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savills



Statement of Community Involvement

Proposals for land at Ford Road, Arundel

Prepared for The Norfolk Estate and Savills

December 2020

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Executive summary

The Norfolk Estate together with Savills are committed to consulting with the local community regarding the proposed development of land at Ford Road, Arundel, West Sussex.

The consultation on the proposals began in March 2020, prior to the Covid-19 pandemic, with a public exhibition earmarked for April 2020. However, in response to feedback received regarding consultation being held in the early backdrop of the Covid-19 pandemic, and following government guidance, this was delayed until it could be held robustly, safely and compliantly. The community consultation was then rescheduled for August 2020 but migrated to digital platforms.

Residents and stakeholders were given the opportunity to give feedback regarding the proposals via a host of different channels. A website, freephone information line and project email address was made available throughout the process for interested parties to receive further details and to provide feedback.

Early pre-application consultation offered one-to-one meetings with councillors, prior to the pandemic and to neighbouring residents in early **March 2020**, to introduce the team and outline early proposals.

Following on from these initial meetings, and given the constraints as a result of the government guidance around the Covid-19 pandemic, The Norfolk Estate and Savills revised their approach to bringing forward further pre-application consultation for an outline planning application for this site – further details can be found in the supporting documents.

The Norfolk Estate and Savills developed alternative methods to continue consulting the community regarding the plans for land at Ford Road, which negated the need for face-to-face contact, whilst still ensuring a robust consultation. In place of a traditional public exhibition, a virtual consultation was held between **Thursday 13th August – Thursday 3rd September**, to which **2,063** local residents and businesses, as well as councillors were invited to view and provide their comments.

The project team also held socially distanced drop-in sessions for residents and stakeholders who wanted to discuss the proposals in person. These took place on **Wednesday 19th August** and **Thursday 20th August** at Arundel Town Hall. Residents and stakeholders were able to book a half an hour slot to view and discuss the proposals in person with the project team.

Paper copies of the plans as well as feedback forms with prepaid return envelopes were available on request, to ensure the consultation was inclusive.

In addition, the virtual consultation was also advertised through posters erected in Arundel Town Hall.

During the consultation period, we received a total of 91 feedback responses that included 61 online feedback forms; 18 drop-in session feedback forms and 12 emails concerning the proposed development of new homes at Ford Road, Arundel. Supportive feedback was received with consultees

positive about a new proposed cycle path and pedestrian route to Ford Train Station. There was also considerable support for the principle of providing affordable housing, in which many respondents endorsed the work of Arundel Community Land Trust.

Constructive feedback was received in the form of comments, concerns and suggestions, which included the following: proposals would add significantly to local traffic congestion problems along Ford Road and the A27; the proposed T-junction that would form the vehicle access from Ford Road is dangerous and should be replaced with a roundabout. Other concerns noted the following: loss of a greenfield site; impact on local wildlife; the speed limit along Ford Road, and inadequate car parking provision.

The project team has carefully reviewed all the feedback received to date, and the main comments raised have been addressed within this document and the wider material submitted as part of the application.

The Norfolk Estate and Savills are committed to engaging with the local community and, following the submission of the application, will ensure that interested parties and key stakeholders remain informed and updated regarding the proposals.

This document provides a chronological account of the pre-application consultation undertaken and a review of the feedback received.

1. Introduction

- 1.1 The Norfolk Estate and Savills, working in partnership with Arundel Community Land Trust, has brought forward Outline proposals to develop land at Ford Road, Arundel, with the provision of 90 much-needed new homes, including 30% affordable housing, alongside allotments, public open space, a community space and green infrastructure.
- 1.2 The Norfolk Estate and Savills are committed to consulting local stakeholders and the local community with regards to their proposals. The stakeholders have included residents, locally elected Members, businesses and third-party groups.
- 1.3 As a result, the project team can clearly demonstrate a proven track record of consulting and communicating with Members, the local community and other relevant stakeholders.
- 1.4 This document has been produced with the aim of clearly and concisely detailing a chronological account of the community engagement undertaken by The Norfolk Estate and Savills in respect of their proposals.
- 1.5 In order to assist with the community engagement, The Norfolk Estate appointed BECG, a specialist communications consultancy, to form part of its wider project team for the proposed redevelopment.
- 1.6 All feedback received is accounted for and represented within this document.

2. Background

2.1 Proposal site



- 2.1.1 The proposal site is located to the south west of Arundel town. It is bounded to the north by residential development and allotments, to the east by Ford Road, to the south by Priory Lane and to the west by mature hedgerows. It is an approximately 9.8-hectare site, which is currently utilised as arable farming and pasture.
- 2.1.2 Part of the site was included within the extended Built-Up Area Boundary for Arundel as part of Policy AR1 and was allocated for residential development within the recently adopted Arundel Neighbourhood Plan 2 (2018 – 2031). The Neighbourhood Plan had 80% support at Referendum in November 2019.
- 2.1.3 Arun District Council has identified a need to deliver 20,000 new homes over the twenty-year period between 2011 to 2031. In accordance with the Neighbourhood Plan, the development proposals will make a significant and necessary contribution towards meeting the housing needs of Arun District Council, as set out within the Local Plan.

2.2 Proposal

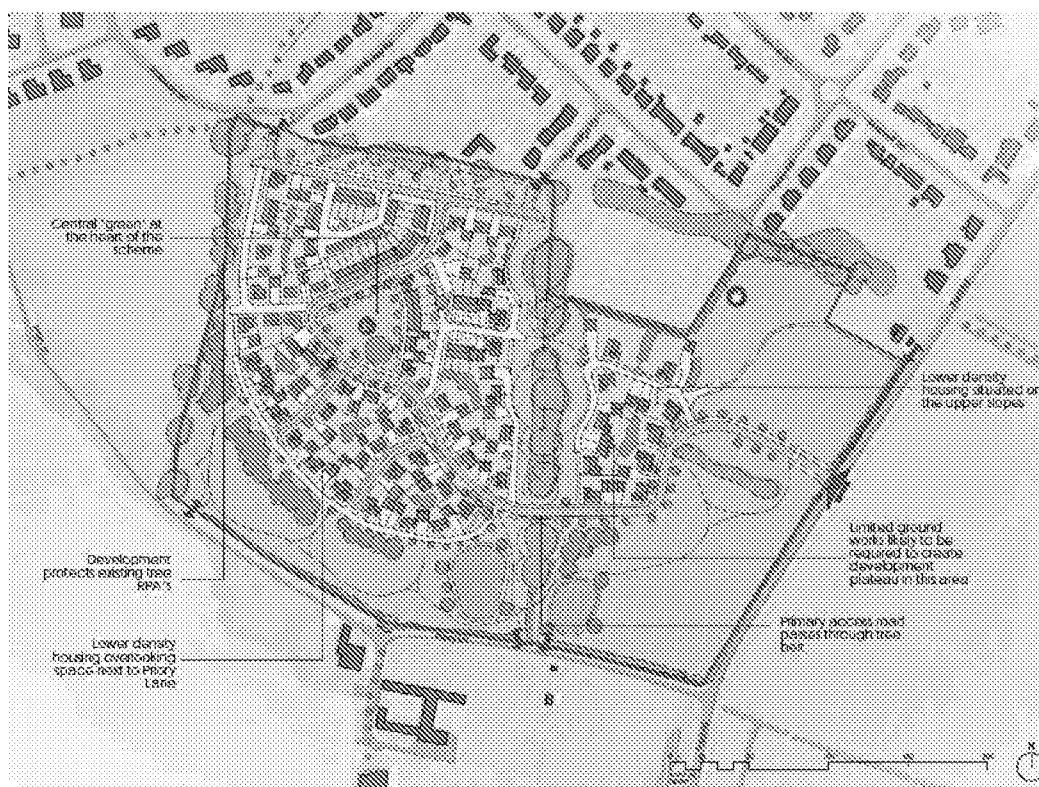
- 2.2.1 The Norfolk Estate and Savills have developed Outline plans, which relate to the principle of developing the site with new homes, open space and the associated access for the scheme. Whilst the proposals

are for an Outline application, due regard has been given at this early stage, to the design of the proposals.

2.2.2 The landscape-led approach to deliver new homes on this site has sought to respect the site's features, such as the existing mature field boundaries, hedgerows, and woodland areas, to minimise the visual impact of the plans and to use the landscape to create a distinctive neighbourhood.

2.2.3 The indicative plans for the site comprise:

- « **A total of 90 new homes**, of which 30% would be designated as affordable, working in partnership with Arundel Community Land Trust
- « A new Village Green, which accommodates a new play area and new street trees
- « An extensive public open space to the south of the site as well as the retention of existing trees and hedgerows, where possible, to provide a strong landscape setting to the development
- « A network of footpaths and cycle-paths that will link to the existing network, as well as the opportunity for circular walks and activity trails in the public open space on-site
- « Car parking will be provided in accordance with Arun District Council standards
- « Integrated use of sustainable drainage systems, including ditches and ponds, to manage surface water drainage and water quality
- « The provision of community allotments
- « Land for community use, to be agreed with Arundel Town Council
- « A new tree-lined vehicle access from Ford Road
- « An emergency access onto Dalloway Road
- « A pedestrian access onto High Ridge Close



Illustrative Masterplan of the proposals

3. Community Engagement

3.1 Statement of community involvement

3.1.1 The Localism Act 2011

Section 122 of the Localism Act 2011 outlines that a person proposing to make a planning application on land in England should carry out consultation on the proposed application. This should include publicity considered likely to bring the application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

3.1.2 National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF) sets out the Government's policies for England and outlines how these policies should be applied.

3.1.3 The Norfolk Estate and Savills have had regard to the NPPF at Paragraph 39 when it states that *“early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties.”*

3.1.4 The NPPF goes on to highlight at Paragraph 40 that *“Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.”*

3.1.5 Paragraph 41 outlines that the Local Planning Authority should encourage other parties to take maximum advantage of the pre-application stage, noting that *“the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits.”*

3.1.6 Arun District Council

Arun District Council's most relevant Statement of Community Involvement was adopted in November 2018. In June 2020, the Council announced temporary consultation measures, including the use of digital technology for public consultation, that Arun District Council will be implementing in light of Covid-19 restrictions and these *“should be read in consultation with Arun District Council Statement of Community Involvement 2018.”*

Therefore, the most relevant section of Arun District Council's Statement of Community Involvement 2018 is copied below:

"The Council recommends that developers adopt at least one of the consultation methods listed in Table 5 [See page 25 of the SCI, available [here](#)] in advance of submitting planning applications for both minor and major applications. The type and nature of this consultation however will vary depending on the complexity and scale of the development proposed. The appropriate level of consultation will be discussed with the applicant at the pre-application meeting.

It should be noted that the Council can only request that applicants carry out pre-application consultation. The Council cannot refuse to accept planning applications because an applicant has not undertaken pre-application consultations. However, the submission of a planning application following pre-application advice will ensure that it receives priority checking. Detailed pre-application guidance notes are available for viewing on the Council's website at www.arun.gov.uk."

3.1.7 Therefore, in conjunction with developing the Outline plans, The Norfolk Estate and Savills undertook a detailed programme of community engagement, as outlined in this document.

3.2 Engagement with statutory bodies

3.2.1 Before the indicative plans were shared with the community, appropriate steps were taken to discuss the principle of development with statutory bodies and experts.

