

## **MASTERPLAN DOCUMENT ENDORSEMENT REPORT**

**REF NO: SD8 FORD**

**LOCATION: Ford Strategic Site Allocation**

**PROPOSAL: Submission of the Masterplan Document for Endorsement**

### **SITE AND SURROUNDINGS**

**DESCRIPTION OF PROPOSAL:**

A Masterplan Document has been prepared and submitted by Barton Willmore, on behalf of Redrow Homes and Waters Developments, to facilitate delivery of development at the Ford strategic site allocation. The site is allocated for development in the Arun Local Plan 2011-2031 for at least 1,500 dwellings, alongside infrastructure including a new primary school, community facilities, public open space, sports and retail provision.

The Masterplan Document sets out the development principles for the site that planning applications will need to follow.

The Masterplan Document seeks to demonstrate how the requirements for the allocation, as set out in Policy H SP2c of the Local Plan, can be delivered. These requirements include the building of at least 1,500 new homes, employment provision, a new primary school and a community hub, which will include retail, library and healthcare facilities. There is also a policy requirement for two new sports pitches and changing facilities and a 3G pitch facility to serve the east of the District.

**SURROUNDING AREA:**

The site is located between the villages of Yapton, Ford and Climping. It is approximately 3km to the north west of Littlehampton town centre and 4km south west of Arundel town centre. The South Downs National Park boundary lies approximately 2km to the north of the site.

The site is approximately 0.7km south of Ford railway station and 0.4km west of the River Arun

The site is bound by Ford Lane to the north, Ford Road to the east, Horsemere Green Lane to the south and Yapton Road/Rollaston Park to the west.

The site contains several Public Rights of Way (PROW) which pass through the allocation (Path Numbers 363, 363\_1, 366, 200\_3 and 175). These provide footpath connections between Yapton and Ford Lane, or eastwards

to Ford Road, and Yapton Road to Ford Road (via Rudford Industrial Estate).

**SITE DESCRIPTION:**

The Ford strategic site allocation boundary contains an area of approximately 112 hectares. Much of the land is in agricultural use. However, a large proportion of the concrete runways of the former Ford Airfield remain. These are used for car boot sales, a farmers' market and market uses on Thursdays, Saturdays and Sundays.

The former airfield accommodates several waste management uses. These include a wastewater treatment works (operated by Southern Water), a waste transfer station (operated by Grundon) and a recycling facility (operated by Viridor). The access road to these three sites passes through the eastern part of the strategic site allocation, from Ford Road.

In the western part of the site, there is the 'Flying Fortress' (indoor children's play area) and the 'Arun Sports Arena' (indoor five-a-side football facility). The access to these facilities is from Rollaston Park.

The whole of the site allocation lies within the Parish of Ford. It adjoins the Climping Parish boundary at Horsemere Green Lane and Yapton Road. It touches the Yapton Parish boundary at its western-most point, on the course of the former Chichester and Arundel Canal.

**RELEVANT SITE HISTORY:**

F/4/20/OUT: Pending consideration

*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 Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding.*

F/5/20/PL: Pending consideration

*Reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works.*

<b>PURPOSE OF THE MASTERPLAN DOCUMENT</b>
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The Masterplan Document is not a substitute for an outline planning application. Its endorsement is the first step before an outline planning application is determined.

The Masterplan Document seeks to establish the broad principles of the development only. It does not set out in detail the timing and delivery of necessary infrastructure.

Officers are reporting this Masterplan Document to Members for endorsement. Officers consider that the principles set out in the document will allow for policy compliant planning applications to come forward for the development in phases. The Masterplan will enable a high-quality imaginative design giving a sense of place and a permeable layout which aligns with the aims and objectives of Arun District Council.

## **COMMUNITY AND STAKEHOLDER ENGAGEMENT**

The Masterplan Document has evolved over a six-year period. During that time, Barton Willmore, Redrow Homes and Wates Developments have held six consultation events to understand the views of the local community and to translate these into a masterplan.

