



**Ford Parish Council Neighbourhood Development Plan
2017-2031**



Post examination version September 2018

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Schedule A - Local Open Space

Foreword

The Parish of Ford lies south west of Arundel and covers an area of around 415 hectares. The population is small with 1690 people living in 555 households. The parish is surrounded by open fields with views to Arundel and the South Downs and is bordered to the east by the River Arun.

Investment in the parish, and change in future years, will only be worthwhile if these make a real difference to the lives of local people and the future of their community.

The Ford Neighbourhood Plan started in May 2013. The Parish Council wanted the people of Ford to have a say in all aspects of the future of the village, but more importantly wanted local people to decide what changes should occur, rather than leaving such decisions to Arun District Council (ADC).

The Parish of Ford has suffered from ad-hoc development of infrastructure and industrial uses which has resulted in a dis-jointed village which lacks a 'heart' and which is viewed by residents as a dumping ground for unpopular uses such as a waste incinerator and waste water treatment plant.

Ford's Neighbourhood Plan sets out a vision for the area that reflects the thoughts and feelings of local people with a real interest in their community. The Plan sets objectives on key identified themes such as housing, getting around, business, tourism, community, leisure and well-being, the environment and design quality of physical structures. It builds on current and future planned activity and says what the Parish Council and its partners will work towards.

1 Introduction

The Ford Neighbourhood Plan (referred to hereafter as the Plan) is a new type of planning document. It is part of the Government's new approach to planning, which aims to give local people more say about what goes on in their area. This is set out in the Localism Act which came into effect in April 2012.

How the Neighbourhood Plan fits into the Planning System

Although the Government's intention is for local people to decide what goes on in their villages/towns, the Localism Act sets out some important guidance. One of these is that all Neighbourhood Plans must be in line with higher level planning policy. That is, that Plans must be in line with:

- National Planning Policy Framework (NPPF)
- Arun District Council (ADC) Local Plan 2003
- West Sussex Waste Local Plan 2014
- West Sussex Minerals Local Plan 2003
- European Regulations on key environmental aspects

The Plan has been developed through consultation with the people of Ford and others with an interest in the Parish. Details of the consultations have been recorded on the Parish Council web site ford.arun.gov.uk

Neighbourhood Plans must be in line with European Regulations on strategic environmental assessment and habitat regulations. A Strategic Environment Assessment of the Plan has been undertaken, and has been important in shaping the Plan.

The Plan gives local people the power to decide where new housing should go and how the village could change. Without the Plan ADC would make these decisions on behalf of the people of Ford.

The Plan provides a vision for the future of the Parish, and sets out clear policies and objectives to realise these visions. These policies accord with higher level planning policy, principally the NPPF, the West Sussex Structure Plan and the ADC Local Plan 2003, as required by the Localism Act. Once approved, the Neighbourhood Plan will form part of the Arun District Council Development Plan.

A Consultation Statement provides an overview of the consultation, demonstrating that it fully accords with the requirements of the Localism Act. This consultation has included meeting the requirements of Regulation 14 of the Neighbourhood Planning (General)

Regulations 2012. The Plan has been amended where appropriate in response to consultation comments.

1.1 How the Plan is organised

The Plan is organised into the following sections;

Section 1.0 - Introduction; provides an introduction to the Neighbourhood Plan process and how the Plan was formulated.

Section 2.0 - Context; provides the evidence base and baseline conditions which support the Plan proposals.

Section 3.0 - The Parish Today - includes selected statistics

Section 4.0 - Vision and Core Objectives

Section 5.0 - Neighbourhood Plan Policies; this provides the criteria and framework upon which future development is judged and how the community should grow.

1.2 Plan Preparation Process

The Plan has been led by Ford Parish Council, as a 'relevant body' under the Regulations, with decisions delegated to the NP Steering Group.

The Plan making process comprises of the following documents:

- State of the Parish Report - a report that summarises all of the evidence on which the Ford NDP is based;
- SEA scoping submission
- Pre-submission Plan - a report that comprises the draft vision, policies and proposals
- Submission Plan - a final report for submission to Examination
- Basic Conditions Statement - a statement checking each policy against the Basic Conditions
- Consultation Statement - setting out all of the public engagement that led to the making of the Plan

1.3 Statement of Community Involvement

The purpose of the Neighbourhood Plan is to articulate the views and issues that are important to the residents of Ford Parish and give those residents a voice in shaping the

future of their community. In doing so, the Neighbourhood Plan encourages the local community to:-

- be more aware of their surroundings and meet local needs;
- identify what features of the community they want to protect and enhance;
- give the Parish Council greater support and a mandate for taking actions on their behalf; and
- identify initiatives and funding that can be delivered by the community itself.

To achieve these goals the Parish Council has undertaken a programme of consultation events which are detailed in the Consultation Statement.

To ensure that the Neighbourhood Plan is robust in its evidence base and compliant with emerging policy guidance consultation has been carried out with residents, businesses and stakeholders. A full description of all the surveys and events can be found in the Evidence Base.

A chronological view of the process is set out below:

Resident Survey 2012

Resident Survey 2014

Open event 2014

Open Event March 2015

Open Event November 2015

Presentation to Arun DC March 2016

Presentation to Parish Councils March 2016

The consultation events revealed a number of key themes to be addressed through the Neighbourhood Plan reflective of the issues raised by local residents. These included:

A need for a comprehensive masterplan for the next 25-30 years;

Provide certainty for the community as opposed to ad-hoc development

Create a "heart" for the Ford Community

Create a village with its own identity and character through a comprehensive Masterplan

Provide homes for local people

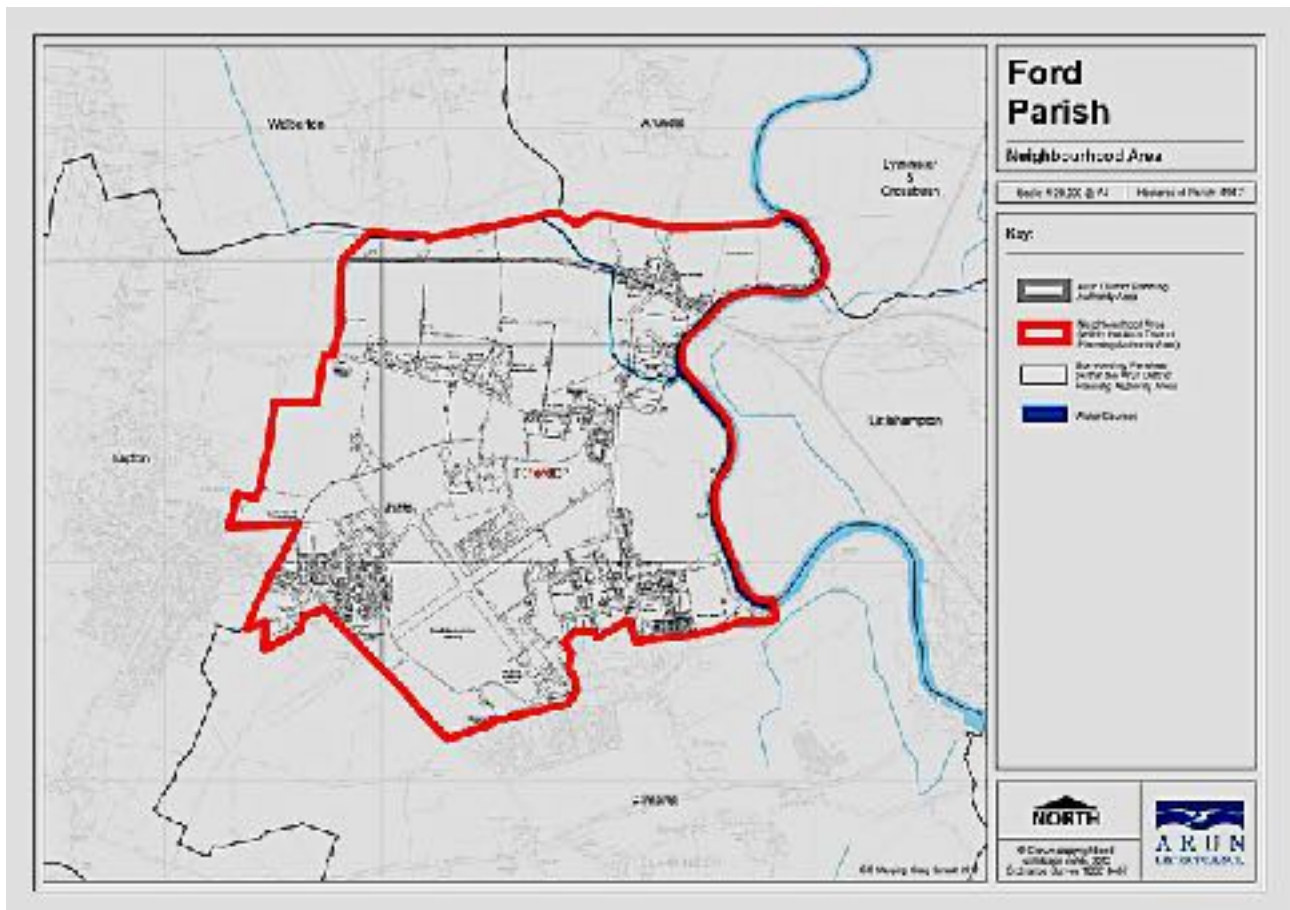
Provide more local facilities

Avoid 'piecemeal development' such as the Incinerator.

