

# **Ford Neighbourhood Plan 2016 – 2031**

## **Strategic Environmental Assessment**



**April 2016**

# Ford Neighbourhood Plan 2016 – 2031

## Strategic Environmental Assessment Environmental Report

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Prepared by	Hannah Bedding	Hannah Bedding	Hannah Bedding
Checked by	Lucy Wood	Gareth Wilson	Lucy Wood
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Barton Willmore  
7 Soho Square  
London  
W1D 3QB

Tel: 0207 446 6888



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## ABBREVIATIONS AND GLOSSARY

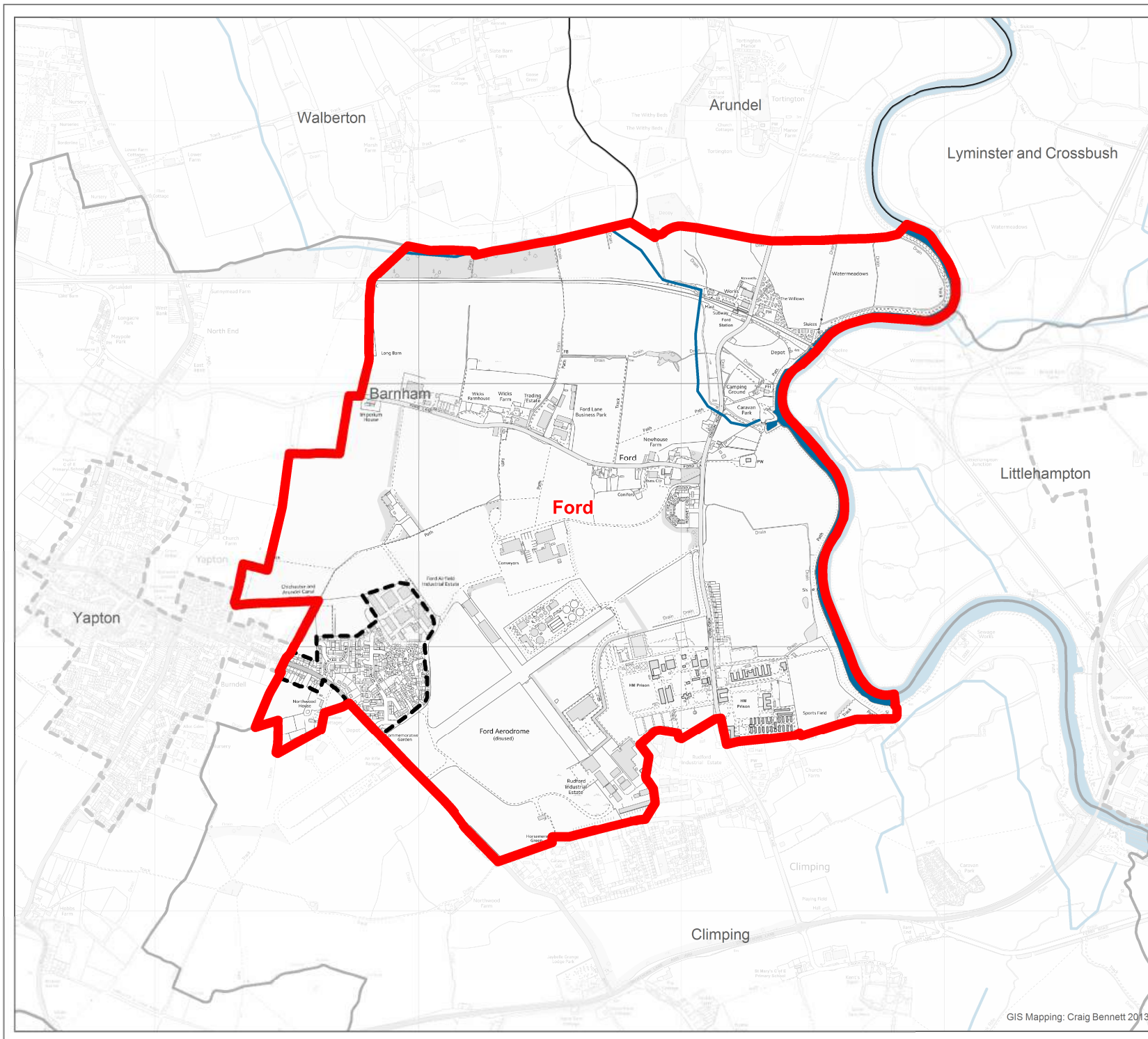
<b>Abbreviations</b>	
ADC	Arun District Council
BGS	British Geological Survey
DCLG	Department for Communities and Local Government
SEA	Strategic Environmental Assessment
FNP	Ford Neighbourhood Plan
FRA	Flood Risk Assessment
Ha	Hectares
HRA	Habitats Regulations Assessment
Km	Kilometre
LPA	Local Planning Authority
NCR	National Cycle Route
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PPG	Planning Practice Guidance
PRoW	Public Right of Way
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SSSI	Site of Specific Scientific Interest
SoS	Secretary of State
SuDS	Sustainable Drainage System
WWI	World War One
WWII	World War Two
<b>Glossary</b>	
Aquifer	A geological formation (soil or rock) which is able to store water in significant quantities and transmit water relatively quickly under natural conditions (or when pumped).
Baseline	Environmental conditions at specific periods of time, present on, or near a site, against which future changes may be measured or predicted.
Biodiversity	Abbreviated form of 'biological diversity'.
Bronze Age	The period between 2500 BC and 700 BC characterised by the use of bronze.

Consultation	Method of establishing public opinion about a plan or major development proposal, or in the case of a planning application, the means of obtaining the views of affected neighbours or others with an interest in the proposal.
Contamination	Contamination is the addition, or result of an addition, of a material to, or in, another substance, to such a degree it renders it unfit for its intended purposes.
Cultural Heritage	The legacy of physical artefacts and intangible attributes of a group or society inherited from past generations, maintained in the present and bestowed for the benefit of future generations.
Cumulative effects	The summation of effects that result from changes caused by a development in conjunction with other baseline or reasonably foreseeable actions.
Development Plan	A set of documents (text and maps) which contain the local planning authority policies and proposals for development.
Effect	A physical or measurable change to the environment attributable to the project.
Fauna	Animal life
Features (Landscape Feature or Element)	A component part of the landscape (e.g. hedgerow, wood, stream)
Flood Risk Assessment (FRA)	<p>A desk based study which considers the contributing factors and predicts / quantifies the risk of flooding and also identifies a water level in the event of flooding. There are four classifications for flood zones as defined in the NPPF:</p> <ul style="list-style-type: none"> <li>• Zone 1: Low probability (less than 1 in 1000 annual probability of river or sea flooding in any year);</li> <li>• Zone 2: Medium probability (between 1 in 100 and 1 in 1000 annual probability of river flooding or between 1 in 200 and 1 in 1000 annual probability of sea flooding in any year);</li> <li>• Zone 3a: High probability (1 in 100 or greater annual probability of river flooding in any year or 1 in 200 or greater annual probability of sea flooding in any given year); and</li> <li>• Zone 3b: High probability (functional flood plain. Essentially the 1 in 20 or greater annual probability of flooding in any given year).</li> </ul>
Flora	Plant life
Green Infrastructure	Green infrastructure is a planned network of green spaces and other natural features including street trees, gardens, green roofs, community forests, parks, rivers, canals and wetlands.
Groundwater	Water located beneath the ground surface in soil pore spaces and in the fractures of geological formations.
Groundwater Source Protection Zone (SPZ)	Groundwater SPZs identify areas of risk of contamination from any activities that might cause pollution in the area. The maps show three main zones (inner, outer and total catchment).
Habitat	The environment in which populations or individual species live or grow.
Hydrology	The movement, distribution and quality of water throughout soils on site.
Impact	A physical or measurable change to the environment attributable to the Neighbourhood Plan.
Iron Age	The period between about 700 BC and AD 47 characterised by the use of iron.

Landscape Character	The distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and how this is perceived by people. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement. It creates the particular sense of place of different areas of the landscape.
Landscape Sensitivity	The extent to which a landscape can accept change of a particular type and scale without unacceptable adverse effects on its character.
Listed Building	Buildings placed on statutory lists of buildings of 'special architectural or historic interest' compiled by the Secretary of State for Culture, Media and Sport under the Planning (Listed Buildings and Conservation Areas) Act 1990, on advice from English Heritage. There are three classes of listed building: <ul style="list-style-type: none"> <li>• Grade I buildings are considered to be of exceptional interest and are sometimes internationally important;</li> <li>• Grade II* buildings are particularly important and of more than special interest; and</li> <li>• Grade II Listed Building are considered to be of national importance and special interest.</li> </ul>
Local Planning Authority	The local planning authority is the district, borough, unitary, city or county council who are the body responsible for the preparation of development plans, processing planning applications and guiding development within the administrative area. Local decision making authority in this case is Arun District Council.
Phase 1 Habitat Survey	An ecological survey technique that provides a standardised system to record vegetation and wildlife habitats. It enables a basic assessment of habitat type and its potential importance for nature conservation. Each habitat type or feature is identified and presented on a map.
Public Right of Way (PRoW)	A right of passage by the public over the surface of the land without impediment. Public Rights of Way include public footpaths, bridleways and byways open to all traffic and Restricted Byways.
Receptor	A component of the natural, created or built environment such as human being, water, air, a building, or a plant that has the potential to be affected by the neighbourhood plan.
Roman Age	The period in England between about 49 AD and 410 AD.
Scheduled Monument	A building included in the Schedule of Monuments compiled under Section 1 of the Ancient Monuments, and Archaeological Area Act 1979. Scheduled Monuments have statutory protection under this Act (Section 2) and an application for Scheduled Monument Consent must be made to the Secretary of State for Culture, Media and Sport if work to a Scheduled Monument is proposed. The Secretary of State for Culture, Media and Sport is responsible for the scheduling under the provisions of the Ancient Monuments and Archaeological Areas Act 1979. Scheduled Monuments are excluded from Listed Building control procedures.
Scoping	An exercise undertaken to determine the topics to be addressed within the SEA Environmental Report.
Strategic Environmental Assessment (SEA)	A systematic decision support process, aiming to ensure that environmental and possibly other sustainability aspects are considered effectively in policy, plan and programme making.  An appraisal for the economic, environmental, and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development. Section 19 of the Planning and Compulsory Purchase Act (2004) enforce the requirement to carry out a sustainability appraisal in the preparation of a Local Plan.
Sustainable Drainage System (SuDS)	Sustainable management practices designed to control the rate and quality of surface water runoff into receiving waters, for example the use of swales and wetlands as buffers, as opposed to conventional drainage practices.

## 1.0 INTRODUCTION

- 1.1 This Environmental Report has been prepared on behalf of the Ford Neighbourhood Plan Steering Group and provides an assessment of the likely significant effects of the Ford Neighbourhood Plan (FNP), in accordance with the Environmental Assessment of Plans and Programmes Regulations (2004)<sup>i</sup> (hereafter referred to as the "SEA Regulations").
- 1.2 Ford is located in the south of England, within the administrative area of Arun District Council (ADC). Nearby villages include Yapton in the west, Climping in the south and Littlehampton to the south west. The Localism Act (2011)<sup>ii</sup> introduced the right for local communities to play an active role in shaping development in their area. To that end, ADC designated a Neighbourhood Plan Area (see Figure 1) for the whole of the parish of Ford on 6th December 2013 for the purpose of enabling Ford Parish Council to prepare the FNP. The policies in the FNP will therefore apply to the whole parish, unless specifically stated otherwise. The FNP will be submitted to ADC by the Parish Council for examination under the Neighbourhood Planning (General) Regulations 2012<sup>iii</sup>.
- 1.3 A Neighbourhood Plan should accord with the development framework set out in the relevant Local Plan or Core Strategy, which forms a higher tier of planning policy and sits above a Neighbourhood Plan. According to the Planning Practice Guidance (PPG)<sup>iv</sup> *'a neighbourhood plan should support the strategic development needs set out in the Local Plan and plan positively to support local development...'* Local Plans are assessed for their potential to cause significant environmental effects under a Sustainability Appraisal (incorporating SEA) which can inform any subsequent SEA conducted for a Neighbourhood Plan.
- 1.4 The purpose of this report is to assess the likely significant effects of the FNP on the environment by considering the existing environmental conditions and how the FNP performs against a series of SEA objectives, which have been derived from the Local Plan but are still directly relevant to the FNP. An assessment of reasonable alternatives is also made in addition to the assessment of potentially significant cumulative effects of the FNP with other plans. Table 1 below outlines the structure of the report.



