



**Ford Parish Council Neighbourhood Development Plan  
2022-2031**



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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 was 'made' in January 2019 and included a groundbreaking proposal to build a new community heart comprising some 1500 new homes and community facilities.

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 set out a vision for the area that reflected the thoughts and feelings of local people with a real interest in their community. The Plan set 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 built on current and future planned activity and said what the Parish Council and its partners wanted to work towards.

Sadly after more than three years, planning approval for the development has not been finally granted and the wishes of the Parish Council to engage and ensure that facilities are delivered to support the development, have thus far not been successful.

# 1. Introduction

1.1 The original Ford Neighbourhood Plan (referred to hereafter as the Plan) was 'made' by Arun District Council on the 9th January 2019 following a Referendum at which 75.72% of residents voted in favour.

1.2 The Plan has provided a vision for the future of the parish, and set out clear policies, principles and objectives to realise that vision. The policies accorded with higher level planning policy principally the National Planning Policy Framework (NPPF) and the Arun District Council Local Plan 2018, as required by the Localism Act.

## The Plan Preparation Process

1.3 The 2022 Plan has been based on proper and well advertised consultation with parishioners and others with an interest in Ford (the Parish). Details of the consultations can be viewed on the Parish Council web site <https://fordwestsussex-pc.gov.uk>

1.4 A Consultation Statement and Basic Conditions Statement will be provided which demonstrate that the Plan fully accords with the requirements of the Localism Act.

## How the Plan is organised

1.5 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.

## **Community Involvement**

1.6 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.

1.7 The Neighbourhood Plan will also support the Parish Council's work in influencing service providers such as Arun District Council, West Sussex County Council and other agencies whose decisions affect the Parish.

1.8 To achieve these goals the Parish Council has undertaken a consultation event which is detailed in the Consultation Statement.

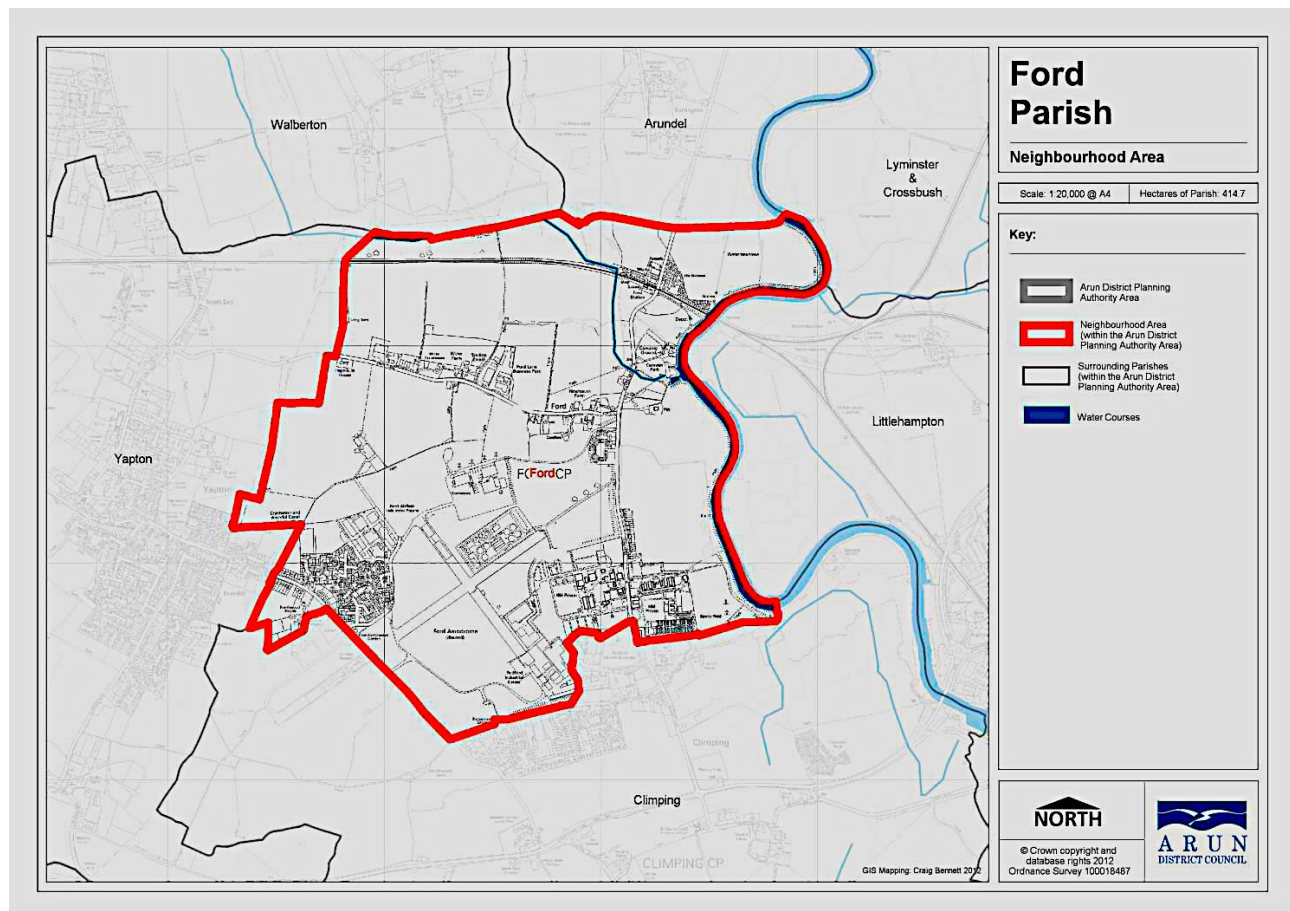
1.9 To ensure that the Neighbourhood Plan is robust in its evidence base and compliant with emerging policy guidance consultation has been carried out with residents, businesses and stakeholders. A full description of all the communications can be found in the Evidence Base.

## **Sustainability Appraisal**

1.10 It is necessary that a neighbourhood plan does not breach and is otherwise compatible with European Union and Human Rights obligations. A sustainability appraisal is not required for a neighbourhood plan. However, it must be screened at an early stage to determine whether it may require or cause the need for an environmental assessment. A screening opinion was submitted to Arun District Council who confirmed that a Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) of the Modifications Plan was not required.

## Context

### 1.11 Map showing the Ford NDP area



## The Evidence Base

1.12 There is a large amount of background information that has helped in producing the Plan (this is known as the Evidence Base). Links to all of the relevant documents are available via the Parish Council's website at: <https://fordwestsussex-pc.gov.uk/>

## Monitoring and review

1.13 ADC will monitor the LP and ensure the LP is reviewed and if necessary updated five years from adoption.

## **2.0 Policy Context**

### **Introduction**

2.1 This chapter sets out the evidence base that supports the plan proposals, drawing on existing planning policy, social and demographic statistics and information about the local community today such as housing issues, transport and movement patterns, local employment, environment and heritage, flood risk and strategic development constraints.

