

## **6 Neighbourhood Plan Policies**

### **6.1 Introduction**

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

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

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

### **6.2 Sustainable Development**

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

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

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

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

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

#### NPPF - Achieving sustainable development - Chapters

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

## **6.3 A Spatial Plan for Ford**

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

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

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

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

Justification : NPPF 6,11; Obj 1,3

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## **6.4 Built-up Area at Ford**

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

The BUA boundary is defined on the Proposals Map.

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

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

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

Justification : NPPF11 ; Obj 6

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

## **6.5 Site Allocations**

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

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

### **Policy SA1 Ford Airfield**

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

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

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

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

**Justification** : NPPF 6 : Obj 1

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## **Policy SA2 Burndell Road**

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

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

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

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

**Justification** : NPPF 6 : Obj 1

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## **6.6 Environment and Heritage**

### **Policy EH1: Protection of trees and hedgerows**

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

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

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

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

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

**Justification:** NPPF11 : Obj. 6

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### **Policy EH2: Renewable Energy**

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

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

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

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

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

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

**Justification** : NPPF 10 ; Obj 2

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### **Policy EH3: Buildings and structures of character**

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

#### **Ford Road**

Vincent Cottage

#### **Ford Lane**

1 and 2 Ford Cottages  
The Cottage

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

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

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

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

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#### **Policy EH4 Surface water management**

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

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

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

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



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

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

**Justification** : NPPF 10 ; Obj 4

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

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

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

**Justification** : NPPF 3,11; Obj 8

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

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### **Policy EH7 Local Gap**

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

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

**Justification** : NPPF11 ; Obj 6

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### **EH8 Light Pollution**

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

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

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

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

**Justification :** NPPF11 ; Obj 6

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## **6.7 Employment and Enterprise**

### **Policy EE1 Support for business**

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

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

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

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### **Policy EE2 Retention of employment land**

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

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

**Justification :** NPPF 1,3 : Obj 8

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### **Policy EE3 Protection of existing businesses**

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

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

**Justification** : NPPF 1,3 : Obj 8

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

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

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

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

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### **Policy EE5 Tourism activities**

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

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

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

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

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

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

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#### **Policy EE6 Communications infrastructure.**

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

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

**Justification :** NPPF 5 ; Obj 8

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#### **Policy EE7 Sustainable Commercial Buildings**

**All new commercial buildings will be encouraged to provide:**

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

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

**Justification** : NPPF 10 ; Obj 9

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

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### **Policy EE9 Rural Buildings**

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

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

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

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

**Justification** : NPPF 3 ; Obj 8

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

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

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

**Justification** : NPPF 7; Obj 2

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## **Policy EE11 Ford Industrial Estate**

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

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

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

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## **6.8 Leisure and Community**

### **Policy LC1 Support Independent Living**

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

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

**Justification** : NPPF 8; Obj 2

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## **Policy LC2 Healthcare facilities**

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

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

**Justification** : NPPF 8; Obj 1

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

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

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

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

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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**

**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**

**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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## **6.9 Housing**

### **Policy H1 Quality of Design**

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

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

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



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

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

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

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

**Justification** : NPPF 7; Obj 2

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## **Policy H2 Housing Mix**

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

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

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

**Justification** : NPPF 6; Obj 2

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### **Policy H3 Windfall Sites**

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

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

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

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

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

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## **Policy H4 Recreational Space**

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

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

**Justification** : NPPF 7,8; Obj 1, 6

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

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

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

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

**Justification** : NPPF 4,7; Obj 1

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## **6.10 Getting Around**

### **Policy GA1 Footpath and cycle path network**

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

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

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

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

**Justification** : NPPF 4, 8; Obj 5

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

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

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

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

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

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

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

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

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

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

**Justification** : NPPF 7; Obj 5

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### **Policy GA3 Streets and Access Ways to serve new development**

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

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

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

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

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

**Justification** : NPPF 7; Obj 2

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