- October 2014 – The agent and developers met the Ford Neighbourhood Plan Group to consider potential development options.
- March 2015 – Feedback from the previous event was reflected in a sketch masterplan. The result of a subsequent ballot was that the development should be Neighbourhood Plan led.
- November 2015 – Two options were presented to the local community in response to a change in the planning context that required Arun District Council to plan for a significant increase in the amount of development. The result of a subsequent ballot was that the previously agreed Neighbourhood Plan allocation of 750 dwellings should be increased to 1,500 dwellings, which would assist with the delivery of the desired community facilities.
- May 2018 – An event was held to update the community on progress and to encourage people to take part in a design workshop the following month.
- June 2018 – A weekend community workshop event took place. Round table discussions were held on four themes: 1) Homes, Character and Creating Places, 2) Heart of Ford, 3) Movement and Connectivity, and 4) Green and Blue Infrastructure. The feedback from these discussions was reflected upon and a series of sketches was then produced and presented to the local community.
- January 2020 – A public exhibition took place to present the culmination of the work, engagement and consultation previously undertaken. The event provided an opportunity for the local community and key stakeholders to review the plans ahead of submission of the planning applications (F/4/20/OUT and F/5/20/PL) and members of the project team were available to answer questions.

In pre-application meetings held with officers of Arun District Council, Barton Willmore, Redrow and Wates were advised to submit a Masterplan to Arun District Council before making applications. They were advised that the Masterplan should cover the whole of the strategic site allocation and not just that part of the site, where the developers had entered into an agreement with the landowners, which had been the subject of the previous consultation events. They were also informed that the Masterplan would be reported to one of Arun District Council's committees for endorsement and that there would be consultation as part of the process.

Two planning applications (F/4/20/OUT and F/5/20/PL), as described above, were received on 25 February 2020. A Masterplan Document was received on 13 May 2020. There have been three revisions of the latter to address concerns raised by officers.

As part of the endorsement process, Arun District Council consulted members of the public for a 31-day period between 14 December 2020 and 14 January 2021. Notices were displayed on the Council's website; the process was advertised via social media channels and hard copies of notices were sent to relevant Parish and Town Councils for displaying locally. A summary of the responses received during the consultation period is provided below. Representations received after the 14th January will be reported to Committee as an Update.

### **SUMMARY OF REPRESENTATIONS RECEIVED:**

Representations have been made by 12 people during the consultation period at the time of writing this Report (by the 13<sup>th</sup> January). There have been 2 in support, 8 objections and 2 general comments. The representations raise the following issues:

- Ford is a better location for development than Barnham, Eastergate and Westergate
- Ford is a good area to develop
- The need to improve provision for pedestrians and cyclists between the site and Ford railway station
- A link is suggested between footpath 365 and Ford station and the provision of a safe crossing on Ford Lane
- The majority of trips in the area will continue to be undertaken in private vehicles
- The need for significant highway improvements at key junctions to be guaranteed
- Until there is certainty on both the funding and timing of essential A259 highway improvements, development at the Ford airfield site should not be allowed to proceed
- The traffic studies that have been undertaken are unrealistic
- Little account has been taken of the cumulative effects of traffic generated by development in the locality
- Evaluation of the traffic impact resulting from the development grossly underestimates the likely impact on local roads and junctions and completely ignores its effects on Horsemere Green Lane
- The need for the Church Lane/Horsemere Green Lane junction to be made safer
- There appear to be no plans to make it easier for people to walk around the area
- There is a need to protect a north-south route through the area to enable the movement of traffic between the A259 and A27
- The analysis of traffic using the Ford railway crossing is flawed
- The gap between the proposed development and Horsemere Green Lane is too narrow and will lead to coalescence of the villages
- Loss of the countryside character of the area
- The need to fully incorporate a 'Greenway' along the route of the former canal, as a traffic-free route for all non-motorised users
- The shortage of bridleway provision for equestrians
- The need to facilitate a north/south route between the coast and the South Downs National Park for use by equestrians and other non-motorised users
- A new plan should be formulated for walking and cycling to local employment areas, services and recreation areas such as the South Downs National Park

Aldwick Parish Council expressed a need for there to be considerable improvement of the road infrastructure before any development is undertaken. Its members were also concerned about security due to the proximity of Ford prison.

Additional representations received on 14<sup>th</sup> January (consultation closing date) have been received and are being considered. These comments will be considered as part of the Report Update.

### **COMMENTS ON REPRESENTATIONS RECEIVED:**

A loss, or change in the character, of existing open countryside will have been considered an inevitable outcome when the site was allocated for development in the Arun Local Plan.

At the planning application stage, illustrative cross-sections can be prepared to demonstrate visual separation between Ford and the neighbouring villages.