This Plan has sought to address the wide range of issues identified to ensure that the future of Ford is shaped by local people and their needs.

1.4 Strategic Environmental Assessment

Neighbourhood Plans must be in line with European Regulations on strategic environmental assessment and habitat regulations. A Screening Opinion submitted to ADC confirmed that a Strategic Environmental Assessment of the Plan was required and a copy is included in the Evidence Base. The SEA has informed the proposed policies in this document.



Neighbourhood Plan Designated Area
Red line = Parish Boundary
Blue = water course

2.0 CONTEXT

2.1 Planning Policy Context

This section provides an overview of the planning policy context affecting Ford.

2.1.1 National Guidance

The National Planning Policy Framework (NPPF), published in March 2012, provides guidance for local planning authorities (LPAs) in drawing up plans for development and is a material consideration in determining applications. A presumption in favour of sustainable development is at the core of the NPPF which in practice means that LPAs and communities in locations where Plans are being prepared need to positively seek opportunities to meet their area's development needs.

Neighbourhood Planning gives communities the direct power to develop a shared vision for their neighbourhood and must be in line with the strategic policies of the Local Plan.

Paragraph 16 of the NPPF requires that a Neighbourhood Plan should:

- Develop plans that support the strategic development needs set out in Local Plans, including policies for housing and employment; and
- Plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan.

The NPPF provides further guidance for Neighbourhood Plans by setting out what planning policies should aim to achieve which have all informed the policies contained within the Plan. These include:

- Promoting opportunities for meetings between members of the community through mixed-use development, strong neighbourhood centres bringing together those who work, live and play in the vicinity (paragraph 69);
- Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship)(paragraph 70);
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services (paragraph 70); and
- Designating land as Local Green Space enabling community to rule out new

development other than in very special circumstances (paragraph 76).

At paragraph 17, the NPPF introduces the following principles:

1. Building a strong, competitive economy
2. Ensuring the vitality of town centres
3. Supporting a prosperous rural economy
4. Promoting sustainable transport
5. Supporting high quality communications infrastructure
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
9. Protecting Green Belt land
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment
13. Facilitating the sustainable use of minerals

At examination, the submitted FNDP must demonstrate that it is consistent with the policies and intent of the NPPF. Once the Neighbourhood Plan is adopted it becomes part of the Development Plan

2.1.2 Local Planning Policy

The Parish falls within the planning authority area of Arun District Council.

ADC has either adopted and/or emerging policies and proposals that have a significant influence over the strategy and detailed content of the FNDP.

The development plan for Arun currently comprises the saved policies of the adopted 2003 Arun Local Plan, the West Sussex Minerals Plan and Waste Plan. The FNDP must be

in conformity with the strategic policies of the development plan. The forthcoming Local Plan will replace the saved policies once adopted.

ADC are currently preparing the new Local Plan to 2031. Whilst the Local Plan had proceeded to Examination, the Inspector suspended the Examination of the Plan for up to 18 months to allow the Council additional work to identify additional locations for new development.

The FNDP is being prepared in anticipation of the adoption of the new Arun Local Plan, which has, during the creation of the NP, determined that Ford should be a strategic housing site, whilst relying on the 2003 Arun Local Plan for its preparation, as far as is appropriate to do so.

2003 Arun Local Plan

The adopted Local Plan contains a number of saved policies that are of specific relevance to the FNDP:

GEN2 Built Up Area Boundary – defining the urban area in relation to the countryside and identifying it on the Proposals Map. Ford is outside of the Built Up Area Boundary and therefore subject to policy GEN3.

GEN3 Protection of the Countryside – constraining development to specific uses and needs, including agriculture, forestry, mineral extraction or the deposit of waste

GEN7 Form of New Development – the key design principles of development

GEN10 Tidal Flooding – discouraging development in areas at risk

GEN11 Inland Flooding – discouraging development in areas at risk

AREA1 Areas of Special Character – defining areas of local interest for additional design control

AREA5 Protection of Open Spaces – defining important spaces to protect from harmful development

DEV17 Affordable Housing – establishing the requirements of development schemes and updated by a ADC Policy Statement in 2010

Although the weight attached to each policy will differ according to its alignment with the NPPF, these policies provide the framework by which the general conformity of the FNDP to the development plan will be assessed.

The adopted Local Plan is time expired, only covering the period up to 2011 and was prepared prior to the publication of NPPF. Paragraphs 211 to 215 of the NPPF do state however that weight can be given to adopted Local Plans dependent on the consistency

of their policies with the NPPF, including policies relating to the provision of new homes. When the Neighbourhood Plan is submitted to ADC, we must demonstrate the conformity with the strategic policies contained in the District Council's development plan through a basic conditions statement.

In general terms, the saved policies apply considerable constraints to the development potential of the parish and village. These constraints combine landscape character, heritage asset and flood risk. The application of these policies, such as settlement boundaries may be deemed not up to date due to being time expired.

Arun Local Plan 2011 – 2031

The new Arun Local Plan will cover the period 2011 – 2031. The Publication Version of the Local Plan (October 2014) was recently heard at the Local Plan Examination. On 28th July the Inspector invited the Council to consider suspending the Local Plan for 12-18 months to undertake additional work to support the evidence base of the Local Plan, especially with regard to increasing the housing target. ADC has agreed and the Local Plan Examination has been suspended for 12-18 months.

The emerging Local Plan does provide helpful reasoning and evidence on the future direction of strategic planning in Arun to inform the FNP. The proposed modifications considered by Arun DC to the emerging Plan identified Ford as a reserve location for housing.

Due to the work carried out on this Plan the District Council allocated Ford Airfield as a strategic site in 2017. Consultation on the modifications to the ADC Plan commenced on the 10th April 2017.

General Conformity of the Neighbourhood Plan

Paragraph 8 of Schedule 4B of the Town & Country Planning Act 1990, as amended, states that a Neighbourhood Plan must meet the basic conditions, which include being in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).

It is therefore not for the Neighbourhood Plan to consider what may or may not be in an emerging development plan for compliance with the Act. Good planning practice, however, will provide an awareness of the wider strategic issues affecting the area and the direction of emerging planning policy, even if it is not a requirement to be in compliance with them.

As stated above, it is recognised that the adopted Arun Local Plan is out of date and therefore the weight that can be attached to this is therefore more limited. In this regard,

significant weight has been given to the NPPF in the preparation of this Neighbourhood Plan.

Once adopted, the Neighbourhood Plan will need to be reviewed in light of any changing situation, including the adoption of a replacement Local Plan for Arun district. It has been the intention of the Neighbourhood Plan to ensure the Plan has longevity and offers as much certainty as possible for the Ford community. It is for this reason that a comprehensive approach has been taken to accommodating development and planning for the future within the Parish. Such a review will therefore need to consider the extent to which the Plan is out of date or contrary to the Local Plan once adopted.

3. Ford today

Understanding Ford is the starting point for producing a good Neighbourhood Plan. This is because the Ford Neighbourhood Plan presents a valuable opportunity to plan the future of the village.

Ford Parish covers an area of 4.08 km² comprising mainly of high quality arable farmland and pasture. Most of the population is centred within The Peregrines, a housing estate built in the 1980's. Ford is located 2 miles south of Arundel and includes HM Prison Ford and a former airfield.

There are a number of industrial areas including Ford Lane Industrial Estate, some of which are in close proximity to residential properties.