3.3 Initial stakeholder meetings

3.3.1 The Norfolk Estate and Savills felt it was important to introduce itself to key stakeholders at the conceptual stage of the plans coming forward – ahead of any clear outline plans being developed.

3.3.2 An invitation letter was distributed to all identified stakeholders on **Monday 9th March 2020**. The following stakeholders and neighbouring properties were invited to attend a one-to-one meeting with the wider project team, to receive a briefing on the proposals:

- ✦ Residential addresses in the immediate vicinity of the proposal site, including neighbouring properties on Dalloway Road, Stewards Rise and High Ridge Close
- ✦ Members of Arun District Council's Cabinet
- ✦ Member of Arun District Council's Development Control Committee
- ✦ Ward Members for Arundel and Walberton on Arun District Council
- ✦ Neighbouring Ward Members for Courtwick with Toddington Ward and Yapton Ward on Arun District Council
- ✦ Division Member for Arundel and Courtwick on West Sussex County Council
- ✦ Members of Arundel Town Council
- ✦ Arundel Neighbourhood Plan Group
- ✦ Arundel Community Land Trust (CLT)
- ✦ Arundel Community Partnership

3.3.3 The initial correspondence outlined the proposed plans for the development of the site and invited recipients to attend a one-to-one meeting. It also included details of the freephone information line number. A copy of this letter has been included in the Appendices.

3.3.4 12 local representatives and neighbouring residents requested to attend a one-to-one meeting with The Norfolk Estate and Savills, including:

- » 4 x residents from High Ridge Close
- » 2 x residents from Dalloway Road
- » Councillor Michael Tu, Arundel Town Council
- » Councillor Robin Lovell, Arundel Town Council
- » Councillor Tony Hunt, Arundel Town Council (Arundel Town Mayor)
- » 1 x representative from Arundel Community Land Trust
- » 2 x representatives from Arundel Neighbourhood Plan Steering Group

3.3.5 The one-to-one meetings were originally planned to take place in Arundel Town Hall, but due to the emerging COVID-19 situation, residents and stakeholders who accepted a meeting were subsequently contacted to conduct these meetings online or over the telephone as appropriate. These virtual meetings took place on **Wednesday 18th March 2020**.

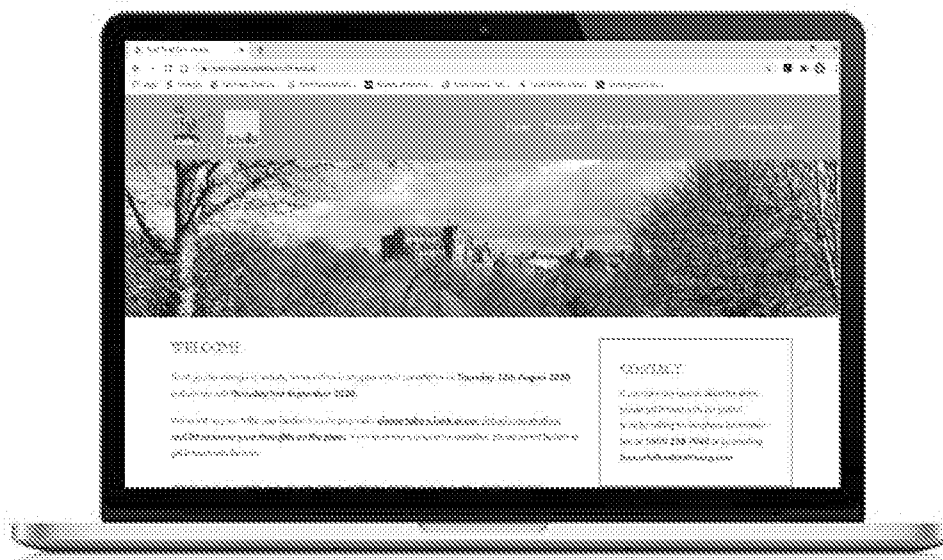
3.3.6 Each one-to-one meeting held broadly covered:

- » Introduction to The Norfolk Estate and Savills
- » A review of the site and its inclusion as part of the Arundel Neighbourhood Plan 2 (2018 – 2031)
- » Details of the initial proposals for the site, including site layouts
- » An outline of the proposed consultation process and timeframes of the proposals
- » Questions and answers

3.3.7 These meetings were an early opportunity to understand the initial thoughts of these key stakeholders and open a constructive dialogue with the local community.

3.4 Dedicated website

3.4.1 A website was set up displaying information about the proposals and is being updated throughout the public consultation and planning process. The website is hosted fordroad.consultationonline.co.uk.



An example of the consultation website

3.4.2 The website address was printed on the newsletter, press release, posters and relevant correspondence.

3.4.3 The website includes:

- An overview of the proposals
- The key benefits of the scheme
- About The Norfolk Estate
- Benefits of the proposals
- The virtual consultation
- An online feedback form

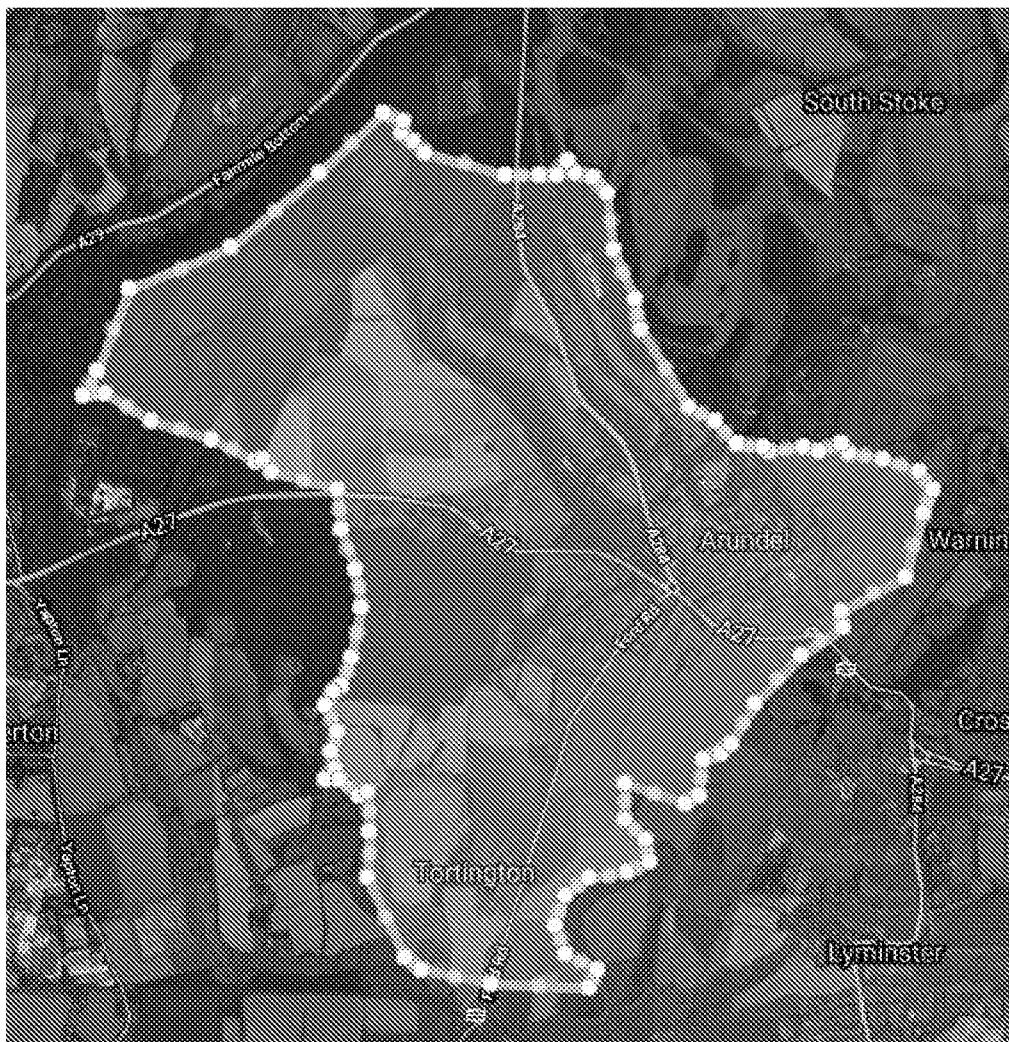
3.4.4 The website was viewed by approximately **497 individuals**, and feedback provided by **61 respondents**.

3.5 Virtual Consultation

3.5.1 To ensure The Norfolk Estate and Savills could provide a safe and inclusive consultation within the social distancing restrictions, a virtual public exhibition of the draft plans was held by being hosted on the project website. This allowed the local community to both explore the initial proposals in detail and respond to them with their views, comments, and suggestions.

3.5.2 The virtual public exhibition was open for comments on the project's website between **Thursday 13th August and Thursday 3rd September 2020**.

3.5.3 An invitation newsletter was distributed to **2,063 local households and businesses** on **Monday 5th August 2020** advising them of the proposals and the forthcoming virtual public exhibition. The following map illustrates the distribution area.



A map depicting the virtual consultation invitation distribution area

3.5.4 The following stakeholders were also invited to view the virtual consultation:

- » Members of Arun District Council's Cabinet
- » Member of Arun District Council's Development Control Committee
- » Ward Members for Arundel and Walberton on Arun District Council
- » Neighbouring Ward Members for Courtwick with Tiddington Ward and Yapton Ward on Arun District Council
- » Division Member for Arundel and Courtwick on West Sussex County Council
- » Members of Arundel Town Council
- » Arundel Neighbourhood Plan Group

- » Arundel Community Land Trust (CLT)
- » Arundel Community Partnership

3.5.5 The invitation newsletter contained the following:

- » Background to the site
- » An aerial view and details of the site
- » Details of how to access the virtual consultation and leave feedback
- » An overview of the proposals
- » Information about The Norfolk Estate
- » Details of the project team's freephone information line and email address

3.5.6 A copy of the invitation newsletter can be found in the Appendices.

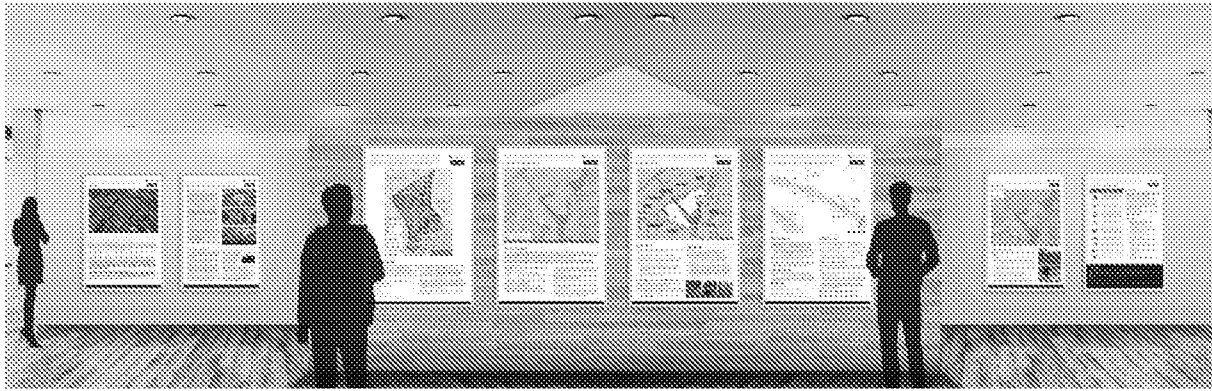
3.5.7 Additionally, pre-booked socially distanced drop-in sessions were available for residents and stakeholders who wished to discuss the proposals in person. These were available on a first-come, first-serve basis and were available to book via the project's freephone information line or by emailing the project's dedicated email address.