# Ford Parish

## Built-up Area Boundary

Scale: 1:20,000 @ A4

Hectares of Parish: 790.6

### Key:





-  Neighbourhood Area (within the Arun District Planning Authority Area)
-  Surrounding Parishes (within the Arun District Planning Authority Area)
-  Water Courses
-  Built-up Area Boundary

Figure 1



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GIS Mapping: Craig Bennett 2013

**Table 1: Environmental Report Structure**

Chapter	Description
Chapter 1: Introduction	Outlines the purpose of the Environmental Report and provides background information on the FNP and the SEA assessment process.
Chapter 2: Methodology	Provides an overview of the method to likely assess significant effects and the SEA procedure.
Chapter 3 – 12: Baseline information	Baseline information on each SEA topic will be provided.
Chapter 12: Assessment of Effects	The FNP will be assessed against the SEA Framework objectives.
Chapter 13: Assessing Reasonable Alternatives	Reasonable alternatives to the FNP will also be assessed against the SEA Framework objectives.
Chapter 14: Assessing Cumulative Effects	An assessment will be provided of likely significant cumulative, interactive and synergistic effects.
Chapter 15: Mitigation and Monitoring	This chapter will provide recommendations for mitigation and monitoring techniques for any potentially significant effects identified at the Assessment of Effects stage.

## The Study Area

### Neighbourhood Planning Area

- 1.5 The Ford Neighbourhood Planning Area extends to the whole of the parish boundary and covers approximately 400 hectares (ha). The area lies within the administrative boundary of ADC, in the district ward of Yapton, and is located approximately 3km south of Arundel. Further north of Arundel lies the South Downs National Park. The River Arun forms the eastern extent of the area, beyond which lie agricultural fields and the built up area of Littlehampton. The coastal town of Bognor Regis is located to the south-west of Ford with Pagham and Selsey beyond.

- 1.6 The FNP is proposing an allocation for 1,500 homes in the centre of the parish. This site is being promoted for development. The promoters of the site have undertaken a number of baseline studies, comprising:
- Ecological Phase 1 Study;
  - Archaeological Desk Based Assessment;
  - Landscape and Visual Appraisal;
  - A Transport Note;
  - Geology, Hydrology, Flood Risk and Drainage Investigation.
- 1.7 The FNP group has used this information in combination with other publicly available records for the purpose of SEA. Effects will be assessed across the whole parish, and further afield where necessary.

### **The Ford Neighbourhood Plan**

- 1.8 The FNP will establish a vision for the parish and help deliver the local communities' aspirations with regard to development proposed in the parish. Following extensive consultation with the Ford Neighbourhood Plan Steering Group, the scale and nature of development within Ford has been agreed and responds to the identified need for housing within ADC as set out in the document "Objectively Assessed Needs for Housing Arun District"<sup>v</sup>. A land use plan for the proposed allocated site (Figure 2) has been prepared following input from the members of the Ford Neighbourhood Plan Steering Group.
- 1.9 The FNP sets out the following vision:

*In 2036, Ford Parish will continue to be an attractive place to live, maintaining its intrinsic rural character whilst allowing for sustainable development and improving local services. Agricultural land production will continue to be the primary land use over the larger part of the parish. The different parts of the parish will be connected through a network of cycle ways and footpaths. Local businesses and those working from home will benefit from an enhanced broadband and internet service with the ability to expand to local small start-up business premises.*





The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
A	22.02.16	JW	HB

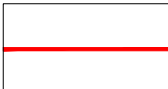

-  Master Plan Boundary - Approx. 1500 Homes
-  Location of New Local Centre - to be determined through future community workshops

Figure 2

Project  
**FORD**  
**NEIGHBOURHOOD PLAN**

Drawing Title  
**SEA: SITE BOUNDARY PLAN**

Date  
18.11.15



Scale  
1:5000@A2

Project No  
23885

Drawn by  
M.D.

Check by  
H.B.

Revision  
A





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## Background to Strategic Environmental Assessment

1.10 SEA seeks to provide high level protection of the environment by integrating environmental considerations into the process of preparing plans and programmes. The process involves the systematic assessment of a proposed plan or programme to ensure environmental issues are fully integrated and addressed at the earliest appropriate stage of decision making. The requirement for SEA is set out in the European Directive 2001/42/EC<sup>vi</sup> ("SEA Directive"), transposed into UK law as the "SEA Regulations" and includes the following requirements:

- An outline of the contents, main objectives of the plan, and relationship with other relevant plans or programmes;
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan;
- The environmental characteristics of areas likely to be significantly affected;
- Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to The Birds Directive 2009/147/EC<sup>vii</sup> and The Habitats Directive 92/43/EEC<sup>viii</sup>;
- The environmental protection objectives, established at international, community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation; and
- The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.

1.11 Since 2004, the requirement for SEA of relevant plans and programmes has been aligned with the similar process of Sustainability Appraisal (SA) in the England. In 2014, it was confirmed in the PPG that SA is not required in support of a Neighbourhood Plan but that SEA may still be necessary in circumstances where policies may have a significant environmental effect (PPG paragraph 026). As such, an SEA has been prepared for submission alongside the FNP, following agreement with ADC on the need and scope for an SEA (see Chapter 2: Methodology).

## 2.0 METHODOLOGY

### Stages in SEA

- 2.1 Table 2 provides a summary of the procedural steps for the SEA based on both the PPG and "A Practical Guide to the SEA Directive"<sup>ix</sup>. The final column identifies where each stage is addressed within the SEA process and where the relevant information can be found. The stages are the same as those used for SA but have been adapted to focus on environmental rather than sustainability themes as SEA, not SA has been undertaken.

**Table 2: SEA Stages**

SEA Stage	
Stage A: Setting the context & objectives, establishing the baseline and deciding on the scope	Location in this Report
1. Identify other relevant policies, plans and programmes, and SEA objectives	<b>Chapter 2 and Appendix 3</b> <b>SEA Scoping Report: Section 2</b>
2. Collect baseline information	<b>Chapters 3-12 and Appendix 7</b>
3. Identify sustainability issues and challenges	<b>Chapter 13 and Appendix 3</b> <b>SEA Scoping Report: Section 3</b>
4. Develop the Sustainability Appraisal Framework	<b>Chapter 13</b>
5. Consult on the scope of the Sustainability Report	<b>Chapter 2 and Appendix 3 and 4</b> <b>SEA Scoping Report and Scoping Opinion.</b>
Stage B: Developing and Refining alternatives and assessing effects	
1. Test the Plan objectives against the SEA Framework	<b>Chapter 13</b>
2. Develop the Plan options including reasonable alternatives	<b>Chapter 14</b>

SEA Stage	
3. Evaluate the likely effects of the Plan and alternatives	Chapter 13 and Chapter 14
4. Consider ways of mitigating adverse, and maximising beneficial effects	Chapter 16
5. Propose measures to monitor the significant effects of implementing the Plan	Chapter 16
Stage C: Prepare the Environmental Report	
1. Including all requirements of an SEA Environmental Report	Included in this Environmental Report
Stage D: Publish & Consult on the Environmental Report & Plan	
1. Consult the consultation bodies and public on the draft Plan and Environmental Report	To be completed after Stage C
2. Appraise significant changes resulting from representations, and amend the Plan	
Stage E: Post adoption reporting and monitoring	
1. Prepare and publish the SEA Post Adoption Statement	To be completed after Stage D
2. Monitor SEA indicators during Plan implementation	

### SEA Screening

- 2.2 A SEA Screening Report (Appendix 1) was submitted to ADC on 3<sup>rd</sup> June 2015 which sought an opinion from ADC on whether an SEA was required for the FNP. ADC adopted a screening opinion (Appendix 2) on 13<sup>th</sup> July 2015 which stated that SEA was required for the FNP.
- 2.3 The application of Habitats Regulations Assessment (HRA) to land use plans is a requirement of the Conservation of Habitats and Species Regulations 2010<sup>x</sup> (as amended), the UK's transposition of European Union Directive 92/43/EEC (the Habitats Directive). HRA must be applied to all plans which could significantly affect any sites designated for their nature conservation importance as part of a system known collectively as the Natura 2000 network of European sites.

- 2.4 In ADC's formal screening opinion (Appendix 2) it was determined that a HRA is not required as the Site is located beyond the zone of influence of the designated site at Pagham Harbour, the closest internationally protected site to Ford. Pagham Harbour is designated as a Ramsar site, Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and a Marine Conservation Zone. However, although beyond the zone of influence set for recreational disturbance, it was noted that any potential impacts on the water network and any linked impacts will have to be considered, to ensure there would be no detrimental impacts to the overall features of the designated site.

## SEA Scoping

### SEA Scoping Report

- 2.5 The first phase of the SEA was the scoping stage. Scoping is the process of deciding the scope and level of detail of an SEA, including the environmental effects to be considered, the assessment methods to be used and the structure and contents of the Environmental Report. The purpose of the Scoping Report is to set the criteria for assessment (including the SEA objectives), and establish the baseline data and other information, including a review of relevant policies, programmes and plans.
- 2.6 The Scoping Report presents information in relation to the following tasks:
- Identifying other relevant policies, plans and programmes, and sustainability objectives;
  - Collecting baseline information;
  - Identifying sustainability opportunities and challenges; and
  - Developing the SEA Framework.

### Scoping Consultation

- 2.7 The Scoping Report (Appendix 3) was submitted to ADC on 25<sup>th</sup> November 2015 and a Scoping Opinion (Appendix 4) was adopted by ADC on 20<sup>th</sup> January 2016. Responses were received from four Consultation Bodies (ADC, Historic England, Environment Agency and Natural England) which are included in Appendix 4. The main comments are included in Table 3 below, along with an analysis of how the comments have been taken into account and addressed in the Environmental Report.

**Table 3: Response to Statutory Consultee Comments**

Statutory Consultee	Comment	Response in Environmental Report
Arun District Council	ADC have asked for the baseline to be extended following comments from the Environment Agency, Natural England and Historic England.	<p>The baseline data has been updated beyond what was included in the Scoping Report to include the following:</p> <ul style="list-style-type: none"> <li>• A consideration of the additional pressures to the South Downs National Park, if any, considering its proximity to the Site;</li> <li>• The effects on Waste and Soils has been scoped into the assessment and baseline information is included in this report;</li> <li>• The baseline conditions with regards to cultural heritage have been expanded to include the consideration of neighbouring areas, in particular Yapton Conservation Area, a review of listed buildings and their settings and the significance of the airfield as a heritage asset. Consideration has also been given to the Arundel and Portsmouth Canal and views from the South Downs National Park and Arundel Castle.</li> </ul>
Environment Agency	<i>'In accordance with national planning policy, the Sequential Test should be undertaken to ensure development is directed to the areas of lowest risk.'</i>	All development proposed as part of the FNP is located within Flood Zone 1 (low risk) and therefore, the Sequential Test has not been undertaken considering the area for proposed development is already in a low flood risk area.
Natural England	<i>Plan policies should take account of the impact on land and soil resources and the wide range of vital functions</i>	Waste and Soil has been added to the list of environmental themes and will be assessed in the SEA.
	<i>'...part of the site is identified as possible functional land for the Arun Valley SPA, therefore a survey will need to be undertaken to assess if any areas are being used by relevant bird species...'</i>	See Chapter 8.
Historic England	<i>'...the plan's early development has focussed on the redevelopment of the former airfield [therefore] we could expect the SEA to cover the whole of the parish and appropriate surrounding areas...'</i>	The SEA has been extended to include an assessment of the effects of the plan on whole plan area, and where appropriate, beyond this.

Statutory Consultee	Comment	Response in Environmental Report
	Historic England have asked that <i>'the historic environment baseline is expanded to include consideration of neighbouring areas, in particular Yapton Conservation area, as the large scale of development proposed is likely to result in indirect impacts to the historic environment'</i> .	See Chapter 7. The historic environment baseline has been expanded to include likely significant effects on the Yapton Conservation Area.
	Historic England highlighted that the significance of the airfield as a heritage asset needs to be considered in the SEA.	See Chapter 7.

### Policy, Plan and Programme Review

- 2.8 The FNP may be influenced by other policies, plans or programmes (PPPs), or by external sustainability objectives such as those put forward in other strategies or initiatives. The Scoping Report presented an overview of the key PPP that are likely to be relevant to the FNP. The main environmental objectives were outlined for each PPP and their relationship to the FNP was identified. The PPP review was updating following scoping consultation and is included in Appendix 5.

### SEA Themes

- 2.9 Baseline data has been collected (Stages A-C in Table 2) for topics which reflect the requirements of the SEA Directive. These incorporate the environmental receptors derived from Annex I(f) of the SEA Directive (Appendix 6): biodiversity flora and fauna, population, human health, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), landscape and the inter-relationship between these factors.

- 2.10 The SEA topics are as follows:

- Socio-economics;
- Transport;
- Air Quality;
- Biodiversity;
- Historic Environment;
- Landscape;

- Water and Flooding;
- Land Contamination & Soils;
- Waste; and
- Climatic Factors.

### Approach to Assessing Significant Effects

2.11 The proposals presented in the FNP will be assessed against the SEA Framework (see below), in line with the criteria for determining the likely significant effects referred to in Article 3(5) of the SEA Directive. The SEA Directive states that the characteristics of a plan or programme should have regard to:

- The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
- The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development; and
- Environmental problems relevant to the plan or programme.