Over the last 20 years, Ford has been the focus of a range of infrastructure provisions.

In 2014, planning permission was granted under WSCC/096/13/F for a waste management incinerator by Waste management company Grundon. The application was pursuant to the allocation of land at Ford through the West Sussex Waste Plan (April 2014) which allocates the site for a waste management facility.

An application for residential development for 173 new dwellings was granted on appeal under Y/81/10 (APP/C3810/A/11/2155343). Only part of the site falls within Ford Parish.

There have been a number of other planning applications which have been approved and have resulted in ad-hoc development, such as a waste water treatment plant and a recycling centre which has not supported the needs of the community and resulted in a dis-jointed village which is led by infrastructure and industrial uses rather than the community. This Neighbourhood Plan provides an opportunity for the residents of Ford to take back control and ensure new development is appropriate and supports the needs of the local community for the next 20 years.

3.1 History of the Parish of Ford

To the east of the parish, which borders the Arun River, lay the original Saxon village of Ffordes (now Ford). At the heart of the village stands the church of St Andrew-by -the-Ford with its Saxon origins and medieval drawings. The church in recent years has been carefully restored and is open to visitors. In the graveyard lies Sir William Garway, who was a Member of Parliament for Chichester and then Arundel between 1661-1689, whose family estate comprised of 2,240 acres of fertile agricultural land. The estate was sold by the Governors of Christ's Hospital in 1914 for £62,000 after 200 years of ownership as their crest on many of the cottages and farmhouses show.

The former aerodrome has been in existence since 1917 and was built mainly by German Prisoners of War and was operational until 1920. During the wars the airfield was occupied by various companies. It was operational during the Second World War as the

home of RAF Ford, a Battle of Britain airfield, then was recommissioned by the admiralty in 1945 as HMS Peregrine until 1958. The Ford Motor Company had a plant making aircraft on the airfield. The airfield finally closed in 1980. Many of the local roads are named after the aeroplanes and of those who flew from the airfield during its history. A more detailed history can be found at <http://www.abct.org.uk/airfields/ford-yapton>.

HMP Ford, a category D open prison with an emphasis on resettlement, opened in 1960. The site is divided into two by the main road. One side is mainly used as residential accommodation and the other to work areas. The establishment still retains some of the original billets from the Fleet Air Arm base.

3.2 Community Profile

Key Statistics

Population 1,690 in 555 households

Population density 4.14 persons per hectare.

17.3% of the population is aged between 0-15 years old.

73.1% of the population is of working age.

9.5% of the population is aged over 65.

12.7% of households claim Housing and Council Tax benefits

26.1% of the population aged over 65 claim pension credit

13.3% have a limiting long term illness

3.4% claim disability living allowance

Source: Rural community profile for Ford (Parish)

Action with Communities in Rural England (ACRE) Rural evidence project, July 2013.

(see Evidence Base 1)

3.3 Character and Heritage

The village of Ford is situated in an area used for agriculture, industry, heavy infrastructure and commerce. The village does not have any schools. Children attend primary school in either Climping or Yapton and secondary school in Barnham, Westergate or Littlehampton.

The village does not have an established main centre and would be described as a hamlet if it were not for the addition of a housing estate on the western edge of the parish, built in the 1980's.

The village is set around the airfield. There is a single carriageway road leading north to the A27 at Arundel and has a pinch point at the junction where traffic has to squeeze past parked cars. The speed limit is variable between 40mph rising to 60mph. At its southern point it meets the A259 at Climping roundabout and is difficult for traffic trying to join the flow of vehicles on this busy route. In the middle part of this road the railway crossing causes standing traffic often for up to 20 minutes. To the west is Burndell Road another

single carriageway without footways which leads to Yapton. Another means of access to the A27 is via Ford Lane, a single carriageway, subject to flooding, which is used as a rat run. It is used by cars and large HGV's.



Parish layout

Residents enjoy the countryside and the standard of living in Ford with 84% being satisfied with the local area as a place to live. (source Place Survey 2008) The village has some notable buildings, five of which are Listed. The parish church of Saint Andrew by the Ford, a saxon church built in about 1040 is a Grade one Listed Building and has a surviving early 12th century norman chancel arch with carved decoration. The wooden bell-turret was painted white as a navigational mark for ships.

A memorial Garden now stands on the west of the airfield to commemorate those who flew from the airfield during its 80 year history. A service is held at the Garden every

Remembrance Sunday to remember those who gave their lives in the service of their country.

The Parish does not have a school, doctor's surgery, community centre or any shops.

3.3.1 Buildings or Structures of Character

The Parish contains 4 buildings listed within Arun District Council's Supplementary Planning Document - Buildings or Structures of Character (September 2005). These buildings, whilst not Listed, are recognised as important contributors to the local distinctiveness and sense of place and form part of the areas rich heritage (see Evidence Base 2. The buildings are:

Ford Road

- Vincent Cottage

Ford Lane

- 1 Ford Cottages
- 2 Ford Cottages
- The Cottage

The Parish may, through the Neighbourhood Plan review process, seek to work with the LPA to add to this list.

3.3.2 Listed Buildings

The Parish has some notable buildings five of which are Listed. The parish church of Saint Andrew by the Ford, a Saxon church built in about 1040 is a Grade I Listed Building which has a surviving early 12th century Norman chancel arch with carved decoration. The wooden bell-turret was painted white as a navigational mark for ships (see Evidence Base 3).

3.3.3 Scheduled Ancient Monuments

The Parish does not contain any Scheduled Ancient Monuments but a Medieval Earthworks abuts the Parish boundary with Climping to the south of the Prison rear of St Mary's Church. WSCC records show a large number of Historic Environment Records across the Parish where Iron Age activity, Roman coins, a moated house and other archaeological finds have been noted. The line of the former Portsmouth to Arundel canal

crosses the Parish from west to east and is recorded as a Historic Environment Record Line (see Evidence Base 4).

3.3.4 Conservation Areas

The Parish does not have any Conservation Areas.

3.3.5 Housing

Ford has a mix of housing types and densities consistent with its rural character and historical development.

Type	Number	%	National Average
Detached Houses	87	15.3%	22.3%
Semi-detached houses	179	31.4%	30.7%
Terraced houses	229	40.2%	24.5%
Flats Purpose built	37	6.5%	16.7%
Flats other	5	0.9%	5.4%
Park Homes (Caravan) or other temporary accommodation	43	5.8%	0.4%

Source: Rural community profile for Ford (Parish)

Action with Communities in Rural England (ACRE) Rural evidence project, July 2013.

(see Evidence Base 1)

To the west of the Parish a housing development of some 200 homes was added in the 1980's. The rest of the parish is made up of individual properties with gardens and off street parking as well as a Park Home site of 43 homes and 3 house-boats on the Arun river.

3.4 Environment and Habitats

Habitat

The Sussex Biodiversity Record Centre records areas of habitat such as coastal and floodplain grazing marsh, reed bed and a small area of traditional orchard within the Parish (see Evidence Base 5).

The fields surrounding the village centre are home to many bird, mammal, amphibian, reptile and insect species as well as being valuable agricultural land. A Soil and Agricultural Land Assessment Study carried out on behalf of ADC in March 2013 identified the land as being largely of Grade 2 quality with a significantly higher

proportion than both the regional and national average. Land to the north and east of the Parish is designated in the emerging ADC Local Plan as a Biodiversity Opportunity Area and is largely land at risk of flooding. (see Evidence Base 6).

Flood Risk and Drainage

The eastern edge of the Parish boundary is the River Arun. This fast flowing tidal river is liable to flooding and indeed a large area of land abutting the river is recognised as a flood plain. Land to the north is also crossed by a number of drains and ditches and is also liable to flooding.

Riparian ownership responsibilities are taken seriously by the local landowners who maintain the ditches and undoubtedly save the parish from a lot of flooding.

Flooding from surface water blights land at Rollaston Park, Johnson Way, Burndell Road, Rodney Crescent and Ford Lane.

The Environment Agency categorises areas of flood risk into three 'flood zones':

- Flood Zone 1 – Low Probability: Land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (less than 0.1%)
- Flood Zone 2 – Medium Probability: Land assessed as having a between a 1 in 100 and 1 in 1,000 annual probability of river flooding (0.1% to 1%) and between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.1% to 0.5%).
- Flood Zone 3a – High Probability: Land assessed as having a greater than 1 in 100 annual probability of river flooding (higher than 1%) or greater than a 1 in 200 annual probability of flooding from the sea (greater than 0.5%).
- Flood Zone 3b – The functional floodplain

Much of Ford lies within the medium to high risk categories (see Evidence Base 10 for map).

