need to alter the marking of parking bays in the future, details of the internal parking arrangement are not submitted for approval. However, the total area of permitted hardstanding available for approximately 2,000 car parking spaces (15,000 sqm) at present is the same as the proposed area of hard standing for car parking. There will therefore be no net increase in parking spaces.
- An additional area of hardstanding / overflow market area between the northern runway and Southern Water is proposed to provide an area for market stallholders to wait prior to the market opening i.e. a holding area (in combination with the northern runway). This will contain traders in one area, limiting any impact on future occupiers of the proposed residential scheme to the west and also on the highway network to the east. At present, there is not a dedicated area for this, and stallholders can queue back on to the road. Therefore, this part of the proposal presents an improvement to the operation of the market. To provide flexibility, this area can also accommodate trading stalls during peak operation.
- The market will be accessed from a single point of access. At present it can be accessed from the west off Yapton Road and from the east of Ford Road. Access to the market from the west will be stopped up, resulting in a single point of access from the east.
- In the interest of health and safety, given the single point of access to the market, an emergency access point will be provided to the west. This will only be accessible to vehicles during an emergency.

- The emergency access will be controlled via a market gate and bollard arrangement. The gate will be permanently closed outside of market days. However, on market days the gate will be opened to enable pedestrians and cyclists to enter the market. To restrict vehicular access when there is not an emergency, a bollard will be placed in front of / behind the gate. In an emergency, the bollard can be lowered to allow vehicles to enter the market site.
- A service access (not public) is proposed in the north western corner of that part of the northern runway that falls within the application boundary.
- 2m wide footways are proposed either side of the existing estate road to the south of the recently consented Grundon access (ref. WSCC/027/18/F). These will tie in with the footway proposed alongside the western side of the Grundon access, providing pedestrian connectivity to the market and car parking.
- 2 x pedestrian crossing points are proposed along the existing estate road the leads to the market. These will ensure safe pedestrian movement to the market.
- The existing market office / kiosk and associated buildings at the tip of the southern runway will be retained in their current form and location.

Relevant plans setting out the proposals in detail are provided in Figure 4 and Figure 5.

Furthermore, Figure 6 sets out how the market would function from an operational perspective.

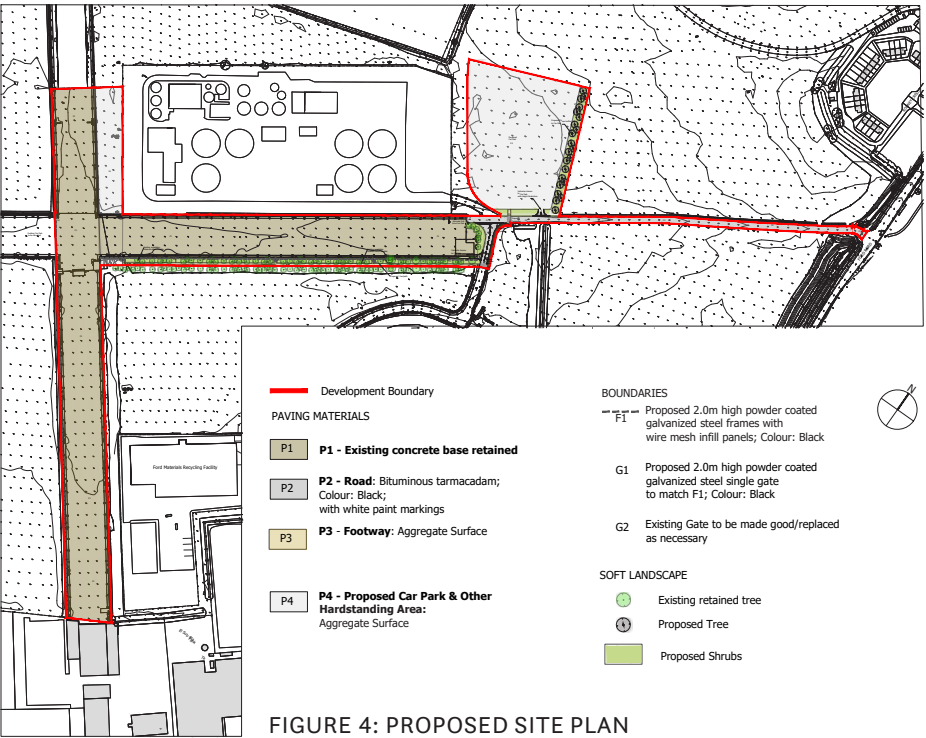
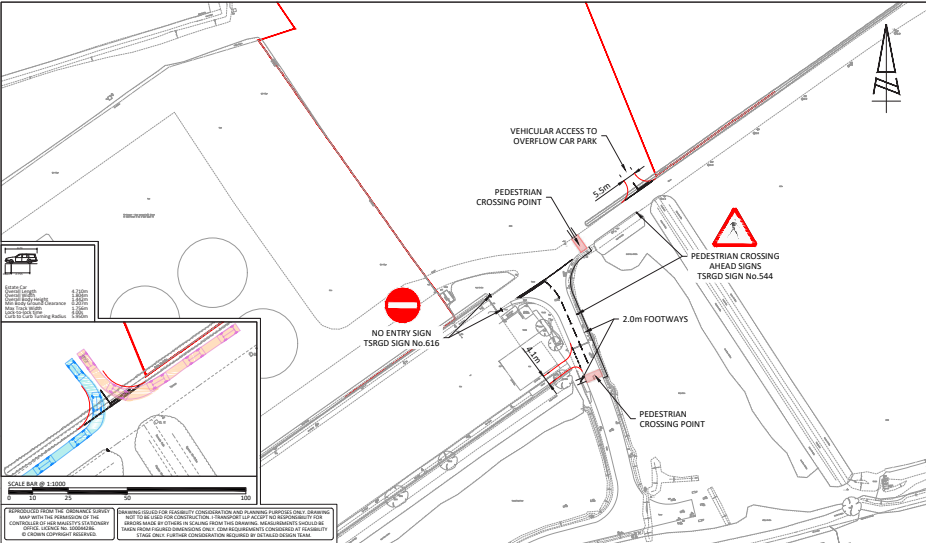


FIGURE 4: PROPOSED SITE PLAN

FIGURE 5: MARKET ACCESS ARRANGEMENTS



In the context of Section 55 of the Town and Country Planning Act 1990, the proposals amount to development. Planning permission is therefore required for these changes and is sought through this planning application.

As set out above, this planning application is submitted in parallel with an application for Outline planning permission at the wider site to deliver a residential-led development in line with the adopted Local Plan and Neighbourhood Plan. The description of development for this separate application is as follows:

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

As set out previously, the masterplan for the site, as presented in the separate Outline planning application, maintains a market on the site to ensure its ongoing operation. To assist in the determination of the Outline masterplan application and Full market application, and in the interests of a coordinated approach, we feel that it would be beneficial both applications to be taken to committee at the same time.

This would enable the wider scheme and market to be considered at the same time, but with the benefit of separate planning permissions and conditions. Any s106 agreements could be intertwined, if necessary, which would likely be beneficial as the emergency access for the market is required to pass through the wider scheme. This would ensure that the access is implemented and delivered so that the market use can take place.