3.5.8 These took place between **10.00-18.00 on Wednesday 19th August 2020** and between **10.00-18.00 on Thursday 20th August 2020**, in The Atherley Chamber, Arundel Town Hall, Maltravers Street, Arundel.

3.5.9 A total of 28 residents attended a pre-booked drop-in session. Each pre-booked slot was scheduled for half an hour.

3.5.10 In addition, the project team held three additional meetings with four residents on **Wednesday 19th August 2020** between **10.00-12.00**. At their request, these meetings took place outside their homes, in which government Covid-19 regulations were adhered to.

3.5.11 In addition to the invitations that were distributed, posters were provided to Arundel Town Council for the notice boards at Arundel Town Hall to further advise about the virtual consultation. A copy of this poster can be found in the Appendices.



An example of how the virtual consultation appeared on the project's website

3.5.12 The virtual consultation displayed details about the proposal, which included information about:

- Welcome and purpose of the event
- Details about The Norfolk Estate and Arundel Community Land Trust
- Policy context, including the provision of the site within Arundel Neighbourhood Plan 2
- Details about the proposed plans
- Information about landscaping, public open space and biodiversity
- Information regarding highways, access and drainage
- Next steps in the planning process
- How to provide feedback

3.5.13 Copies of the virtual consultation display boards can be found in the Appendices.

3.5.14 Local residents could provide feedback by submitting the feedback form on the project website, emailing our project team via thenorfolkestate@becg.com with comments or questions, or calling the freephone information line on 0800 298 7040.

3.5.15 To ensure that as many members of the community could provide feedback as possible, the project team also offered for the virtual exhibition materials and a feedback form to be posted alongside a pre-paid envelope to provide comments on the plans.

3.5.16 A copy of the feedback form is included within the Appendices.

3.6 Dedicated project email address

3.6.1 A specific project email address was set up to receive feedback and answer any queries both during and after the consultation period. The address was thenorfolkestate@becg.com.

3.7 Post-paid and 0800 comment facility

3.7.1 During and after the consultation, access to a freephone telephone information line was offered to those who wished to find out more about the proposals, or to register their comments via the telephone.

3.7.2 The telephone number used [REDACTED] was in operation Monday-Friday between the hours of 9.00am and 5.30pm. A message facility was available for voicemails to be left and responded to at the earliest opportunity to ensure information was readily available and that queries or concerns were addressed.

3.7.3 Information was given to callers where possible and, if questions were of a technical nature, these were passed on to project team members.

3.7.4 A freepost envelope was available, on request, alongside paper copies of the virtual consultation boards and a feedback form.

4. Review of comments

4.1 Overall feedback received

4.1.1 A deadline of **3rd September 2020** was set for feedback. This Feedback Analysis reviews all feedback received at the time of writing this report, up to **10th September 2020**.

4.1.2 During the consultation period, we received **61 online feedback forms; 18 drop-in session feedback forms and 12 emails** concerning the proposed development of new homes at Ford Road, Arundel.

4.1.3 There was one duplicate response received within the consultation period, in which one respondent completed two online feedback forms. This duplicate response has been counted as one for the purposes of this analysis and all recorded comments have been included.

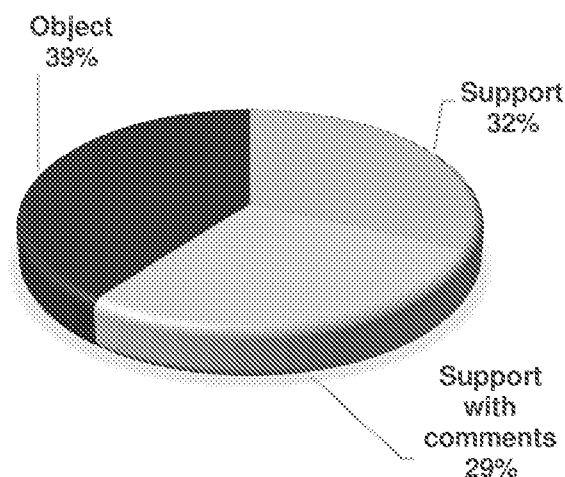
Supportive	Supportive with comments	Object	Unsure	No Answer	Total
29	26	36	0	0	91
32%	29%	39%	0%	0%	100%

4.1.4 **32%** of all the responses to the consultation were supportive, with a further **29%** of the total being supportive of the proposals whilst also providing additional comments. **Therefore 61% of all consultation feedback was supportive in principle of the proposed development of the site.**

4.1.5 **39%** of the total responses received objected to the proposals.

4.1.6 The majority of supportive comments were positive about a new cycle path and pedestrian route to Ford Train Station. Other recurring supportive comments included:

- Support for the principle of providing affordable housing, in which many respondents endorsed the work of Arundel Community Land Trust and felt that the proposals represented a good use of the site.



- » There was also support for the provision of new sustainable connections within the wider area, in which many respondents welcomed the principle of improving local bus services as well as cycle paths and pedestrian walkways.
- » A number of respondents also supported the landscaping and ecology strategy for the site.
- » Further supportive comments welcomed the provision of a new children's play area as well as indicated support for a new community space. Suggestions included a village hall, which could be used by the whole of the community; a gym / fitness space and / or a facility that supports leisure activities. Further suggestions included a café and / or a shared workspace.

4.1.7 The key concern, raised by the objectors, was that the proposals would add significantly to local traffic congestion problems along Ford Road and the A27. Many objectors noted that the area has become a 'bottle-neck' in recent years and felt that the extra 90 houses within the proposals would contribute further to these congestion issues. A number of residents also expressed concern that the T-junction on the proposed vehicle access from Ford Road is dangerous and should be replaced with a roundabout in the interests of improving safety.

4.1.8 There was also further concerns that the proposals would destroy a valuable piece of greenfield land, with some respondents expressing concern that this would have a detrimental effect on local wildlife that could lead to the loss of invaluable habitats of animals such as: bats, badgers, voles, hedgehogs and barn owls. Several respondents agreed that speed limit along Ford Road needs to be reduced to 30mph but were sceptical that vehicles would adhere to this. Therefore, many expressed a preference for speed enforcement and traffic calming measures to accompany this speed limit change. Another recurring comment concerned car parking provision within the proposals and many respondents felt that a minimum of two spaces should be provided to each house.

4.1.9 Other concerns related to the impact of the proposals on local infrastructure, which could add further pressure on school places and GP surgeries. Another concern was that the landscape strategy does not go far enough to protect the habitats of local wildlife. Finally, some respondents felt that the proposed emergency access via Dalloway Road would be intrusive for local residents and hugely disruptive, especially given that this route would be used by construction traffic.

4.1.10 The analysis has been divided into individual sections in order to address the specific questions asked via the online feedback form.

Below is a top-line breakdown of all comments received from the 61 online feedback forms, 18 drop-in session feedback forms and 12 emails received.

N.B: The table below summarises the comments and concerns of all online and drop-in feedback forms and emails received up to 10th September 2020 (61 online feedback forms, 18 drop-in session feedback forms and 12 emails received).

Analysis of all feedback 91 responses

Theme	Frequency
Traffic congestion – concern that the development will add to existing congestion problems on Ford Road and A27	44
Support for a new cycle path and pedestrian route to Ford Train Station	25
Concern that the T-junction, on the proposed vehicle access from Ford Road, is dangerous and should be replaced with a roundabout instead	20
Support for the principle of providing affordable housing	18
Against the principle of building on greenfield land, some respondents suggested that there are better brownfield sites for these proposals	18
Concern that the proposals will have an adverse effect on local wildlife, particularly relating to the potential loss of habitats of animals such as bats, badgers, voles, hedgehogs, barn owls	17
The proposals could increase the pressure on local services, such as school places and health practices	17
Speed enforcement and traffic calming measures needed along Ford Road to ensure proposed 30MPH speed restrictions are in force	16
There should be a minimum of two car parking spaces for each house	14
Supportive of improving bus services as well as cycle routes and pedestrian paths	14
Welcomed the provision of children's play area onsite, a few respondents expressed that it should be a decent size and include areas for ball games	13
Support for the proposed landscaping and ecology strategy	13
General positive comments about the proposals i.e. in line with neighbourhood plan, attractive proposals within design, sympathetic scheme / sensible idea	12
Some respondents expressed a preference for a village hall to be provided for social events, which can be used by the community	8
Concerns that the landscaping plans do not go far enough to ensure a diverse range of wildlife habitats are preserved. Further suggestions included: seating areas by ponds, picnic areas, mown lawn area, semi-mature trees to help drainage, hedgerows maintained and green public open spaces for all	8
Against having a secondary emergency access via Dalloway Road, concerns that this would be intrusive for local residents and hugely disruptive, if used by construction traffic as well	7
A by-pass is needed on the A27, before any new housing is built	6
Overdevelopment of the site, size and scale of the proposals too large	6
Sustainable / eco-friendly materials should be used during construction and new homes should be carbon neutral	6
Solar panels should be included on every home	6
Existing Ford Road footpath needs to be extended all along Ford Road and to Priory Lane	5

Comments that 20% provision of electric vehicle charging points was not enough	5
Request for the community space to include a gym and fitness classes	5
Support for the provision of allotments	4
Ensure public open green spaces around the site are legally protected from further development	4
Drainage strategy does not go far enough to alleviate concerns that the proposals could increase the risk of flooding	4
A new footpath from the development towards the river is needed	3
The overall approach taken to the design needs to be bolder, with the aim of leaving an architectural legacy	3
An open, public tennis court should be included within the proposals, as well as further outdoor leisure facilities	3
Comments that there are better sites in and around the Town which are more suitable i.e. Old Stable or around the Castle	2
Confusion over who would pay for plans to improve local bus services and improve cycle routes / pedestrian walkways	2
Two respondents felt that improving local bus services would increase local traffic congestion problems	2
A youth club should form part of a new community space	2
A children's nursery should form part of a new community space	2
A local shop will be needed for the new development	2
The proposed road running along the northern boundary of the site would be better served as a footpath or an extension of the landscape buffer	2
The overall design should be more in keeping / integrate with surrounding area	2
The impact of construction noise during the development	2
One resident felt that vehicle access through existing resident roads i.e. Dalloway Road, High Barn Close and Priory Road will help encourage cohesiveness of the local community	1
Development is out of character with the local area	1
One respondent felt that a new play area is needed on the existing estate	1
One respondent thought the development should be in the western field not the eastern field because this would reduce the visual impact of the development	1
One respondent queried whether new houses will be freehold or leasehold	1
Support for the drainage management plan	1
Impact of construction traffic on immediate residents	1
One respondent felt the skate park in Canada Road should be re-located to this site	1
One respondent felt the 3-week consultation period was too short	1

The proposals could result in a loss of privacy	1
One respondent noted that the Town Centre lacks facilities for young families	1
One respondent queried the concept of 'affordable housing'	1
Concerns that the proposals could set a precedent that would lead to further development of green spaces, which are outside of Arundel Town's boundary	1
A community facility should contain a flexible workspace	1

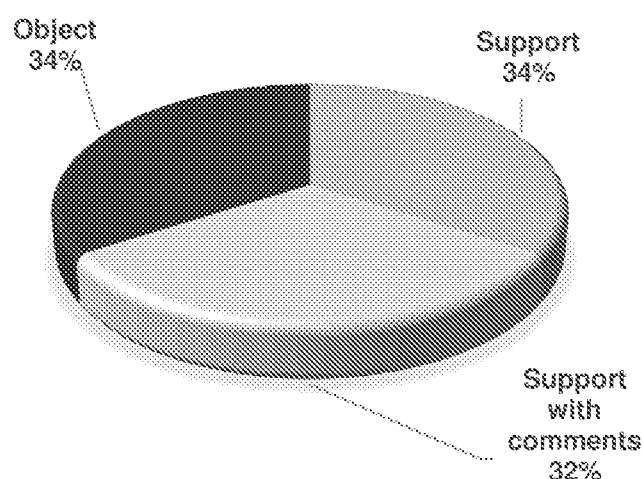
4.2 Online and Drop-in Session Feedback Form

4.2.1 Below is a breakdown of the responses to the specific questions featured on the online feedback form and the drop-in session feedback form.