Tree Preservation Orders

There is one TPO on trees in Burndell Road (see Evidence Base 7).

Hedgerows

The Sussex Biodiversity Centre survey 2001 shows significant numbers of interesting hedgerows across the Parish. These linear sites provide a range of plant and animal species as well as acting as important wildlife corridors (see Evidence Base 8).

Notable Species

There are 18 species of bat which are resident in the UK and 17 of them are known to be

breeding in Ford. There are also four species on the Sussex Protected Species Register - European Water Vole, Slow-worm, Grass Snake and Common Lizard (see Evidence Base 8).

3.5 Getting Around

Ford Road is a single carriageway road with many side roads with blind junctions. The road is fairly straight and as a result speeding is an issue.

Due to the nature of the business development in Ford, as well as a recycling plant, the road is used by very large lorries which regularly clip the grass verges. The recycling plant alone accounts for up to 60 vehicle movements each day as set out in the planning consent.

For most of the route of Ford Road there is only a pavement on one side which keeps changing requiring pedestrians to cross and recross the busy road.

Ford Lane which runs west to east and joins Ford Road is a winding, unlit, single carriageway track with no pavements.

Burdell Road to the west is a single carriageway, unlit road with no pavements for most of its length.

3.5.1 Rail

The main line railway station is well used by passengers and has a small car park to the front which is insufficient for its purpose causing parking outside industrial units and on the main road. The closure of the station gates to allow trains to pass causes significant standing traffic either side of the gates. Network Rail are considering upgrades/changes to the level crossings in the wider area.

3.5.2 Bus

There is no bus service to the east of the parish along Ford Road to Arundel. The only bus service is to the west along Burdell Road which is the coastal route from Brighton to Portsmouth. There is no community transport.

3.5.3 Footpaths and Cycleways

There is an existing network of footpaths but no cycleways (see Evidence Base 9 for footpaths map). It is not possible to get from one side of the parish to the other without using public roads without footpaths. Vehicle speeds throughout Ford make cycling a hazardous task.

3.6 Community, Leisure and Wellbeing

Ford and Yapton share a community hall which is situated in Yapton.

3.6.1 Play Provision

17.3% (295 people) of the population are aged under 16 but there are only two play areas in the parish sited within The Peregrines development to the west of the parish. The sites are at Sproule Close and Wills Close. The ADC Play Strategy 2011 identifies the Wills Close site as a non priority site due for closure and the Sproule Close site for improvement.

3.6.2 Schools

There are no schools in Ford. Residents travel to Barnham, Eastergate, Yapton and other surrounding parishes for nursery and play school provision. Most secondary school pupils attend the Ormiston Academy in Aldingbourne or schools in Chichester with 73.33% having to use their car to travel.

3.6.3 Medical facilities

9.5% (160 people) of the population are aged over 65 but Ford has no facilities for the elderly and no medical facilities within the parish. Most residents travel either to Eastergate, Arundel or Yapton for medical services.

3.6.4 Police

The community has a Police Community Support Officer who is shared with Walberton, Yapton, Barnham, Eastergate, Climping, Aldingbourne and Middleton.

3.6.5 Allotments

The demand for allotments has been met by the recent leasing of land which has been used to create 80 plots all of which have been taken.

3.7 Employment and Enterprise

The Parish has 128 businesses delivering a range of industries sited throughout the parish most are SME's. The majority of economically active residents are full time employees with a larger than average proportion of residents either self employed (8.3% v 9.8% national average) or working from home (1.7% v 3.5% national average).

There are a large number of employment sites including a recycling plant, sewerage works, several general and light industrial employment sites and a proposed waste incinerator site.

3.7.1 Shops

There are no shops in Ford. Residents shop in the local stores in nearby Yapton or travel to Littlehampton or Rustington for main shopping.

3.7.2 Public Houses

There is one public house, The Ship and Anchor located next to the river.

3.7.3 Restaurants

There are no restaurants.

3.7.4 Camping/caravanning

The Ship and Anchor PH has a non-permanent holiday caravan and camping site well used by visitors who contribute to the economic viability of the PH.

3.7.5 Hotels/Guest Houses

There are no B&B or hotel establishments in the Parish.

3.7.6 Elderly People

There is no provision within the Parish for elderly persons day or live in care.

4 Community Involvement To Date

The Plan has been progressed by a group of 12 residents who have met regularly to shape and refine the Plan. Open events have been held with the community and have been attended in the main by about 100 people. Each event has been publicised by personal invitation. The Parish Council web site has also been used but it is recognised that the use of social media and online services in the Parish is very low. A Parish wide survey was also undertaken. See the Consultation Statement for further details. The key issues raised have remained constant:

- the lack of a village centre or 'heart'
- preserving the rural feel of the Parish
- providing homes for local people
- stopping Ford being the 'dumping ground' for heavy industrial uses

5 Vision and Core Objectives

It is apparent from the review of Ford today in chapter 3 that there are a number of challenges facing the village. These challenges do however present us with opportunities for improving Ford. At various consultation events we have discussed the challenges with our community, as shown in chapter 4, which has helped us to evolve these into a vision for the neighbourhood plan. The vision for Ford in twenty years' time has therefore sought to capture the community's views and aspirations as well as being based on a technical assessment of the village today.

A key theme for the vision is that Ford is without a village centre and little connectivity or relationship between the residential areas. Addressing this issue therefore forms the basis on which the strategic objectives and proposed policies have been formulated. A threat to this ambition is further ad-hoc and non plan-led development, particularly large scale industrial and infrastructure development.

The neighbourhood plan's overall objective is to allow the community to regain control of new development in the village in a plan-led way. This will help deliver new homes and community facilities that will give the village a 'heart' that the evidence review and community engagement has shown to be needed and aspired to.

5.1 Vision

In 2031, 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 key principles for delivering this vision include:

- creating a new 'heart' to the village with a rural atmosphere;
- extending Ford to a small village not a larger town;
- creating local amenities, jobs and education opportunities;
- retaining Ford Airfield market;
- creating affordable housing for local people;
- creating housing for the elderly;
- preserving areas of agricultural land for food production; and

- protecting the natural habitat within the area.

5.2 Core Objectives

In order to achieve this vision it is important that the plan has a set of achievable and measurable objectives to break this down into manageable actions and planning policies. These core objectives are derived from the vision and underpin the policies and proposals in the rest of the plan. They are as follows:

- To retain and protect the character and cultural heritage of the Parish
- To use the Plan as an opportunity to provide a village ' heart' while delivering a range of new housing and community facilities

The Plan proposes a series of policies which are aimed at meeting these core objectives:

1. Land will be allocated to deliver a comprehensive Masterplan comprising of new dwellings, infrastructure, employment, transport and community facilities.
2. Housing will be well designed, energy efficient and will provide a mix of sizes and styles to meet the differing needs of the population.
3. Those areas of the Parish valued by the public which need to be protected will be allocated as Local Green Spaces.
4. All new development will be designed to not increase flood risk to existing properties or land within the boundary of Ford parish or within that of its immediate neighbours.
5. The requirements of pedestrians, cyclists, private vehicles and public transport will be properly met and accessible to all;
6. Green spaces and trees in and around the parish will be protected, well maintained and provide net gains in wildlife habitats.
7. Preserve and maintain the heritage assets of the Parish.
8. Support and enhance employment opportunities in the Parish.
9. Ensure that all new commercial activity is energy efficient, well designed and does not adversely affect the Parish by virtue of increased heavy vehicle movements.

The FNDP will allocate two sites for a total of approximately 1500 homes and will furthermore seek to allocate land as Local Green Space and biodiversity improvement areas. The Neighbourhood Plan will provide a built-up area boundary to ensure that new development is only acceptable in the most appropriate location in accordance with FNP policies.

6 Neighbourhood Plan Policies

6.1 Introduction

The Preceding chapters set out the overall vision for Ford. The following chapters set out the policies to support and deliver them. The policies are grouped under the following topics:

- A Spatial Plan for the Parish
- Built-up Area Boundary
- Environment and Heritage
- Housing
- Getting Around
- Employment and Enterprise
- Leisure and Community

Each topic has its own Chapter. Each chapter is broken down into sections relating to the objectives and containing policies relating to that objective. Each policy is set out in bold type, followed by text providing a justification for it. The Policies in this document must be read as a whole.