PLANNING CONDITIONS

There are a number of planning conditions attached to the extant planning permissions for the market that control the way in which it is operated. Based on a review of these and in line with the proposed market configuration, we would anticipate similar conditions to be attached to a new planning permission for the market. This is reliant on the conditions remaining fit for purpose and meeting the relevant tests.

Subject to agreement over the precise terms and wording of the conditions, we propose planning conditions covering matters such as the following:

- Use as a car boot sale on Thursdays.
- Use as a car boot sale and farmers’ market on Saturdays.
- Use as a car boot sale and market on Sundays.
- No access to the market site prior to 4am.
- No access to the market trading area prior to 6.30am.
- No trade to take place on Thursday and Saturday prior to 7.30am and Sunday prior to 8.30am.
- All trading to end at 3pm and all vehicles to be removed by 4.30pm on Thursday, Saturday and Sunday.
- No public address, loud speaker or other amplification system to be used.
- Approximately 2,000 parking spaces for the parking of customers’ cars. The parking areas on the eastern runway and overflow car park shall be used for no other purpose and no trading shall be carried out in these areas.
- Only the access shown on the Proposed Site Plan to the east shall be used for vehicular access to and from the site, except in emergencies.
- Suitable noise mitigation, where necessary.
- The number of stalls shall not exceed 200.
- No more than 250 vehicles to be stationed within the trading enclosure at any one time.

PLANNING OBLIGATIONS

Planning permissions associated with the market have been subject to legal agreements under Section 106 of the Town and Country Planning Act.

It appears that the most up to date agreements relate to planning permission F/10/07 (Thursday market, dated May 2008) and a Deed of Variation that applies to planning permission F/12/10 (Saturday market, dated December 2010).

All obligations sought must comply with the statutory tests set out in Regulation 122 of The Community Infrastructure Levy Regulations 2010 (as amended). This requires that obligations are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Based on a review of the obligations set out in the legal agreements, we do not consider that the existing obligations meet these tests, as well as not being enforceable. We therefore suggest that they are not applied to any future planning permissions concerning the market.

In addition, it is important to note paragraph 003 of the ‘Planning obligations’ section of the Planning Practice Guidance (PPG) (Reference ID: 23b-003-20190315). This explains that *“Planning obligations, in the form of section 106 agreements and section 278 agreements, should only be used where it is not possible to address unacceptable impacts through a planning condition.”* We therefore suggest that any matters are dealt with by planning condition as opposed to a legal agreement, unless a legal agreement is strictly necessary.

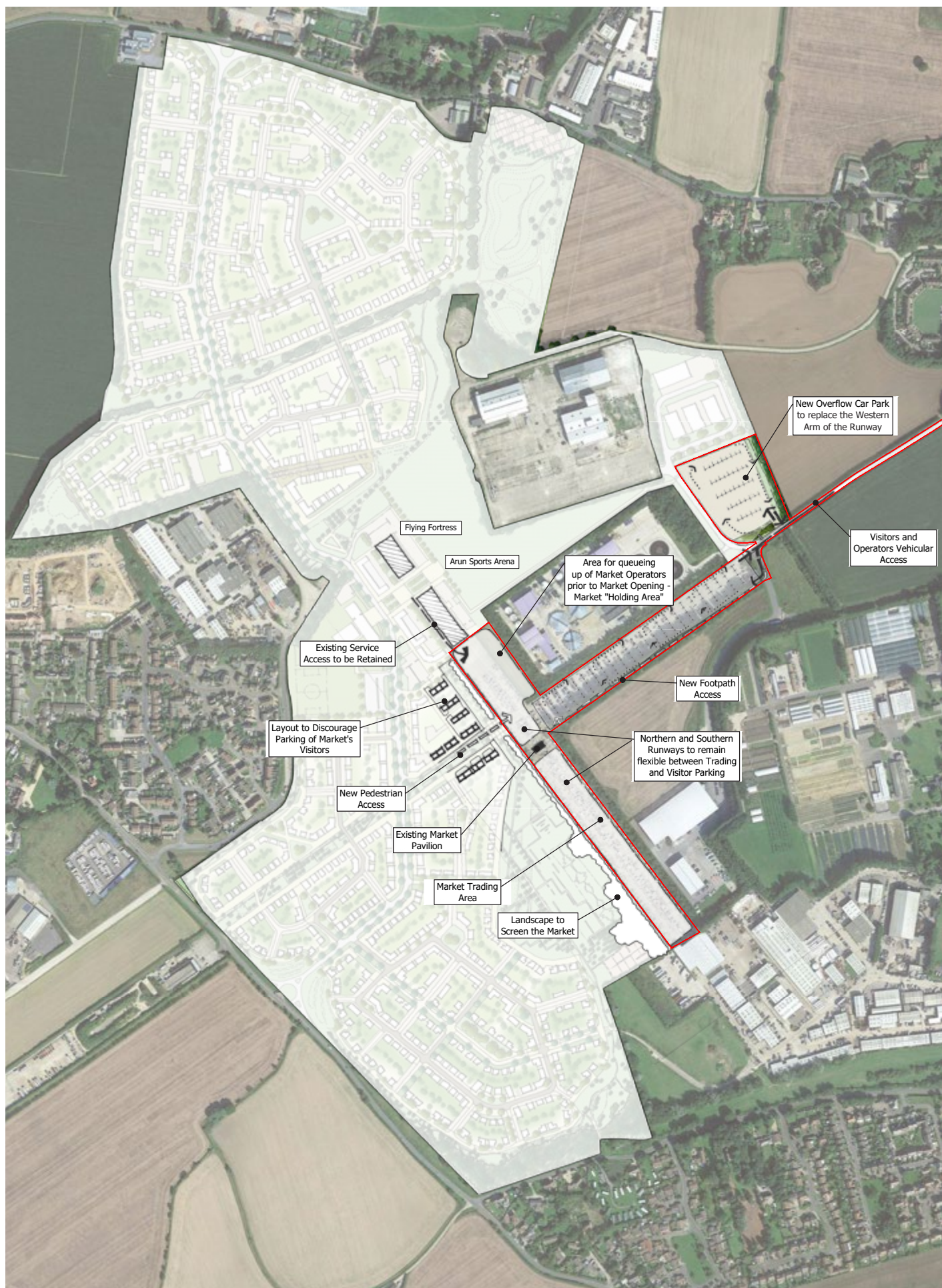


FIGURE 6: OPERATIONAL PLAN

4. PLANNING POLICY CONTEXT

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications be determined in accordance with the Development Plan, unless material considerations indicate otherwise. This is echoed in paragraphs 2 and 12 of the NPPF.

DEVELOPMENT PLAN

The adopted development plan for the area comprises the:

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



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

A referendum on the Neighbourhood Plan took place on 8 November. A majority vote in favour of its adoption was secured and the Plan was formally adopted (“made”) on 9 January 2019.

One of the key principles of the vision in the Neighbourhood Plan is the retention of the Ford Airfield market (paragraph 5.1).