Matters relating to infrastructure delivery, traffic/highways, bridleway provision and footpath provision will be fully considered in subsequent planning applications. The Local Planning Authority has the ability to withhold the grant of planning permission until satisfactory details have been submitted with applications to address these issues. However, the Masterplan Document demonstrates the principles which the developers propose to follow. These are assessed in full below.

## **POLICY CONTEXT**

Designations applicable to the site:

- Built-up Area Boundary (SD SP2)
- Strategic Housing Allocations (H SP2) – Ford

### **DEVELOPMENT PLAN POLICIES**

Arun Local Plan 2011 – 2031 (ALP):

H SP2                      Strategic Site Allocations

Ford Neighbourhood Development Plan 2017-2031 (FNDP)

SA1                      Ford Airfield

### **PLANNING POLICY GUIDANCE:**

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPPDG	National Design Guide
SPD	Arun District Design Guide Supplementary Planning Document

## **CONCLUSIONS**

PRINCIPLE:

The submitted Masterplan Document seeks to fulfil Policy H SP2 of the Arun Local Plan, which states: “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.”

Policy H SP2 (ALP) also includes a list of criteria that development at each of the strategic allocations needs to meet.

The Arun District Design Guide Supplementary Planning Document (SPD) makes clear that:

*“Strategic housing sites should incorporate an appropriately enhanced range of shops, employment, sports, community facilities, local services and affordable housing contributions to serve their population as well as those from surrounding areas, providing improvements to and linking with existing infrastructure and surrounding transport networks in a way that is appropriate to their scale and location.”* (Page 124)

Pages 124–125 provide a list of 16 criteria that Major Development should fulfil. The criteria summarise parts D–L (Section 2) of the Design Guide. These parts of the Design Guide contain detailed guidance on what Masterplans and their subsequent developments should achieve. Page 125 adds:

*“The Masterplanning process should be illustrated and informed through a number of key visions and strategies and communicated through plans and drawings, as advised in Section 2. These may include, but are not limited to:*

- *Initial site appraisal, vision statement and concept plan*
- *Movement framework and strategy*
- *Landscaping strategy*
- *Proposals for open spaces, sports and community facilities*
- *Technical surveys and assessments as appropriate, carried out by qualified specialists and informed by features identified in the initial site appraisal.”*

The submitted Masterplan Document has generally followed this approach. The detailed guidance and the 16 criteria have been considered during the evolution of the Masterplan Document, to the extent that they are relevant at this stage of the process. For the reasons set out in the subsequent sections of this report, Officers consider that the submitted Masterplan Document satisfies the criteria, as well as those set out in Policy H SP2.

### USE MIX:

Relevant Policies:

*ALP H SP2c: Inland Arun, Ford (SD8), ALP EMP DM1: Employment Land: Development Management, ALP RET SP1: Hierarchy of Town Centres, ALP RET DM1: Retail development, FNDP SA1: Ford Airfield, FNDP EE4: Support for new commercial uses.*

The Masterplan Document proposes a mix of uses, which includes 1,500 new homes, a primary school and nursery, a community hub (including retail, library and healthcare facilities), sports pitches and changing facilities, employment provision, public open space and the retention of Ford Market.

The Masterplan Document contains an indicative framework plan showing residential uses primarily to the west and employment and market uses to the east. Land to the north of Viridor is indicated for employment use, while the two parcels of land in the eastern part of

the allocation, bordering Ford Road, are proposed for potential employment/commercial use. The precise use is to be determined through the submission of a future planning application.

The framework plan shows an indicative area for the local centre adjacent to the Flying Fortress and Arun Sports Arena and an enlarged playing field. South-west of the local centre, an indicative area of land is identified for the provision of a primary school and nursery. This accords with the local plan policy (H SP2c) requirement to provide a community hub, including new retail, commercial and community facilities, library and healthcare facilities clustered together. While located closer to Yapton than the existing or historic settlement of Ford, it is noted that there was no consensus among the three parish councils on the precise location for the new heart of Ford when options were presented for consideration in December 2019.

During preparation of the Masterplan Document, the Government introduced Class E to the Town and Country Planning (Use Classes) Order 1987. The effect of this amendment, on 1 September 2020, is that Class E consolidates retail shops, financial and professional services, restaurants and cafes, offices, research and development, industrial processes, medical or health centres, creches, day nurseries or day centres and indoor sport and recreation, into a single use class. The spirit of the change is to ensure flexibility across commercial floorspace within the UK and to allow the market to decide.