N.B. The emails received did not address the same specific questions which feature on the online feedback form and the drop-in session feedback form and are therefore analysed separately below. The first part of the analysis relates to the 61 online feedback forms and 18 drop-in session feedback forms, it should also be noted that not all respondents provided a comment to each question asked on the feedback forms or simply answered 'Yes' or 'No'.

Supportive	Supportive with comments	Object	Unsure	No Answer	Total
27	25	27	0	0	79
34%	32%	34%	0%	0%	100%

4.2.2 34% of the responses to the feedback forms, both online and at the drop-in session, were supportive in principle, with a further 32% also expressing support whilst providing additional comments. **As a result, 66% of all feedback received from online and drop-in session feedback forms indicated support in principle for the proposals.**



4.2.3 Furthermore, the feedback received was supportive in principle of the following:

- « 67% of respondents were supportive in principle to the proposals to develop the site with a residential scheme, that would include affordable housing

- **74% of respondents were supportive in principle to the landscaping and biodiversity proposals**
- **78% of respondents were supportive to the provision of new sustainable connections to the wider area**

4.2.4 Support in principle for the proposals slightly decreases when drop-in session feedback is analysed specifically. From the drop-in session, 18 feedback forms were received in which there were four outright supports (22%), seven support with comments (39%) and seven objections (39%). Therefore, support in principle for the proposals is in line with the overall feedback figure - standing at 61%.

4.2.5 The most recurring supportive comment concerned the proposals for a new cycle path and pedestrian route to Ford Train Station. Other recurring supportive comments were as follows:

- Support for the principle of providing affordable housing, in which many respondents endorsed the work of Arundel Community Land Trust and felt that the proposals represented a good use of the site.
- Support for the provision of new sustainable connections within the wider area, in which many feedback responses welcomed the principle of improving local bus services as well as cycle paths and pedestrian walkways.
- A number of respondents supported the landscaping and ecology strategy for the site.
- Welcomed the provision of a new children's play area, as well as indicated support for a new community space. Suggestions included a village hall, which could be used by the whole of the community; a gym / fitness space and / or a facility that supports leisure activities. Further suggestions included a café and / or a shared workspace.

4.2.6 **34%** of the feedback received via the online and drop-in session feedback forms objected to the proposals.

4.2.7 The key recurring concern was that the proposals would add significantly to local traffic congestion problems along Ford Road and the A27. Many objectors noted that the area has become a 'bottle-neck' in recent years and felt that the extra 90 houses within the proposals would contribute further to these congestion issues. Other reservations included:

- Concern that the T-junction on the proposed vehicle access from Ford Road is dangerous and should be replaced with a roundabout in the interests of safety.
- The proposals could destroy a valuable piece of greenfield land, with some respondents expressing concern that this would have a detrimental effect on local wildlife that could lead to the loss of invaluable habitats of animals such as: bats, badgers, voles, hedgehogs and barn owls.
- The speed limit along Ford Road needs to be reduced to 30mph – wide scepticism that vehicles would not adhere to this. Therefore, many expressed a preference for speed enforcement and traffic calming measures to accompany this speed change.

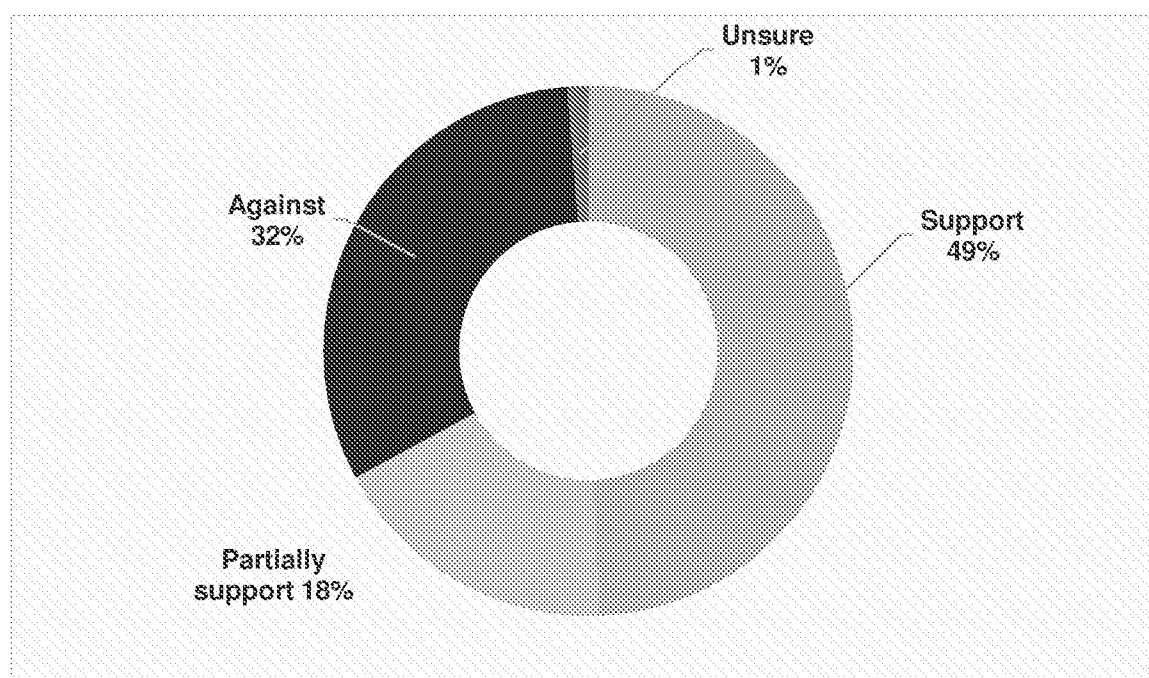
- Car parking provision – a minimum of two spaces should be provided per dwelling.
- Impact on local infrastructure, particularly relating to pressure on school places and GP surgeries.
- Landscape strategy does not go far enough to protect the habitats of local wildlife.
- Proposed emergency access via Dalloway Road would be intrusive for local residents and hugely disruptive, especially given that this route would be used by construction traffic.

Review of the responses to the specific questions featured on the drop-in session and online feedback forms.

Question 1: Do you support the proposals to develop the site with a quality residential scheme, including Affordable Housing?

Supportive	Partially Supportive	Against	Unsure	No Answer	Total
39	14	25	1	0	79
49%	18%	32%	1%	0%	100%

N.B. Not all respondents provided an answer for the question and some online forms simply contained 'No' or were left blank.



Positive comments	Road
<i>"The outline plans to date seem fine. We hope that the final plan won't deviate from this, in particular the proportion of affordable housing being made available."</i>	Ford Road
<i>"May I say I agree with the proposal; it's in line with the Neighbourhood Plan."</i>	Queens Lane
<i>"An excellent sympathetic scheme with a good balance of affordable homes for local people."</i>	Address not provided

<i>"This is a sensible idea, providing the new housing blends in with its surroundings, so as not to upset existing residents."</i>	Address not provided
<i>"This is a vital development, including as it does a provision for 27 affordable homes. Arundel CLT is a key partner to this development having a key desire to provide these new affordable (at social rents) homes the area so clearly needs (witness the recent Housing Needs Survey completed)."</i>	Maltravers Street
<i>"The outline plans to date seem fine. We hope that the final plan won't deviate from this, in particular the proportion of affordable housing being made available."</i>	Ford Road
<i>"I am Chair of Arundel CLT - but hereby respond in a personal capacity as a near resident of the site.</i> <i>I am supportive as the site will bring much needed affordable homes to the town. I don't necessarily see greenfield building as the best way forward; and would encourage the Norfolk Estate to bring forward the sites of brownfield it owns as well - these are in the Neighbourhood plan - as without doing this; they are likely to upset residents whose homes are impacted in the vicinity of Ford Road - and this could lose the positive communication case within the town."</i>	Torton Hill Road
<i>"ATC [Arundel Town Council] strongly supports this application as it sits within our Neighbourhood plan with particular attention paid to the provision of much needed affordable housing in Arundel. We welcome the building of the 90 homes, with 27 affordable houses, the majority of which would be rented, which was shown to be needed in relation to the housing needs survey that the Town Council facilitated with the Community Land Trust. ATC's support of this application is however based on consideration of the following points:</i> <i>Special regard must be highlighted concerning our already strained Surgery and Junior Schools provision. We understand that with this number of houses there is no need for the developers to provide extra facilities in these two areas but we would like confirmation that at the very least the government's guidelines will be adhered to.</i> <i>ATC is concerned that the now "play area" not "playground" is a) smaller than expected and b) seems now to be our responsibility to support and upgrade. ATC believe that the developers should be contributing to the building of the park and community hall as other developers are required to provide affordable housing as well as section 106 monies. At the very least ATC would like to see contributions to these two community assets and ATC could then work with the Community Land Trust to raise the remainder of the money needed.</i> <i>ATC is concerned that the only entry/exit is onto an already busy national speed limit through road and we would therefore like to see the speed at this part of the road reduced to 30mph as per the rest of Ford Road and for this to extend to Tortington Manor. ATC also want to see the remainder of this road reduced to 40mph to connect with same speed limit at the Ford Crossing which then carries on down to the A259.</i> <i>ATC would like to know how many new allotments will be provided.</i> <i>ATC would like further details about the soak away areas planned in the fields nearest to the Ford Road. We would like clarity re. the safety and efficacy of these proposed areas as this part of the development area is within a flood zone area and there is additional risk of surface water from the woods above.</i>	Arundel Town Hall

ATC would like further details re. the planning for domestic drainage etc and regulation re. the provision of soft/hard landscaping in this sensitive area i.e. no permissions to further build on any remaining open land and the particular use of porous substance being used for driveways etc.

ATC welcomes the offer of a contribution to the funding of a safe cycle path and footpath to Ford Station. At present Ford Road is of limited use to pedestrians and dangerous for cyclists, particularly Arundel students cycling to Ford Station to travel to their secondary schools. The additional housing, with the 2 car spaces per house planned will only increase the existing problematic traffic flow on this road. ATC therefore asks that the planning application gives appropriate emphasis to the need for these safe paths to be provided.