Policy SP1 of the Neighbourhood Plan provides support for a minimum of 1,545 new dwellings (which includes 45 homes at Burndell Road) and supporting infrastructure, as well as confirming that 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. It goes on to note that proposals for the Ford Airfield site must be part of a comprehensive masterplan, as required by Policy H SP2 of the Arun Local Plan.

Policy SA1 of the Neighbourhood Plan allocates Ford Airfield for development. The policy wording sets out the following:

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

- provide that the layout of pedestrian footways, cycleways, roads should provide a sense of orientation as well as a sense of place;*
- local areas for play shall include areas designed as “village greens” as well as sports pitches;*
- the proposed community hub shall include the provision of a community hall;*
- the mix of residential units shall include accommodation for the elderly;*
- the new healthcare facilities shall be provided on site as part of development rather than the development being expected to make a financial contribution to healthcare facilities elsewhere;*

- the master plan shall incorporate a network of open spaces, which shall include parks and gardens, natural and semi-natural green space, amenity space (including village greens), sports pitches, children and young persons’ play spaces and allotments, all connected via a network of footpath and cycleways that will link the new and existing community to new facilities;*
- existing mature vegetation shall be retained where possible;*
- where required, following detailed highway assessment, the development will deliver any required road improvements to Ford Lane, or Horsemere Green Lane and Yapton Road.*

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

Policy EE1 sets out that development proposals to upgrade or extend existing employment buildings will be supported unless the proposal would cause unacceptable harm to the amenities of surrounding properties, landscape, wildlife and cultural heritage. The policy acknowledges that encouraging business to remain in Ford is important as it provides employment opportunities not only for local people but across the District, and proposals to upgrade or extend should be encouraged.

Policy EE3 states that new development should ensure that there is no conflict with existing uses. Mitigation should be appropriate to minimise, as far as possible, the potential effects identified to future occupants. New residential development should be located to ensure there is no significant adverse impact from existing commercial uses by way of noise, smell or traffic.

Policy GA1 sets out that support will be given to proposals that improve and extend the existing footpath and cycle path network. The policy acknowledges that improving and increasing the network of footpaths and cycle paths would encourage walking and cycling for both utility and leisure purposes.

Policy GA2 sets out proposals should include car parking spaces in connection with such proposals and made available in perpetuity.

Policy EH1 states that proposals that impact on trees must be accompanied by appropriate surveys and a management 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. 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:
 - i. new retail, commercial and community facilities
 - ii. a new Tier 7 library facility, and
 - iii. 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,
- 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.”

Policy SD SP1 sets out that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements.

Policy T SP1 requires development to achieve several objectives. This includes: provide safe access on to the highway network; contribute to highway improvements; and promote sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

Policy T DM1 requires new development to ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.

Policy D SP1 requires new development to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development.

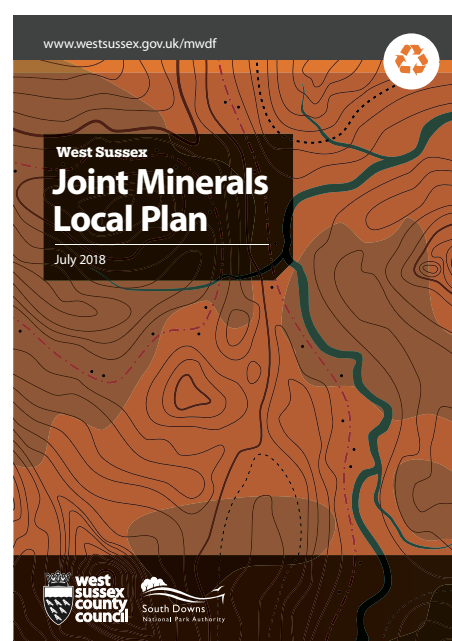
Policy LAN DM1 sets out that development should respect the particular characteristics and natural features of the relevant landscape character areas and seek, wherever possible, to reinforce or repair the character of those areas.

Policy QE DM1 requires any noise impacts to be assessed as part of development proposals.

Policy QE SP1 requires development to contribute positively to the quality of the environment and to not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the District.

Policy ENV DM4 requires planning applications for sites where there are existing trees on or adjacent to the site to be accompanied by: tree surveys, a tree constraints plan, and an arboricultural impact assessment inclusive of a tree protection plan and arboricultural method statement.

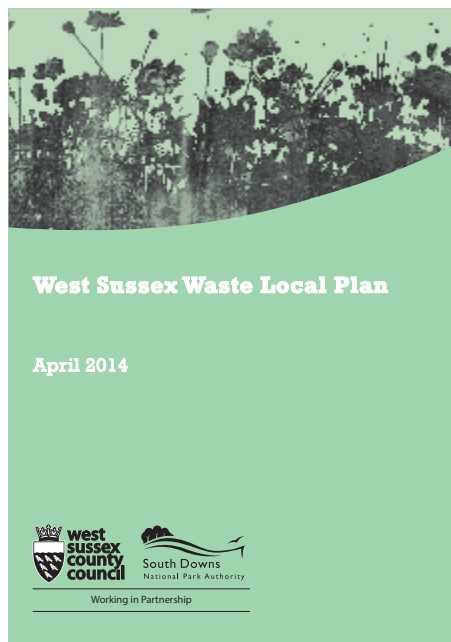
WEST SUSSEX JOINT MINERALS LOCAL PLAN



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 Grundon 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, which includes support for the economy.

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).

- Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future (paragraph 80).
- Planning policies and decisions should enable the retention and development of accessible local services and community facilities, such as local shops and meeting places (paragraph 83).
- Planning policies should retain and enhance existing markets and, where appropriate, re-introduce or create new ones (paragraph 85).

An assessment of the scheme’s compliance against these policies is included in section 5 of this Statement.

5. PLANNING CONSIDERATIONS AND ASSESSMENT

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications be determined in accordance with the Development Plan, unless material considerations indicate otherwise. This is echoed in paragraphs 2 and 12 of the NPPF.

Furthermore, paragraph 11 of the NPPF explains that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless one of two criteria apply (as set out on page 17 of this Statement).

As will be explained, the proposals comply with the adopted Development Plan for the area and the presumption in favour of sustainable development should therefore apply. There are no reasons for not granting planning permission.

The application site is located within the built-up area boundary of Ford and is therefore considered to be a sustainable location for development. Policy SD SP2 of the Arun District Local Plan (hereafter referred to as the Local Plan) confirms that development should be focused within the Built-Up Area Boundaries and will be permitted, subject to consideration against other policies of the Local Plan.

The principle of development is established by the extant planning permissions for the market at the site. In addition, as set out in previous sections of this report, the site is allocated for a residential-led development in the Ford Neighbourhood Plan (Policy SA1) and Arun Local Plan (Policy SPH 2 (SD 8)). Furthermore, a key principle of the vision in the Neighbourhood Plan is the retention of the market, and more generally the NPPF and Local Plan include support for the retention and enhancement of community and retail uses. As such, the principle of development is considered to be acceptable and in line with national and local planning policy.

The proposals preserve and enhance Ford market and are therefore considered to make a significant contribution to the requirement of Local Plan allocation policy H SP2c (SD8), and the vision of the Neighbourhood Plan and allocation policy SA1, which seek for proposals at Ford Airfield to make a contribution towards new facilities and / or the improvement or expansion of relevant existing facilities.