6.2 Sustainable Development

The FNP supports the principles of sustainable development as set out in the NPPF namely:

“There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy”

Each policy within the Plan has been assessed against the 13 chapters set out in the NPPF as well as against the objectives set out in the FNDP (they are displayed below each policy and refer to the numbers in those sections.

NPPF - Achieving sustainable development - Chapters

1. Building a strong, competitive economy
2. Ensuring the vitality of town centres
3. Supporting a prosperous rural economy
4. Promoting sustainable transport
5. Supporting high quality communications infrastructure
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
9. Protecting Green Belt land
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment
13. Facilitating the sustainable use of minerals

6.3 A Spatial Plan for Ford

Policy SP1 Spatial Plan for the Parish

Development proposals of a minimum of 1545 new dwellings and supporting infrastructure and village centre community facilities will be supported provided that they are sited within the settlement boundary of the built up area as defined on the Proposals Map. Proposals for the Ford airfield site must be part of a comprehensive Masterplan as required by Policy H SP2 of the Arun Local Plan.

SP1.1 The policy supports development on land within the settlement boundary but only if it is considered to be suitable for development against other Plan policies.

SP1.2 Maintaining a gap between the settlements of Ford and Yapton is considered important.

Justification : NPPF 6,11; Obj 1,3

6.4 Built-up Area at Ford

Policy BUA1: Built Up Area (BUA) boundary

The BUA boundary is defined on the Proposals Map.

Outside of the BUA, development will not be acceptable other than for the purposes of :

- Agriculture;
- Forestry;
- Recreation, or
- where other policies within the Development Plan indicate otherwise

BUA1.1 The boundary sets the distinction between the built form of Ford and the surrounding countryside and will protect the countryside from harmful development. Preventing coalescence between Yapton and Ford is important to residents and will preserve the separate identities of the two communities (The Peregrines Estate has a BUAB defined within the Yapton BUAB specified by ADC).

Justification : NPPF11 ; Obj 6

Policy BUA2: New infrastructure development - Policy deleted by the Examiner

6.5 Site Allocations

The FNP allocates two sites for development within the Parish which include:

- Ford Airfield (SA1)
- Burndell Road (SA2)

Policy SA1 Ford Airfield

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

- *provide that the layout of pedestrian footways, cycleways roads should provide a sense of orientation as well as a sense of place.*
- *local areas for play shall include areas designed as “village greens” as well as sports pitches.*
- *the proposed community hub shall include the provision of a community hall.*
- *the mix of residential units shall include accommodation for the elderly.*
- *the new healthcare facilities shall be provided on site as part of development rather than the development being expected to make a financial contribution to healthcare facilities elsewhere.*
- *the master plan shall incorporate a network of open spaces, which shall include parks and gardens, natural and semi-natural green space, amenity space (including village greens), sports pitches, children and young persons’ play spaces and allotments, all connected via a network of footpath and cycleways that will link the new and existing community to new facilities.*
- *existing mature vegetation shall be retained where possible.*
- *where required, following detailed highway assessment, the development will deliver any required road improvements to Ford Lane, or Horsemere Green Lane and Yapton Road.*

The design of the detailed master plan should be prepared following community engagement through workshops with the local community and stakeholders. Part or

all of the development and associated infrastructure maybe delivered through a community land trust.

Justification : NPPF 6 : Obj 1

Policy SA2 Burndell Road

This site specific allocation for development is identified on the Proposals Map. The following specifics must be addressed as part of any planning proposal at this location:

- **Provision of approximately 45 homes;**
- **A coherent plan covering the site as a whole;**
- **High-quality imaginative design including permeable layouts for pedestrians, cyclists and vehicles with visually robust outdoor spaces-giving a sense of place and sense of orientation;**
- **A comprehensive Sustainable Urban Drainage system will be required which will include water harvesting and the use of permeable paving;**
- **Provision of open space throughout the development site to include natural and semi-natural green space and amenity space;**
- **Existing mature vegetation shall be retained where possible and complement and enhance the development proposals;**
- **Provision of affordable housing in line with ADC policy, which should include a range of tenures and types including shared ownership, social rent and starter homes as based upon local needs**

The detailed design of the plan should be prepared through community workshops with the local community and stakeholders.

SA2.1 This site has been granted outline planning consent during the development of the Neighbourhood Plan. The development as shown in the drawings submitted with planning application F/7/15/OUT is supported by the Neighbourhood Plan.

Justification : NPPF 6 : Obj 1

6.6 Environment and Heritage

Policy EH1: Protection of trees and hedgerows

Development that damages or results in the loss of trees of arboricultural and amenity value or loss of hedgerows and/or priority habitat, or which significantly damages ecological networks will be refused unless the need for, and the benefits of the development in that location clearly outweigh the loss.

Development proposals must be designed to incorporate biodiversity within and around developments and enhance ecological networks, seeking to retain wherever possible trees of arboricultural and amenity value and hedgerows.

Proposals where there are trees on the site or on neighbouring sites that could be affected by the development should be accompanied by a survey that establishes the health and longevity of any affected trees or hedgerows and a management plan to demonstrate how they will be so maintained.

EH1.1 Trees and hedgerows contribute to the open and pleasant feel of the Parish, its play areas and residential properties. The removal of trees to make way for development can completely change the amenities of an area and must be resisted. Loss of areas of ground cover and habitat can have a significant effect on wildlife.

EH1.2 To contribute to the Government's target to halt the decline in biodiversity by aiming for a net gain for nature.

Justification: NPPF11 : Obj. 6

Policy EH2: Renewable Energy

Proposals for energy generating infrastructure using renewable or low carbon energy sources to serve individual properties or groups of properties will be supported provided that:

- **The energy generating infrastructure is located as close as practicable and is in proportion to the scale of the existing buildings or proposed development it is intended to serve**
- **The siting, scale, design and impact on heritage assets, landscape, views and wildlife of the energy generating infrastructure is minimised and does not compromise public safety and allows continued safe use of public rights of way**
- **Adjoining uses are not adversely impacted in terms of noise, vibration, or electromagnetic interference**

- **Where appropriate, the energy generating infrastructure and its installation complies with the Micro-generation Certification Scheme or equivalent standard**
- **Energy generating infrastructure is not located on Grade 1 or 2 agricultural land.**

EH2.1 The Arun DC Energy Efficiency and Fuel Poverty Strategy 2014-2019 actively encourages the use of renewable energy schemes and the Parish Council supports this approach.

EH2.2 Micro-generation Certification Scheme (MCS) is an internationally recognised quality assurance scheme, supported by the Department of Energy and Climate Change. MCS certifies micro-generation technologies used to produce electricity and heat from renewable sources.

EH2.3 Maintaining the remaining agricultural land uses surrounding the parish is of paramount importance to this rural parish, not just for the employment that it supports but also the biodiversity it supports.

Justification : NPPF 10 ; Obj 2

Policy EH3: Buildings and structures of character

The following Buildings and Structures of Special Character as designated by ADC are of significant local interest and contribute to Ford’s distinctiveness:

Ford Road

Vincent Cottage

Ford Lane

1 and 2 Ford Cottages
The Cottage

Development proposals relating to the buildings of local character listed above will be expected to retain retain their local distinctiveness. Any proposals that would lead to substantial harm to their significance or loss to a building of local character will be refused, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development proposal will lead to less than substantial harm to its significance this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

EH3.1 Such buildings and structures contribute to the rich history and character of the Parish. The use of ‘permitted development’ rights can lead to key features being removed or inappropriate extensions being added which detract from that character.

EH3.2 Article 4 Directions will be sought to remove permitted development rights to further ensure that the character of the buildings is maintained.