Whilst precise uses have not been fully included at this stage, these can be specified in future planning applications. The size and location of areas proposed for commercial use are nevertheless considered to be acceptable.

The Masterplan Document recognises that land to north west has been identified as the preferred site for a new secondary school. A potential access to the secondary school is indicated (in Figure 24) approximately 800m north west of the proposed centre or heart of Ford. The location of the proposed secondary school and its proximity to the heart of the new community has the potential to work well. At the present time the adjacent land required for the delivery of the new secondary school has not yet been secured. If the delivery of the secondary school in the preferred location becomes untenable and an alternative location needs to be identified then the masterplan may require revision. This matter should ideally be resolved before the planning application is determined

### HOUSING MIX:

Relevant Policies:

*ALP H SP1: The Housing Requirement, ALP H DM1: Housing Mix, ALP AH SP2: Affordable Housing, ALP H DM2 Independent living and care homes, FNDP H2: Housing mix, FNDP LC1: Support Independent Living.*

Policy H DM1 of the Arun Local Plan requires developments of 11 units or more to deliver a balanced mix of market and affordable dwelling sizes. The definitive mix of housing will be included in future planning applications.

The submitted Masterplan Document shows indicative locations of housing and open spaces and demonstrates that a range of house types and densities are capable of being delivered.

The Masterplan Document allows for a policy compliant (30%) provision of affordable housing to be delivered across the site which would equate, on the basis of a total of 1,500 units, to 450 dwellings towards the Council's requirement. The Council currently has 1022 open applications on the Housing Register of people requiring affordable housing. The delivery of affordable dwellings will respond to an identified need.

Policy H DM1 of the Arun Local Plan also requires a proportion of the housing to be of a type that meets the needs of older people. The Masterplan Document 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 location of this facility is indicated immediately to the north of the route of the former Chichester to Arundel Canal.

The Masterplan Document also states that self and/or custom build plots can be provided on a phase by phase basis, according to needs identified at that time and secured through the use of appropriately worded planning conditions.

### HIGHWAYS AND ACCESS:

Relevant Policies:

*ALP T SP1: Transport and Development, ALP T DM1: Sustainable Travel and Public Rights of Way, FNDP GA1: Footpath and cycle path network.*

The Masterplan proposes the creation of two roundabouts, on Ford Lane and Yapton Road, linked by a spine road. This street will serve the main areas of development in the western part of the allocation and will pass through the local centre. The eastern areas will be served by the existing access on Ford Road. The Masterplan Document explains that a direct link between Yapton Road and Ford Road was considered but discarded because it would have compromised the operations of Ford Market and potentially created a 'rat-run' between residential areas.

The Key Principles Plan showing vehicular movement (Figure 24) includes a potential access to adjoining land in the north-west, which has been earmarked for a new secondary school.

The same plan shows the potential location of three bus stops along the spine road and it is understood that there have been discussions with the Stagecoach Bus Company regarding the potential re-routing of an existing high frequency service through the site. What is unusual is that the plan shows an 800m walking distance/catchment from each of the stops, rather than a 400m distance which is the norm. This can be rectified at the application stage when the site layout has been considered in more detail and/or discussions with Stagecoach are more advanced.

The Masterplan Document notes that an application for planning permission will need to be supported by a Transport Assessment, which provides a review of the impacts of the traffic generated by the proposed development on the existing highway network. It adds that the proposals will mitigate impacts on the highway network and appropriate contributions/works will be secured as part of a s106 agreement. The Transport Assessment will also need to consider the cumulative effects of traffic generated by other permitted development in the locality.

### PEDESTRIAN AND CYCLE ACCESS/PERMEABILITY:



Relevant Policies:

*ALP T SP1: Transport and Development, ALP T DM1: Sustainable Travel and Public Rights of Way, FNDP GA1: Footpath and cycle path network.*

Figure 23 in the Masterplan Document provides a Key Principles Plan concerning pedestrian and cycle movement. It shows key routes for pedestrians and cyclists within the site and connections to the wider area. The Masterplan Document states that the "...strategy includes an improved walking and cycle route to connect the 'Heart of Ford' to Ford Railway Station, as well as [an] 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."