2.12 The characteristics of the effects and of the area likely to be affected will be assessed, with particular regard to:

- The probability, duration, frequency and reversibility of the effects;
- The cumulative nature of the effects;
- The trans-boundary nature of the effects;
- The risks to human health or the environment (due to accidents);
- The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- The value and vulnerability of the area likely to be affected due to:
  - Special natural characteristics or cultural heritage;
  - Exceeded environmental quality standards or limit values;
  - Intensive land-use;
  - The effects on areas or landscapes which have a recognised national, community or international protection status.



## The SEA Framework

- 2.13 As outlined in the Scoping Report, the FNP will be assessed using an SEA Framework which is primarily based on the sustainability objectives set out in ADC's Emerging Local Plan Sustainability Appraisal as the Neighbourhood Plan would be in accordance with this higher tier of policy. The relevant environmental objectives were identified in this document and those that relate to the FNP have been incorporated into the SEA Framework (see below). Following scoping consultation and comments from Historic England, an additional objective was added to the framework to include an appropriate assessment of heritage assets. The SEA Objectives are outlined in Table 4, as follows:

**Table 4: SEA Objectives**

Ford SEA Objective		Relevant SEA Directive theme
1	Achieve Successful and Inclusive Communities	Socio-economics
2	Ensure that Ford delivers high quality housing and provides excellent social infrastructure	Socio-economics
3	Ensure a Diverse and Thriving Economic Base to support Ford's Growth	Socio-economics
4	Ensure Efficient and Sustainable Movement within and beyond Ford	Air Quality, Transport
5	Enhance Ford's Environmental Integrity	Air Quality, Biodiversity, Historic Environment, Landscape, Water and Flooding, Land Contamination & Soils, Waste, and Climatic Factors.
6	Maximise Natural Resource Efficiency	Climactic Factors, Land Contamination and Soils
7	To conserve and enhance heritage assets in a manner appropriate to their significance	Historic Environment

- 2.14 It should be noted that ADC submitted the draft Local Plan<sup>xi</sup> to Examination on 30<sup>th</sup> January 2015 which was subsequently suspended on 16<sup>th</sup> July 2015 to allow ADC to consult on the revised Objectively Assessed Housing Need to inform the revision of the Local Plan. During this process the district's SA received comments on the content and ADC are now undertaking further work to amend the SA and understand opportunities for delivering a higher level of housing. However, the methodology of the SA was not brought into question and therefore the same approach has been adopted for the purposes of this SEA.

- 2.15 The proposals presented in the FNP will be assessed against the SEA Framework, using the scoring matrix in Table 5. The scoring matrix will determine any positive or negative effects of the neighbourhood plan and is based, along with the SEA Framework on the SA of ADC's Emerging Local Plan. Significant environmental effects will be those effects where there is positive, strong evidence (++) or negative, strong evidence (--) that an effect will occur.

**Table 5: Scoring Matrix**

Score	Explanation
++	Positive Strong Evidence
+	Positive Weak Evidence
0/+	Evidence shows low significance impact but potential for positive impact
0	Neutral or no impact
0/-	Evidence shows low significance but likely potential for negative impact
-	Negative Weak Evidence
--	Negative Strong Evidence
0/--	No impact with assumed full implementation but significant negative if any aspect fails to be delivered
	Unknown due to lack of evidence or information.

### Limitations and Assumptions

- 2.16 As a strategic process, there will be limitations to the appraisal process largely stemming from the use of secondary data or high level survey methods which do not allow for detailed environmental assessment.

### Cumulative Effects Assessment

- 2.17 Cumulative effects have been defined as:

*"the net result of environmental impact from a number of projects and activities"*<sup>xii</sup>

- 2.18 With reference to development plans, cumulative effects can occur from the combined impacts of policies and proposals on specific areas or sensitive receptors. As required by the SEA Regulations, the assessment of the effects of certain plans and programmes on the environment should consider:

*"the likely significant effect...including cumulative and synergistic effects on the environment."*

- 2.19 The SEA will identify the cumulative, synergistic and indirect effects of the submission of the FNP as a whole in the main assessment of effects. Consideration will also be given to the potential for likely significant cumulative effects on the environment resulting from the FNP and other relevant plans.
- 2.20 An assessment of the synergistic and indirect effects would be completed as part of the main assessment of effects and can be seen in Table 12. An assessment of cumulative effects would look at the effects of the FNP in combination with other plans. The cumulative effects assessment has scoped out the effects of the FNP in combination with the NPPF and the ADC Local Plan. As higher tiers of policy, the FNP is expected to incorporate the proposals and policies in the NPPF and the ADC Local Plan and therefore, no significant cumulative effects are anticipated. For example, a strategic allocation of homes made to Ford through the Local Plan (and reflected in the FNP) would be assessed in combination with other allocations and policies in the SA for the Local Plan.
- 2.21 The following Neighbourhood Plans have been assessed in the cumulative effects assessment at Chapter 14 and have been included due to their proximity to the Site of the FNP:
- Barnham and Eastergate Neighbourhood Plan;
  - Climping Neighbourhood Plan;
  - Littlehampton Neighbourhood Plan; and
  - Yapton Neighbourhood Plan.

### **Consideration of Alternatives**

- 2.22 The SEA Regulations require that an assessment of reasonable alternatives is undertaken.

2.23 This Environmental Report assesses the following reasonable alternatives:

- Alternative 1 - The 'No Plan' Alternative:
  - This assumes that development may still take place, however not under a Neighbourhood Plan. Rather, discrete parcels of land may come forward for development and result in ad hoc with a lack of coordinated masterplanning. The No Plan Alternative would also be less community led.
- Alternative 2 - The Local Plan Alternative:
  - This alternative will assess the possibility of land being allocated at Ford in the Local Plan, rather than the Neighbourhood Plan.
- Alternative 3 - The 750 dwelling Alternative:
  - The FNP is to include approximately 1,500 dwellings, however previous iterations of the plan were limited to 750 dwellings. Following public consultation and discussion with ADC, the proposed allocation has been extended to include an area to the north for further residential development. This alternative will assess the lower provision of residential dwellings.
- Alternative 4 – The 3,000 dwelling Alternative
  - Previous iterations of the development included an option for the development of 3,000 homes on Ford Airfield. However, following public consultation and discussions with ADC, the development of at least 1,500 dwellings has been agreed as the most appropriate for Ford. This alternative will assess the higher provision of residential dwellings.

2.24 The Neighbourhood Plan has proposed an allocation of approximately 1,500 homes on the Ford Airfield site. The Neighbourhood Plan group has undertaken a comprehensive community and stakeholder engagement exercise, inviting comments on the plan. Through this process no other sites have been submitted to the parish council for consideration. Therefore, the neighbourhood plan group does not believe there are any other sites that land owners are willing to promote for development. As availability is a key test for a site's overall deliverability, and plans must make sure they allocate deliverable sites, there are considered to be no reasonable alternatives to the proposed allocation.

### Assumptions and Limitations of Alternatives Assessment

- 2.25 The assessment of alternatives will be based on professional judgement, knowledge of the baseline environment and input from the community. The SEA Framework has been adapted for the purposes of the alternatives assessment to make it more appropriate for the level of environmental information available and certainty over environmental effects. The Framework used to assess the FNP has split each SEA Objective into sub-objectives. However, for the purposes of the alternatives assessment, the sub-objectives have been removed as the assessment is necessarily higher level and it was deemed they would detract from the usefulness and robustness of the assessment. Therefore, the alternatives highlighted above will be assessed against each individual SEA objective alone.

### Baseline Information

- 2.26 The following chapters include the baseline information for the SEA topics identified above and has been used to inform the assessment of effects of the FNP. The baseline information has been informed by individual topic papers which are included in Appendix 7. These contain additional information on the key environmental issues associated with the FNP.

### 3.0 SOCIO ECONOMIC BASELINE

#### Population Projection

- 3.1 Using Sub-national Population Projections<sup>xiii</sup>, the population of ADC is expected to increase by 13.5% between 2016 and 2031 (the FNP period). This compares to the South East region (11.9%) and England as a whole (10.6%). Table 6 outlines the predicted population projection without the development of Ford and shows that the largest increase in population between 2016 and 2031 will be amongst the population over 66 years old.

**Table 6: Predicted Population Increase Across Age Categories**

	2015	2031	Percentage Increase (%)
0-15 years	~8,000	~8,000	0
16-65 years	~9,000	~9,000	0
66+	~7,000	~10,000	42.9%

- 3.2 Using ONS 2011 Census information concerning the number of people per household (3.2), and combining it with the number of households proposed as part of the FNP, Table 7 forecasts the future population of Ford with the development of Ford.

**Table 7: Population Projection with Ford Development**

	Ford	Proposal	Total
<b>Population</b>	1,690	4,913	6,604
<b>Existing Houses</b>	537	1,550	2,087
<b>Household</b>	3.17	3.17	3.17

#### Community Facilities

- 3.3 Community facilities for the purposes of this assessment have been investigated in Ford and the nearby locations of Climping, Yapton and Flansham.
- 3.4 The closest doctors' surgeries to the Site are identified in Table 8 below.

**Table 8: Doctors' Surgeries**

<b>Surgery Name</b>	<b>Approximate distance from Site</b>	<b>Number of Registered Patients</b>
Yapton Surgery	1km	10,200
Meadowcroft Surgery	1.2km	11,146
Fitzalan Medical Group	2.3	13,933
Middleton Medical Centre	2.3	10,200
Arun Medical Centre	3.0	7,144
Flansham Park Health Centre	3.1	13,008

- 3.5 The police station serving the area is located in Littlehampton, approximately 3.3km to the south-east of the Site. The nearest fire and rescue service is from Arundel Fire Station, located approximately 3.3km to the north of Ford.
- 3.6 There are no shops, restaurants or hotels in Ford. There is one public house called 'The Ship and Anchor' located to the north east of the Parish, next to the River Arun. This also forms a non-permanent caravan and camping site used by visitors. Ford and Yapton both share a community hall which is located in Yapton.
- 3.7 With regards to education facilities, the nearest primary schools to the Site are St Mary's Primary School in Climping and Yapton Church of England Primary School in Yapton. Information obtained concerning the number of students on-roll has highlighted that neither of these schools are at capacity. Ormiston Six Villages Academy and Littlehampton Academy are the nearest secondary schools to the Site, together these schools hold a capacity for 2,400 pupils<sup>xiv</sup>.
- 3.8 Under ADC's Sports Pitch Strategy<sup>xv</sup> (2009), the local requirement of sports pitches is 0.86ha per 1,000 of the population. There are 33 pitches across the whole of ADC, however the only surrounding pitches to the Site are Climping Cricket Ground and King George V recreation ground.

## 4.0 TRANSPORT BASELINE

### Transport Infrastructure

- 4.1 The Parish is served by the following key routes. Further information on these routes is provided below:
- Ford Road in the east;
  - Yapton Road in the west; and
  - The A259 in the south.
- 4.2 Ford Road is a two-way single carriageway road which links the A27 Arundel By-Pass in the north, to the A259 in the south. Ford Road bounds the very eastern edge of the proposed allocation, and allows vehicular access via an existing priority T-junction. Horsemere Green Lane is a two-way single lane road which connects Ford Road/Church Lane to the B2233 via priority T-junctions at either end. This road forms part of the national cycle network, accommodating National Cycle Route (NCR) 2 which follows the B2233 from Yapton and then Horsemere Green lane. This route travels south on Ford Road/Church Lane towards the A259 and the southern coast.
- 4.3 The B2233 is connected to the A259 to the south of the proposed allocation and is a two-way single carriageway road. . The existing western access from the B2233 takes the form of a priority T-junction with good visibility on either side. The A259 is a two-way single carriage trunk road which offers connections to key destinations such as Portsmouth and Chichester to the west, and Littlehampton and Brighton to the east.

### Existing Travel Behaviour

- 4.4 The existing travel patterns for journeys to work were investigated for the 'Yapton' ward. These data provide an understanding of the existing travel behaviour of residents in the area. Table 9 shows the methods of travel from this ward, which have been taken from the 2011 census data.



**Table 9: Method of Travel to Work (2011 Census)**

Mode	Yapton (Ward)	West Sussex (County)	South East (Region)	England (Country)
Work mainly at or from home	5%	7%	7%	5%
Underground, metro, light rail, tram	0%	0%	0%	4%
Train	5%	8%	7%	5%
Bus, Minibus or coach	2%	4%	4%	7%
Taxi	0%	0%	0%	1%
Motorcycle, Scooter or Moped	1%	1%	1%	1%
Driving a car or van	70%	62%	61%	57%
Passenger in a car or van	5%	5%	5%	5%
Bicycle	3%	3%	3%	3%
On Foot	8%	11%	11%	11%
Other method of travel to work	1%	1%	1%	1%
Total	100%	100%	100%	100%

- 4.5 The data summarised in Table 9 illustrate that the majority of existing residents of the Yapton ward currently travel to work by private car (75% driver or passenger). This is slightly higher than the proportion of travel to work by private car in West Sussex (67%), South East England (66%), and England (62%). However, this is expected due to the small amount of development in the area and its rural nature.
- 4.6 Journeys to work made on foot and by bicycle are 8% and 3% respectively. These are only slightly lower than the regional proportions and are likely to be due to the lack of built-up areas within reasonable walking or cycling distance for places of work. However, on par with England, the proportion of those travelling to work by train (5%) is relatively high. This is likely to be a result of the multiple train services to the nearest urban areas.