Justification : NPPF 12; Obj 7; ADC SPD Buildings or Structures of Character

Policy EH4 Surface water management

New development should aim to reduce the overall level of flood risk in the area:

- **Where appropriate surface water management measures will be required for development proposals to ensure that the risk of flooding both on-site and downstream is not increased. No development shall commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details.**
- **Consideration should be given to the use of Sustainable Urban Drainage Systems (SUDS) as alternative to conventional drainage where appropriate. Sustainable drainage systems on private property, whether they are private or adopted, must be approved by the LPA having consulted the relevant SUDS Lead Local Flood Authority (WSCC) prior to the commencement of development**
- **The site specific Flood Risk Assessment must demonstrate that the development will be safe, including access and egress, without increasing flood risk elsewhere and reduce flood risk overall. Any proposed mitigation measures proposed as part of the Flood Risk Assessment must be deliverable and sustainable, including details for the provision of long term maintenance and management of any new feature for the lifetime of the development.**
- **There is a presumption against culverting and the constricting of watercourses and their immediate environs.**

EH4.1 Whilst the Parish of Ford does not have significant issues with flooding, the surrounding area has major issues related to flooding from surface water run off. Any development in Ford must seek to ensure that this situation is not exacerbated.

EH4.2 The design of surface water management measures should follow the hierarchy of preference for different types of surface water drainage disposal systems as

set out in Approved Document H of the Building Regulations. Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE Digest 365, or similar approved, will be required to support the design of any infiltration drainage.

EH4.3 The Parish Council supports the goal of ensuring that the environment and water quality of the rife system within the catchment is either maintained or improved to its highest possible level including seeking to enforce riparian responsibilities.

Justification : NPPF 10 ; Obj 4

Policy EH5 Grade 1, 2 and 3a Agricultural Land

No development (other than that specified as permitted development) will be permitted on land Graded 1, 2 and 3a as designated in the Agricultural Land Classification Map produced by Natural England (See the OpenGov data website), the exception being land allocated for development in the development plan and development required for the operational needs of agriculture.

EH5.1 In order to safeguard future food production, and in turn, future employment in the locality, and to maintain the rural aspect of the parish.

Justification : NPPF 3,11; Obj 8

Policy EH6 Green infrastructure and Biodiversity Opportunity Area - policy deleted by the Examiner

Policy EH7 Local Gap

Land shown on the Proposals Map is designated as a Local Gap. Within this area development will not be permitted unless it does not prejudice the openness of the local gap.

EH7.1 The Local Gap will prevent coalescence between Yapton and Ford and preserve their separate identities. This is important to residents who do not wish to see further development extending to the west of Ford.

Justification : NPPF11 ; Obj 6

EH8 Light Pollution

All major development shall be expected to demonstrate through the submission of

a lighting scheme that the lighting has been designed specifically to minimise the impact of the lighting on the night sky.

EH8.1 The Parish is largely unlit and any new development proposals will be expected to conform to the highest standard of light pollution restriction in force at the time. There will be a presumption against street lighting and support for low level lighting which preserves the views of the night sky.

EH8.2 The Parish is visible from the South Downs National Park which has become the 11th site in the world to be made an international dark sky reserve by the International Dark-Sky Association (IDA).

Justification : NPPF11 ; Obj 6

6.7 Employment and Enterprise

Policy EE1 Support for business

Development proposals to upgrade or extend existing employment buildings (see Evidence Base 12) will be supported unless the proposal would cause unacceptable harm to the amenities of surrounding properties, landscape, wildlife and cultural heritage.

EE1.1 Encouraging business to remain in Ford is important as it provides employment opportunities not only for local people but across the District. Proposals to upgrade or extend should be encouraged.

Justification : NPPF 1,3 ; Obj 8

Policy EE2 Retention of employment land

Proposals for the redevelopment or change of use of land or buildings categorised in employment or trade use to non-employment uses will not be permitted, unless the existing use can be shown to be no longer economically viable or where permitted development rights apply. Evidence should be provided by the developer that the site has been actively marketed, at the market rate current at the time, for a minimum of 12 months and no sale or let has been achieved. The exception would be land specified in policy EE11 if that policy was to be implemented.

EE2.1 Opportunities for employment within the District, and Ford more specifically, which help to prevent the large amount of out commuting each day should be encouraged.

Justification : NPPF 1,3 : Obj 8

Policy EE3 Protection of existing businesses

New development should ensure that there is no conflict with existing uses. Mitigation should be appropriate to minimise, as far as possible, the potential effects identified to future occupants.

EE3.2 New residential development should be located to ensure there is no significant adverse impact from existing commercial uses by way of noise, smell or traffic. This is considered important as too often new residential properties complain about established businesses causing them to relocate or limiting their business activities. This is of particular relevance in Ford as there are a number of businesses that are noisy and smelly.

Justification : NPPF 1,3 : Obj 8

Policy EE4 Support for new commercial uses

Within the BUA and site allocations shown on the Proposals Map, change of use to Class B1 uses (including light industry) and new development for such uses will be supported, where the impact on surrounding residential and community amenity is acceptable and other policy considerations are complied with. Change to Class B2 uses (general industry) or Class B8 (distribution and storage) outside of permitted development rights will be resisted.

EE4.1 Light industrial uses will be supported. However, further general industrial use (B2) and distribution and storage (B8) are considered inappropriate for the Parish due to the increase in heavy goods traffic they can generate. The Parish is already blighted by huge lorries which carve up the road verges and cause hazards on the small rural roads within the Parish. Over 240 vehicle movements per day are currently generated by just two of the waste sites. The lorry sizes are the largest allowed on British roads and they access the main highway network via single carriageway, winding, largely unpaved and unlit roads within the Parish.

Justification : NPPF 1,3,8 ; Obj 8

Policy EE5 Tourism activities

Sustainable tourism development proposals and/or extensions to or expansion of existing tourism uses, will be supported in principle subject to there being no

unacceptable impact on adjacent residential amenity or impacts on wildlife and cultural heritage .

Proposals relating to land outside the built up area boundary will need to demonstrate that the proposed use is appropriate and will not have an adverse impact on the rural landscape, but will promote the unique characteristics of the area providing benefits to the local community. development will need to be appropriate in terms of form and design.

In all cases appropriate levels of parking facilities must be provided and contained within the site.

EE5.1 Sustainable tourism which is appropriate to the overall character of the village will benefit the local economy but must be balanced against the need to protect the existing character of the built environment, the rural landscape and biodiversity.

Justification : NPPF 1, 3; Obj 1,8

Policy EE6 Communications infrastructure.

All new residential, employment and commercial development which provides new buildings/dwellings must be designed to connect to high quality communications infrastructure. Support will be given for proposals that help to provide improved/additional connectivity for the Parish as a whole subject to the siting, design and impact on adjoining premises.

EE6.1 Ford recognises the importance of high quality communications connectivity to allow access to online services, build businesses, improve educational opportunities and for simply keeping in touch with family and friends. The West Sussex County Council Better Connected Broadband Delivery Plan supports the need for high quality communications infrastructure within the county area.

Justification : NPPF 5 ; Obj 8

Policy EE7 Sustainable Commercial Buildings

All new commercial buildings will be encouraged to provide:

- **secure parking and storage of bicycles for customers and employees**
- **energy generating infrastructure using renewable or low carbon energy sources**

EE7.1 The Arun DC Energy Efficiency and Fuel Poverty Strategy 2014-2019 actively encourages the use of renewable energy schemes and the Parish Council supports this approach.

Justification : NPPF 10 ; Obj 9

Policy EE8 Agricultural/Horticultural/Horsicultural employment Policy deleted by the Examiner

Policy EE9 Rural Buildings

The re-use, conversion and adaptation of rural buildings outside of the BUAB for small businesses, recreation, or tourism purposes will be supported in principle subject to the following criteria:

- **The building is structurally sound and capable of conversion without substantial reconstruction.**
- **The use proposed is appropriate to a rural location.**
- **The conversion/adaptation works respect the local character of the surrounding area and/or buildings**
- **The use proposed will not have an adverse impact on any archaeological, architectural, historic or environmental features**
- **The local road system is capable of accommodating the traffic generated by the proposed new use and adequate parking can be accommodated within the site.**

EE9.1 There are a number of farms within the area with buildings which could be suitable for a variety of uses which would be appropriate to a rural location. These could include the following:

- Small businesses - craft or artisan related workshops, studios and small shops, farm shops, micro breweries
- Recreation - Health or exercise studios, rural educational centres, artist studios
- Tourism - niche market holiday accommodation, specialist interest holiday bases
Whilst seeking to reuse existing buildings, it is important to retain and protect the existing character of the buildings and ensure that the proposals do not require substantial re- building works.

Justification : NPPF 3 ; Obj 8

Policy EE10 Quality of Design of commercial buildings

Proposals for new or extension or alteration of existing commercial premises must be of high quality design, be energy efficient and designed to be in harmony with the landscape setting and contribute positively to the environment.