ATC also ask that an agreement be made that the eastern and southern parts of the proposed development which are currently designated as recreational Parkland will not be developed for housing or roads in the future."

"Very pleased to see affordable housing and involvement of CLT. Important the types of properties match the needs identified in the Housing Needs Survey (not just family homes - there are local single people and couples in need too)."

Maltravers Street

"Arundel needs affordable housing; these proposals are a way of increasing supply. It is important that people who work in the town can find housing here."

Maltravers Street

"Extremely pleased to see the amount of affordable housing included in the scheme it would seem to be a real legacy development, provided that number is maintained."

Priory Road

"I fully support the CLT aims and proposals for the Ford Road development."

Orchard Place

"[Redacted]... Having said that, it is clear that the plans are fully aligned with the widely-supported 2019 Neighbourhood Plan, and that the Norfolk Estate and its advisers are committed to a quality, locally-influenced and sustainable scheme.

It's vital to ensure that the affordable housing is reserved for locals in need, and I'd like to see a pre-application commitment from the developer in terms of phasing the work such that the affordable element together with the public assets are completed at the same time (or before) the remainder, pre-empting the need for the Planning Authority, in all likely-hood, to do so anyway."

Maltravers Street

"Very supportive a great need in Arundel to have particularly affordable homes combined with a quality residential scheme. Hopefully to bring back community involvement and a mix of people across all social classes to Arundel which sadly in the last ten years has greatly diminished with the rise in house prices and influx of wealthy retired people.

Sadly generations of Arundel folk who have lived their lives in the Council houses which they were able to buy or in family houses want to downsize or their families are unable to stay in Arundel because of the high house prices are being forced to move away.

Torton Hill Road

There has also been a rise in second homes bought which are being bought to let or for Airbnb."

<i>"Arundel needs cheaper housing for young people. The town has changed dramatically over the last two decades with exorbitant house prices ensuring only high income or well-off retired people can move into the area. The loss of council housing due to purchase and no replacement has also meant that the children of long-established Arundel families are having to move out of the area for housing."</i>	Torton Hill Road
<i>"I'm a local resident to the site and am largely supportive of the proposals. I'm keen that the homes themselves are constructed with sustainability in mind, perhaps adopting the BRE's Home Quality Mark as a reference point."</i>	Stewards Rise
<i>"Inclusion of affordable housing is essential for Arundel. Site is the only practicable sizeable location around Arundel."</i>	Priory Road
<i>"As the population grows, more accommodation will be needed. Road will have to be repaired and upgraded to cope, but on the whole this will benefit the wider community. Arundel WILL have to grow to fit into a modern and changing world, so the sooner it happens, the more prepared Arundel will be."</i>	Pearson Road
<i>"I agree that this is proportionate increase in homes in Arundel that will help the Town to thrive. The affordable homes element is very important and much needed."</i>	Orchard House
<i>"The scheme looks well thought out generally. I support the concept of affordable housing in the town."</i>	Torton Hill Road
<i>"Very much needed. Strong support in principle."</i>	Station Road
<i>"Development should be welcomed as long as it is done well. It will be a significant entry site to the town from the south."</i>	Torton Hill Road
<i>"Yes, looks good."</i>	Dalloway Road
<i>"I strongly support the provision of affordable housing for local people and its ownership and management by the Arundel Community Land Trust, such housing to be provided at different locations within the site and not limited to a single 'ghetto'."</i>	Maltravers Street
<i>"I am pleased to see the number of homes is set at a sensible density. I am also pleased there will be affordable, locally-managed homes."</i>	Torton Hill Road
Constructive comments and reservations	Road
<i>"I think Arun housing targets are too high, and we are not allowed to count smaller developments and new single dwellings toward the targets. If we really do need affordable homes, let us just build 30 affordable homes, rather than wrecking a wildlife rich area, and ruining the rural feel of the area. If you have enough money to buy a house, there are plenty of properties available for sale in Arundel now. We do not need to add 60+ houses in the area that only the wealthy can afford. Although a 'wildlife corridor' is planned, where do you expect the deer who frequently graze in that area to go? No genuine provision for wildlife has been made."</i>	Canada Road
<i>"I support formation of the CLT and the aim to develop affordable housing, but we do not need more unaffordable housing which 70% of this development would deliver. Additionally, I do not want to see sprawl of high-density greenfield development feeding the longer-term link up with Ford. Arundel has a key characteristic of a delimited compact small town. Any housing development should be within the existing town boundary. There are spaces, but not for the numbers that a larger housing developer would be interested in. We should not be building on greenfield sites anymore."</i>	Address not provided

"We already have 3 brownfield sites in Arundel. There are too many cars as people already in the area. The Doctor's surgery is already overloaded, and the roads cannot handle all this extra traffic. It will create enormous pollution, traffic jams, too dense and it is not needed."	Address not provided
"We have 3 brownfield sites already before a precious green site is vandalised."	Maltravers Street
"This will be the thin edge of the wedge for ribbon development in Ford Road. No benefit to the town traders, there are three Brownfield sites in the town which could be used for mixed housing."	Tarrant Street
"Taking away agricultural land a big mistake. Building will continue to Littlehampton eventually. Ford Road is very dangerous now."	Dalloway Road
"We feel this field should stay agricultural but if the plan goes ahead we should want a plan that gives us as much privacy and quiet as possible because of our position."	Dalloway Road
"I am concerned about the proximity to Dalloway Road in particular the 'emergency access' - this can be used for motorcycles, which will increase traffic along Dalloway Road making it dangerous."	Dalloway Road
"Why spoil Arundel's beautiful unique green setting with 90 houses? This will cause destruction to a wildlife corridor between woodland and water meadows. Building here will only lead to more development along the whole of Ford Road causing more congestion than there is now. Also, increased pressure on local schools and Doctor's Surgery. A total disaster."	Highridge Close
"The development looks Ok. Concerns around traffic management, cycling on Ford Road and footpath access."	Ford Road
"This is not the place for so many houses. I agree with Arundel needing housing but the amount you are proposing and on this plot is excessive."	Birch Close
"I agree with the formation of the Arundel CLT however why is this only for "rented" affordable homes? Why not shared ownership?"	Address not provided
"100% against. This is a greenfield site and home to, amongst other wildlife, bats, badgers and deer."	High Ridge Close
"1. With this increased amount of housing, Arundel will require increased space in the schools, doctor's surgery, water & sewage etc. 2. Increased traffic onto the Ford Road & surrounding roads has to be considered for congestion & safety. 3. Could the "Emergency Exit" be sited from the corner of Dalloway Road, where the road is narrow & busy with parked cars be moved to an "Emergency Exit" out into Priory Lane? 4. Each house should have space for 2 cars. 5. The Community areas will require future maintenance, for e.g. tree maintenance etc."	Oak End Arundel
"I am in favour of the development, but have concerns about the increase in local traffic and the effect this will have on the northern end of Ford Road, between Kirdford Road and the cemetery where the road is narrow and there are frequent holdups caused by large vehicles getting stuck."	Ford Road
"I would be partially supportive as we need the housing but, and it is a very big but, this development cannot be considered until the Arundel by-pass is completed and access to the development is made via the bypass. Ford Road is a major problem now for traffic flow and the Ford Rd/A27 junction is difficult to exit at peak times. Adding additional homes will make the existing problem even worst. The development plan totally fails to address the Ford Road issue and glosses over this very sensitive issue. Wait to the by-pass is built (and a real by-pass that doesn't cut Arundel in two) and then I will reconsider."	Canada Road

"Ford Road is already dangerous and too busy. Trying to navigate and cross it with a pushchair/toddler is terrible. As a resident of Priory Road who uses Ford Rd daily, I am extremely concerned about the impact of the increased traffic from this development. The area as a whole is lacking appropriate infrastructure to support this such as additional places at the Dr surgery, secondary school etc."	Address not provided
"The proposals taken in isolation might be acceptable but combined with: 1 The proposed Arundel by-pass 2 the proposed energy recovery facility between Ford & Yapton 3 1500 new homes at Ford airfield It is difficult to see anything other than a wholesale attack on the nature and character of Arundel and its environments. The infrastructure and in particular the road system will not be up to the increased demand. For example, how is the construction traffic trying to access your site going to cope with the pinch point on Ford Road between the Ford roundabout and the fire station? Should your application be successful what is the anticipated construction period?"	Ford Road
"This development will impact directly on the area between the countryside and residential. Ford Road is struggling to cope with current traffic without the addition of extra vehicular movements particularly at the Arundel end of Ford Road between the houses. Any further additional expansion to Arundel will distract from the town's beauty and tranquillity. Leave it be."	Priory Lane
"I cannot believe this proposal! Has anyone tried getting through Ford Road when traffic is coming both ways or at busy times!!! This is before 90 houses here and the 1000 at Ford! The language used in the brochure is PR speak to appease residents to get the go ahead. There is no way this will enhance the environment. Why not develop the old stables for social housing rather than building on an already congested road. I also understand the plan is to develop the old gasworks. This is madness."	Torton Hill Road
"The proposed development would have a massive impact on the already over congested Ford Road. Torton Hill Road will become a rat race for the possible 150 cars that will come with this development. This is on top of the already proposed 1000 new houses at Ford! Why not develop the disused Stables on London road?"	Torton Hill Road
"Any development to the east of the field boundary will be very visible - especially at night. I believe that all the development can and should be accommodated in the western field - this maintains the existing development boundary to Arundel and the existing line of hedge and mature trees reduce the visual impact. The LEAP is also in the wrong place - it should be within the main housing development where it can be seen and accessed more easily. LEAPs placed at a distance are often subject to vandalism and misuse. The housing does seem to be mostly back to back with open gardens to the front which helps reduce the fly tipping of garden waste and increase the pride in and care of communal areas. The style of dwelling should either be something completely different or largely brick based - which reflects the local vernacular. Only the priory uses flint, I think. The proposed layout splits the remaining undeveloped areas into 3 smaller areas which is much more fragmented. Keeping the whole of the eastern field as public open space/wildlife areas increases its potential - the bigger the better. The balancing pond could also either be part of a central green or moved to the other side of the field boundary and incorporated into the wildlife gain for the eastern field."	Ford Road
"Areas of concern: 1) The emergency access from Dalloway Road to the Dukes estate is a major intrusion to the Dalloway Road residents a. Major disruption of Hedgerow and country vista at this point	Dalloway Road

- b. Reduces car parking spaces on a dangerous corner, where there are already existing problems with dog walkers parking.
- c. Motorbikes will use this access – ref. why Town Council built style between Birch Close and Priory Lane
- d. The road travelling along the house boundary on north side of estate, would be much more eco & neighbourhood friendly if this was a path within a woodland belt. This is a major issue to neighbouring houses and lack of consideration to local residents.
- e. There are adequate existing estate entries on Priory Lane that cater for large agricultural vehicles for the emergency exit, why can't these be used instead of causing a major disruption to locals. See Google Earth for the existing obvious vehicle tracks.
- f. Additionally, there is already a agricultural gated entrance to the estate at corner of Stewards Rise and Priory Road at the south end of the existing allotments that goes directly into the estate and needs no changes, why can't this be used.