## Accessibility by Non Car Modes

### Rail

- 4.7 The nearest railway station is Ford Rail Station, which is located approximately 1.8km or a 7 minute bike ride from the village. A summary of the rail services from Ford Station are shown in Table 10. There are a number of rail services provided from Ford Rail Station with the services to London, Portsmouth and Southampton providing a link to national services to destinations further afield.

**Table 10: Summary of Rail Services from Ford**

Destination	Weekday Frequency	Journey Time
Southampton Central	Hourly	65 minutes
Portsmouth Harbour	5 trains in morning commuter peak	45 minutes
Brighton	Hourly	40 minutes
London Victoria (via Horsham)	Hourly	102 minutes
Portsmouth & Southsea	Hourly	40 minutes
Littlehampton	2 per hour	5 minutes
Bognor Regis	Approx. 3 per hour	11 minutes

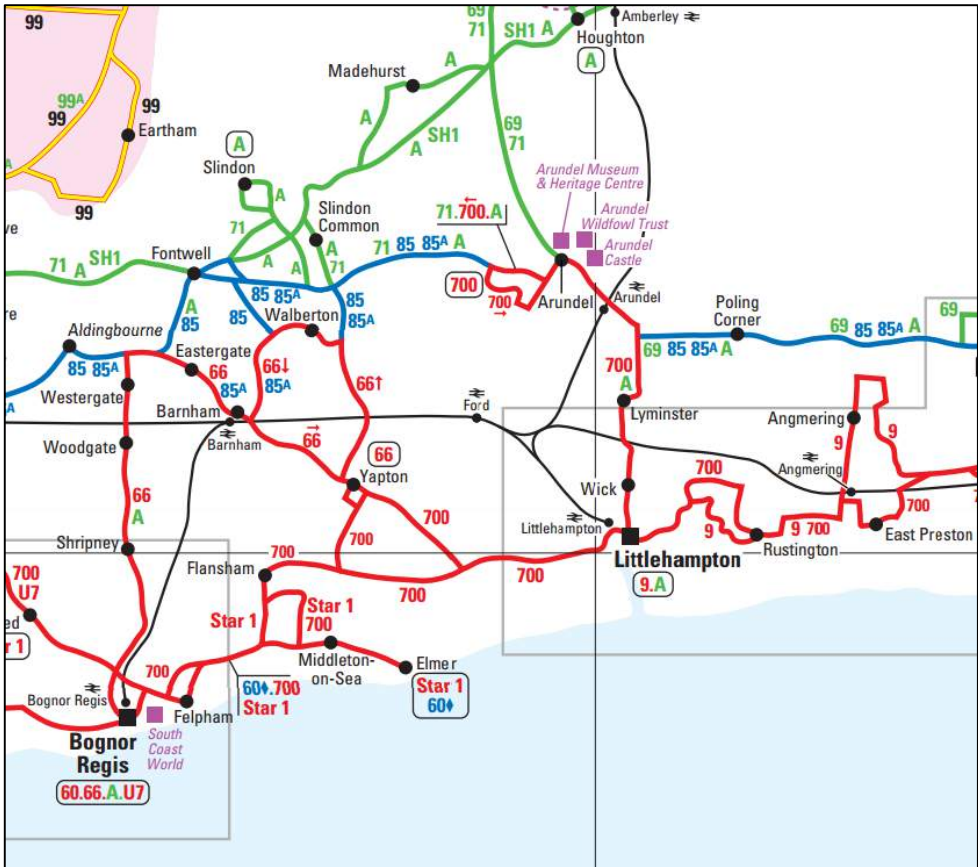
### Bus

- 4.8 The parish is served by a number of bus stops; 'Nelson Row (both directions)' on Ford Road, 'Horsemere Green Lane (both directions)' on the B2233 Yapton Road, and 'Rollaston Park (both directions)' on the B2233 Yapton Road.
- 4.9 These bus stops are served by the 670 service to Littlehampton and Arundel, the 700 to Littlehampton, Bognor Regis and Chichester, and the X4 to the outskirts of Brighton and Bognor Regis. There are few buses that pass the Site to the east, however there is a regular service of approximately three buses per hour passing the Site to the west. Despite this, the wider bus network is extensive, particularly when combined with a rail journey from Ford Rail Station. Figure 3 illustrates the wider bus network.

### Cycling

- 4.10 NCR 2 follows the B2233 (Burndell Rd/Yapton Rd) to the west of the Site, this long distance route will link Dover (Kent) with St. Austell (Cornwall) via the south coast of England once complete. Currently it runs uninterrupted from Bognor Regis in the west, to Littlehampton in the east.

Figure 3



- 4.11 Although not specified as cycle routes, much of the surrounding highway network is suitable for cycling. There are routes around the Site which are available for use by cyclists and it is predicted that cycle networks will be enhanced as part of development of Ford.

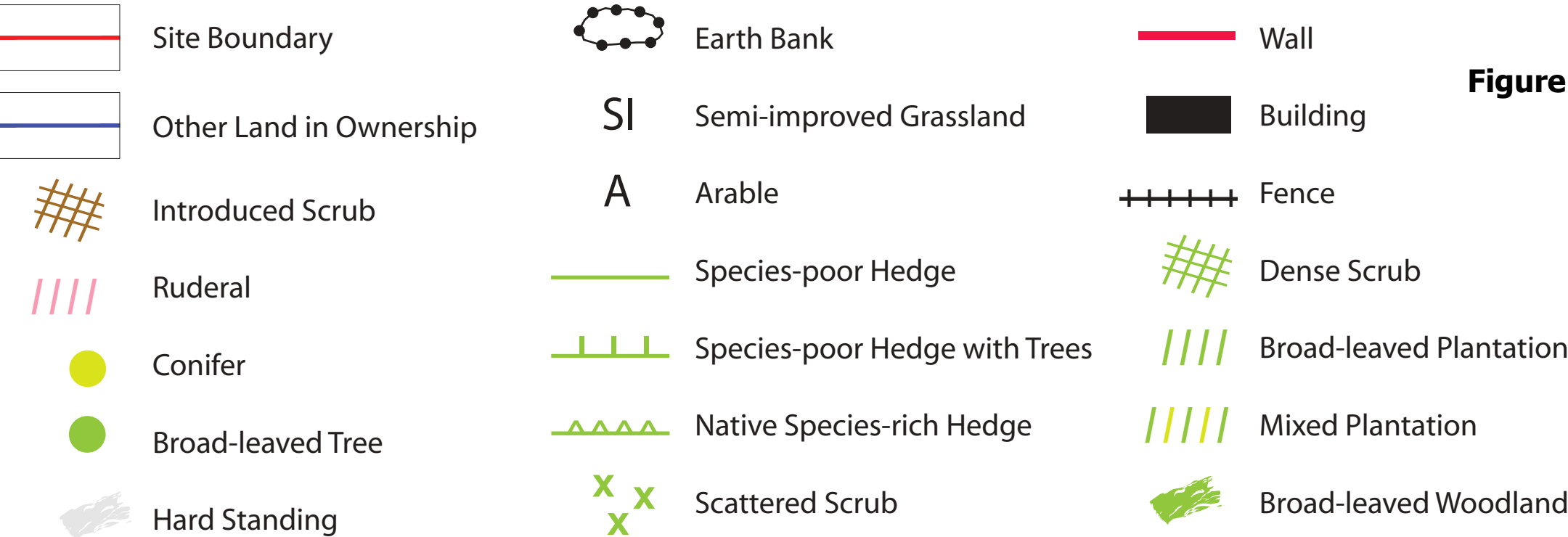
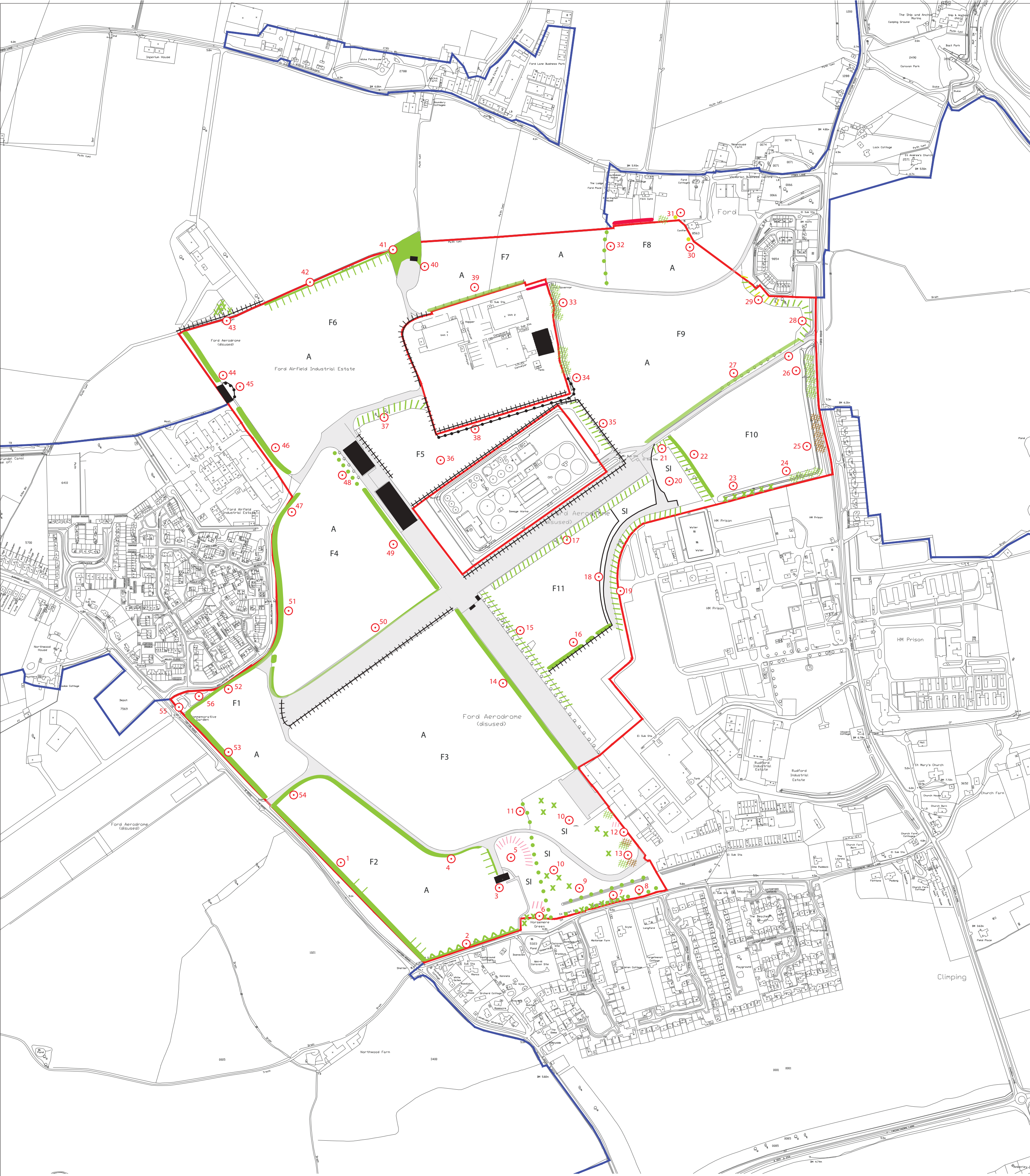
### Walking

- 4.12 The existing area is served by adequate pedestrian routes enabling access on foot around the entire Site and connecting into the adjoining neighbouring communities. There are a number of Public Rights of Way (PRoWs) in the vicinity of the Site, and two routes through the Site. Both of the PRoWs through the Site are visible and well signposted. The southern footpath (FORD/175-1) offers direct pedestrian access from the village of Yapton (and the north of the Site) through to Climping and St Mary's Church on Ford Road/Church Lane. The northern longitudinal footpath (FORD/363-3) can be accessed to the west from Yapton, and to the east in Ford. This enables pedestrian access through the northern tip of the Site either into Yapton, Wicks Farm, or into Ford.