EE10.1 To ensure that development and materials respect the local character and location.

Justification : NPPF 7; Obj 2

Policy EE11 Ford Industrial Estate

Proposals to relocate Ford Industrial Estate to land within the Master Plan site and re-use the land for housing would be supported once the replacement employment space has been provided.

EE11.1 Ford Industrial Estate abuts residential properties located at The Peregrines. The estate suffers from large lorries using the access road and from noise and smell from the site. The Parish would not wish to lose the employment the site generates but would support, and indeed accommodate, the relocation to the north eastern part of the Master Plan site should this ever be proposed.

Justification : NPPF 1,3 ; Obj 1,8,9

6.8 Leisure and Community

Policy LC1 Support Independent Living

New, converted and extended independent living and care homes will be supported within the BUA provided that the design and scale of development are in keeping with the character of the location and that the impact on the amenity of surrounding residential properties is acceptable.

LC1.1 9.5% of the community are aged over 65. Provision of services for the elderly is limited and not considered sufficient to meet the demands of our ageing population.

Justification : NPPF 8; Obj 2

Policy LC2 Healthcare facilities

Proposals for new D1 uses, including medical facilities will be supported within the BUA.

LC2.1 There is no medical provision in Ford. Resident surveys have shown concerns about increased waiting times at GP surgeries and the pressure on services when the additional housing approved in neighbouring parishes is built. The Croft Practice has plans to expand the surgery at Eastergate that will treble the building size, include a larger pharmacy, and increase patient capacity to meet increasing demand. However the number of new homes being built in the area will put significant strain on those facilities. There is no pharmacy in the Parish.

Justification : NPPF 8; Obj 1

Policy LC3 Protection of assets of community value

Proposals that will enhance the viability and/or community value of any property that has been included in the register of Assets of Community Value will be supported. Proposals that results in the loss of such a property or in significant harm to its community value will be resisted, unless it can clearly be demonstrated the continuing operation of the property is no longer economically viable. Typically this would mean the site has been marketed at a reasonable price for at least a year for that and any other suitable employment or service trade uses and no interest in acquisition has been expressed.

LC 3.1 The building in Ford currently proposed for inclusion in the Register of Assets of Community Value is the Ship and Anchor PH. The PH is recognised as significant in the economic and social viability of the Parish.

Justification : NPPF 8; Obj. 1; The Assets of Community Value (England) Regulations 2012

Policy LC4 Designation of local green spaces -Policy deleted by the Examiner

Policy LC5 Camping and Caravanning

Land allocated on the Proposals Map at the Ship and Anchor PH will be retained as a camping and caravanning site.

LC5.1 The site is in current use as a camping and caravanning site and it contributes to the viability of the public house but also the wider Arun District. There are very few places in the District where visitors can camp.

LC5.2 The site lies within a Medium to High Flood Risk Zone.

Justification : NPPF 1,3 ; Obj 8

Policy LC6 Local Open Space

The areas listed in Schedule A are designated as Local Open Space. Proposals for development in these areas will not be permitted unless it can be demonstrated that the benefits of the development outweigh any identified harm

LC6.1 Our outdoor spaces are vital to maintaining a happy and healthy community. Surveys have shown how much they mean to residents and visitors. These open spaces contribute to the open and pleasant ambience of the area and are used for exercise and children's play but also contribute to wildlife biodiversity and habitat.

Justification : NPPF 8 ; Obj 3

6.9 Housing

Policy H1 Quality of Design

Proposals for new housing or extension or alteration of existing housing must be of high quality, and designed to be sympathetic to the local design style and contribute positively to the environment. Proposals for major development must demonstrate how they meet the policies set out in this Plan and through there Design and Access Statement demonstrate how the character of the parish will be reinforced.

The following items must be considered early in the design process of new buildings and extensions and integrated into the overall scheme:

- **bin stores and recycling facilities**
- **cycle stores**
- **meter boxes**
- **lighting**
- **flues and ventilation ducts**

- **gutters and pipes**
- **satellite dishes and telephone lines**
- **internalised soil drainage pipes**

H1.1 These items are all too easily forgotten about until the end of the design process. By considering them early, it will be possible to meet the following requirements:

- Bin stores and recycling facilities should be designed to screen bins from public view, whilst being easily accessible for residents. Bin stores must be placed in a position that meets the County Council's Highways standards;
- Meter boxes need not be standard white units: consider a bespoke approach that fits in with the materials used for the remainder of the building. Position them to be unobtrusive;
- Carefully position flues and ventilation ducts, ensuring they are as unobtrusive as possible. Use good quality grilles that fit in with the approach to materials for the building as a whole;
- Ensure that gutters and pipes fit into the overall design approach to the building and aim to minimise their visual impact;
- Lighting schemes that prevent light spillage and glare and face inwards away from open landscapes;
- Soil and drainage pipes that are internalised to be unobtrusive.

H1.2 This attention to detail will ensure that development and materials respect the local character and location.

Justification : NPPF 7; Obj 2

Policy H2 Housing Mix

Proposals for new housing must deliver a range of house types and tenures including bungalows, sheltered accommodation, self build and shared equity properties.

H2.1 Housing development will reflect the desire of current residents of Ford to retire to developments with 1 bedroom bungalows. Affordable housing in addition to retirement properties will mainly be 2 bedroomed and none larger than 3 bedrooms.

H2.2 Two bedroomed properties will be particularly suited to meeting the needs of smaller households of older or younger people without access to private transport, including older people wishing to downsize. Lifetime Standards or there equivalent will assist with the needs of our ageing population.

Justification : NPPF 6; Obj 2

Policy H3 Windfall Sites

Permission will be granted for residential developments on infill and redevelopment sites within the parish subject to the following conditions being met.

- i) The development complies with the other relevant policies of the development plan.**
- ii) The scale of the development is appropriate to the size, character and role of the settlement.**
- iii) The townscape and landscape character is conserved or enhanced.**
- iv) The proposal creates safe and accessible environments that offer good access via a range of transport modes.**
- v) A minimum of 30% affordable housing provision will be sought on all sites providing over 10 units coming forward under this policy subject to viability.**
- vi) Land is demonstrated to be used effectively and comprehensively.**

H3.1 Small residential developments on infill and redevelopment sites will come forward during the life of this plan. It is important to the residents that the integrity and character of the built environment is maintained.

H3.2 Affordable housing can be designed to reduce the impact on the environment. The parish has a number of mobile homes used as affordable housing which are not energy efficient.

Justification : NPPF 6,7; Obj 2,8

Policy H4 Recreational Space

Proposals for new housing development should include good quality outdoor amenity space – either private gardens or a shared amenity area and should contribute to providing tree cover and improved biodiversity. The amount of land used for garden or amenity space should be commensurate with the size and type of dwelling and the character of the area, and should be of appropriate utility (for play and recreation) and quality having regard to topography, shadowing (from buildings and landscape features) and privacy.

H4.1 Good quality outdoor space improves recreation opportunities for young and old, contributes to the open feel of the village and provides opportunities to increase biodiversity.

Justification : NPPF 7,8; Obj 1, 6

Policy H5 Local Connection - Policy deleted by the Examiner

Policy H6 Integration of New Housing

Proposals for new housing must ensure that the new homes are well connected to the surrounding area and visually integrated with their surroundings.

H6.1 It is important that any new housing is fully integrated to the community and its shops and facilities.

Justification : NPPF 4,7; Obj 1

6.10 Getting Around

Policy GA1 Footpath and cycle path network

Support will be given to proposals that improve and extend the existing footpath and cycle path network. The loss of existing footpaths and cycle paths will be resisted.

GA1.1 There is reasonable access within the Parish to the surrounding countryside, but no direct route from the west to the east of the Parish and no cycle paths. Improving and increasing the network of footpaths and cycle paths would encourage walking and

cycling for both utility and leisure purposes. If this could be more safely achieved there would be health benefits as well as a reduction in traffic levels.

GA1.2 Working with the local schools and the Highway Authority school travel plans will be reviewed/developed and promoted. Safer routes to the schools will be identified as part of these plans and the necessary improvements or additions will be provided.

Justification : NPPF 4, 8; Obj 5

Policy GA2 Parking and new development

Car Parking should where possible be accommodated within the curtilage of the dwelling in the form of a garage and/or parking space. Development proposals will be supported only if they include the maximum level of off street parking consistent with the current local standards. Developments that reduce the amount of off-street parking currently available will only be supported if they make enforceable provision for equivalent off-street parking nearby. Parking spaces provided in connection with such proposals will be required to be made available in perpetuity.