2) No footpath along Ford Road

There is no provision for a footpath along Ford Road into the estate. The Dukes estate proposal highlights the importance of cycling and walking, yet doesn't provide for a footpath along the Ford Road leading into the estate.

3) Hedgerow contradictions in virtual consultation drawings

- a. One drawing shows the existing Trees and Hedgerow at the north-west of the estate as remaining and another shows it as non-existent with the land joining directly with the triangular field
- b. The existing hedgerow shows as is stated as remaining and shows so on one drawing and on another it is shown as blobs of a few trees.

4) Entry road dangers

The proposed Dukes estate main entry road is positioning is on a fast road where the town council have turned down extending speed limits into the area. The hedgerows here show the accident toll on this section of road, and consideration of extending the 30mph limit into this area could be seriously made.

5) Water – there is much mention of water flow and flood plains etc... however there is no mention of the underground streams that are prevalent in the areas and how the estate will be or will effect these.

6) The provided documentation implies that the Dalloway road emergency entrance will be used during the site's construction for the main site entrance, this should clearly not be the case and needs clarification.

7) There is much reference to the neighbourhood plan, however there is no tracing of the 607 pages of NHP requirements to the proposals, nor any verification that they have been met, let alone how the project will be validated.

8) There is no mention for houses that will be sold, are they freehold or leasehold?

General Virtual Public consultation comments:

The web site version of the relevant documents doesn't cater for the audience using "tablets" as some of the text is of low contrast (e.g. light blue on white) and when expanded up to read, the low resolution used on the web documents, still can't easily be read. The notice sent out by Arundel Council with links to the consultation documents contained malware!

"Though the development of the new site would give much needed homes and the infrastructure for the development sounds good, I see no mention of the results of this development on the present infrastructure. There is no mention of new schools, doctors or access from the Ford Road to the A27.

Nineveh Shipyard

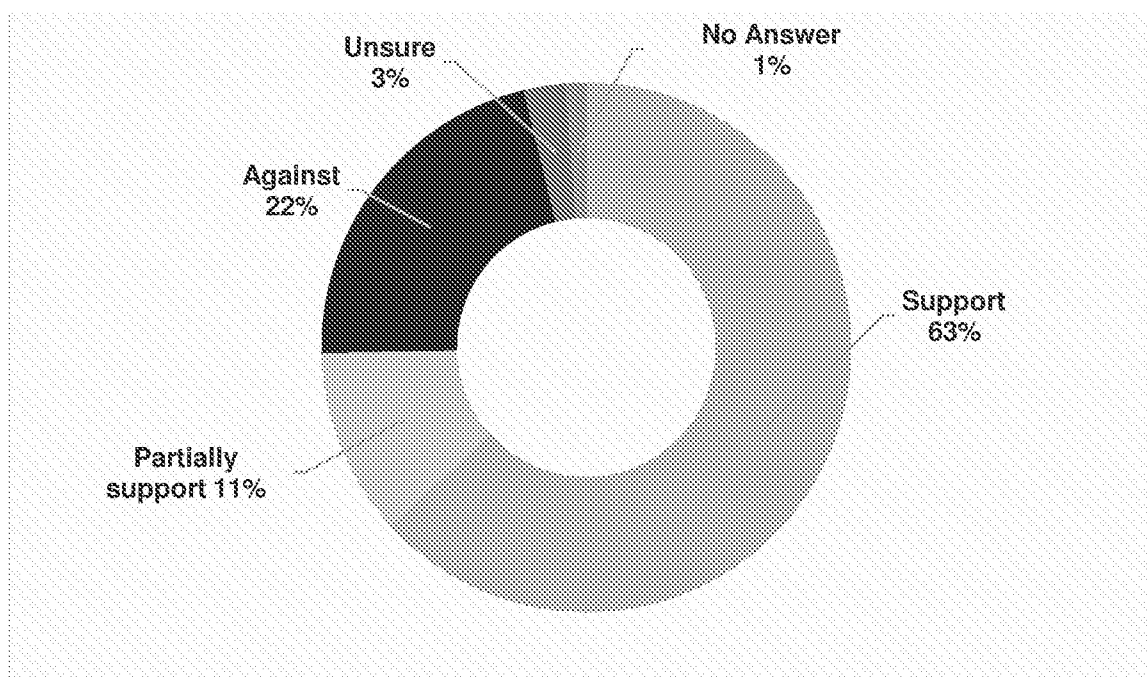
The A259 to the south is already jam packed at peak times. Access to the congested A27 via the Ford Roundabout is virtually one way because of car parking, and long queues form. It is particularly difficult to head south from Arundel on the Ford Road. Added to this, further south on the Ford Road there is the Ford railway crossing which is extremely busy and leads to long traffic queues and delays. Has any thought been given to these problems?"	
"I would like to see the local connection aspect of the scheme secured so that the ADC housing list does not take preference."	Ford Road
"Unacceptable that the Duke of Norfolk is selling his custodial greenfield land that should be protected for future generations not profiteered. It is not a suitable location for so many houses coming off the ford road which is already a bottle neck. The entrance proposed is a very dangerous location for a junction there has already been one fatality. The proposed community centre and play area will attract additional people as well and is not walkable from Arundel so where are they all going to park? The area is a corridor for wildlife a dark area with no lights this estate will destroy the natural habitat. The government have quite rightly proposed a build programme which goes against any green field site developments so why can't the council consider brown field sites. The high streets are dying so convert retail into residential these homes will have better access to amenities and will not require driving everywhere. The site proposed will mean young families will need vehicles to go anywhere as it's not close enough to the town. In fact it's not even in Arundel it's Tortington."	Torton Hill
"I do not believe this is a sustainable development. The infrastructure is not in place to cope with this sudden influx of people. Ford Road is already impassable in Arundel and frequently backed up at Ford level crossing. With larger developments at Ford and Climping also coming on stream and using Ford Road as their principal means of access, the road will become unusable. Providing Arun Council with fees to build cycle paths etc is simply paying lip-service to the problem. The money will be spent elsewhere and we the residents, will be left with the choked roads, the long waits at doctor's and dental practises, the pollution, noise and general degradation of our way of life. Yes, there is a need for affordable housing, but there are plenty of smaller sites in and around Arundel that could provide just that and without the need for the use of a car, which surely goes hand in hand with affordable housing requirements."	Priory Lane
"At this moment in time with the COVID-19 pandemic creating potentially massive empty spaces in city high streets and offices, green fields should not be being built over. I thought it was a proposal from the government in recent weeks that brownfield sites should be utilised. I am appalled that the Duke of Norfolk, who is said to conserve his land and the town of Arundel so carefully should consider allowing his land to be used in such a manner. It destroys important green space both for human wellbeing and the biodiversity of nature, which is rapidly being destroyed, especially in the area between the A27 and the coast where every conceivable area of green is being built over. On a practical level the access to this site from Ford Road is unsustainable. Maybe none of the planning team, or the Duke of Norfolk has tried to access Ford Road from the roundabout. Due to permanent on-road parking, the road is always one way and at busy times always log jammed. In the other direction the level crossing creates long queues and jams. The access to the Fire Station is seriously at risk as things are now, with another 90 to 180 cars using this road the situation will be unsustainable. With regard to your mention of pedestrian and cycle paths, this is quite simply ridiculous, there is no space on either the very narrow Priory Lane or the equally narrow but very busy Ford Road to put either a cycle track or pedestrian access. I suggest that the planning team and The Duke of Norfolk use these roads a few times before making such sweeping and absurd	Batwood Park Road

<i>statements. The traffic situation in the Ford Road will quickly become a major hazard if this development goes ahead which will lead to a potentially very dangerous situation of vehicles short cutting through the Dalloway and Torton Hill road areas To gain access to the A27. I feel very strongly that you have not looked into the access to this site sufficiently and should do so urgently before this proposal goes any further."</i>	
<i>"The Ford Road is already awful for traffic hold ups, both at the crossings and on the final approach to Arundel. On that basis alone the development should not be going ahead. I note that you have allowed only a there week consultation period in the middle of the summer holidays. Shameful."</i>	Address not provided
<i>"This is prime agricultural land, which we should be protecting in view of ever-increasing population."</i>	Dalloway Road
General comments	Road
<i>"Given that more housing is needed the proposed scheme has the potential to deliver an attractive residential area on a prominent site visible from distance looking up at the valley. The actual result depends on the detailed design and will only be evident once the tree planting and landscaping has established. Quite where the residents will work is unclear to me, I guess a significant number will join the commuter rat race on our already overcrowded roads."</i>	Priory Road
<i>"As long as the idea is carried through and the necessary housing is built to blend in with surroundings not terraces of 'rabbit hutches'. It would also be useful if there were some bungalows for older Arundel residents who don't want to live in flats! Trouble is with any new build in Arundel it is usually overpriced and sold to incomers."</i>	Penfolds Place
<i>"There is a real need to continue the footpath along Ford Road to Ford Rail Station to ling with the existing path to Ford. Consideration might also be given to the speed limit along Ford Road to Ford Rail Station. How might your access proposals be affected by any A27 Arundel Bypass? Where are the new Allotments? In general, a very attractive proposal."</i>	Ford Road
<i>"What (%) will the affordable housing be compared to the other housing on the site."</i>	Pearson Road

Question 2: The proposals include substantial areas of high-quality public open space with new and enhanced habitats for wildlife. Do you support the landscaping and biodiversity proposals?

Supportive	Partially Supportive	Against	Unsure	No Answer	Total
50	9	17	2	1	79
63%	11%	22%	3%	1%	100%

N.B. Not all respondents provided an answer for the question and some online forms simply contained 'No' or were left blank.



Positive comments	Road
"Very well thought out."	Address not provided
"Excellent idea - anything to encourage wildlife to re-flourish."	Address not provided
"I would like to see enhanced use of open space available and fully accessible to all Arundel residents to help integrate the scheme into the town."	Ford Road
"Very supportive of landscaping and biodiversity proposals. As shown in the recent lockdown, many things like people putting bird feeders in their gardens there has been an awareness of the wildlife, likewise the planting of vegetables and flowers in gardens. The increase in people enjoying walking in open spaces and woodlands has made more people aware of their environment and hopefully will take more care of it and continue to enjoy their environment."	Torton Hill Road
"I'd like the scheme to promote a net gain in biodiversity and to minimise its impact on the local wildlife, particularly where it intercepts hedgerows."	Stewards Rise
"The environment is an important consideration for mental health and has to be integrated into a plan. Social interaction in healthy ways are needed."	Pearson Road
"Refer to previous comments. Buildings/people and nature rarely work well together, no matter how well intentioned the plans are."	Address not provided