## 5.0 BIODIVERSITY BASELINE

- 5.1 A review of the biodiversity within the parish of Ford has been undertaken using publically available information. A more detailed review of the proposed allocation has been completed, which comprised a Phase 1 Habitat Survey and a desktop assessment.
- 5.2 The parish of Ford is not located within any sensitive areas related to biodiversity e.g. Site of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Area of Conservation (SAC) and a Ramsar site. The nearest sensitive area to the site is the Climping Beach SSSI which is located approximately 1.9km to the south of the Parish boundary. Ford is largely made up of agricultural land. Therefore, the biodiversity of the village is expected to be low with the exception of hedgerows and trees within the parish.
- 5.3 A Phase 1 Habitat Survey (Figure 4) and desktop assessment have been undertaken to determine the current baseline conditions of the proposed allocation which includes arable fields, a hay meadow, species-poor hedgerows (comprising both native and non-native species), a short length of species-rich hedgerow, areas of unmanaged grassland, scrub, hard standing and buildings. Since completion of the Phase 1 Habitat Survey, the boundary of the proposed allocation was extended to the north and as such this area has not been surveyed. However, an assessment of aerial images suggests the affected habitats are similar to those already recorded. Further fieldwork would be required to confirm this.
- 5.4 Based on the findings of the Phase 1 Habitat Survey, it is considered possible that the following species are either present on the proposed allocated site or may make use of it: badgers, barn owls, hazel dormice, great crested newts, bats and common reptiles. The presence of common lizards was confirmed during the Phase 1 Habitat Survey although additional work will be required to establish the size of the population.
- 5.5 The proposed allocation has the potential to support breeding and wintering birds, some of which are of conservation concern. The areas of unmanaged grassland and scrub could support notable invertebrate communities and further assessment of these habitats will be undertaken.





Project  
FORD AIRFIELD,  
YAPTON  
Drawing Title  
SITE BOUNDARY PLAN

Date  
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Scale  
1:5000@A2  
Project No  
9931  
Drawing No  
RG-M-01  
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M.D.  
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## 6.0 AIR QUALITY BASELINE

### Air Quality Monitoring

- 6.1 The Environment Act 1995<sup>xvi</sup> requires local authorities to periodically review and assess local air quality against the air quality objectives contained in the Air Quality Regulations<sup>xvii</sup>. Objectives have been set for Carbon Monoxide, Benzene, 1,3-butadiene, lead, Nitrogen Dioxide, Sulphur Dioxide and Particles (PM<sub>10</sub>).

### Air Quality Hotspots

- 6.2 Where air quality monitoring suggests that there is a risk of exceeding an air quality objective, a Detailed Assessment should be carried out to investigate whether the objective will be exceeded. If an objective will not be met an Air Quality Management Area (AQMA) would be designated and action taken at a local level to ensure that air quality in the area improves.
- 6.3 Air quality in Sussex is generally good and the main source of air pollution would stem from vehicles using roads. Air quality/Odour issues could also stem from the sewage treatment works, the Grundon facility and Ford Industrial Estate. There are no AQMAs within or adjacent to Ford.

### Air Quality Management

- 6.4 Any changes in air quality which come about as a result of the FNP are likely to be closely linked to traffic flow through the parish, as well as the existing sewage treatment works, industrial estate and Grundon facilities which are to be retained as part of the Neighbourhood Plan. The existing facilities on Site and its connections with the existing road network will therefore need to be carefully considered.

## 7.0 HISTORIC ENVIRONMENT BASELINE

- 7.1 A review of the heritage assets within and in close proximity to the parish of Ford has been undertaken using publically available information. A more detailed review of the proposed allocation has been completed which comprised a heritage desk based assessment. There is one Scheduled Monument located on the southern boundary of the parish. This is the Medieval Earthworks East and South East of St Mary's Church. There are two Grade II listed buildings located to the north of the site. These are Atherington House, Ford Place, Southdown House, The Lodge and New House Farmhouse. A Grade I listed building is also located to the north of the parish. This is the Parish Church of St Andrew. An additional four listed buildings are located immediately adjacent to the site, to the south, and include three Grade II listed buildings and one Grade I listed building.
- 7.2 A heritage desk based assessment of the proposed allocation has established that the area contains recorded Bronze Age, Iron Age and Roman remains. Associated remains are also likely to be present. The proposed allocation contains the remains of a WWI and WWII airfield; the airfield is considered to have low potential for remains of all other archaeological periods. The proposed allocation is located beyond the setting of nearby designated heritage assets. There have been a number of archaeological investigations that have recorded prehistoric remains.
- 7.3 The deserted medieval village of Climping, a Scheduled Monument, lies over 500m to the south-east of the proposed allocation, which is considered to lie beyond the setting of the scheduled monument.
- 7.4 The proposed allocation has some inter-visibility with the Atherington House Ford Place, Southdown House, The Lodge listed building, where the industrial buildings at the northern end of the proposed allocation can be seen from parts of the garden of the house. These buildings have a negative contribution to the significance of the house. The proposed allocation itself is considered to be outside of the setting of the house.
- 7.5 The Yapton (Church Lane and Main Road/Church Road) Conservation Area comprises two separate areas to the north west of the parish. The Main Road/Church Road area of the Conservation Area is located within the centre and the east side of the built up area of the village. The eastern side of the Conservation Area is a modern residential area which blocks all intervisibility with the proposed allocation and consequently, there will be no effects on this part of the Conservation Area. The Church Lane block of the Conservation Area is based on St Mary's church, Church Farmhouse and three large houses further to the west. This area is characterised by the flint garden walls of the large houses, the Church and churchyard and the fields immediately to the north and east of the church. The setting of this part of the conservation



area comprises a mixture of small pasture fields, a large farmhouse and farm buildings with large arable fields beyond. There is a block of mature trees and other tall vegetation along the eastern edge of the conservation that blocks views out toward the proposed allocation to the east, and the farmhouse to the south east of the conservation area. The screening/blocking effect of the trees and farmhouse, combined with the proposed planting along the western boundary of the proposed allocation will almost entirely block views of the development.

### *Prehistoric*

- 7.6 In 1999, a programme of archaeological work was undertaken in advance of, and during, the initial construction of a new waste-water treatment works for Southern Water. Remains recorded were later Mesolithic worked flint; a leaf-shaped arrowhead was suggestive of at least limited Neolithic activity in the area; a late Bronze Age enclosure was recorded with a late Iron Age cremation inserted into the enclosure and a late Iron Age co-axial field system and a trackway was recorded, orientated north-south/east-west.
- 7.7 A programme of archaeological works has also been undertaken along the central part of the eastern boundary of the proposed allocation. This recorded a late Bronze Age field system which contained deposits of pottery vessels and burnt material suggestive of at least an element of ritual activity. A number of late Bronze Age posts and pits were also recorded. The field system is considered to be part of the same field system revealed on the Southern Water site excavations.
- 7.8 The results of the archaeological investigations within and in the wider environs of the proposed allocation, are indication that the area has high potential for Bronze Age and Iron Age remains. The evidence from the excavations within the proposed allocation is primarily agricultural, but given the apparent density of recorded remains, the presence of the associated settlement is distinctly possible. Consequently, the proposed allocation site is considered to have high potential for further prehistoric remains within the central eastern part in particular, but further remains could be present elsewhere.

### *Late Iron Age/Roman*

- 7.9 Excavations undertaken on behalf of Southern Water revealed a series of late Iron Age/Roman features including two cremations, an enclosure, pits and a possible iron working shelter. Roman features recorded within the excavations, to the south of the Southern Water area, comprised of field boundaries and a possible cremation deposit. Sherds of pottery from three separate vessels have also been recorded within the central southern part of the proposed allocation.

- 7.10 As with the prehistoric periods, the results of the excavations indicate that the Site is known to contain Roman remains. The archaeological investigations have not revealed settlement remains, however, it is possible that such remains could be located elsewhere. Consequently, the proposed allocation is considered to have high potential for Roman remains.

#### *Saxon*

- 7.11 The proposed allocation was located away from the nearby historic villages that may have had Saxon origins. Consequently, the area is considered to have low potential for Saxon remains.

#### *Medieval*

- 7.12 The only record of Medieval remains within the proposed allocation is of a flagon handle found toward the northern boundary. On the basis of the available evidence, the proposed allocation is considered to have low potential for Medieval remains.

#### *Post-Medieval*

- 7.13 The route of the Portsmouth to Arundel canal cuts east - west across the Parish.
- 7.14 Prior to becoming an airfield, historic maps show that the proposed allocation comprised a number of fields.
- 7.15 Work began on Ford airfield in 1916, using the labour of German prisoners of war. It opened in 1917 with the American air force being the first to use the facility. Around 1920, the Ford Motor Company took over the airfield from the Air Ministry to manufacture planes, including the Ford Tri-motor. The military took back possession in 1937 to set up a training base for naval pilots. Then during the Second World War, the Royal Air Force took over the base, which was heavily damaged in a German air raid in August 1940. Following the war, the airfield was returned to the Admiralty, which continued to use it as a training station. The navy left in 1959 and in the 1960s the airfield was leased to Miles Aviation and Transport (R. & D.) Ltd which built replicas of historic aircraft. WWII and Cold War structures recorded on the Historic Environmental Record (HER) include an anti-aircraft battery, a Royal Observer monitoring post, an air raid shelter and a blister hanger. Part of the northern end of the airfield became an industrial estate, with two large hangars converted for the manufacture of concrete blocks. The Rudford industrial estate, along the south-eastern edge of the proposed allocation, was set up after 1969 and expanded in the 1980s.

- 7.16 An RAF aerial photograph dated 1946 shows the airfield in its then complete and most developed state. Since this time most of the airfield structures have been lost leaving the main surviving structures being part of the north-south and the east-west runways and part of the south west section of the perimeter track. The surviving elements of the former airfield are considered to be heritage assets of local significance.
- 7.17 The eastern part of the proposed allocation became an open prison in 1961. Most of the buildings are adaptations of pre-1960 structures.
- 7.18 Due to the proposed allocation being agricultural land through much of the Post-Medieval period, it is considered to have low potential for Post-Medieval remains and high potential for WWI and WWII related airfield remains.

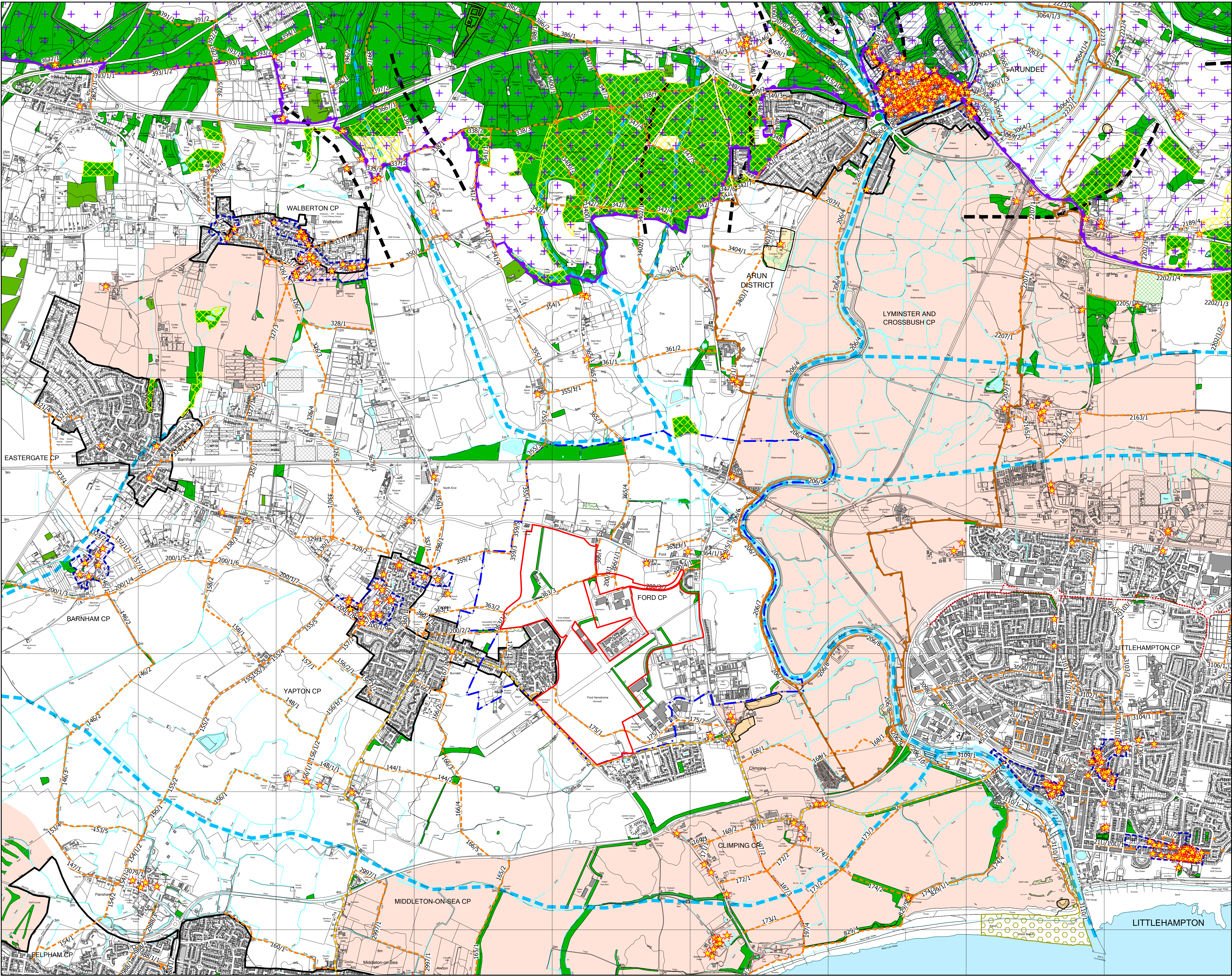
## 8.0 LANDSCAPE AND VISUAL IMPACT BASELINE

- 8.1 A high level review of the landscape baseline has been undertaken for the parish using publically available information. The parish is not located within an Area for Outstanding Natural Beauty (AONB). Further information on the landscape context and character and the visual context of the parish and proposed allocation are provided below.