### **National Guidance**

2.2 The National Planning Policy Framework (NPPF), published in March 2012, provides guidance for local planning authorities (LPA's) in drawing up plans for development and is a material consideration in determining applications. The Framework was revised in 2021. A presumption in favour of sustainable development is at the core of the NPPF which in practice means that LPA's 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.

At examination, the submitted Neighbourhood Plan must demonstrate that it is in general conformity with the strategic policies of the Local Plan and have regard to national policies (NPPF 2021) and guidance. Once the Neighbourhood Plan is adopted it becomes part of the Arun District Development Plan.

### **Local Planning Policy**

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

### **Arun District Local Plan**

2.4 The Arun Local Plan 2011 - 2031 was adopted in 2018.

Strategic Policy H SP1 includes a housing allocation at Ford for 1500 homes (this allocation was made after the residents of Ford had determined that they would allocate 1500 homes through the NP process).

Strategic Policy HSP 2 -Strategic Site Allocations – requires that the strategic sites must be comprehensively planned and should have a master plan endorsed by the Council. It also sets out a number of key requirements for the provision of the strategic allocations.

Strategic Policy H SP2c sets out the policy requirements for allocation SD8 (Ford). It requires at least 1500 dwellings over the plan period

### **West Sussex Waste Local Plan 2014**

2.5 The West Sussex Waste Local Plan 2014 (WLP) and the West Sussex Joint Minerals Local Plan 2018 (JMLP) form part of the development plan for Ford. Areas of the plan area are safeguarded under Policy W2 (Safeguarding Waste Management Sites and Infrastructure) of the WLP.

### **Neighbourhood Plan Review 2022 - 2036**

2.6 The revised Plan comprises of saved policies from the Ford Neighbourhood Plan 2017- 2031 and new and amended policies added by this Plan.

### **Modification Proposal Statement**

2.7 The Ford Neighbourhood Development Plan (the Plan) has been prepared in accordance with Regulation 14(a)(v) of the Neighbourhood Planning (General) Regulations 2012 (as amended) in respect of the Modification Proposal to the made Ford Neighbourhood Plan 2017-2031.

2.9 The modifications made are as follows:

<b>2022-2031 Proposed</b>	<b>Type of Modification</b>	<b>Notes</b>
SP1 Spatial Plan for the Parish	Saved	
BUA1 Built Up Area (BUA) boundary	Saved	
SA1 Ford Airfield	Saved	
SA2 Burndell Road	Removed	Development completed
EH1 Protection of trees and hedgerows	Material modification does not change the nature	Policy strengthened by addition of tree guide
EH2 Renewable Energy	Saved	
EH3 Buildings and structures of character	Material modification does not change the nature	Policy amended to reference new ADC policy.
EH4 Surface water management	Saved	



EH5 Grade 1, 2 and 3a Agricultural Land	Saved	
EH7 Local Gap	Saved	
EH8 Light Pollution	Material modification does not change the nature	Policy wording strengthened.
EE1 Support for business	Material modification does not change the nature	Policy wording strengthened.
EE2 Retention of employment land	Saved	
EE3 Protection of existing businesses	Saved	
EE4 Support for new commercial uses	Material modification does not change the nature	Updated to reflect Use Class changes
EE5 Tourism activities	Saved	
EE6 Communications infrastructure.	Material modification does not change the nature	Policy wording strengthened.
EE7 Sustainable Commercial Buildings	Material modification does not change the nature	Policy wording strengthened.
EE9 Rural Buildings	Saved	
EE10 Quality of Design of commercial buildings	Saved	
EE11 Ford Industrial Estate	Saved	
LC1 Support Independent Living	Saved	
LC2 Healthcare facilities	Saved	
LC3 Protection of assets of community value	Saved	
LC5 Camping and Caravanning	Saved	
LC6 Local Open Space	Saved	

LC7 Contributions to new infrastructure and facilities	Material modification does not change the nature	Inline with ADC policy
H1 Quality of Design	Saved	
H2 Housing Mix	Saved	
H3 Windfall Sites	Material modification does not change the nature	Policy wording strengthened.
H4 Recreational Space	Saved	
H6 Integration of New Housing	Saved	
GA1 Footpath and cycle path network	Material modification does not change the nature	Policy wording strengthened.
GA2 Parking and new development	Material modification does not change the nature	Policy wording strengthened.
GA3 Streets and Access Ways to serve new development	Saved	

2.10 The inclusion of amended policies has not proved controversial and are in line with Local Plan policy. It is therefore considered that the Plan will require Examination but not a Referendum

### **3. Ford today**

3.1 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.

3.2 Ford Parish covers an area of 4.08 km<sup>2</sup> 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.

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

3.4 There have been a number of 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. The 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.

## **History of the Parish of Ford**

3.5 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.

3.6 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>.

3.7 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.