ECONOMIC BENEFITS

The reconfiguration of Ford market will generate economic benefits for both the immediate community of Ford as well as the wider area within Arun District.

Firstly, the market is a major attraction to the local area for visitors who contribute to the local economy through expenditure at the market as well as locally. The reconfiguration and retention of the market also secures local employment as part of a business that has operate from Ford for a number of years.

Furthermore, the reconfiguration of the market is necessary to enable the delivery of a key allocation in the Arun Local Plan and Ford Neighbourhood Plan. The proposed residential-led development of land at the Airfield, for which Outline planning permission is sought separately, will generate economic benefits for both the immediate community of Ford as well as the wider area within Arun District.

The construction phase for the wider residential proposal will provide employment for the building industry, while the proposed mix of uses (employment, retail, commercial and community floorspace) will provide employment for local residents and the new residents of Ford will contribute to the local economy through expenditure in the local centre. It is evident that the proposed development will provide significant new employment opportunities to support the

Local Plan's objectives of reducing out commuting and creating local jobs, in accordance with Policy EMP SP1.

This mix of uses will provide a range of full-time and part-time employment opportunities for local residents whilst contributing to the supply of good quality commercial sites and premises to meet the needs of business and the local economy. The proposed employment space (up to 9,000 sqm) will also contribute to the attractiveness of the District as a business location. The new mixed-use scheme will help raise skill levels and increase employability through the provision of a range of new jobs. It is therefore considered that the proposals are in accordance with Policy EMP SP1, EMP DM1 and SKILLS SP1 of the Local Plan and Policy EE4 of the Neighbourhood Plan.

COMMUNITY ENGAGEMENT

Community engagement for the scheme has been undertaken to reflect the latest guidelines and best practice as set out in ADC's adopted (2012) and emerging (2018) Statement of Community Involvement, the NPPF and the Localism Act (2011).

The NPPF sets out that *"Early engagement on development proposals has significant potential to improve the efficiency and effectiveness of the planning application process for all parties"* (paragraph 39). It goes on to explain that *"Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot"* (paragraph 128). Good quality pre-application discussion enables better coordination between the local planning authority (LPA) and the applicant, with improved outcomes for the community.

As part of the wider proposals, extensive community engagement has been held in the Parish over the last five years, with the community feeding into the design

concepts for the site on an ongoing basis. The community's aspirations have been translated into a workable masterplan and is now being brought forward as part of the planning proposals at the site. The operation of the market is endorsed by the Parish through the inclusion of a key principle of the vision in the Neighbourhood Plan being to retain the market at Ford Airfield.

CAR PARKING

To facilitate the delivery of the wider residential-led scheme, the current car parking on the western part of the east-west runway associated with the market will be removed and this access stopped up (with emergency access only).

To counter the loss of car parking, an additional overflow car park is provided to the east, adjacent to the Southern Water facility, in addition to the existing car parking on the eastern part of the runway which runs east-west. Approximately 2,000 spaces are provided overall, which accord with the existing level of parking that serves the market.

The proposed car parking is in line with Neighbourhood Plan Policy GA2, which requires parking spaces to be provided in connection with such proposals and made available in perpetuity.

ACCESSIBILITY

Vehicular access to the market will be from Ford Road via the existing eastern access. Two new pedestrian crossing points are proposed on the estate road to provide safe crossing between the overflow car park and the pedestrian route into the market site.

The pedestrian access will comprise a 2m wide gated access which will be closed when the market is not in operation. The emergency access will comprise a 3.7m wide gated access with a removable bollard

which will only be used for access by emergency vehicles or occasional access by the landowners in connection with maintenance of the site or other similar activities.

As set out above, to enable the delivery of the residential-led scheme on the wider site, the western access will be closed and used as an emergency access only. The operation of the market gate / bollard that will control the emergency access is explained in Section 3 of this Statement. In short, it will limit movements into the market site to pedestrians and cyclists on market days and will only be open for vehicles (the bollard dropped) during an emergency.

The introduction of a single access point enables the delivery of the wider masterplan and creates the opportunity to achieve place-making principles and deliver a high-quality scheme. In addition, it has the potential to avoid any adverse impacts on the amenity of future residents in terms of noise, car fumes, traffic, and parking. It creates a necessary separation between the market and the wider master plan and greater potential to secure an appropriate design approach to the relationship between the different uses.

Access to the overflow car park has been positioned so that it is not immediately on the junction into the site, and to provide some space for queuing vehicles. This ensures that, in the event that the access is blocked, it does not queue back and block the main site access off Ford Road.

The proposed access / egress point is 5.5m wide, a sufficient width to negate any potential for the access to become blocked.

There is a network of Public Rights of Way that run through and near the site including:

- Footpath No. 175, which provides an east-west connection between Church Lane and Yapton Road to the south of the site.

- Footpath No. 366, which provides an east-west connection between Ford Lane and The Towpath.
- Footpath No. 200_2, which connects Footpath 366 with Burndell Road.
- Footpath 170, which provides a north-south connection between Footpath 366_1 and Burndell Road via Fordwater Gardens.
- Footpath No. 200_3, which provides a connection to Ford Road in the northeast corner of the site.

In terms of pedestrian and cycle access, the following is included in the proposals:

- A new route is proposed off footpath 200_3 through the employment space proposed as part of the wider masterplan into the proposed overflow car park, providing a connection from the village and Ford Railway Station to the market.
- A 2m wide footway will extend from the overflow car park pedestrian access to a dedicated crossing point over the access road, formed of dropped kerbs, tactile paving and carriageway demarcation.
- From the market, there are five pedestrian routes connecting to the wider site to the south, north and west. These provide access to Climping to the south, Yapton and the proposed wider development to the west, and to the new local centre, Arun Sports Arena, Flying Fortress and the wider development to the north.

There is an existing National Cycle Network route to the south of the site along the A259, which will provide a means of accessing the market by cycle. Furthermore, the spine road proposed as part of the wider development is capable of accommodating a bus / being used as a bus route.

On the basis of the above, the proposals are considered to be in compliance with the Local Plan Allocation Policy H SP2c (SD8) and Neighbourhood Plan allocation Policy SA1, which require proposals at Ford Airfield to take account of sustainable links for all modes of transport between the development, Ford Railway Station and the Littlehampton / Arundel cycleway.

In addition, the proposals are in accordance with Policy GA1 of the Neighbourhood Plan, which provides policy support for proposals that improve and extend the existing footpath and cycle path network.

A Transport Statement has also been prepared and is submitted in support of this application. This explains that the use of the eastern runway as a primary car park with the overflow positioned off the access road will reduce the likelihood of site access congestion occurring, given that vehicular flows into the market and car boot will have likely reduced by the time the overflow car parking area is brought into use and the use of two distinct areas will minimise opposing flows.

The retention of the market and car boot on the southern boundary would also enable a safe route for pedestrians originating from the west of the site, who would not have to negotiate a live car park to access a market located adjacent to Ford Road. The length of the journey would also remain the same, reducing the likelihood of those who already walk to the market and car boot changing their mode of transport (and with the added benefit of dedicated pedestrian infrastructure on the approach to the site).