### Designations

- 8.2 The parish occupies a diverse landscape (Figure 5) and does not contain any planning designations with the exception of a Strategic Waste Site Allocation on the disused warehouse site to the north of the Sewage Treatment works and three listed buildings. A Strategic Gap between Littlehampton and Bognor Regis and Arundel is identified in the Local Plan 2003<sup>xviii</sup> to the east and south of the Parish. The setting of Arundel is also protected and the South Downs National Park begins at a distance of 1.6km to the north of the Site.
- 8.3 With regards to the South Downs National Park, it is known for its *"diverse, inspirational landscapes and breath-taking views"* and the first general policy of the National Park Management Plan<sup>xix</sup> is to conserve and enhance the *"natural beauty and special quality of the landscape and its setting"*. To promote Green Infrastructure the National Park Authority has considered a Study Area including the South Downs and surrounding local authority areas. The availability of Accessible Natural Greenspace (ANG) has been assessed in the Access Network and Accessible Natural Greenspace Study<sup>xx</sup> and found that there is low provision for ANG and public rights of way in the coastal areas of Arun District, and *"virtually no woodland"*. The study recommends that *"larger scale development needs to incorporate greenspace within the Site"* and *"opportunities to include more natural elements within the greenspace should be realised wherever possible"*.
- 8.4 There are two Conservation Areas in Yapton, the closest being at St Mary's Church, approximately 600m to the west of the proposed allocation. The proposed allocation does not contain any Listed Buildings or Scheduled Monuments (Figure 6). There are a cluster of listed buildings and ancient earthworks protected as Scheduled Monuments at the junction of Ford Road and Horsemere Green Road around St Mary's of Climping Church. To the north-east of the parish a number of listed buildings are located around the ancient village of Ford at St Andrews-by-the-Ford and the junction of Ford Road and Ford Lane. Within the historic core of Yapton to the west of the Site there are also a number of listed buildings. There is no ancient woodland within the parish, and none of the vegetation is covered by tree preservation order.





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Revision

Date

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## Legend

Site Boundary

Existing Woodlands, Copses and Tree Belts ^

Existing Scrub ^

Existing Water Courses ^

Contours/Spot Heights (Metres AOD) ^

Ridgelines

Valleys

Public Rights of Way \*

Sustrans Cycle Route +

Cycle Route ++

Listed Buildings ~

Scheduled Monument ~

Ancient Woodland #

Local Nature Reserve #

South Downs National Park #

Conservation Area \*\*

Strategic Gaps \*\*

Built-up Edge \*\*

Setting of Arundel \*\*

Ford Parish Boundary ^

Sources:

- ^ OS Mapping
- # Natural England GIS Data Set
- ~ English Heritage National Monument Record GIS Data Set
- ~ West Sussex County Council PROW GIS Data
- + Sustrans National Cycle Network GIS Data
- ++ Department of Transport (DoT) GIS Cycle Network Data
- \*\* Arun District Council Local Plan Proposals Map 2003

Data collected for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

Figure 5

Project  
Ford Airfield

Drawing Title  
Site Context Plan

Date  
29.02.2016

Scale  
1:12,500 @ A1  
1:25,000 @ A3

Project No  
23885

Drawing No  
L1

Drawn by  
MK

Checked by  
CM

Revision  
-

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Revision

Date

Drn

Ckd

Legend

Site Boundary

Existing Water Courses ^

Contours/Spot Heights (Metres AOD) ^

Public Rights of Way \*

Sustrans Cycle Route +

Listed Buildings ~

Scheduled Monument ~

Conservation Area \*\*

Tree Preservation Order ++

Location of Photographic Viewpoints (Site Appraisal Photographs A-S)

F1 / W1  
TB1 / H1

Reference numbers  
Field / Woodland Block / Tree Belt / Hedgerow

Sources:

^

OS Mapping

#

Natural England GIS Data Set

\*

English Heritage National Monument Record GIS Data Set

\*

West Sussex County Council PROW GIS Data

+

Sustrans National Cycle Network GIS Data

\*\*

Arun District Council Local Plan Proposals Map 2003

++

Arun District Council

Data collated for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

Figure 6

Project  
Ford Airfield

Drawing Title  
Site Appraisal Plan

Date	Scale	Drawn by	Check by
29.02.2016	1:5,000 @ A2	MK	CM
Project No	Drawing No	Revision	
23885	L3	-	

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8.5 A number of PRowS are included within the parish including:

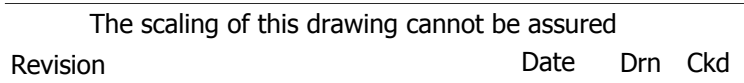
- FP363 from Yapton to Ford to the north;
- FP175 from Rollaston Park to Climping to the south;
- FP359 and FP355 along the western boundary of the parish;
- F364 to the east of the parish;
- FP365 from the north of the parish to the centre;
- FP366 within the centre of the parish;
- FP200 within the centre and east of the parish; and
- FP206 on the eastern boundary of the parish.

### Landscape Character

8.6 Figure 7 identifies the landscape character for the parish with particular focus on the proposed allocation:

- **National** – The parish is covered by National Character Area 126: South Coastal Plain, NE525<sup>xxi</sup>. This is recognised as a flat, coastal landscape;
- **County** – The parish is predominately included in SC9: Chichester to Yapton Coastal Plain which is one of the 42 unique areas, as identified by West Sussex County Council. Part of the eastern section of the parish is included in SC10 Lower Arun Valley. The key characteristics of the Chichester to Yapton Coastal Plain include:
  - Low lying flat open landscape;
  - Meandering rifes and straight drainage ditch systems, with associated unimproved grassland and edged by reed beds;
  - A low density of hedgerows and hedgerow trees with occasional shelterbelts;
  - Large-scale arable farming and market gardening. Extensive farms with both traditional and modern farm buildings and silos;
  - Scattered, historically nucleated villages with mixed building materials of flint, brick, half timber and stone;
  - Large farmsteads along roads, and on dead-end tracks;
  - Long views to Arundel, the Downs and to the distinctive spire of Chichester Cathedral; and
  - The relatively open character of much of the area allows long views so that village church towers are important landmarks in views.







- **District** – The parish is predominately located within Character Area 29: North of Yapton Coastal Plain which has been identified by ADC in their Landscape Sensitivity Study (2006)<sup>xxii</sup>. Part of the eastern area of the parish is included within Character Area 34: Middle Arun Valley Floor. The North of Yapton Coastal Plain (Character Area 29) is described as:

*"Rural arable landscape falling towards Withy Rife and Arun Valley. Some heritage interest provides separation between Ford, Ford Aerodrome and Yapton/Burndell and Climping"*

### Landscape Value

- 8.7 The PRow located within and to the west of the proposed allocation is a valuable resource for the public. The proposed allocation as a whole is assessed as exhibiting low to medium value due to its proximity to urban structures and separation from the historic centres of Ford and Yapton.

### Visual Context

- 8.8 The proposed allocation is contained by roads or tracks and built development on all its boundaries which has the effect of restricting all but close range external views. Views are available from the PRow within the proposed allocation and these are open clear views to the extent of visual containment. Internal tree belts and hedgerows restrict the extent of the views and the whole allocation is not visible in any one view.

## 9.0 WATER AND FLOODING BASELINE

- 9.1 A review of publically available information has been undertaken to understand the high level water and flooding baseline of the parish. Further information and research has been conducted on the proposed allocation which is reported below.

### Flood Risk

- 9.2 According to the Environment Agency's indicative flood map, the majority of the parish is located in Flood Zone 1, which has a low probability of flooding. Areas of Flood Zone 2 (medium risk) and Flood Zone 3 (high risk) are located to the north-east of the parish.

### Topography and Geology

- 9.3 A review of the British Geological Survey indicates that the parish is underlain by River Terrace deposits (comprising undifferentiated clay, silt sand and gravel) and the Newhaven Chalk bedrock formation.

### Hydrology (Surface)

- 9.4 The River Arun is located immediately adjacent to the east of the parish and runs through a series of villages before discharging into the English Channel at Littlehampton. Based on aerial images, it is perceived that a number of drainage ditches are located around the proposed allocation, which most likely lead to the River Arun.

### Hydrogeology

- 9.5 The proposed allocation is underlain by a Secondary A and a Principal aquifer, designated with regard to the superficial deposits and bedrock respectively. The Secondary A aquifer has permeable layers capable of supporting water supplies at a local scale. The Principal Aquifer is where layers of rock have high intergranular and/or fracture permeability, meaning they usually provide a high level of water storage. They may support water supply and/ or river base flow on a strategic scale. According to the Environment Agency's groundwater map, the parish is not located within a groundwater Source Protection Zone.

## 10.0 LAND CONTAMINATION & SOILS BASELINE

- 10.1 Although land contamination is not considered a major issue in Ford, the parish and the proposed allocation contains the former Ford airfield which was used during WWI and WWII and is now used as a small industrial site that includes Ford Prison. It is expected that a number of buried, underground structures may be present which date back to when the airfield was in use. These could include asbestos containing materials and contaminated materials following the presence of tanks. Pipe mines were removed from the Ministry of Defence in 1998 and there is no evidence of contamination from fuel tanks and previous military uses.
- 10.2 The proposed allocation is underlain by a Secondary A and Principal aquifer which have permeable layers that could facilitate contamination pathways due to their permeability. A full site investigation will need to be conducted at a later stage in the planning process to determine the levels of contamination.
- 10.3 There are three small areas of historic landfill located in the centre, east and south east of the parish. These comprise 'Bank East of Hanger 2', Ford Prison and Newhouse Farm.

## 11.0 WASTE BASELINE

- 11.1 The majority of parish is currently used for agricultural purposes which limits the potential for waste streams associated with residential, employment or recreational uses.
- 11.2 An existing Materials Recycling Facility (MRF) is located within the centre of the parish and recycles household waste from nearby parishes (see Figure 2). There is considered to be sufficient capacity within West Sussex for dealing with Municipal Solid Waste via the existing MRF facility that is available<sup>xxiii</sup>. West Sussex County Council have a long-term contract in place with Viridor Waste Management Limited to deal with the recycling and composting of waste. The facility at Ford has a capacity of 100,000tpa and there are also programmes in place to improve other recycling facilities in the area and make the services more accessible.
- 11.3 As stated in the West Sussex Waste Local Plan waste generation in West Sussex is to be dealt with in a sustainable way. Therefore, the current network of waste management facilities will be safeguarded along with the provision of suitable and well-located new facilities to maximise the opportunities to reuse, compost, recycle and treat waste. The strategy set out in the West Sussex Waste Local Plan is to achieve net self-sufficiency by safeguarding existing waste management capacity, allocating strategic sites for new facilities to meet shortfalls in capacity and to enable other suitable sites to come forward.
- 11.4 With regard to disposal to landfill, the strategy is to plan for a declining amount of capacity so that there is 'zero waste to landfill' by 2031. The development of the FNP will adhere to the vision and objectives of the West Sussex Local Plan, facilitated by the proximity to the MRF.

## 12.0 CLIMATIC FACTORS BASELINE

- 12.1 Climate change is likely to result in a range of direct and indirect effects on the natural and built environments, with current projections suggesting that the south-east will experience hotter, drier summers and warmer, wetter winters.
- 12.2 The outcome of research on the probable effects of climate change in the UK has been released by the UK Climate Projections (UKCP09)<sup>xxiv</sup>. UKCP09 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown as the potential range of changes. Table 11 shows the central estimates for a medium emissions scenario for the south-east region within which Ford lies.

**Table 11: Central Estimates for Medium Emission Scenarios for the South East Region**

	2020s		2050s	
	Lowest Change	Highest Change	Lowest Change	Highest Change
<b>Hotter Summers</b>	+0.5°C	+2.8°C	+1.1°C	+5.2°C
<b>Warmer Winters</b>	+0.5°C	+2.2°C	+0.9°C	+3.8°C
<b>Drier Summers</b>	-26% change in rainfall	+18% change in rainfall	-43% change in rainfall	+16% change in rainfall
<b>Wetter Winters</b>	-4% change in rainfall	+20% change in rainfall	+1% change in rainfall	+40% change in rainfall

Source: UK Climate Projections, 2009

### Greenhouse Gas Emissions

- 12.3 The carbon footprint of West Sussex is around 17.3 tonnes per average resident and just over a quarter (27%) of this was attributed to fuel use in homes and cars<sup>xxv</sup>. Within Arun, the largest contributors to personal emissions of CO<sub>2</sub> stem from personal flights (13.3%), food and drink from retail (12.1%) and domestic vehicle fuel (10.7%).

## 13.0 ASSESSMENT OF EFFECTS

13.1 Table 12 provides an assessment of the policies put forward in the FNP against each SEA Objective identified in Chapter 2.