## **Community Profile**

### **3.8 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)

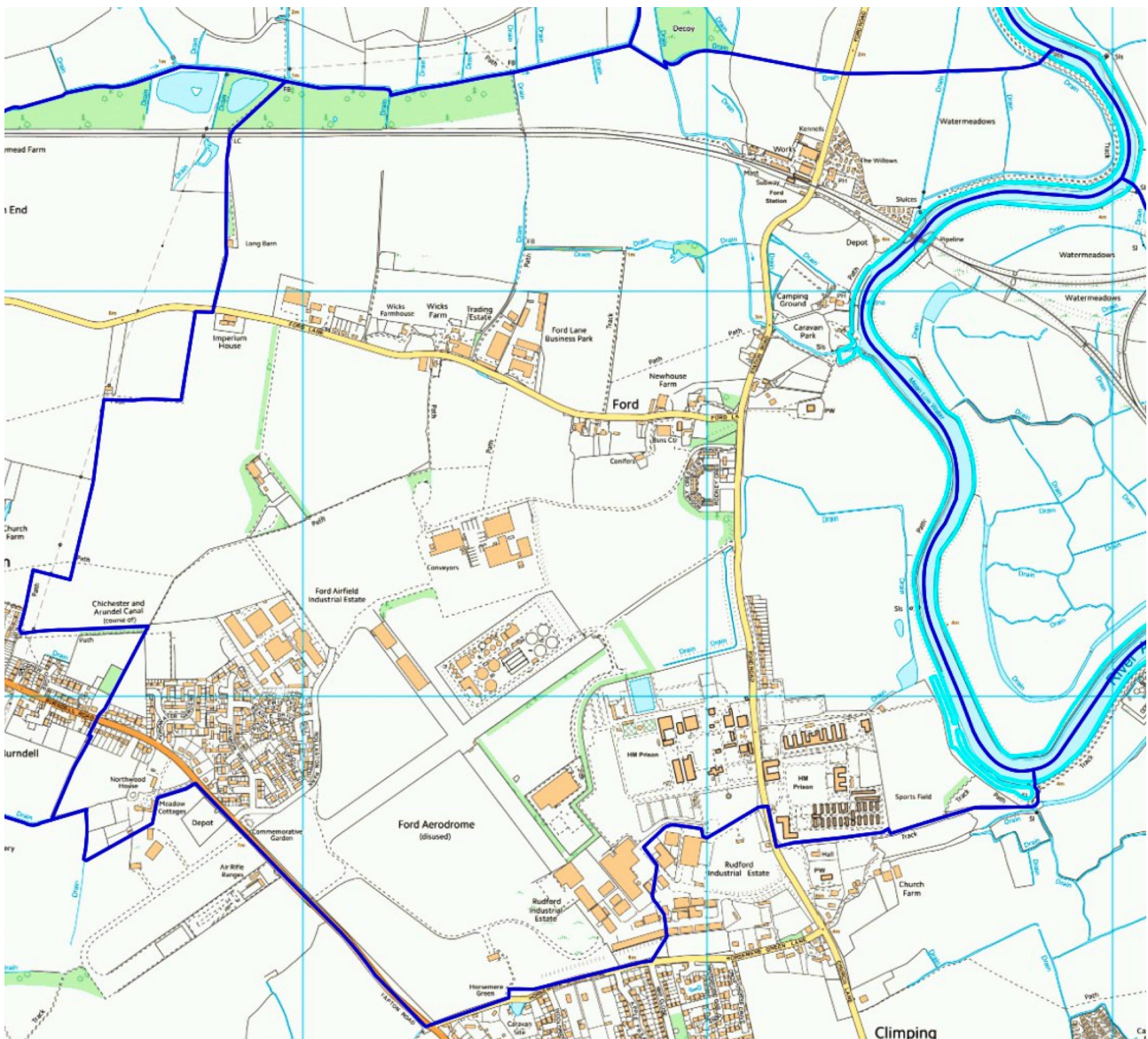
Action with Communities in Rural England (ACRE) Rural evidence project, July 2013.

(see Evidence Base 1)

## Character and Heritage

3.9 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.

3.10 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.



Parish layout

3.11 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.

3.12 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 Norman chancel arch with carved decoration. The wooden bell-turret was painted white as a navigational mark for ships.

3.13 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.

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

### **Non-designated Heritage Assets**

3.16 There are many designations put in place at the national and international level such as Listed Buildings, Scheduled Monuments and others that already provide protection for the country's most valued assets. It is not appropriate to duplicate national policy in this plan. However there is a desire to give additional protection to local buildings and features which significantly contribute towards our local heritage. Local assets have been assessed in our evidence base and those assets considered worthy of local protection are included in the policy.

### **Listed Buildings**

3.17 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).

### **Scheduled Ancient Monuments**

3.18 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).

## Conservation Areas

3.19 The Parish does not have any Conservation Areas.

## Housing

3.20 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)

3.21 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. A development of 45 dwellings allocated through this Plan (Policy SA2 Burndell Road) has been built since the Plan was completed.

## Environment and Habitats

### Habitat

3.22 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).

3.23 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 ADC Local Plan as a Biodiversity Opportunity Area and is largely land at risk of flooding. (see Evidence Base 6). There are large areas of BAP Habitat (see Evidence Base 13) including coastal and floodplain grazing marsh, deciduous woodland, traditional orchard and mudflats.

### **Flood Risk and Drainage**

3.24 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.

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

3.26 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**

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

### **Hedgerows**

3.28 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**

3.29 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). The SEA Habitat survey identified 56 species of bird using the propose housing site of which 13 are red list species, 12 amber and 31 green. Bat surveys have identified the area as being of county importance due the good quality foraging and commuting habitat and extensive network of hedgerows and trees lines. Activity was highest within the north-west of the site and south-west of the site.

### **Getting Around**

3.30 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.

3.31 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.

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

### **Rail**

3.33 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.

### **Bus**

3.34 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 Burndell Road which is the coastal route from Brighton to Portsmouth. There is no community transport.



## **Footpaths and Cycleways**

3.35 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. There are tentative plans to create a cycle path from Ford to Arundel.

## **Community, Leisure and Wellbeing**

3.36 Ford and Yapton share a community hall which is situated in Yapton. The proposed new development will provide a new community facility within the site.

## **Play Provision**

3.37 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.

## **Schools**

3.38 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.

## **Medical facilities**

3.39 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.

## **Police**

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

## **Allotments**

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

## **Employment and Enterprise**

3.42 The Parish has approximately 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).

3.43 There are a large number of employment sites including a recycling plant, sewerage works, several general and light industrial employment sites and a proposed new industrial area.

## **Shops**

3.44 There are no shops in Ford. Ford Proton has opened a small cafe which sells plants and gift items. Residents shop in the local stores in nearby Yapton or travel to Littlehampton or Rustington for main shopping.

## **Public Houses**

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

## **Restaurants**

3.46 There are no restaurants.

## **Camping/caravanning**

3.47 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.

## **Hotels/Guest Houses**

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

## **Elderly People**

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

## 4 Vision and Core Objectives

4.1 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.

4.2 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. Delivery of the housing element without the community infrastructure needed to support it would lead to an unsustainable development.

4.3 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.

### **Vision**

4.4 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.

## **Core Objectives**

4.5 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.

## 5 Neighbourhood Plan Policies

### Introduction

5.1 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

5.2 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.

### Sustainable Development

5.3 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”

5.4 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 FNDR.

NPPF - Achieving sustainable development - Chapters

5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
7. Ensuring the vitality of town centres
8. Promoting healthy and safe communities
9. Promoting sustainable transport
10. Supporting high quality communications infrastructure
11. Making effective use of land
12. Achieving well-designed places
13. Protecting Green Belt land
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment
17. Facilitating the sustainable use of minerals

## 5.5 A Spatial Plan for Ford

### **Policy SP1 Spatial Plan for the Parish - SAVED**

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

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## 5.6 Built-up Area at Ford

### **Policy BUA1: Built Up Area (BUA) boundary - SAVED**

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

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**Policy BUA2: New infrastructure development - Policy deleted by the Examiner 2019**

## **5.7 Site Allocations**

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

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

The Burndell Road site has been delivered. The Airfield site was subject to a planning application made in February 2020. Consent has yet to be granted due to non-completion of the S106 Agreement. No other sites have been considered by this Plan as the impact of the 1500 homes has yet to be realised alongside large scale developments on the border of the parish in Yapton.