On the basis of the above, the scheme is considered to be in compliance with Local Plan Policies T SP1 and T DM1.

DESIGN, BUILT FORM AND APPEARANCE

In line with the principles of Local Plan Policy D SP1, the proposals make efficient use of land whilst reflecting the characteristics of the site and local area in its layout, landscaping and density. The scheme has been derived from a thorough site analysis and context appraisal and adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats).

The scheme incorporates an efficient layout and the new access and car parking arrangement seek to ensure an appropriate relationship between the market and the wider site. In addition, the proposed security features along the boundary of the market introduce separation between the market and the wider Outline scheme.

The market gate will be attractive and well-integrated and the bollard in front of / behind it will not be seen when the gate is closed. Furthermore, the landscape buffer screens the eastern and southern boundary of the overflow car park.

Details of the proposed materials are provided on the submitted Detailed Layout Plan.

RELATIONSHIP TO THE WIDER MASTERPLAN

The proposals are well integrated with the wider masterplan and both applications have been prepared alongside one another, ensuring that one does not prejudice the other. This is in line with the Local Plan Policy H SP2 which requires allocations to be comprehensively planned, having regard to a masterplan endorsed by the Council and incorporating high quality imaginative design and a permeable layout.

The two applications together enable the delivery of a scheme which integrates appropriately with surrounding communities through an appropriate design by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport.

RESIDENTIAL AMENITY

The proposed closure of the western access and car parking is in the interests of the amenity of future residents of the wider development. Entrance and exit to the site solely off Ford Road to the east will segregate the two uses and provide a far more pleasant living environment. While an emergency access route is proposed to connect the market through the residential development area to an access off Yapton Road to the west, this will only be required on a limited number of occasions, if at all.

It is noted that the proposed conditions would alter the hours of market operations (access and trading hours) from those currently permitted. However, the market has been operating on the basis of these hours for some years now and no concern regarding these hours of operations have been brought to the attention of the market operators.

While the wider masterplan would place residential development close to the market operations, an acceptable relationship can be achieved with neighbouring residents. It is also important to note that very few vehicles queue outside the gates in the early hours, for example, the Transport Statement sets out that based on survey data a maximum of 25 vehicles were waiting at around 4am.

The submitted Operational Plan (included earlier in this Statement) demonstrates how an appropriate relationship between the market and future residents can be achieved through careful management of the market operations. Key elements include:

- Layout of car parking associated with the wider residential scheme on the eastern boundary of the proposed homes to be designed to discourage use by market visitors.
- Landscape screening between the proposed homes and the market along the western boundary of the market area.
- Vehicular access and overflow car park provided to the east, away from the proposed residential development.
- Provision of a market trader holding area to contain traders that arrive prior to the opening of the site to secure a preferential trading location.

The proposals comply with the principles of Policy QE SP1, which requires development to contribute positively to the quality of the environment and to not have a significantly negative impact upon residential amenity. It also conforms with Policy EE3 of the Neighbourhood Plan, which states that new development should ensure that there is no conflict with existing uses and mitigation should be appropriate to minimise, as far as possible, the potential effects identified to future occupants.

NEIGHBOURING USES

The market has functioned at the site for many years, alongside the neighbouring operations at Grundon, Viridor, and Ford Wastewater Treatment Works. The proposed continued use of the market will have no greater impact on the operation of these neighbouring uses and the reconfiguration and new access and car parking arrangement proposed should lessen any impact. Should the Wastewater Treatment Works require further land to expand in the future, there is scope for the proposed overflow car park to be relocated to accommodate the expansion.

As such, the proposals are considered to be in line with Neighbourhood Plan Policy EE3, which states that new development should ensure that there is no conflict with existing uses. The proposals are also in line with the Local Plan allocation policy for the site (Policy H SP2c Part SD8), which requires proposals to take into account the siting of Ford Wastewater Treatment Works and not prejudice the operation of or the expansion of the treatment plant as required to accommodate future growth in the District.

The proposals are also in line with the Waste Local Plan, which requires that the allocated waste site (existing Grundon use) is 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.

LANDSCAPING

The proposed layout includes a landscape buffer along the eastern and southern boundary of the new overflow car park, which will provide screening, create an enclosure and reduce any visual impact. This is in line with Local Plan Policy LAN DM1, which requires new development to respect the particular characteristics and natural features of the relevant landscape character areas and seek, wherever possible, to reinforce or repair the character of those areas.

ECOLOGY

An Ecological Impact Assessment has been prepared and is submitted in support of this application. This sets out the following:

- The site is dominated by hardstanding with managed species-poor hedgerows, and small areas of improved and semi-improved grassland, tall ruderal vegetation and arable land.
- The site has habitat that is suitable to support roosting, foraging and commuting bats, breeding birds, reptiles and invertebrates.
- Mitigation measures proposed include sensitive working methods and timings for the removal of habitat suitable for reptiles, provision of a hibernation feature for reptiles and new native species rich shrub and tree planting.
- The new planting will result in a net gain in suitable habitat for a range of wildlife, including bats, birds and invertebrates.

In light of the above, and given the impacts identified, alongside the mitigation, compensation and enhancement measures proposed, the proposals accord with Policies ENV SP1, ENV DM1 and Policy ENV DM3 of the Local Plan.

TREES

An Arboricultural Assessment and Method Statement and Tree Protection Plan have been prepared and are submitted in support of this application.

These explain that the proposals affect (part removal) five tree groups of moderate quality (Category B) and one hedgerow of low quality (category C). These trees will be afforded special protections and precautions during development, as set out in the submitted documents. In addition to these trees, all retained trees will be protected during development and the submitted plans indicate the location of new planting.

The proposals are therefore in accordance with policy ENV DM4 of the Local Plan and EH1 of the Ford Neighbourhood Plan.

NOISE

This planning application relates to an existing operation which is relatively low impact in terms of noise. Section 3 of this statement proposes that suitable noise mitigation, where necessary, is secured by condition. In light of this, the proposed development is considered to be in accordance with Policy QE DM1 of the Local Plan.

FLOOD RISK AND DRAINAGE

The site is wholly located within Flood Zone 1 and is therefore considered to be at a very low risk of flooding.

A Flood Risk Assessment and Drainage Strategy have been prepared and submitted in support of this application. This explains that the ground at the overflow car park is suitable for soakaways. This provides treatment as water passes through the road sub-base filtration layer. The water will then discharge to cellular soakaways located deeper in the gravelly sand / sandy clay underlying the site, which enables water to discharge into the ground. In the event that flooding occurs from the underground drainage systems, the proposed design ensures the exceedance flows are routed to neighbouring green open spaces or arable farm land.

The drainage infrastructure on the existing market site will be private and will be maintained by the owners of the site.

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

CONTAMINATION

A Land Contamination Assessment has been prepared and is submitted with this application. This concludes that there are no contaminative issues that would impact on the proposed development, with the exception of the presence of Japanese Knotweed in the inert landfill, located to the northwest of the proposed overflow car park. It is recommended that a specialist be consulted with regards to the removal of the knotweed.