**Table 12: Assessment of Effects**

SEA Objective	Criteria	Assessment (to be completed during Stage B/C)									Justifications
Ford Neighbourhood Plan		++	+	0/+	0	0/-	-	--	0/--		
<b>SEA 1:</b> Achieve Successful and Inclusive Communities	Social Cohesion										The FNP proposes to achieve successful and inclusive communities by engaging with the local population and delivering a vision which has been worked up by the community. The FNP will focus on providing local services, leisure facilities, education and healthcare provision to help achieve a cohesive environment which is socially viable.  Designated areas of local green space will be brought forward to contribute to social connectivity and integration. Policy H4 requires the Design Brief for the Site to include a network of footpaths and cycle paths to connect different land uses within the site and to the local network leading to well connected, inclusive communities.
	Healthy Lifestyle										
	Balanced Communities										
	Community Engagement										
	Crime										
	Educational Achievement										
	Social Isolation										
<b>SEA 2:</b> Ensure that Ford delivers high quality housing and provides excellent social infrastructure	Housing Supply										The FNP proposes to provide up to 1,500 residential dwellings with supporting infrastructure and services. This will include a range of house types and tenures, as well as a maximum of 30% affordable housing which will have benefits for the local community. Policy H2 Quality of Design requires that housing be of high quality design and respect the local character. The FNP also requires a Design Brief to be prepared and agreed before any development can be brought forward to ensure quality.
	Affordable Housing										
	Mix of Housing										
	High Quality Housing										
	Access to Employment Opportunities										
	Access to Education										
	Access to Healthcare										

	Access to Community Facilities										Land allocated for a primary school is proposed as part of the FNP as the parish currently does not have any schools (Policy LC7). There are currently no medical facilities in Ford. Whilst there are plans to expand facilities in Eastergate and Yapton, the number of new homes will put strain on those existing facilities outside of Ford.
	Access to Green Infrastructure										
	Access to Emergency Services										
	Access to local retail										
	Access to leisure, entertainment and cultural facilities										
<b>SEA 3:</b> Ensure a Diverse and Thriving Economic Base to support Ford's Growth	Employment Opportunities										Policies EE1 and EE2 propose support for local businesses and retention of employment land. A local shop is proposed (Policy EE5) as well as a desire to re-use rural buildings in the parish for small businesses, recreation and tourism.
	Skills										
	Income										
	Inward Investment										
	Visitor Economy										
	Local Business Enterprise										
<b>SEA 4:</b> Ensure Efficient and Sustainable Movement within and beyond Ford	Traffic Congestion										Whilst the existing area around the parish is readily accessible by numerous modes of transport, the proposals in the FNP for up for 1,500 dwellings could bring forward a step change in the level of connectivity and accessibility in the area. At present, a large proportion of the residents in Ford travel by car to work. A significant increase in the number of residents will increase the
	Road Safety										
	Public Transport										

	Walking and Cycling										<p>number of people using the road network.</p> <p>The FNP will provide support for sustainable modes of transport such as the creation of a bus route through the parish to connect the Site with surrounding facilities (Policy GA4).</p> <p>Policy H4 requires the Design Brief for the Site to include a network of footpaths and cycle paths to connect different land uses within the site and to the local network.</p>
<b>SEA 5:</b> Enhance Ford's Environmental Integrity	Local Distinctiveness										<p>Due to the nature of the FNP and the input provided by the community, the proposals are deemed distinctive and specific to the needs and desires of the local population. Therefore, the FNP is anticipated to facilitate local distinctiveness.</p> <p>The FNP will provide a variety of ecosystem services and maintain and improve biodiversity, landscape enhancement, flood protection and recreation. Designated areas for local green spaces are proposed and the provision of allotments will contribute to local wildlife habitats and opportunities for local sustainability (Policy EH5).</p>
	Designated Environmental Sites										
	Biodiversity										
	Water Quality										
	Flood Risk										
	Air Quality										
	Noise Pollution										
	Land Contamination										
<b>SEA 6:</b> Maximise Natural Resource Efficiency	Energy Supply and Demand										<p>FNP will facilitate the use of renewable energy and ensure energy generating infrastructure using renewable or low carbon energy sources to serve individual properties or groups of properties (Policy EH2). As the parish is predominantly undeveloped, it currently generates minimal waste. There would be an increase in waste during construction of the development and once operational. However, the waste hierarchy will be followed to reduce the amount of waste produced, reuse it where possible and</p>
	Waste										
	Water Resources										
	Efficient Use of Land										
	Soil Quality										



											<p>recycle it. Waste and recycling would be sorted and collected for disposal at licensed sites in accordance with the West Sussex Waste Local Plan. No significant effects are anticipated.</p> <p>The scale of development proposed uses the land efficiently whilst including safeguards to protect the character of the parish.</p> <p>The soil on the proposed allocation is ALC Grade 2. As Policy EH5 states no development will be permitted on land Graded 1,2 and 3a, the exception being land proposed for development in the FNP. Whilst the agricultural use would be replaced, the soil would remain.</p> <p>The waste hierarchy will be adopted along with the West Sussex Waste Local Plan.</p>
<b>SEA 7:</b> To conserve and enhance heritage assets in a manner appropriate to their significance.	Archaeological Assets										<p>There are no designated heritage assets within the proposed allocation. The proposals set out in the FNP would impact heritage features of no more than local historic interest. The FNP will also aim to protect those buildings (Policy EH3) which are seen to be assets of community value and will attempt to enhance the viability and/or community value of any property that is considered valuable.</p>
	Built Heritage Assets										

## 14.0 ASSESSING REASONABLE ALTERNATIVES

14.1 Table 13 provides an assessment of the alternatives to the FNP put forward in Chapter 2.

**Table 13: Assessment of Reasonable Alternatives**

SEA Objective	++	+	0/+	0	0/-	-	--	0/--	Justifications
	Alternative 1: The 'No Plan' Alternative		Alternative 2: The 'Local Plan' Alternative		Alternative 3: The 750 dwelling Alternative		Alternative 4: The 3,000 dwelling Alternative		
SEA 1: Achieve Successful and Inclusive Communities									Lack of co-ordination and ad hoc development would hinder cohesiveness and inclusivity for Alternative 1. A lack of coordinated masterplanning could lead to increased severance in the area and a lack of connected residential areas and green infrastructure. The community would have limited involvement under the Alternative 1 and Alternative 2. Alternative 3 would have positive effects as an NP but a lower number of dwellings may reduce the range of housing that can be delivered to aid the development of balanced communities. Due to the considerable size of a community created by Alternative 4, it would be more of a challenge to achieve successful and inclusive communities, purely due to the number of new residents.

<b>SEA 2:</b> Ensure that Ford delivers high quality housing and provides excellent social infrastructure					Delivery of houses under Alternative 1 or Alternative 2 would not facilitate the provision of high quality housing and social infrastructure as well as under a Neighbourhood Plan. A collaborative approach will help understand the quality requirements of the local population, thereby increasing the quality of housing delivered on Site. The 750 alternative would also lessen the need for social infrastructure. Increasing dwelling numbers to 1,500 facilitates the requirement to improve and provide excellent social infrastructure. Increasing dwelling numbers to 3,000 in Alternative 4 further enhances this ability.
<b>SEA 3:</b> Ensure a Diverse and Thriving Economic Base to support Ford's Growth					The lack of coordinated approach to development under the Alternative 1 would limit the economic growth of Ford. Developing the proposed allocation under a Neighbourhood Plan will aid economic growth and by integrating the local community into the development plans, it increases the likelihood of the community 'buying in' to the development and aiding Ford's future economic growth.
<b>SEA 4:</b> Ensure Efficient and Sustainable Movement within and beyond Ford					In Appendix 7, it is stated that the development of 1,500 residential dwellings would cause a step change in the users of the local transport network. Therefore, if cars are relied on as the primary mode of transport, this will not aid the sustainability of the FNP. The provision of public transport networks, cycle routes, and Public Rights of Way as primary transport methods will facilitate sustainability and not exacerbate the connectivity issues already existing. Furthermore, ad hoc development under Alternative 1 or Alternative 2 would hinder the

					coordination of sustainable transport links. Alternative 3 would generate fewer cars on the network as a lower quantum of residential development is proposed. Alternative 4 would generate a much larger number of cars on the network and limit the ability to provide efficient and sustainable movement within and beyond Ford.
<b>SEA 5:</b> Enhance Ford's Environmental Integrity					Lack of co-ordinated approach to developing areas for local distinctiveness, biodiversity enhancements and protection under Alternative 1 and Alternative 2. Alternative 4 would detract from the environmental integrity of the Site if a higher quantum of dwellings was brought forward.
<b>SEA 6:</b> Maximise Natural Resource Efficiency					It is considered that natural resource efficiency would occur under Alternatives 1, 2 and 3 as all development would need to ensure resources are used sustainably in accordance with the NPPF and local policy. A lower quantum of residential development under Alternative 3 would have a lower demand for energy and other resources than the FNP and have lower land take. The development of 3,000 dwellings under Alternative 4 would also hinder the ability to maximise natural resource efficiency due to a larger number of residents.
<b>SEA 7:</b> To conserve and enhance heritage assets in a manner appropriate to their significance.					Alternatives 1 and 2 would limit the ability for a coordinated approach to protecting and conserving the heritage assets within the parish. Piecemeal development would not provide an all-encompassing approach to the protection and enhancement of heritage assets. Having the community feed into the development process,

					<p>allows them to highlight the historical assets that they would like to conserve and maintain.</p> <p>Alternative 3 proposes a lower quantum of housing and less land take and the community would still be involved through the NP process to ensure that assets are identified and protected.</p>
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## 15.0 ASSESSING CUMULATIVE EFFECTS

### Cumulative Effects Assessment

15.1 As stated in the methodology, the SEA identified the synergistic and indirect effects of the submission of the FNP as a whole in the main assessment of effects. This section assesses the potential for likely significant cumulative effects on the environment resulting from the FNP and other relevant plans. As stated in the methodology, the FNP complies with the requirements of the NPPF, adopted and emerging Local Plans and other plans and policies above it. Therefore, cumulative effects are not anticipated with these plans. The plans identified as having the potential to lead to likely significant cumulative effects on the environment with the FNP are the adopted neighbourhood plans adjacent to the Ford Neighbourhood Planning Area. The following neighbourhood plans have been reviewed:

- Barnham & Eastergate Neighbourhood Plan;
- Clymping Neighbourhood Plan;
- Yapton Neighbourhood Plan; and
- Littlehampton Neighbourhood Plan.

15.2 A synopsis of each neighbourhood plan is included at Appendix 8.

15.3 Cumulative effects have been assessed for the SEA themes required by the SEA Regulations:

- Socio-economics;
- Transport;
- Air Quality;
- Biodiversity;
- Historic Environment;
- Landscape;
- Water and Flooding;
- Land Contamination (Soils);
- Waste; and
- Climatic Factors.

15.4 Effects are assessed as positive or negative (significant or not significant), neutral or uncertain due to the high level nature of the assessment.



### Socio-economics

- 15.5 All the neighbourhood plans propose to improve the economic and social wellbeing of the areas to which they relate. Local businesses and economic growth are promoted, as are planning for cohesive communities with adequate access to social infrastructure. The Barnham & Eastergate and Littlehampton neighbourhood plans specifically propose meeting the demand for new employment opportunities. All neighbourhood plans seek to secure improvements to local community services and facilities, linking communities with walking and cycling paths. Combined with the FNP, overall cumulative effects in West Sussex are assessed as positive and significant.

### Transport

- 15.6 All neighbourhood plans propose development of some kind which would lead to an increase in trips on the highway network. Once traffic has dispersed onto the strategic highway network it is anticipated that effects would be lessened. The FNP would lead to negative effects with respect to traffic congestion. Despite this, all neighbourhood plans also propose networks of walking and cycling paths and promote the use of sustainable modes of transport or promote the co-location of residential and employment land reducing the need to travel. Overall, cumulative effects are anticipated to be neutral.

### Air Quality

- 15.7 All neighbourhood plans include objectives and policies to protect environmental integrity. Emissions from motorised vehicles would lead to increased NO<sub>x</sub> and PM<sub>10</sub> in the local areas where additional development is proposed but cumulative effects are unlikely to be significant given the distance between neighbourhood plan areas and the effect of traffic dispersing onto the strategic highway network. Construction phase effects from dust and plant emissions should not be significant once standard best practice mitigation measures are implemented, as would be expected for all major development, secured by planning conditions at the appropriate time. Effects are assessed as neutral.

### Biodiversity

- 15.8 Biodiversity is prioritised in all neighbourhood plans and proposals for development seek to retain ecological enhancements and green spaces. The Barnham & Eastergate neighbourhood plan provides for the enhancement of local green spaces and the Littlehampton and Yapton neighbourhood plans prioritise the development of brownfield land over greenfield land. Legislative compliance with respect to ecological surveys and mitigation will ensure no significant negative effects. Effects are assessed as positive, not significant.