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### **Policy SA1 Ford Airfield - SAVED**

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

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**Policy SA2 Burndell Road - Removed as development has taken place**

**Justification** : NPPF 6 : Obj 1

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## **5.8 Environment and Heritage**

**Policy EH1: Protection of trees and hedgerows - AMENDED**

**Development proposals that result in the loss of or adverse impacts on trees of arboricultural, amenity or historic value or loss of hedgerows and/or priority habitat, or which significantly damages ecological networks should demonstrate that 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 ancient trees of arboricultural and amenity value and hedgerows.**

**Proposals which significantly affect sites with existing trees or hedgerows 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. Existing trees and hedges should be planned around in the earliest stages of planning to avoid future problems (e.g. large trees close to houses; root problems by roads, footways, utilities, trees/hedgerows not maintained on private land). Retained hedgerows should be laid and filled-out to improve health and appearance where necessary. (Note: this policy may mean retention of non-native species, particularly mature/landscape/specimen examples).**

**Hedges should be planted on all boundaries; where timber/masonry boundaries are mandated, these should be screened with hedge planting. Boundary/screening hedges should be on public land for maintenance purposes. Hedging plants should be mixed native species.**

**All main roads, secondary and access roads and residential streets shall be tree-lined, with adequate soil/tree-pit preparation, anti-compaction and surface water infiltration (grids, permeable surfaces; SUDS) to ensure tree health.**

**Houses, utility and roadway structures shall be constructed to avoid conflict with retained trees, and future growth of new plantings. Species shall be selected to minimise contention with these structures.**

**Long term maintenance provision (e.g. funded management company) shall be set up for hedge cutting, tree pollarding, leaf collection, annual safety inspections, remedial and replanting works.**

**Overall Tree Canopy Cover (TCC), within the bounds of any new development of three or more dwellings, or commercial development of more than 100 sqm should be at least 30%. TCC should be calculated by semi-mature (or 25 yrs) canopy cover and new plantings should be genuine 100 litre rootball size or equivalent bare rooted for rapid establishment and immediate impact.**

**Tree species and cultivars should be in general native British species (see Schedule 1- Lists of native British trees) and classified as Large, Medium and Small. Accepted non-native species are detailed in Schedule 2. At least 25% of trees shall be Large, particularly on boundaries and in open spaces; roadside trees may be Medium and Small.**

**Species should be selected for impact on air quality, CO2 absorption, and for suitability for wildlife (insects, birds, bats, fungi).**

**See Appendix 1 for details of acceptable trees and hedgerow plants.**

**EH1.1** Trees and hedgerows contribute to the open and pleasant feel of the Parish, its play areas and residential properties. Hedgerows bordering our main roads contribute to the rural feel of the Parish and act as 'highways' for small birds and mammals. They also contribute to reductions in noise and road pollution. Removal of trees and hedgerows to make way for development can completely change the amenities of the area and must be resisted. Loss of areas of ground cover and habitat can have a significant effect on wildlife.

**EH1.2** Overall Tree Canopy Cover (TCC), within the bounds of the development, are encouraged to be at least 30%, in line with the semi-rural environment of the Parish. TCC should be calculated by semi-mature (or 30 yrs) canopy cover; and new plantings should be genuine 100 litre rootball size or equivalent bare rooted for rapid establishment and immediate impact where possible and appropriate. At least 25% of trees shall be

Large, particularly on boundaries and in open spaces; roadside trees may be Medium and Small.

**EH1.3** Tree species and cultivars are encouraged to be in general native British species and be selected for impact on air quality, CO2 absorption, and for suitability for wildlife. Non-native species of smaller trees and shrubs will be accepted for screening purposes around e.g. parking spaces, bin stores where possible and appropriate.

**Justification:** NPPF11 : Obj. 6

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## **Policy EH2: Renewable Energy - SAVED**

**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

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## **Policy EH3: Conserving and enhancing non-designated Heritage Assets - AMENDED**

Development affecting Non-designated Heritage Assets should be designed so as to preserve and enhance them, so as to reinforce the quality, character and distinctiveness of the Parish.

All proposals that have the potential to directly or indirectly affect a non-designated asset and/or its setting must provide a heritage statement demonstrating the scale of any harm or loss and the significance of the heritage asset.

Our Non-designated Heritage Assets are:

### **Ford Lane**

1 and 2 Ford Cottages  
The Cottage  
Peregrine House

### **Ford Road**

Former RNAS Ford Buildings

**EH3.1** Such buildings and structures contribute to the rich history and character of the Parish. Many of the buildings are relics of the former use of the airfield which has a history dating back to the first World War. The use of 'permitted development' rights can lead to key features being removed or inappropriate extensions being added which detract from that character.

**Justification** : NPPF 12; Obj 7

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## **Policy EH4 Surface water management - SAVED**

**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

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## **Policy EH5 Grade 1, 2 and 3a Agricultural Land - SAVED**

**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

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**Policy EH6 Green infrastructure and Biodiversity Opportunity Area - policy deleted by the Examiner 2019**

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**Policy EH7 Local Gap - SAVED**

**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

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**EH8 Light Pollution - AMENDED**

**Development proposals which detract from the unlit environments of the Parish will not be supported. Development proposals should respect the unlit environment of the neighbourhood area and take all appropriate opportunities to reduce light pollution. New lighting will be required to conform to the highest standard of light pollution restrictions in force at the time. Security and other outside lighting on private and public premises will be restricted or regulated to be neighbourly in its use including Submission Plan 47 floodlighting at equine establishments and on sports fields or sports grounds. Unless it is a requirement of a statutory body all new roads built as part of a development must not feature street lighting**

**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. The NPPF paragraphs 95 and 97 support a low carbon future by reducing unnecessary energy use. As such, all developments within the Parish should not feature street lighting unless it is required to mitigate a potential road safety hazard, and in this situation support will only be given to minimal lighting and lighting design suitable for a semi-rural village.

**EH8.2** The special qualities of the dark skies in the South Downs National Park are recognised in its International Dark Sky Reserve status as reflected in the South Downs Local Plan and the Parish would wish to play a part in retaining that status as most of the Parish can be easily viewed from the South Downs.

**EH8.3** The creation of artificial light is a factor that threatens the survival of protected and threatened local wildlife and tranquillity.

**Justification :** NPPF11 ; Obj 6

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## 5.9 Employment and Enterprise

### Policy EE1 Support for business - AMENDED

Development proposals for new buildings for employment use or to upgrade or extend existing employment sites and retail units will be supported provided that the impact on the amenities of surrounding properties is acceptable and subject to the other policies in this Plan. Development proposals for employment uses which have a significant adverse impact on residential or public amenity should provide appropriate mitigation.