The Assessment sets out that no other measures are considered to be necessary, although the groundworkers should maintain a watching brief during the construction works for any suspect contamination (i.e. oil / fuel odours, visible fragment of asbestos).

The proposals can therefore come forward in accordance with Policy QE DM4 of the Local Plan.

6. CONCLUSION

The principle of the proposals is considered to be acceptable and is established by the existing use and planning permissions at the site, and by the allocation in the Neighbourhood Plan and Local Plan.

The market use is further endorsed by the identification for the retention of the market as a key principle of the Neighbourhood Plan vision.

The scheme contributes to the sustainable development principles of the NPPF, Local Plan and Neighbourhood Plan, and allows the retention and enhancement of a community asset for the benefit of existing and future residents.

The market forms a component of delivering the Ford Airfield allocation, contributing to the delivery of an exciting, community-led opportunity to realise the aspirations of the local community, as advocated through the allocation of the site in the adopted Ford Parish Neighbourhood Plan and Arun District Local Plan. 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. This application is submitted in parallel with the application for the wider site to ensure the delivery of the two schemes alongside each other.

As set out in detail in this Statement, the proposals are considered to be in line with national and local policy and therefore comply with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, which requires applications to be determined in accordance with the Development Plan. The principle of the proposed development is in accordance with the adopted Development Plan for the area and the proposed development should therefore be approved without delay, in line with paragraph 11 of the NPPF.

APPENDIX A - FORD MARKET - PLANNING HISTORY

Based on information available on ADC website / archives

REF.	DESCRIPTION OF DEVELOPMENT	DECISION	CONDITIONS / OBLIGATIONS (SUMMARY)
CM/9/73	General retail market on Sundays each week and Bank Holidays and car parking (dual Parish with F/3/73)	Refused: 06/06/1973 Appeal dismissed: 4/11/74	N/A Note that the appeal was made following an enforcement notice being served as a market was operating on the site at this point.
F/12/73	Creation of additional access to existing Airfield for General Retail Market	No decision given	N/A
CM/22/75	Market to be conducted on the runway and perimeter track	Refused: 07/07/1976	N/A
CM/23/75	Change of use to general retail market on Sundays and Bank Holidays with ancillary car parking (dual Parish with F/8/75)	Refused: 07/07/1976	N/A
CM/5/77	Change of use to Sunday Market temporarily from 31/03/1977 to 31/10/1977	Refused	N/A
CM/6/77	Change of use to Sunday Market temporarily from 31/03/1977 to 31/10/1977	Refused	N/A
CM/7/77	Change of use to permanent Sunday Market	Refused and appeal dismissed	N/A
CM/8/77	Change of use to permanent Sunday Market	Refused and appeal dismissed	N/A
CM/13/77	Retail Sunday market with car parking area	Refused: 22/06/1977	N/A
F/3/77	Retail Sunday Market with ancillary car parking	Refused: 23/06/1977	N/A
CM/30/77	Proposed open trading market on runways operating Sundays and Bank holidays between 9am and 2pm (dual Parish with F/10/77)	Refused: 12/04/1978	N/A
CM/4/78	Sunday Market	Refused	N/A

REF.	DESCRIPTION OF DEVELOPMENT	DECISION	CONDITIONS / OBLIGATIONS (SUMMARY)
F/7/86	General market to be held on Sundays only with 200 stalls and 2000 car parking, erection of 2 portacabins and toilets	Refused: 04/02/1987 Appeal allowed: 11/01/1988	Officer's report (recommendation for approval): - A Sunday market was established without planning permission in April 1973. It operated on three of the runways. - An appeal against an Enforcement Notice requiring removal of the market was dismissed. - Since 1975 there have been several planning applications for retail markets culminating in three appeals in 1978/1979. All three appeals were dismissed. - Having regard to this pressure for market uses an Article IV direction was authorised and agreed in 1978 in relation to the Airfield, removing the rights to use land for markets on 14 days in any one calendar year. - Recommended that temporary permission be granted for 1 year to allow an assessment of impact to be made. Appeal decision conditions: - The permitted use shall be discontinued permanently, and the land restored to its former condition, or in a condition to be agreed with the LPA, on or before the expiration of 2 years from the date when the work undertaken in condition 5 has been carried out to the satisfaction of the LPA. - The permitted use shall be for a Sunday retail market only and no other purpose. - The market shall operate on Sundays only and no stalls shall be brought onto the site until 9am and shall be removed by 4.30pm on the same day. Note that a letter was subsequently sent regarding this condition not being complied with (people arriving earlier). - The number of portacabins to be brought onto the site shall be limited to 2, their size to be the subject of agreement with the LPA before the use permitted is commenced. They shall not be brought onto the site before 12pm each Sunday and shall be removed by 8pm on the Sunday. - The number of stalls on the site at any one time shall not exceed 200. - The market shall not commence operation until works for the improvement of the B2233 Yapton Road and the Ford xx xx [unable to read] they pass the proposed entrances to the market site, have been carried out in accordance with details to be submitted to and approved by the LPA. - No public address, loudspeaker or other sound amplification system shall be used. - Only the 2 accesses indicated on Plan C (drawing 1108) shall be used for entry to and exit from the market, all other accesses and gates shall be closed and a barrier at the end of the south-eastern runway shall be constructed in accordance with details to be submitted and approved by the LPA prior to the use commencing.
F/15/88	Continuance of use with amendments to Conditions 3 & 4 of planning consent F/7/86; to allow 4 fruit & vegetable stalls onto the site at 7.30 a.m. on Sundays and increasing the number of portacabins to 3 & removing them from the site by 8 a.m. each Monday	Refused: 30/08/1988	N/A