GA2.1 Ford suffers from the movement of large lorries throughout the village on roads that were never intended for such vehicles. New development must seek to ensure that routes are kept clear to allow the free flow of traffic but also designed to ensure pedestrian safety.

GA2.2 The way in which car parking is designed into new residential development will have a major effect on the quality of the development. There are two principles to designing parking:

- cars parked on the street and in front of dwellings can seriously detract from the character and quality of a place. Minimising the visual impact of parked cars can let the buildings and landscape dominate instead;
- residents must be provided with safe and convenient access to their cars. Hiding cars away in rear courtyards can lead to problems of crime and lack of personal security. Residents like to be able to see their parked car from their home.

For in curtilage parking, the following principles should be incorporated:

- garages must be large enough to be useable - internal dimensions of 6.5m x 3m are required
- garages should be designed to reflect the architectural style of the house they serve
- set garages back from the street frontage

- locate parking in between houses (rather than in front) so that it does not dominate the street scene
- where parking is located in front of houses, design the street and the landscape to minimise their visual impact - e.g. incorporate planting between front gardens.

GA2.3 Where parking cannot be provided in-curtilage, the following principles should be incorporated:

- rear parking areas should be kept small and serve no more than six homes so that there is a clear sense of ownership
- avoid large parking courts to the rear of dwellings
- design parking into courts and mews to the fronts of dwellings, where the spaces can form not only a functional space for cars but an attractive setting for the buildings
- include some on-street parking for visitors and deliveries.

Justification : NPPF 7; Obj 5

Policy GA3 Streets and Access Ways to serve new development

New residential streets and access ways must be designed with appropriate emphasis on all modes of transport, i.e. pedestrians and cyclists as well as vehicles.

Quieter streets should be designed to be suitable for a range of social activities, such as children's play.

Building fronts should overlook streets and other routes so that there are 'eyes on the street' and pedestrians and cyclists feel safe.

20mph will generally be the maximum design speed that is considered appropriate for new streets within the residential development.

GA3.1 The design of streets can help to make residents feel safe and in control of their environment. Improvements in safety for users can be achieved by reductions in speed.

Justification : NPPF 7; Obj 2

7 Supporting Evidence/Background Documents

The following were used in the creation of the Plan:

Supporting Evidence:

Residents Survey 2012
Community Engagement Event 2013
Community Engagement Event 2014
Community Survey 2014
Community Engagement Event 2014
Ford Listed Buildings
Ford TPO's
Action in Rural Sussex - Community Profile
Natural England Designations
Barnham Flooding & Pollution Position Statement, Atkins (2010)
State of the Parish Report 2015
Housing Site Appraisal Report 2015
Sussex Biodiversity Centre - Desktop Biodiversity Report

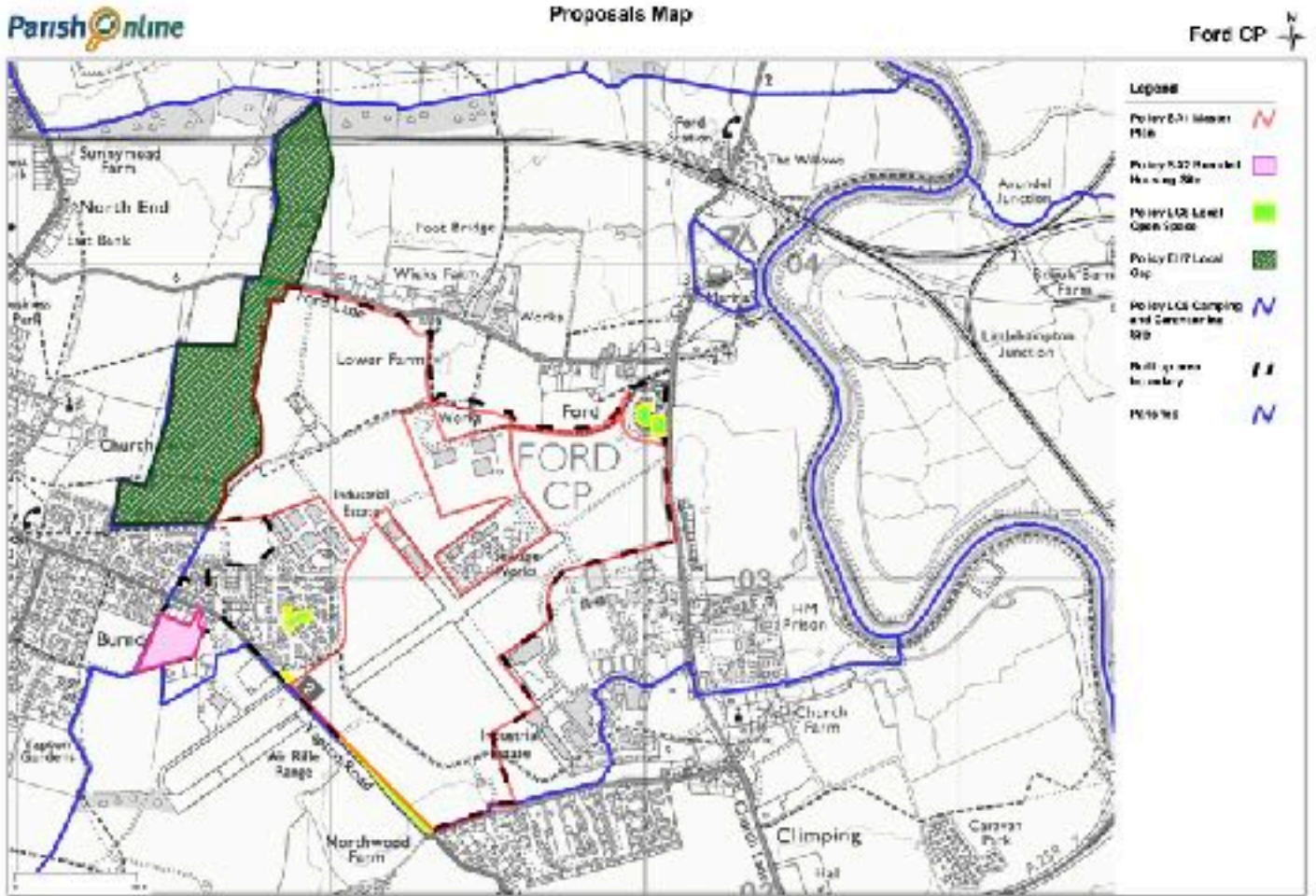
Background Documents

Flood and Water Management Act (2010)
Arun District Local Plan 2003
Arun District Draft Local Plan (2011-2031) inc. modifications published April 2017
Arun District Strategic Housing Land Availability Assessment, SHLAA (2012)
Arun District Housing and Economic Land Availability Assessment 2016
Arun District Housing Strategy 2010-15
Arun Landscape Study 2006
Arun Settlement Sustainability Study 2007
Arun Play Strategy 2011-16
Arun Green Infrastructure Study 2012
Arun DC Energy Efficiency and Fuel Poverty Strategy 2014-29
Fluvial and Coastal Flood Risk in Ford Parish Map (Environment Agency)
Surface Water Flood Risk in Ford Parish Map (Environment Agency)
WSCC Report on June 2012 Flood Event (November 2012)
Surface Water Management Plan for Lidsey Catchment (WSCC and Southern Water Services (SWS)).
Flood and Water Management Act (2010)

National Planning Policy Framework (NPPF)
ADC - SPD - Buildings or Structures of Character Adopted September 2005
Yapton Lane Level Crossing Study

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8 Proposals Map



Schedule A Local Open Space - Policy LC6

1. Land south of Rodney Crescent

Small area of land bounded by mature trees. A tranquil habitat area.

0.25ha

2. Rodney Close Green Space

Green space surrounded by houses used for recreation.

0.25ha

3. Wills Close Green Space

Small green area which links to the playground.

0.04ha

4. Sproule Close Playground

Formal children's playground serving the residents of the Peregrines Estate.

0.26ha

5. The Memorial Gardens

Memorial Garden to those who served at HMS Peregrine through two world wars. Tranquil area visited by veterans from around the world.

0.06ha

6. Highway verge fronting Yapton Road

Significant verge bounded by hedgerows. Used by residents to walk along the busy road.**LOS = Areas edged in yellow and filled with light green**



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