### Historic Environment

- 15.9 All neighbourhood plans have been informed by the communities and seek to protect the heritage assets of value. All plans require development to respect the local character and preserve the setting of heritage assets. Legislative compliance with respect to the assessment, evaluation and mitigation of effects to heritage assets would apply for all sites. Effects are assessed as neutral.

### Landscape and Visual Impact

- 15.10 Littlehampton and Yapton neighbourhood plans prioritise the development of brownfield land over greenfield land, protecting the current open landscape. However, several plans do allow the development of greenfield agricultural land, FNP included. All neighbourhood plans require design codes or principles of high quality design and green infrastructure to be adhered to, to ensure that development coming forward does not adversely affect landscape character. Cumulative effects are assessed as neutral.

### Water and Flooding

- 15.11 The FNP is located within Flood Zone 1, of low risk of flooding. Therefore, policy has been followed with respect to prioritising the areas at lowest risk of flooding for development. Development at all other neighbourhood plan locations would be required to comply with national and local policy with respect to the sequential test, flood risk assessment and preparing a drainage strategy to manage surface water runoff ensuring no increase in flood risk on site or elsewhere. Whilst development of greenfield land is proposed, policy compliance would ensure no significant negative effects with respect to flooding and drainage. It is anticipated that the design codes and policies to promote the efficient use of natural resources would encourage water efficient devices to be installed in buildings at the detailed design stage. All neighbourhood plans include environmental protection objectives that would minimise the potential for water pollution. Cumulative effects are assessed as neutral.

### Land Contamination and Soils

- 15.12 Effects are anticipated to be neutral with respect to land contamination as many of the sites are previously undeveloped and unlikely to be highly contaminated. A Phase 1 Geoenvironmental Report would be required for the development of all sites and intrusive site investigation would be undertaken where required to determine what mitigation measures would be required to remove any significant pollutant linkages and mitigate likely significant effects to human health and controlled waters. Some of the neighbourhood planning areas, including Ford, are located

on the best and most versatile agricultural land (ALC Grades 2) however, the soil would remain in areas of open space and landscaping. Overall, cumulative effects are assessed as neutral.

### **Waste**

- 15.13 Waste generation would increase at all locations where development is proposed where it is not already present. However, compliance with the West Sussex Waste Local Plan and local policies for environmental protection would ensure adequate provision for the segregation and storage of waste and recycling at all sites, for collection and disposal at licensed sites, in accordance with all relevant legislation. Likely significant cumulative effects on the environment are not anticipated with respect to waste. Effects are assessed as negative, not significant.

### **Climatic Factors**

- 15.14 The FNP includes a policy to maximise energy efficiency and meet a proportion of the site's energy demand through renewable energy. It also promotes sustainable forms of travel and includes footpaths and cycle paths to reduce the reliance on the car. All neighbourhood plans give consideration to accessible facilities and energy efficiency. All development would be required to comply with national and local policy with respect to flood risk assessment and preparing a drainage strategy to manage surface water runoff ensuring no increase in flood risk on site or elsewhere, including a 30% increase in rainfall intensity to account for predicted climate change. It is not possible to calculate or assess the potential greenhouse gas emissions from development through all the neighbourhood plans but development is small scale in relation to West Sussex and the region and policy safeguards have been put in place to minimise emissions and design with an awareness of future climate change. Cumulative effects are assessed as neutral.

## 16.0 MITIGATION AND MONITORING

- 16.1 The only significant negative effect of the FNP for which mitigation would be required is in relation to the predicted increase in traffic congestion. Nevertheless, standard measures are recommended in Table 14 below to minimise further the non-significant negative effects and enhance the positive effects identified in the assessment. These are grouped into the SEA themes.

**Table 14: Recommended Mitigation Measures**

SEA Theme	Recommended Mitigation
<b>Socio-economics</b>	<ul style="list-style-type: none"> <li>• Close working with ADC and the NHS to secure targeted and adequate contributions towards primary healthcare facilities when detailed proposals for development come forward; and</li> <li>• Provision of training opportunities and apprenticeship roles during the construction of the development and following the delivery of employment uses.</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• A Construction Traffic Management Plan (CTMP) would be prepared prior to commencement of work on Site;</li> <li>• The Construction Traffic Management Plan (CTMP) includes details of the reduction and control (e.g. routing, parking) of construction vehicles (including HGVs and contractors' vans / cars). These measures will form a key part of the construction environmental management procedures and will be agreed with the ADC in advance of commencement of works;</li> <li>• Working hours would be agreed with ADC and standard hours of work will be adhered to. Any work outside of the standard working hours would be subject to prior agreement of, and/or reasonable notice to ADC as appropriate;</li> <li>• Strengthen public transport links and sustainable transport methods should be promoted;</li> <li>• During construction, all operational HGV movements would be directed along 'permitted routes' from the strategic highway network; and</li> <li>• A Transport Assessment and Travel Plan will be prepared at the planning application stage and will provide more detailed mitigation in relation to transport following completion of the FNP.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>• A Construction Environmental Management Plan (CEMP) would be implemented to mitigate the air quality impacts during the construction of the FNP. Best practice dust and particulate control measures would be implemented; and</li> <li>• A number of mitigation measures will be implemented to either avoid or reduce potential dust effects to neighbouring receptors during the trackout of material including:               <ul style="list-style-type: none"> <li>• Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any tracked out material tracked out;</li> <li>• Avoid dry sweeping of large areas;</li> <li>• Ensure construction vehicles are covered to prevent escape of materials during transport;</li> <li>• Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;</li> <li>• Record all inspections of haul routes and any subsequent action in a log book;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud where reasonably practicable); and</li> <li>Access gates to be located as far (at least 10m) from receptors where possible.</li> </ul>
<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>Ecological surveys and assessment will be required at the detailed planning stage to establish which (if any) protected species may be present and to design a suitable mitigation strategy. Habitats of greatest interest should be retained where possible; and</li> <li>Impacts to habitats and species may be avoidable through site layout, design, or otherwise mitigated via habitat creation and species translocation.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>Implementation of high quality design at the detailed planning stage which responds to the setting of historical features;</li> <li>Preparation of a Heritage Statement and, where evidence points to potential presence of remains, mitigation will be required (e.g. investigative trenching, watching brief, recovery &amp; interpretation of remains). The evaluation strategy would be agreed with ADC and the County Archaeologist at the detailed planning stage; and</li> <li>Implementation of a Travel Plan would help to maximise use of sustainable modes and minimise effects on the setting of heritage assets.</li> </ul>
<b>Landscape and Visual Impacts</b>	<ul style="list-style-type: none"> <li>Reduction of negative effects via high quality designs which respond to landscape constraints, setting and local architectural vernacular, and using an appropriate selection of materials;</li> <li>Structural landscaping that is consistent with landscape character should be implemented where appropriate.</li> </ul>
<b>Water and Flooding</b>	<ul style="list-style-type: none"> <li>Pollution prevention would be the responsibility of the lead contractor and will be achieved by implementing best practice construction techniques through a CEMP;</li> <li>Standard industry best practice measures will be implemented throughout the construction phase of the FNP;</li> <li>A Flood Risk Assessment (FRA) would be prepared at the planning application stage and will outline mitigation measures for flood risk and surface water runoff;</li> <li>A surface water drainage strategy would be prepared and designed to cater for up to 1 in 100 storm events, plus 30% climate change; and</li> <li>Water efficiency measures should be incorporated into dwellings and non-residential uses to reduce water use (e.g. low flow toilets and taps, rainwater harvesting and greywater recycling).</li> </ul>
<b>Land Contamination &amp; Soils</b>	<ul style="list-style-type: none"> <li>A Phase 1 Land Contamination Assessment and site investigation works would be undertaken to confirm levels of contamination. The investigation would be undertaken in accordance with current guidelines and best practice measures and mitigation measures recommended accordingly;</li> <li>A Construction Environmental Management Plan (CEMP) will be prepared and implemented during the construction works. The CEMP will be prepared to record how potential environmental impacts associated with the works will be controlled and managed. The CEMP will include provisions for the management of impacts arising from activities including the stockpiling of materials and the storage of fuels and oils. Site hoarding will also be erected around the site perimeter to prevent members of the public from entering the construction site; and</li> <li>Impacts to controlled waters during the construction works will be managed through implementation of the CEMP.</li> </ul>
<b>Waste</b>	<ul style="list-style-type: none"> <li>The waste hierarchy would be followed to reduce the amount of waste produced and would promote the re-use and recycling of</li> </ul>

	waste; and <ul style="list-style-type: none"> <li>The strategies and policies put forward in the West Sussex Waste Local Plan would be followed to ensure waste is dealt with appropriately and sustainably during construction and operation. This includes the provision of adequate facilities for segregating and sorting waste and recycling within residential and non-residential buildings.</li> </ul>
<b>Climatic Factors</b>	<ul style="list-style-type: none"> <li>Development should incorporate Sustainable Urban Drainage Systems to prevent increase in surface water flood risk; and</li> <li>Development design should consider energy efficiency and use of renewable energy (e.g. passive solar gain, solar thermal/PV, micro wind, ground source heat, etc).</li> </ul>

16.2 Table 15 provides proposals for a programme of monitoring to measure the plan's performance in relation to the SEA Objectives, against which significant negative effects were identified and proposes monitoring where there are uncertainties. This relates to traffic congestion only as a significant negative effect and waste and resources as uncertain effects. Only those SEA objectives directly relevant are included below. The monitoring programme may still be adjusted in response to representation on the FNP and its SEA. The final monitoring programme will be included in the Post Adoption Statement and consultees are invited to suggest any further indicators that they feel necessary or suitable for inclusion in the monitoring programme.

**Table 15: Proposed Monitoring Framework**

<b>SEA Objective</b>	<b>Indicator</b>
<b>SEA Objective 4:</b> Ensure Efficient and Sustainable Movement within and beyond Ford	<ul style="list-style-type: none"> <li>Length of new footpath/cycle-ways delivered through development;</li> <li>Area of mixed use development delivered;</li> <li>Proportion of previously development land re-used; and</li> <li>Proportion of onsite sustainable transport measures (e.g. cycle facilities).</li> </ul>
<b>SEA Objective 5:</b> Enhance Ford's Environmental Integrity	<ul style="list-style-type: none"> <li>Incorporation of sustainable transport measures to reduce reliance on the car and associated noise and air pollution; and</li> <li>Incorporation of facilities for segregating and sorting waste and recycling within dwellings for collection and disposal at licensed sites in accordance with the West Sussex Waste Local Plan.</li> </ul>
<b>SEA Objective 6:</b> Maximise Natural Resource Efficiency	<ul style="list-style-type: none"> <li>Incorporation of sustainable transport measures to reduce reliance on the car and associated fuel use.</li> <li>Incorporation of water efficiency measures in dwellings and non-residential buildings (e.g. low flush toilets, low flow taps, rainwater harvesting and greywater recycling) to reduce water use.</li> </ul>



## 17.0 CONCLUSION

- 17.1 This report has assessed the environmental effects of the FNP against an SEA framework which is derived from the Sustainability Appraisal of ADC's Local Plan.
- 17.2 The FNP will establish a vision for the parish and help deliver the local communities' aspirations with regard to development proposed in the parish. Following extensive consultation with the community and key stakeholders, the scale and nature of development within Ford has been agreed and responds to the identified need for housing within ADC as set out in the document "Objectively Assessed Needs for Housing Arun District". A land use plan (Figure 2) has been prepared following input from the members of the Ford Neighbourhood Plan Steering Group.
- 17.3 The FNP sets out the following vision:

*In 2036, Ford Parish will continue to be an attractive place to live, maintaining its intrinsic rural character whilst allowing for sustainable development and improving local services. Agricultural land production will continue to be the primary land use over the larger part of the parish. The different parts of the parish will be connected through a network of cycle ways and footpaths. Local businesses and those working from home will benefit from an enhanced broadband and internet service with the ability to expand to local small start-up business premises.*

- 17.4 Following the assessment of effects, it was anticipated that significant effects could occur in relation to an increase of users of the transport network. Particular mitigation measures will have to be implemented at the detailed planning stage to mitigate this effect and the implications it may have on the identified SEA objectives. Further negative effects were assessed for the effects on healthcare.
- 17.5 Positive beneficial effects were identified in terms of the benefit the FNP will have for community and social inclusion and the delivery of quality housing which includes affordable housing. The delivery of employment would help boost Ford's economy and provide a platform for future growth across the whole plan period.
- 17.6 A number of mitigation and monitoring methods are recommended for those significant negative effects identified and certain general, best practise techniques are suggested for those non-significant effects. This is to ensure sustainable methods are continually implemented across the plan period and will limit the effects on the environment.

## Appendix 1

### SEA Screening Report

## Appendix 2

### SEA Screening Opinion

## Appendix 3

### SEA Scoping Report

## **Appendix 4**

### **SEA Scoping Opinion**

## Appendix 5

### Review of PPP



## Appendix 6

### **Annex I(f) of the SEA Directive**

## Appendix 7

### Individual Baseline Topic Papers

## Appendix 8

### **Synopsis of Neighbouring Neighbourhood Plan**

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