**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

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### Policy EE2 Retention of employment land - SAVED

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

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### Policy EE3 Protection of existing businesses - SAVED

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

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#### **Policy EE4 Support for new commercial uses - AMENDED**

**Change of use to Class E 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) will be generally be resisted.**

**New commercial uses which seek to provide tourist accommodation will be supported provided that the siting, scale and design respects the character of the surrounding area, including any historic and natural assets; the local road network is capable of accommodating the additional traffic movements; and adequate parking is provided on the site.**

**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

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#### **Policy EE5 Tourism activities - SAVED**

**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

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### **Policy EE6 Communications infrastructure - AMENDED**

**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, wider views and the landscape.**

**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

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### **Policy EE7 Sustainable Commercial and Employment Buildings - AMENDED**

**All new commercial and employment development, where it would be appropriate, shall be designed to provide secure parking and storage of bicycles for customers and employees consistent with the relevant standards produced by WSCC.**

**Where viable and consistent with other policies within this Plan, energy generating infrastructure using renewable or low carbon energy sources which are incorporated into the design of new commercial development will be supported.**

**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.

**EE7.2** The Parish supports the provision of renewable energy sources. Designing these into a build at the outset is cheaper than retro adding and improves the design capability.

The Parish wants to see renewables used in the development of all new commercial and employment premises to improve sustainability and reduce the burden of energy costs in small businesses.

**Justification** : NPPF 10 ; Obj 9

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**Policy EE8 Agricultural/Horticultural/Horsicultural employment Policy deleted by the Examiner 2019**

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### **Policy EE9 Rural Buildings - SAVED**

**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

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### **Policy EE10 Quality of Design of commercial buildings - SAVED**

**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

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### **Policy EE11 Ford Industrial Estate - SAVED**

**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

## **5.10 Leisure and Community**

### **Policy LC1 Support Independent Living - SAVED**

**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

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### **Policy LC2 Healthcare facilities - SAVED**

**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

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### **Policy LC3 Protection of assets of community value - SAVED**

**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

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

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## **Policy LC5 Camping and Caravanning - SAVED**

**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

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## **Policy LC6 Local Open Space - SAVED**

**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

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## **Policy LC7 Contributions to new infrastructure and facilities - NEW**

**Community priorities in terms of additional local facilities to be provided as a result of the new development specified at Policy SA1 are:**

**A Community Centre Hub of not less than 600m2 containing a minimum of the following:**

- Main Hall (minimum of 200m2) with storage facilities**
- Kitchen fitted to commercial standards with bar and servery**
- 6 x Meeting rooms one with a hand basin and all with storage space**
- Pre-school room with storage facilities, stand-alone toilets, and kitchenette.**
- Toilets with two shower units**
- Parking for a minimum of one hundred cars within the complex**
- Library facility**

**Informal parkland/open green space adjacent to the Community Centre with public seating accessible to disabled users**

**Two new sports pitches with changing facilities**

**The development is to be constructed to a Design Code agreed in consultation with the community**

**LC7.1** There is no community facility within the Parish. To enable the development site to develop as a community such a facility is essential. The Community Centre must be located adjacent to the informal playing field to facilitate its use for community events.

**LC7.2** The AirS Report - Community Facility requirements for the Parish of Ford 2019, recommended that Ford should have a 3G football pitch and skate park, neither of which are to be provided within the development.

**Justification :** NPPF 8; 12 Obj 1

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## **5.11 Housing**

### **Policy H1 Quality of Design - SAVED**

**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 their 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

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## **Policy H2 Housing Mix - SAVED**

**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

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### **Policy H3 Windfall Sites - AMENDED**

**Residential developments on infill and redevelopment sites within the settlement boundary (as shown on the Proposals Map) shall meet all of the following factors:**

- 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 11 units coming forward under this policy subject to viability.**
- vi) Land is demonstrated to be used effectively and comprehensively. Arbitrary subdivision of land or piecemeal development will be considered unacceptable.**
- vii) The proposal is demonstrated to be deliverable, having regard to the necessary financial contributions towards local infrastructure and affordable housing within the parish.**
- viii) Preference will be given to use of previously developed land within the settlement boundary.**
- ix) Wildlife, habitat, green corridors, open space and the natural environment must be conserved or enhanced and any development informed by archaeological and environmental surveys before being developed in order to protect and enhance biodiversity.**
- x) Some areas in the parish are vulnerable to the risk of flooding; therefore development proposals must clearly demonstrate that any potential surface water flood risk issues have been thoroughly researched and will be appropriately mitigated through design.**



**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.

**H3.3** A percentage of housing delivered by the site will be expected to be delivered through the Ford Community Land Trust.

**Justification** : NPPF 6,7; Obj 2,8

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#### **Policy H4 Recreational Space - *SAVED***

**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

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#### **Policy H5 Local Connection - Policy deleted by the Examiner 2019**

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#### **Policy H6 Integration of New Housing - *SAVED***

**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

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## 5.12 Getting Around

### **Policy GA1 Footpath, bridlepath and cycle path network - AMENDED**

**Development proposals that improve and extend the existing footpath, footway, bridlepath and cycle path network, allowing better access to the local amenities and services, to green spaces, to any new housing and to the open countryside will be supported. The loss of existing footpaths, footways, bridlepaths and cycle paths will be resisted. Alterations and enhancements to footpaths, footways, cycle paths and bridleways must ensure that they are adequately screened and fenced from existing properties.**

**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

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### **Policy GA2 Parking and new development - SAVED**

**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 - SAVED**

**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

## **6 Supporting Evidence/Background Documents**

The following were used in the creation of the Plan:

### **Supporting Evidence:**

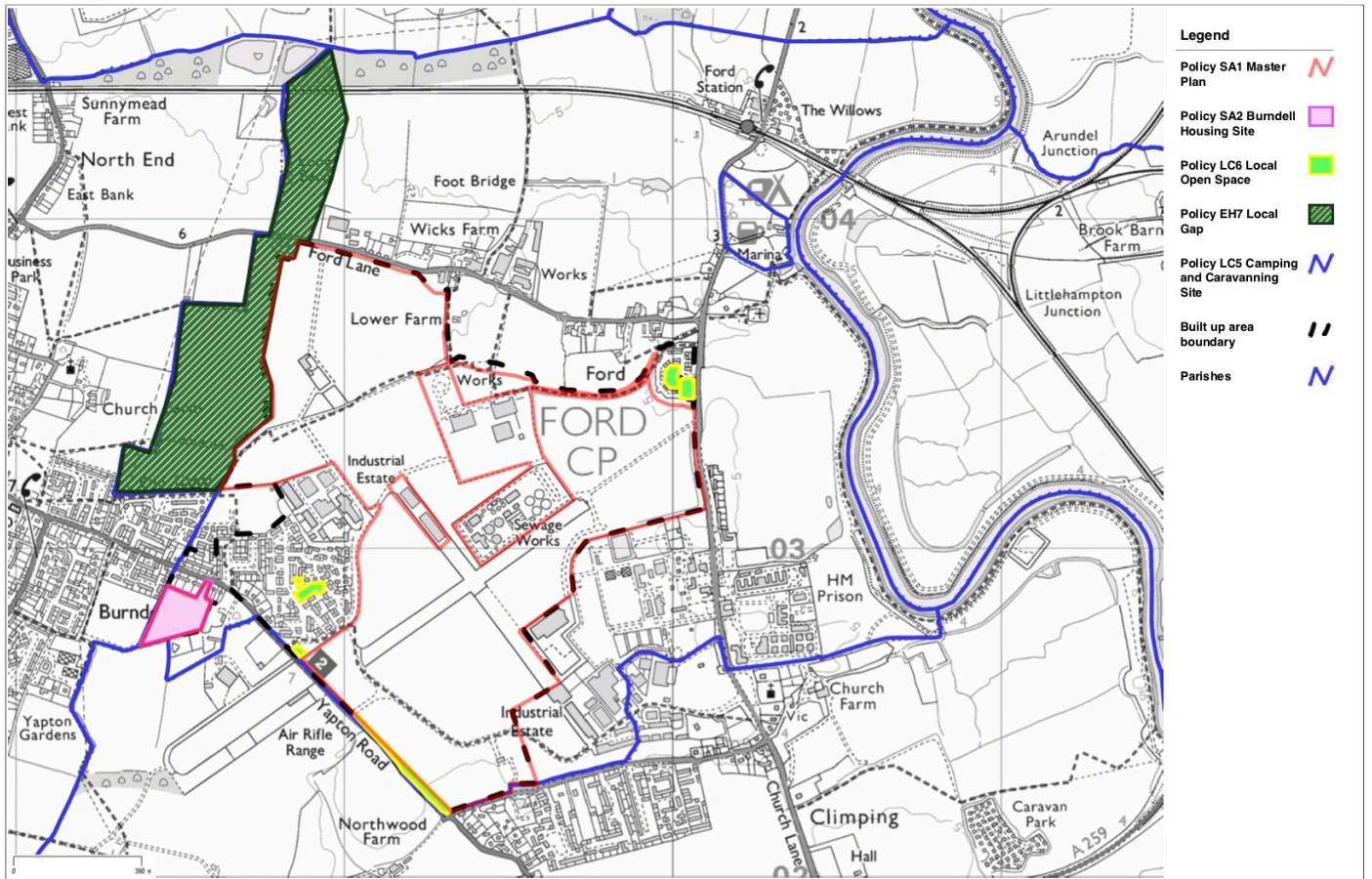
National network enhancement zones  
Natural England Designations  
SEA Scoping Report  
SEA Environmental Report  
Habitats Regulations Assessment

### **Background Documents**

Greenspace Study 2014  
South Downs National Park Local Plan  
Flood and Water Management Act (2010)  
Arun Local Plan  
Arun District Strategic Housing Land Availability Assessment  
Arun Landscape Study 2006  
Arun DC Energy Efficiency and Fuel Poverty Strategy 2014-29  
WSCC Report on June 2012 Flood Event (November 2012)  
Flood and Water Management Act (2010)  
National Planning Policy Framework (NPPF)  
European Landscape Convention  
Natural England Nature Networks

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# 7 Proposals Map



- Legend**
- Policy SA1 Master Plan 
  - Policy SA2 Burndell Housing Site 
  - Policy LC6 Local Open Space 
  - Policy EH7 Local Gap 
  - Policy LC5 Camping and Caravanning Site 
  - Built up area boundary 
  - Parishes 

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## **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.

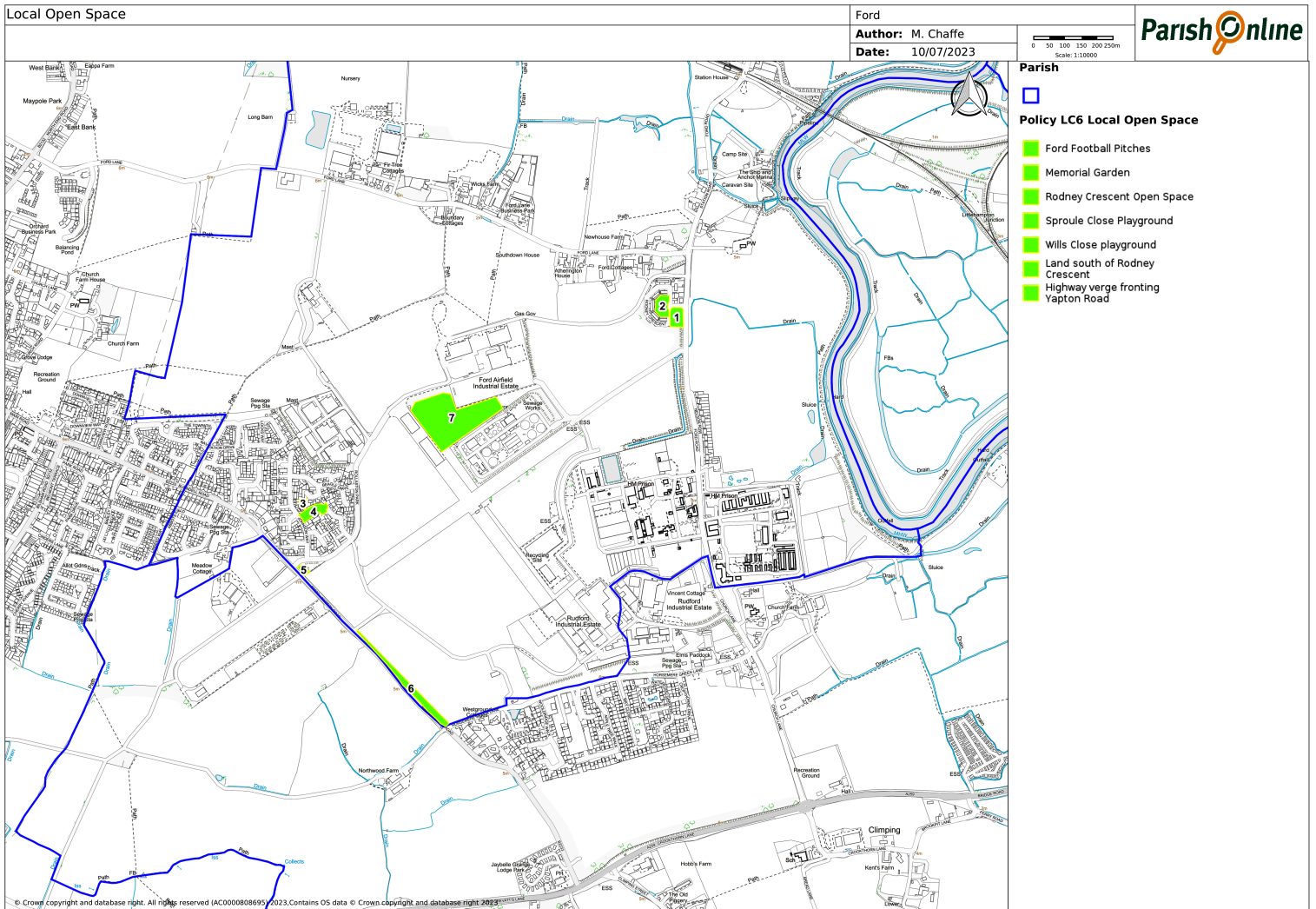
0.58ha

### **7.      Football pitches at Arun Sports Arena**

Football pitches used by the sports centre. An important local asset.