"Very strong support."	Station Road
"The proposals seem quite comprehensive; I particularly value the retention and development of trees and hedges."	Priory Road
"It is important for me, as an Arundel Resident, that landscaping and biodiversity are being taken into account, including surveys and TPOs."	Torton Hill Road
"A good example of this is on a new house development in Emsworth, Hants. It will prove to be a place to walk out to from town."	Dalloway Road
"If the plan keeps the northern area (by the properties) where most wildlife comes and is well landscaped with trees and large shrubs it would not be so different for us and wildlife."	Dalloway Road
"Yes all for landscaping - new build very often means a total clearance of any greenery and we are left with lines of brick and tarmac."	Penfolds Place
Constructive comments and reservations	Road
"I don't think the habitat protection is realistic. The north-west boundary hedge is a key bat forage route. You may be aware that the area has populations of very rare bats. Construction process will destroy this and in any case, high density living alongside the hedges will see them off. There are badgers, voles, hedgehogs, barn owls and others in this space. We will lose them - and we cannot afford to. they are all becoming nationally rare. Just the mention of bat boxes infers you are not really geared up for protection measures. Bat boxes don't work and are almost entirely greenwash.	Address not provided
The access road through the hedge means a minimum 8m gap. How will continuity - necessary to maintain it as viable habitat - be ensured?"	
"The space already supports wildlife, you are proposing to build/develop 95% of the land to make the most of 5%."	Birch Close
"Absolutely ridiculous. Pets and lighting will never support wildlife!"	Torton Hill
"There is a lot of wildlife in the field and area around which will be affected by the development."	Dalloway Road
"How will it enhance wildlife - this is nonsense."	Address not provided
"All waffle. The wildlife is there already."	Maltravers Street
"Use of sites in the town and enhance them to build a greater community. We need more permanent residents. Too much of the old town is Air BNB or buy to let."	Tarrant Street
"I am sure this will change, developers usually find some way of increasing the building and net add housing to these proposals."	Dalloway Road
"90 Houses will bring many more cats and dogs to an area that currently has none. Wildlife will not be encouraged by this plus the noise, the light pollution, the corridor of quiet space that wildlife currently use to migrate from the woodland to the wetlands around the Arun. You are doing yourselves a disservice by pretending that ripping up green fields in any way enhances habitats for wildlife. You have not witnessed the seasonal comings and goings of deer, badgers, rabbits, butterflies and birds that all use the fields in large numbers. who will all disappear once 180+ people are permanently in the vicinity. You are plain and simply, destroying habitat, nothing you can do will compensate for its loss."	Priory Lane

<i>"This is a leading question for the developer summary of responses...does anyone not support."</i>	Ford Road
<i>"As above this are should be preserved for wildlife."</i>	Dalloway Road
<i>"What are your plans about the area to be built on about the wild life that are already (happy living there animals such as mice, hedge hogs) if 2/3 of the house have a cat or a dog or both the wildlife that is already there will vanish."</i>	Pearson Road
<i>"Just keep the fields as they are, and the wildlife will be much happier. If you wish to also allow them to be used for public space, the public won't object."</i>	Address not provided
<i>"I feel the proper way to maintain the wildlife and it's habitat of this area is to leave the site alone and not build all over it. How could you possibly imagine that you can improve a site with artificial habitats. I agree that this is a very important site for wildlife and should therefore be protected not obliterated by buildings."</i>	Batworth Park Road
<i>"Against the development for the reasons previously stated but if it were to proceed I have no objection to this aspect."</i>	Ford Road
<i>"Although I appreciate that some thought has been given to biodiversity, the development as a whole will reduce biodiversity in the area. Nice to preserve a few green bits here and there, but deer, hedgehogs, badgers, and a wide variety of birdlife will be driven out during construction, and with the ongoing presence of humans in that area, they will never come back. In most cases, they will not be able to find new territories, and will likely die."</i>	Canada Road
<i>"The proposals must ensure access to the land is for all - old and new residents alike. It must not be seen as land for the new estate only. There should be a balance of wildlife rich space and managed spaces (i.e. gardened), but above all else; the most important issue is that absolutely every inch of the land needs to have a defined use. This is to avoid the blight of SLOAP (spaces left over after planning) that blights almost all development since the 70's.</i> <i>Suitable uses will include Wildlife rich habitat; Land Drainage; feature gardens and landscape; Play areas for small children; Play areas for ball games and larger children; Informal play areas where children can make "camps" etc without being deemed anti-social or vandals; Dog walking areas; Areas where dogs are not permitted; Picnic space and mown lawn areas for informal seating; Woodland; Hedgerows; Community orchards etc. All trees planted should be planted as semi-mature specimens. Every development I can see for miles contains only dead saplings with no management plans. There should be a watering and management plan for the first 5 years - with changing climate both extremes of cold and windy and hot and dry weather can kills ne plantings. They should include native species as well as ornamental trees. We can cope with some significant parkland trees like Sequoiadendron and Cedrus Libani to help place make and to link in with the planted landscapes of the towns gardens. Every house window should have the aim of having a tree view as the view of greenery is conducive to good health. Gardens should be big enough for tree planting by occupiers; and Tree preservation orders should be in place as son as the landscape matures to avoid the norms of the 10 year syndrome here all original trees are removed by occupiers for light preservation or worries about roots. Well-built houses can withstand tree roots. Trees should be planted so that houses enjoy a mix of light and shade - as this helps with climate change cooling in the heatwaves we now experience. Denser planting will help prevent urban heat island effects.</i> <i>Bat flight lines should be preserved, and hedgerows linked to create wildlife routes."</i>	Torton Hill Road

<i>"But this is all greenwash the language you need to get planning."</i>	Torton Hill Road
<i>"Oh come on. Can you actually tell me that 90 new houses and roads will enhance the environment? I find it very hard to believe that this development will have a positive impact on the environment. This is development speak aimed at ticking the planning boxes."</i>	Torton Hill Road
<i>"The current biodiversity levels together with the proposed landscaping is good but there are a variety of extras that could be added in the construction both of the houses themselves and the landscaping, ensuring that hedgerows are maintained as far as possible and that some provision is made for the upkeep of the area."</i>	Priory Road
<i>"The buffer areas seem sensible at 15 metres. The main issue is that the undeveloped areas have been fragmented and it would be better as public open space and for biodiversity if all the housing could be accommodated in the western field. This leaves a larger area without urban influence. Restoration of the flood plain marsh is good to see but I am not sure quite how this is to be achieved. Marshes are great for biodiversity but they require some form of management - usually light, seasonal grazing. It's not clear how this is to be achieved across this area. Unfortunately, the people in the new development will probably want everything closely mown - another reason for keeping the housing development to the west. Most people think of public open space as playing fields - marshes don't make good playing fields and so it would be good to know a little more about how these areas are to be managed. With all the development accommodated in the western field the eastern field could be split in to two grazing units - one each side of the new road. People could still enjoy full access to both areas. I welcome the inclusion of ponds, but I would either make more of a feature of the large one within the development or create one in the eastern field. Out on the edge of the development it is likely to be neglected. Again, the ongoing management of the ponds is something that requires some thought and commitment. To maintain their biodiversity value, they need some regular management."</i>	Ford Road
<i>"See my previous comments, mainly that this proposal is not friendly to the real concerns of the local Tortington parish residents feelings."</i>	Dalloway Road
<i>"I feel that an objective, independent ecologist is important to establish the true baseline of species there now and that there will be an aim for biodiversity net gain in its fullest most ambitious sense. It would also be good to see some innovative approaches to integrated landscaping/biodiversity - e.g. maybe an area for a forest garden, permaculture, etc."</i>	Coombe Lane
General comments	Road
<i>"It would be good to have a legal agreement that the public open spaces will be protected in perpetuity preventing any further development in future."</i>	Ford Road
<i>"It is essential that robust arrangements are in place to ensure that the landscaping is completed in a professional and timely manner and that the areas are properly maintained and looked after for the future."</i>	Maltravers Street
<i>"Essential to provide pond(s) to support wildlife. This site is adjacent to the south downs park and there is a lot of wildlife close by including deer."</i>	Torton Hill Road
<i>"It would improve the general environmental aspect of the development if hedges and trees were to be used wherever possible instead of fences and brick walls. This would help all sorts of wildlife including bees and birds."</i>	Priory Road
<i>"Very important to involve the community in shaping the future of the public open spaces and ensure on-going stewardship supports biodiversity."</i>	Maltravers Street

Question 3: There is an opportunity for a new community use on-site, which is to be agreed with Arundel Town Council. Are there any particular features you would like to see in this space?

N.B. Not all respondents provided an answer for the question and some online forms simply contained 'No' or were left blank.

Positive Comments	Road
Preference for a community centre / space	
"Village hall for social events, exercise and dance classes, youth club facilities, etc. Local shop."	Maltravers Street
"A hall with a stage area would be useful."	Address not provided
"Flexible use that could be used as a workspace (Wi-Fi needed) Café (community café) Community hub (Bank/Shop/Education/Club/Support) Meeting and Entertainment features."	Dalloway Road
"A community centre may be of some benefit; however, it would have to have parking facilities for people using if they lived elsewhere in Arundel. It could be used to the people who live in the new houses for clubs/meetings etc. A nice play area for children. Landscaped grounds (That are maintained)."	Oak End
"A multipurpose community hall that could be used for group activities across the age groups. Outdoor play/sports area for children and adults alike."	Torton Hill Road
"A well designed welcoming, not bland and boring, multipurpose space that can be used for many activities including performances and exhibitions and music rather than a sports hub."	The Causeway
"Multi-purpose sports/arts, to hold events such as dances, concerts, plays, musicals also used as rehearsal for bands theatre etc also for indoor sports such as badminton, table tennis and many more. e.g. Arundel's own Phoenix Big Band that currently rehearses in the White Swan does very few gigs in Arundel because currently no venue large enough for a dance with a live 20 piece Big Band, this is an opportunity to facilitate this."	Station Road
Preference for a Children's Play Area	
"Children's play area."	Ford Road
"The needs of children (0-18) must be catered for covering play areas and facilities and Youth Clubbing space."	Maltravers Street
"Children's' play / nursery already included."	Maltravers Street
"Children's playground, possibly tennis courts."	Address not provided

<i>"If this refers to the provision of a children's play area, I think this would be a great opportunity to relocate the skate park which is currently in Canada Road to the new play area. The reason I mention this is that I know the Town Council in conjunction with ADC plans to improve the skate park because it is no longer fit for purpose. It is of metal construction and therefore noisy for the households that are near it and at present therefore, I believe there are plans to improve it by way of redesign. The construction of a concrete facility (such as the one in Yapton) but perhaps on a smaller scale than the one there would be a good idea in the new estate to consolidate the play facilities that will be needed for this part of the town . Its present location isn't really part of anything and indeed in its current form generally undesirable for the population that live in close proximity to it."</i>	Torton Hill Road
<i>"A children's play area would be welcome, as would a dog-free playing field space. For adults maybe some open-air gym equipment."</i>	Stewards Rise
Preference for a sport / leisure facility	
<i>"Public tennis courts."</i>	Torton Hill Road
<i>"A community recreation area and building facilities that are open to all local residents along with exercise facilities. Provide a footpath along Ford road entry to the estate."</i>	Dalloway Road
<i>"A gym."</i>	Penfolds Place
<i>"How about a gym or boxing for young people to reduce obesity."</i>	Fitzalan Road
<i>"Open space for leisure."</i>	Torton Hill Road
<i>"As much open space as possible. Some more facilities for older children such as an all-weather football/basketball would be great. I am not sure another community building is required as we have the scout hut, town hall and centre near the castle entrance (can't remember the name)."</i>	Pearson Road
Preference for a green space / allotment	
<i>"Forest garden; sensory garden."</i>	Coombe Lane
<i>"Maintenance of allotments - plus areas which can be made available to residents of the site (and other locals, if possible) for community gardening - perhaps with regular advice sessions from a council (or Castle) gardener? For children growing their own vegetables would be brilliant for learning, besides fun, and maybe classes from the local primary schools could come and help, by arrangement?"</i>	Penfolds Place
<i>Cycle + proper pedestrian path along Ford Road will be even more important, with additional people, living on this estate, who might need to catch trains from Ford Station, currently either a drive on a busy road/little parking at the station - or a tedious and dangerous walk."</i>	
Preference for a convenience store	
<i>"A general store such as Larkins on Tarrant Street, Arundel - as per older/traditional housing developments. Safe play area for children."</i>	Ford Road
<i>"A local shop, Waitrose/Tesco express... the co-op is already at capacity and something needs to serve this side of town. The route through town is a bottle neck at the best of times."</i>	Queens Lane
All other comments	