However, from Figure 23, the walking and cycling route to Ford Railway Station appears to follow its present course along existing public rights of way and Ford Road and it isn't clear what improvements are proposed to be undertaken. Similarly, it is unclear from the Plan how the route of the former Chichester to Arundel Canal is to be used to facilitate the movement of non-motorised users. It is also noted that the plan only shows a "potential" future link for pedestrians and cyclists to Ford Road.

The Ford Neighbourhood Development Plan states:

"There is reasonable access within the Parish to the surrounding countryside, but no direct route from the west to the east of the Parish and no cycle paths. Improving and increasing the network of footpaths and cycle paths would encourage walking and cycling for both utility and leisure purposes. If this could be more safely achieved there would be health benefits as well as a reduction in traffic levels." (Paragraph GA1.1)

The Masterplan Document also states that there are limited Bridleways in the vicinity of Ford Airfield and therefore limited opportunities for connection to such routes for equestrian purposes. However, in response to consultation on the Masterplan, the Arun District Bridleways Group has provided detailed comments, including the following:

"The lack of a current bridleway network outside the site to connect with should not prevent bridleways being designed into the scheme. The site is adjacent to five public highways, Ford Lane, Rollaston Park, Horsemere Green Lane, Yapton Road, and Church Lane/Ford Road, therefore there is every ability to connect bridleway routes through the site to other highways of a higher status."

Some additional work to address the above matters is recommended prior to the Masterplan being endorsed by the Council.

The definitive materials and detailing of these routes will come forward in future planning applications as part of the delivery of this Masterplan. However, this strategy provides a commitment to a network and hierarchy of connectivity across the site which accords with the Arun Local Plan policies.

#### FLOOD RISK AND DRAINAGE:

Relevant Policies:

ALP ENV SP1: Natural Environment, ALP W SP1: Water, ALP W DM1: Water supply and quality, ALP W DM2: Flood risk, ALP W DM3: Sustainable Urban Drainage Systems, FNDP EH4: Surface water management.

To promote sustainable drainage and prevent flooding issues, attenuation basins have been identified in the Masterplan Document (Figure 21) where water would naturally collect and be retained. These are mainly within the two major areas of open space to the east of the proposed housing. The size of the basins has been determined using a worst-case scenario, but could be reduced subject to detailed design work, alongside the potential for infiltration. Some of the land (in the north) shown for drainage, landscaping and open space/allotments lies outside of the allocation boundary. The location of an attenuation area within the southern major area of open space makes use of land that is affected by odour from the Wastewater Treatment Works.

A planning application will need to 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 to create a comprehensive green and blue infrastructure network.

#### INFRASTRUCTURE DELIVERY AND PROVISION:

Relevant Policies:

*ALP INF SP1: Infrastructure Provision and Implementation*

The Masterplan Document does not specify detailed requirements for the provision of infrastructure. This will be considered separately at the planning application stage.

However, to ensure that the development will be supported by the necessary infrastructure, individual planning applications will all contribute towards on-site and/or off-site provision of highways, education, libraries, fire and rescue, sport and recreation facilities, healthcare facilities, other community facilities and public open space.

There has already been some discussion between Officers and the appropriate service provider bodies to both ensure delivery and service provision of these infrastructure items. Negotiations will continue with the developers regarding both financial and non-financial obligations. The principle of a contribution towards some items of infrastructure, such as a bridge over the railway, has yet to be agreed.

The delivery of infrastructure may be subjected to a phasing plan which will be assessed and, subject to acceptability, subsequently approved as part of the outline planning application. This will make sure that infrastructure is delivered in line with new development to ensure it is available for those who need it, when they need it.

Funding for infrastructure will come from both committed projects where contributions have already been provided as part of existing planning applications. However, the majority of funding will come from developer contributions as part of the subsequent planning applications. The Strategic Site is CIL exempt which provides the District Council with the full scope of powers to require all necessary infrastructure contributions to ensure their delivery.

#### LANDSCAPE:

Relevant Policies:

*ALP HWB SP1: Health & Wellbeing, ALP OSR DM1: Open Space, Sport & Recreation, FNDP EH1: Protection of trees and hedgerows.*

The Masterplan Document suggests that the landscape thinking is to provide a network of open spaces surrounding the development. These spaces will accommodate informal activity and ecology. They will also link the development with the existing surrounding settlements. The document states that particular consideration has been given to prevent the new development visually merging with Yapton to the west and Climping to the south. Therefore, an area of woodland is proposed to be introduced along Horsemere Green Lane. Additional soft landscape buffers are proposed to help manage the transition between different uses within and around the site.