2.7 ha

# Policy LC6 Local Open Space Map





## Appendix 1 Trees and Hedgerows (Policy EH1)

### 1. Policies

a. Retain all possible existing trees and hedges for landscape, amenity and ecological purposes. Existing trees and hedges should be planned around in the earliest stages of planning to avoid future problems (e.g. large trees close to houses; root problems by roads, footways, utilities; trees/hedgerows not maintained on private land). Retained hedgerows should be laid and filled-out to improve health and appearance where necessary. (Note: this policy may mean retention of non-native species, particularly mature/landscape/ specimen examples).

b. Overall Tree Canopy Cover (TCC), within the bounds of any new development of three or more dwellings, or commercial development of more than 100 sqm should be at least 30%. TCC should be calculated by semi-mature (or 25 yrs) canopy cover and new plantings should be genuine 100 litre rootball size or equivalent bare rooted for rapid establishment and immediate impact.

(In line with the semi-rural environment of the Parish. This compares to local urban TCCs of : Bognor 11%; Chichester 14.2%; Littlehampton 12.8%; Worthing 15.8%; Waterlooville 22.2%; Eastleigh 22%; Crowborough 28.6%; Frimley 36.6%; Farnham 45%. . (Doick et al; Canopy Cover of England's towns and cities 2017- use of i-Tree)).

c. Tree species and cultivars should be in general native British species (see Schedule 1- Lists of native British trees) and classified as Large, Medium and Small. Accepted non-native species are detailed in Schedule 2. At least 25% of trees shall be Large, particularly on boundaries and in open spaces; roadside trees may be Medium and Small.

d. Species should be selected for impact on air quality, CO<sub>2</sub> absorption, and for suitability for wildlife (insects, birds, bats, fungi).- Larger and fast-growing trees will contribute more to the "Carbon neutral by 2050" target. (Note that 30% TCC shall be the minimum required to contribute to the carbon capture target.)

e. Hedges should be planted on all boundaries; where timber/masonry boundaries are mandated, these should be screened with hedge planting. Boundary/screening hedges should be on public land for maintenance purposes. Hedging plants should be mixed native species. See Schedule 3 Hedging species- native mixed, single species.

f. All main roads, secondary and access roads and residential streets shall be tree-lined, with adequate soil/tree-pit preparation, anti-compaction and surface water infiltration (grids, permeable surfaces; SUDS) to ensure tree health. This in line with emerging NPPF / Planning White Paper. (See Schedule 4 - TDAG Planning for the Future – written consultation response to White Paper).

g. Houses, utility and roadway structures shall be constructed to avoid conflict with retained trees, and future growth of new plantings. Species shall be selected to minimise contention with these structures.

h. Tree and hedgerow species should be chosen for future conditions and maintenance, e.g. roadside trees species for future pollarding, pollution tolerance; trees in SUDS locations for tolerance of high water tables, trees in gardens for small canopies and limited root spread. amenity trees for blossom, colour; all species for climate change & wildlife support.

i. Emphasis should be put on using trees and hedges in place of hard materials for environmental, sustainability and carbon reduction purposes e.g. for shelter/shade (against prevailing wind, excessive solar heating), sound/ pollution attenuation, visual screening (especially against roads); SUDS and surface water drainage systems should wherever possible incorporate appropriate trees to reduce surface water flood risk both on site and downstream.

j. Non-native species of smaller trees and shrubs will be accepted for screening purposes around e.g. parking spaces, bin stores etc.

k. Long term maintenance provision (e.g. funded management company) shall be set up for hedge cutting, tree pollarding, leaf collection, annual safety inspections, remedial and replanting works.

l. Wherever wildlife corridors or green links are specified or mandated, these should be in suitable species for supporting local wildlife, and wherever practicable linked by significant "green bridges" to other green infrastructure- assets.

## **2. Justification of tree policies**

Trees and other ornamental planting within urban environments offer a number of benefits that improve the visual and environmental quality of the public realm. New planting should be undertaken where it would make a positive contribution to the public and private realm, such as:

- Improving air quality and helping to neutralise or offset carbon emissions; (carbon neutral by 2050);
- Adding to SUDs and drainage systems;
- Providing shelter from wind, rain and sunlight;
- Acting as a sound barrier to reduce noise levels generally but specifically to reduce noise/light levels & pollution on roads;
- Replacing trees which have been removed or died; Improving the ecosystem by supporting a variety of wild life;
- Demarcating routes and highlighting key transport corridors through the use of paths & tracks, lanes and avenues;

- Providing or framing a focal point or view;
- Helping to screen ugly or blank facades, utility structures etc.;
- Making the location a more visually attractive, characterful and pleasing place to live.

### 3. Factors affecting planting: function, geology, location within housing developments, & climate change

The choice of tree species and cultivar will affect eventual size and nature e.g. canopy (large, medium and small); leaf drop; maintenance needs; overall amenity value (e.g attractiveness, autumn colour, height, density); root spread; stability; pollution/drought/water-logging tolerance etc.. Several factors will determine what trees and shrubs to plant, where, and how.

3.1 Purpose of planting – visual screening, sound attenuation, pollution control, SUDS use, pure landscape use, boundary/hedging, wildlife and ecology, carbon capture etc.

3.2 Positioning/Location of trees (and thus choice of eventual tree size/species) within a development- e.g. close to houses, roads & paths, utilities, boundaries; and if to provide shade, windbreak, sight and sound screening, SUDS, wildlife corridor/link etc.

3.3 Ground conditions - soil condition, pH, water table and drainage, prevailing wind, other vegetation, roadways & soil compaction.

3.4 Climate change - higher average & peak temperatures, higher winter rainfall (floods, water-logging), lower summer rainfall (droughts), more high winds/ hurricanes, more high-water table problems especially on floodplains with inappropriate building, greater bio-threats from pests, diseases, e.g. Ash die- back, Dutch Elm disease, Horse chestnut canker, sweet chestnut blight etc.