REF.	DESCRIPTION OF DEVELOPMENT	DECISION	CONDITIONS / OBLIGATIONS (SUMMARY)
F/40/90	Use of land at Ford Airfield for a Sunday Trading Market of 200 stalls with associated car parking and car parking for the disabled, four portacabins and septic tank, temporary office and first aid caravan	Approved: 24/04/1991	1. The permitted use shall be discontinued permanently and the land shall be restored to its former condition, or to a condition agreed in writing with the LPA, on or before the expiration of the period ending 30 April 1993. 2. The permitted use shall be for a Sunday retail market only and no other purpose. 3. The retail market shall operate on Sundays only. 4. No stall holders vehicles shall be brought onto the site until 0830 hours and they shall have left the site by 1630 hours on the same day. 5. The number of portacabins to be brought onto the site shall be limited to 4. They and the temporary office and first aid caravan shall not be brought onto the site before 1200 hours each Saturday and shall be removed by 2000 hours on Sunday. 6. The number of stalls at the site at any one time shall not exceed 200. 7. Only the 2 accesses indicated on the submitted drawing no. 1108 shall be used for entry to and exit from the market. 8. No public address, loud speaker or other amplification system shall be used. 9. There shall be no sale of retail goods to members of the public prior to 1000 hours.
F/27/91	Continuance of use without compliance with Condition 4 imposed of F/40/90 which states that stallholder vehicles shall not enter the site until 0830 hours and should have left the site by 1630 hours	Approved: 13/11/1991	1. No stall holders vehicles shall enter the site prior to 07.30 hours and the erection of any stall shall not commence before 08.30 hours and all stalls shall have been dismantled and cleared from the site by 16.30 hours on the same day. 2. All stall holders vehicles shall be parked in the car parking areas provided on the site prior to 08.30 hours and no stall holders or their vehicles shall enter the stall sales area prior to 08.30 hours.
F/40/92	Use of land at Ford Airfield for a Sunday Trading Market of 200 stalls with associated car parking for the disabled, four portacabins and septic tank, temporary office and first aid caravan	Approved: 10/03/1993	1. The permitted use shall be for a Sunday retail market only and no other purpose. 2. The retail market shall operate on Sundays only. 3. No stall holders vehicles shall be brought onto the site prior to 07.30 hours and the erection of any stall shall not commence before 08.30 hours and all stalls shall have been dismantled and cleared from the site by 16.30 hours on the same day. 4. All stall holders vehicles shall be parked in the car parking areas provided on the site prior to 08.30 hours and no stall holders or their vehicles shall enter the stall sales area prior to 08.30 hours. 5. The number of portacabins to be brought onto the site shall be limited to 4. They and the temporary office and first aid caravan shall not be brought onto the site before 12.00 hours each Saturday and shall be removed by 20.00 hours on Sunday. 6. The number of stalls at the site at any one time shall not exceed 200. 7. Only the 2 accesses indicated on the submitted drawing no. 1108 shall be used for entry to and exit from the market. 8. No public address, loud speaker or other amplification system shall be used. 9. There shall be no sale of retail goods to members of the public prior to 10.00 hours.

REF.	DESCRIPTION OF DEVELOPMENT	DECISION	CONDITIONS / OBLIGATIONS (SUMMARY)
F/1/94	Continuance of use without compliance with Conditions 3 and 4 imposed of F/40/90 and the imposition of a new Condition 3 in the following terms “No stall-holder vehicles shall enter the site prior to 07.30hrs and the erection of stalls shall be completed by 09.30hrs. All stalls shall be dismantled and removed from the site by 16.30hrs on the same day.”	Approved: 13/07/1994	1. Until 5 July 1995, no stall holders vehicles shall be brought onto the site and neither shall any stalls be erected prior to 07.30 hours. All stalls shall be dismantled and removed from the site by 16.30 hours on the same day. Following this temporary period no stall holders vehicles shall enter the site prior to 0730 hours and the erection of any stalls shall not commence before 08.30 hours and all stalls shall have been dismantled and removed from the site by 16.30 hours on the same day. 2. Following the expiration of the temporary period all stall holders vehicles shall be parked in the car parking areas provided on the site prior to 08.30 hours and no stall holders or their vehicles shall enter the stall sales area prior to 08.30 hours. 3. Between the hours of 07.30 and 08.30 noise from the site shall not increase the existing background noise level 41 DB(A), L90, over any 5 minute period. Also any specific noise Lmax from the site, measured on ‘fast’ response, shall not exceed the above level by more than 10 DB. The above levels to be assessed at a point 1 metre from the façade of any noise sensitive premises. 4. The permitted use shall be for a Sunday retail market only and no other purpose. 5. The retail market shall operate on Sundays only. 6. The number of portacabins to be brought onto the site shall be limited to 4. They and the temporary office and first aid caravan shall not be brought onto the site before 12.00 hours each Saturday and shall be removed by 20.00 hours on Sunday. 7. The number of stalls at the site at any one time shall not exceed 200. 8. Only the 2 accesses indicated on the submitted drawing no. 1108 shall be used for entry to and exit from the market. 9. No public address, loud speaker or other amplification system shall be used. 10. There shall be no sale of retail goods to members of the public prior to 10.00 hours.
F/14/95	Renewal of temp. permission F/1/94 for continuance of use without Conds 3 & 4 imposed on F/40/92 and the imposition of a new Cond 3 “No stall-holder vehicles shall enter the site prior to 07.30hrs and the erection of stalls shall be completed by 09.30hrs. All stalls shall be dismantled and removed from the site by 16.30hrs on the same day.”	Approved: 23/08/1995	1. No stall holders vehicles shall enter the site prior to 07.30 hours. All stalls shall have been dismantled and cleared from the site by 16.30 hours on the same day. 2. Between the hours of 07.30 and 08.30 noise from the site shall not increase the existing background noise level 41 DB(A), L90, over any 5 minute period. Also any specific noise Lmax from the site, measured on ‘fast’ response, shall not exceed the above level by more than 10 DB. The above levels to be assessed at a point 1 metre from the façade of any noise sensitive premises. 3. The permitted use shall be for a Sunday retail market only and no other purpose. 4. The retail market shall operate on Sundays only. 5. The number of portacabins to be brought onto the site shall be limited to 4. They and the temporary office and first aid caravan shall not be brought onto the site before 12.00 hours each Saturday and shall be removed by 20.00 hours on Sunday. 6. The number of stalls at the site at any one time shall not exceed 200. 7. Only the two accesses indicated on the submitted drawing no. 1108 shall be used for entry to and exit from the market. 8. No public address, loud speaker or other amplification system shall be used. 9. There shall be no sale of retail goods to members of the public prior to 10.00 hours.
F/3/96	Use of Sunday Market site for car boot sales – Saturday only	Refused: 07/08/1996	N/A

REF.	DESCRIPTION OF DEVELOPMENT	DECISION	CONDITIONS / OBLIGATIONS (SUMMARY)
F/31/96	Use of Sunday Market site for car boot sales – Saturday only	Refused: 05/02/1997 Appeal allowed: 22/10/1997	1. Development must be begun within 5 years. 2. The permitted use shall be discontinued permanently on or before the expiration of a period ending 24 months from the permission. 3. Only to be used for car boot sales and no other purpose. 4. On Saturdays, no vehicle shall enter the site before 07.30 and all vehicles shall be removed by 16.30 the same day. 5. Members of the public, other than sellers, shall not enter the trading enclosure before 9am. 6. No more than 250 vehicles shall be stationed within the trading enclosure at any one time. No vehicles other than private cars or light commercial vehicles shall be stationed within the trading enclosure. 7. No more than four temporary buildings shall be brought on site, including the office and First Aid caravan. They shall not be brought onto the site before 12.00 each Friday and shall be removed by 20.00 on Saturday. 8. The spaces shown on the application drawings for the parking of customers' cars shall be retained and shall be used for no other purpose and no trading shall be carried out in these areas. 9. Only the two accesses as shown on the application drawings shall be used for vehicular access to and from the site. 10. No public address, loud speaker or other amplification system shall be used. 11. The level of noise emitted from the site shall not exceed 55dB(A) over any 15 minute period on a Saturday as measured on the north-western boundary of Ford Airfield adjacent to Rollaston Park. S106 agreement (March 1997) 1. Traffic management for the car boot sales shall be in accordance with the scheme as set out in the letter dated 4th December 1996 sent by the Licensee's agent to the Council a copy of which is annexed hereto. 2. Not to permit retail or market traders to operate car boot sales from the Land. 3. Not to permit the sale of food other than as refreshments to be consumed on the Land. 4. Not to permit the retail sale of new goods or products other than those which are either manufactured or produced by the vendor. 5. Not to allow the erection of covered market stalls.
F/25/97	Agricultural / market equipment store with toilet facilities	Refused: 15/07/1998	N/A
F/15/99	Construction of toilet building and office building to serve market – to replace existing temporary buildings	Approved: 01/07/1999	1. Development must be begun within 5 years. 2. Materials to be submitted to and approved by the LPA. 3. In the event that the market and car boot sales cease to operate then the building hereby permitted shall be demolished and the debris removed from the site. 4. The buildings hereby permitted shall only be used in association with the existing market and car boot sales. 5. List of approved plans.