The overall amount of public open space does not appear to have been stated in the Masterplan Document but, at the application stage, it will be necessary to demonstrate that the proposal accords with the Open Space, Playing Pitches, Indoor and Built Sports Facilities SPD.

The Arun Green Infrastructure Study advocates the linking of new green spaces to existing green spaces to establish a wider green network throughout the District. Provision of the green infrastructure set out in the submitted Masterplan Document would contribute to this network, in accordance with the Council's aspirations.

#### HEALTH AND WELLBEING:

Relevant Policies:

*ALP HWB SP1: Health and Wellbeing, ALP OSR DM1: Open Space, Sport and Recreation, ALP INF SP1: Infrastructure Provision and Implementation, FNDP LC2: Healthcare facilities.*

The Masterplan includes the provision of three Local Equipped Areas for Play (LEAPs), a Neighbourhood Equipped Area for Play (NEAP), two new sports pitches and "village greens". Their locations are shown on the Annotated Masterplan (Figure 28).

The Masterplan Document states that two new sports pitches will be provided as part of the proposed development, with changing facilities linked/associated with the indoor sports (Arun Sports [Arena]) facility. Clarification will be needed at the application stage because the changing facilities have not been included on the Annotated Masterplan. The facilities are required in accordance with Policy H SP2c.

It has been agreed that a 3G pitch facility is not required at Ford as the need for 3G pitches within the District will be met elsewhere, but financial contributions will be sought towards the offsite provision of a 3G pitch instead.

The masterplan makes provision for healthcare facilities in the local centre.

The Masterplan Document supports the health and wellbeing objectives of the District Council by facilitating a development where most homes will have easy access to public open space.

#### RELATIONSHIP WITH WASTE MANAGEMENT SITES

Relevant Policies:

ALP WM DM1: Waste Management, WSWLP W10: Strategic Waste Allocations, FNDP EE3: Protection of existing businesses.

The Grundon waste management site is a Strategic Waste Site Allocation, due to it being allocated in the West Sussex Waste Local Plan. Policies WM DM1 of the Arun Local Plan and WA10 of the Waste Local Plan, safeguard the site from any development either on or adjoining it that would prejudice its development (in whole or in part) for the allocated waste management or uses.

To meet this requirement, the Masterplan proposes mitigation measures, including a buffer zone, to protect the amenity of future residents. Therefore, in line with the Neighbourhood Plan and Local Plan allocation, it is argued that a mixed-use development would not prejudice any existing or currently consented operations. Applicants for planning permission will need to demonstrate that this is the case through the preparation and submission of a Waste Infrastructure Statement alongside any Environmental Statement that may also be required.

The Masterplan Document recognises odour from the Southern Water Wastewater Treatment Works as a constraint to development in one part of the strategic allocation. The Indicative Framework Plan proposes the use of that part of the site as open space, with an attenuation basin. Thus, the proposals have had regard to the Ford Wastewater Treatment Works and will not prejudice its operation. The Masterplan Document adds that a corridor of land has been reserved to allow for any additional pipeline connections that may be needed into the Wastewater Treatment Works, though its precise location isn't entirely clear.

An Odour Assessment will need to be submitted at the application stage.

#### SUMMARY:

The Masterplan Document contains a vision for delivery of development at the Ford Strategic Site Allocation and sets out the development principles for planning applications to follow.

This Officers report has considered the main issues in the context of Local Plan and Neighbourhood Plan policies. Based upon the Annotated Masterplan and the principles contained within the Document, it is considered that the submitted Masterplan would be capable of guiding a development that is compliant with the Development Plan.

Subject to the receipt of a substitute plan for Figure 23 that clearly demonstrates improved provision for pedestrians, cyclists and equestrians, it is recommended that the Masterplan Document should proceed to formal endorsement.

<b>RECOMMENDATION</b>
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Subject to the receipt of a substitute plan for Figure 23 that clearly demonstrates improved provision for pedestrians, cyclists and equestrians, it is recommended that "The Landings" Masterplan Document November 2020 should proceed to formal endorsement.