#### Schedule 1 Lists of native British trees with recommended size

Plant Group	Native Trees in the Group	Size (S,M,L)
Alder	<i>Alnus glutinosa</i>	M
Ash	<i>Fraxinus excelsior</i> Not at present, ash die back prevalent in West.Sussex	L
Aspen	<i>Populus tremula</i>	M
Beech	<i>Fagus sylvatica</i>	L
Birch	Downy Birch, <i>Betula pubescens</i> & Silver Birch, <i>Betula pendula</i>	M/L
Blackthorn	<i>Prunus spinosa</i>	S
Box	<i>Buxus sempervirens</i>	S

Buckthorn	Alder Buckthorn, <i>Rhamnus frangula</i> - Purging Buckthorn, <i>Rhamnus cathartica</i> & Sea-buckthorn, <i>Hippophae rhamnoides</i>	S
Cherry	Bird Cherry, <i>Prunus padus</i> & Wild Cherry, <i>Prunus avium</i>	S
Crab Apple	<i>Malus sylvestris</i>	S
Dogwood	<i>Cornus sanguinea</i>	S
Elder	<i>Sambucus nigra</i> . Mainly hedgerow, very short lived	S
Elm	English Elm, <i>Ulmus procera</i> - Wych Elm, <i>Ulmus glabra</i> - Smooth-leaf Elm, <i>Ulmus minor</i> , Eur White Elm <i>Ulmus Laevis</i> & new disease resistant cultivars/hybrids for DED resistance	L
Hawthorn	Hawthorn, <i>Crataegus monogyna</i> - Midland Hawthorn, <i>Crataegus levigata</i>	S
Hazel	<i>Corylus avellana</i>	S
Holly	<i>Ilex aquifolium</i>	M
Hornbeam	<i>Carpinus betulus</i>	M/L
Juniper	<i>Juniperus communis</i>	S
Lime	Large Leaved Lime, <i>Tilia platyphyllos</i> & Small Leaved Lime, <i>Tilia cordata</i> – Small leaved lime preferred because less prone to honeydew- all can be pollarded, 10 yr cycle	L (M if pollarded)
Maple	<i>Acer campestre</i>	M
Oak	Common Oak, <i>Quercus robur</i> & Sessile Oak, <i>Quercus petraea</i>	L
Poplar	Black Poplar, <i>Populus nigra</i> & Aspen Poplar, <i>Populus tremula</i>	L
Rowan (Mountain Ash)	Rowan / Mountain Ash - <i>Sorbus aucuparia</i>	S
Scots Pine	<i>Pinus sylvestris</i> Formerly more common in B & E	L
Spindle	<i>Euonymus europaeus</i>	S
Strawberry Tree	<i>Arbutus unedo</i> Mainly present in gardens	S
Whitebeam	<i>Sorbus aria</i>	M
Wild Service Tree	<i>Sorbus torminalis</i>	S
Willow	Goat Willow, <i>Salix caprea</i> - White Willow, <i>Salix alba</i> - Crack Willow, <i>Salix fragilis</i> - <i>Salix triandra</i> - <i>Salix pentandra</i> ..Most can be pollarded for height, 5-10 yr cycle	L (M if pollarded)
Yew	<i>Taxus beccata</i>	S/M

## Schedule 2 - Acceptable non-native tree species.

Sweet chestnut	Castanea sativa	L
Flowering Cherries	Prunus spp.	S
Wild Plum, flowering cherry	Prunus spp.	S
Horse Chestnut	Aesculus Hippocastanum	L
London Plane	PlatanusX acerifolia	L
Apple varieties -Crab apple	Malus sylvestris spp.	S
Walnut	Juglans regia	M
Pin, Turkey, Holm oak	Quercus sp. Cerris,	M/L
American white & red oak	Quercus alba, robusta	L
Maples, sycamore, other	Acer pseudoplatanus,	L
Mulberry, white & black	Morus Nigra, alba,	S
Tulip tree	Liriodendron tulipifera	M/L
Gingko	Gingko biloba	M

## Schedule 3 Hedging species - native mixed, single species

Mixed native hedging species: hawthorn, blackthorn, wild cherry, field maple, hazel, dog rose, elder, viburnum (guelder rose), dogwood, spindle etc

Single species hedging : holly, beech (green/copper), hornbeam, hawthorn, blackthorn, privet, yew, box and possibly some of the hedging roses (Rosae rugosa R.rubiginosa;)

## Schedule 4 - References

[http://www.ukmaburbanforum.co.uk/documents/other/nature\\_nearby.pdf](http://www.ukmaburbanforum.co.uk/documents/other/nature_nearby.pdf) Trees & Design Action Group - [TDAG.org.uk](http://TDAG.org.uk) – various docs, videos

Richmond upon Thames Link : [https://www.richmond.gov.uk/media/7653/spgtree\\_ldpca.pdf](https://www.richmond.gov.uk/media/7653/spgtree_ldpca.pdf)

East Staffs [https://www.eaststaffsbc.gov.uk/sites/default/files/docs/planning/planningpolicy/spd/East%20Staffordshire%20Tree%20Planting%20Guidance\\_Formatted.pdf](https://www.eaststaffsbc.gov.uk/sites/default/files/docs/planning/planningpolicy/spd/East%20Staffordshire%20Tree%20Planting%20Guidance_Formatted.pdf)

Woodland Trust - <https://www.woodlandtrust.org.uk/media/1688/residential-developments-and-trees.pdf>

Doick et al; [https://www.charteredforesters.org/wp-content/uploads/2019/01/Doick-et-al\\_Canopy-Cover-of-Englands-Towns-and-Cities\\_revised220317\\_combined.pdf](https://www.charteredforesters.org/wp-content/uploads/2019/01/Doick-et-al_Canopy-Cover-of-Englands-Towns-and-Cities_revised220317_combined.pdf)

ADC Design Guide E02 Landscape structure & trees

From Bicester and beyond-- computer tools for planning green infrastructure:

<https://bham.cloud.panopto.eu/Panopto/Pages/Viewer.aspx?id=86dcc9d8-71c2-4525-bd88-a96000fa6390>

DEFRA - [https://consult.defra.gov.uk/forestry/england-tree-strategy/user\\_uploads/england-tree-strategy-consultation-document-1.pdf](https://consult.defra.gov.uk/forestry/england-tree-strategy/user_uploads/england-tree-strategy-consultation-document-1.pdf) (P27 et seq.)

Climate change link: <http://www.righttrees4cc.org.uk/> High Wycombe Tree canopy cover analysis-

<https://www.wycombe.gov.uk/uploads/public/documents/Planning/New-local-plan/Tree-canopy-cover-assessment-report.pdf>