REF.	DESCRIPTION OF DEVELOPMENT	DECISION	CONDITIONS / OBLIGATIONS (SUMMARY)
F/35/99	Renewal of temporary permission F/31/96 for use of Sunday Market site for car boot sales - Saturday only	Approved: 13/04/2000	1. Only to be used for car boot sales and no other purpose 2. Only to operate on Saturdays 3. On Saturdays, no vehicle shall enter the site before 07.30 and all vehicles shall be removed by 16.30 the same day 4. No more than 250 vehicles shall be stationed within the trading enclosure at any one time. No vehicles other than private cars or light commercial vehicles shall be stationed within the trading enclosure 5. No more than four temporary buildings shall be brought on site, including the office and First Aid caravan. They shall not be brought onto the site before 12.00 each Friday and shall be removed by 20.00 on Saturday 6. The spaces shown on the application drawings for the parking of customers' cars shall be retained and shall be used for no other purpose and no trading shall be carried out in these areas 7. Only the two accesses as shown on the application drawings shall be used for vehicular access to and from the site 8. No public address, loud speaker or other amplification system shall be used 9. The level of noise emitted from the site shall not exceed 55dB(A) over any 15 minute period on a Saturday as measured at any boundary of the site 10. Members of the public, other than sellers, shall not enter the trading enclosure before 9am
F/29/01	Farmers market (Saturdays only)	Approved: 18/12/2001	1. Permitted use to begin within 5 years 2. Permitted farmers market shall only operate in conjunction with and in accordance with the Saturday Car Boot Sales approved under ref. F/35/99 3. At no time shall there be more than 20 stalls operating within the farmers market 4. No sellers vehicle shall enter the site before 7.30 on the day of the farmers market and all vehicles shall be removed from the site by 16.30 on the same day 5. Only the two accesses as shown on the application drawings shall be used for vehicular access to and from the site 6. Within the area of the farmers market there shall be no stationing of vehicles other than cars or light commercial vehicles being used for the farmers market 7. No public address, loud speaker or other amplification system shall be used 8. The level of noise emitted from the site shall not exceed 55dB(A) over any 15 minute period on a Saturday as measured at any boundary of the site 9. Other than sellers, members of the public shall not enter the trading enclosure before 9am 10. The farmers market shall operate on Saturdays only

REF.	DESCRIPTION OF DEVELOPMENT	DECISION	CONDITIONS / OBLIGATIONS (SUMMARY)
F/10/07	Use of market for Thursday car boot sales	Approved: 17/10/2007	1. Only to be used for car boot sales and no other purpose 2. On Thursdays, no vehicle shall enter the site before 07.30 and all vehicles shall be removed by 16.30 the same day 3. No more than 250 vehicles shall be stationed within the trading enclosure at any one time. No vehicles other than private cars or light commercial vehicles shall be stationed within the trading enclosure 4. The spaces shown on the site layout plan for the parking of customers' cars shall be retained and shall be used for no other purpose and no trading shall be carried out in these areas 5. Only the two accesses as shown on the site layout plan shall be used for vehicular access to and from the site 6. No public address, loud speaker or other amplification system shall be used 7. The level of noise emitted from the site shall not exceed 55dB(A) over any 15 minute period on a Saturday as measured on the north-western boundary of Ford Airfield adjacent to Rollaston Park S106 agreement (May 2008) 6.1 Not to erect or cause or permit the erection of any covered market stalls permanent or temporary on the Land. 6.2 No car boot or other trader on the Land shall be a professional retail or market trader in the sense that his sole or principal source of income is market trading or he is involved in market trading with a view to pursuing a trade or profession. 6.3 Not to trade or sell nor to cause or permit any other person to trade in or sell on the Land food and drink other than snacks and refreshments for consumption on the Land by visitors and traders attending authorised car boot sales during authorised car boot sales. 6.4 Not to trade in or sell nor to cause or permit any other person to trade in or sell on the Land new goods or products other than those made by the vendor and only during authorised car boot sales. There is also an extract from the original (February 2000) s106 agreement that states the following: Part II, 1) Not to permit professional retail or market traders to operate car boot sales (where the goods are predominantly, though not exclusively, displayed for sale and sold from boots of motor cars) from the land. Part II, 2) Not to permit the sale of food and drink other than as snacks and refreshments for consumption on the land by visitors and traders during car boot sales. Part II, 3) Not to permit the retail sales of new goods or products other than those which are either manufactured or produced by the vendor. Part II, 4) Not to allow the erection of covered market stalls.
F/8/10	To build a weatherproof structure to cover the existing market business	Refused: 21/07/2010	N/A

REF.	DESCRIPTION OF DEVELOPMENT	DECISION	CONDITIONS / OBLIGATIONS (SUMMARY)
F/12/10	Variation of Condition No 1 imposed on planning permission F/35/99 to permit the operation of a Farmers Market. Substitution of Condition No 10 to read "No vehicles shall enter the site before 7.30 hours and all vehicles shall be removed from the site by 16:30 hours on the same day".	Approved: 23/04/2012	1. Only to be used for car boot sales and farmers market (in the area marked yellow on drawing HAP/FM1 Rev A). 2. The car boot sales and farmers market shall operate on Saturdays only. 3. On Saturdays no vehicle shall enter the site before 07.30 and all vehicles shall be removed by 16.30 the same day. 4. No more than 250 vehicles shall be stationed within the trading enclosure at any one time. No vehicles other than private cars or light commercial vehicles shall be stationed within the trading enclosure. 5. No more than four temporary buildings shall be brought on site, including the office and First Aid caravan. They shall not be brought onto the site before 12.00 each Friday and shall be removed by 20.00 on Saturday. 6. The spaces shown on the drawing HAP/FM1 Rev A for the parking of customers' cars shall be retained and shall be used for no other purpose and no trading shall be carried out in these areas. 7. Only the two accesses as shown on the drawing HAP/FM1 Rev A shall be used for vehicular access to and from the site. 8. No public address, loud speaker or other amplification system shall be used. 9. The level of noise emitted from the site shall not exceed 55dB(A) over any 15 minute period on a Saturday as measured at any boundary of the site. Deed of Variation (May 2010) 6.5) The part of the land authorised for use as a farmers market by this planning permission shall be exempt from the restrictions at paragraph 6.3 of the Original Agreement (as set out above – ref. F/10/07).

Note that some planning applications extended across both Ford and Climping Parish boundaries and are therefore duplicated.

**FORD
AIRFIELD
MARKET**
FORD | WEST SUSSEX

**BARTON
WILLMORE**