<i>"I believe all possible features are proposed."</i>	Address not provided
<i>"A multi-purpose community hall. An area of play and fitness equipment for all ages. In Denmark on their open community spaces along with play equipment for children they have outdoor gym equipment for adults both were well used and totally free."</i>	
<i>Good to see footpaths and cycle tracks across the area so there are connections to the whole community of Arundel.</i>	Torton Hill Road
<i>It is important that this development is an integral part of the whole community of Arundel and not a separate development."</i>	
<i>"It is important to engage with community to find out the type of amenities that would be popular."</i>	Ford Lane
<i>"More dog mess bins and rubbish bins. For the community, a footpath down to Ford station for travel further. A new shop for that area, and electric car charging points as in 2024 most cars will be electric only. Cycle lanes for cleaner air."</i>	Pearson Road
<i>"Seating by the ponds."</i>	Ford Road
<i>"For the residents living in the surrounding area."</i>	Ford Road
<i>"More allotments, children's play area, youth club."</i>	Maltravers Street
<i>"1. Nursery / Playgroups for children. 2. Gym/ fitness classes."</i>	Dalloway Road
<i>"Outside Gym and Children's Playground."</i>	Torton Hill Road
<i>"Anything that provides community engagement is to be welcomed."</i>	Wheelwrights Close
<i>"Is this a typo? I'm not sure what you mean by 'a new community use'. If you mean a facility, I would suggest a work space that could be shared at different times by, e.g. a bike repair/bike hire business, a 'remake' repair/refurb/hire business, seasonal veg or other food space."</i>	Address not provided
<i>"Doctor's Surgery and a school."</i>	Surrey Wharf
Constructive comments and reservations	
<i>"None whatsoever."</i>	Priory Lane
<i>"No. We need the green space - not concrete."</i>	Address not provided
<i>"There appears to be little space for a community - we need cohesion in the town not a satellite."</i>	Tarrant Street
<i>"I would like the site to be left as it is. Do not vandalise it."</i>	Maltravers Street
<i>"No - just don't ruin this part of Arundel countryside."</i>	Dalloway Road
<i>"Why a community use at all? And here is Tortington not Arundel, people can walk to the river, and woodland."</i>	Dalloway Road
<i>"I have no constructive suggestions and cannot think of anything I need to enhance my simple lifestyle."</i>	Priory Road
<i>"Arundel Town Council all talk no action in the past."</i>	Pearson Road
<i>"Not a suitable site in view of its proximity to an already congested Ford Road."</i>	Dalloway Road

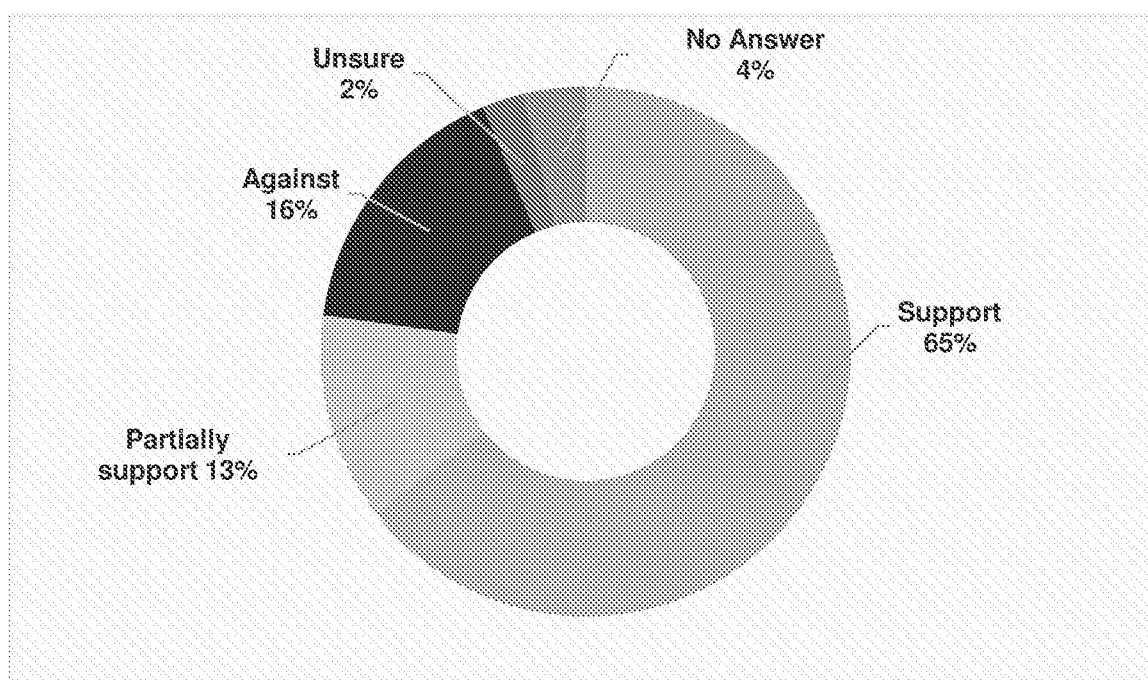
<i>"Don't support it. It is ridiculous to provide a community area here when the only way to get to it is driving so how do you support all of these additions cars and encouraging people to drive. The community centres should be in town."</i>	Torton Hill
<i>"No development of this space. There are too many new houses being built over green and farmland areas, destroying the ambience of the Arundel area."</i>	Ford Road
<i>"Arundel Town Council is incapable of deciding on a plan to save its own High Street! It will take them years to decide on any community use and by that time the money will have been spent on re-fitting the council chambers. You should not be leaving this up to the Council to organise. It should be in the development's plans and contractually enforceable if the builder does not provide it."</i>	Priory Lane
<i>"How do you imagine the residents of Arundel are going to access this site if there is a new community facility here. Walk or cycle along a busy and dangerous road? Park their car in a non existing parking area? I implore the Arundel Town Council to think realistically about this and not just push ideas into print that have no logical means of working."</i>	Batworth Park Road
<i>"I am not sure what this entails?"</i>	Address not provided
<i>"There is no need for new buildings. Arundel has too many building we cannot afford to currently maintain such as the Lido and the Victoria Institute. This side of town is well served by the Scout Hut.</i> <i>New facilities such as allotments - including small plots are welcome.</i> <i>A better use of moneys would be to provide a firm dry route through Stewards Copse from Dalloway Road/ Torton Hill Road junction to the primary school so as to avoid the madness of parents driving their children a few meters to school just to avoid muddy shoes.</i> <i>The woods there are quite boggy and so a well-constructed boardwalk would provide a great route for all. It means we could access the Jarvis Road shop easier; and would benefit new and existing residents alike."</i>	Torton Hill Road
<i>"I'm not sure where this community use is going to be. The view from the Ford Road should be maintained as one of open space and fields so apart from the allotments I see the community gains as the access to the eastern field and the connecting up of the footpaths - to avoid walking along either Priory Lane or the Ford Road. The plans at the moment don't quite do that. The LEAP as part of the built environment and so that it is within the open gaze of houses should be in the western field with all the housing development. I'd prefer a grazed field with ponds and wetlands to walk in rather than a playing field environment. A community venue that could be hired out in the same way that the scout hut is might be useful but only if it can be accommodated in the main development. In short - additional open space access that creates an off road link to the existing footpaths is all that I would like."</i>	Ford Road

Question 4: Do you support the provision of new sustainable connections to the wider area, including improved bus services as well as cycle and walking routes?

Supportive	Partially Supportive	Against	Unsure	No Answer	Total
51	10	13	2	3	79
65%	13%	16%	2%	4%	100%

N.B Not all respondents provided an answer to this question.

N.B One respondent answered both 'Supportive' and 'Partially Supportive,' therefore this has been counted as 'Partially Supportive.'



Positive comments	Road
"It is essential that walking and cycling infrastructure will be improved. In particular, there needs to be a cycle path that would allow residents of the new development and residents of the existing buildings in Arundel to cycle safely to Ford station; this is not the case at the moment, especially with the 60mph speed limit on the road to the station."	Priory Road
"Safe cycle and walking route to Ford Station very important. Also much improved bus services."	Maltravers Street
"Any dedicated cycling/walking routes have to be a good idea."	Maltravers Street

<i>"This would seem to be a great opportunity to provide a cycle route which is functional and direct from Arundel to Ford station together with a footpath. Such a link is essential to make the development part of the community and not a suburb of Arundel accessed purely by road. Linking the footpaths across the development to both the river and to the existing developments at Dalloway Road and Priory lane."</i>	Priory Road
<i>"It's a no-brainer."</i>	Coombe Lane
<i>"Footpath to Ford Station is urgently required and this development could help towards this?"</i>	Torton Hill Road
<i>"This area is already a great walking area!"</i>	Dalloway Road
<i>"Good idea if Ford Road is improved to take extra cars and delivery lorries and vans to the housing."</i>	Pearson Road
<i>"Definitely but I guess this will involve a great deal of work along Ford road to include paths and cycle routes."</i>	Address not provided
<i>"Please try to increase scope to a walking route to Ford Station. Please consider improving the river path footpath (near Maxwell Road) to encourage walking into town via river."</i>	Dalloway Road
<i>"In principle I support the proposals with reservations. To the best of my knowledge there are no dedicated cycle lanes on any roads around Arundel. Walking to the town as I do means using the narrow pavements along Ford Road which is unpleasant given the amount of heavy traffic, vehicles sometimes parked partly on the path and cyclists who use the path instead of the road. Cycle lanes are a good idea if cyclists can be persuaded to use them, but rules are often ignored e.g. cyclists who ride the wrong way along Tarrant Street which is one way. Our bus service has largely disappeared, the route via Priory Road and Ford Road was withdrawn some years ago. I do not use buses, I walk as much as possible and use my little car as little as possible if walking is impractical. I certainly do not and will not use a bicycle."</i>	Priory Road
<i>"The bus services certainly need to be improved, and anything should be done to encourage cyclist and walkers by the provision of more and facilities in these areas."</i>	Address not provided
<i>"A new walking/cycling path between Arundel and Ford station is a must. It should be provided for as part of this development."</i>	Maltravers Street
<i>"Very supportive of cycle and walking routes especially to Ford Station but very concerned about the traffic in Ford Road particularly the speed and heavy goods vehicles that use it. There used to be a weight limit on the road. I know the Arundel Town Council has long campaigned for a reduced speed limit along the road but this has always been rejected by WSCC. But surely with this new development of 90 houses with their access onto Ford Road must make it essential for safety reasons particularly if a cycle route and footpath to Ford Station take place."</i>	Torton Hill Road
<i>"Yes, a walking/cycling route to ford station would be very welcome, as would improvement of the path to the river so that its suitable for baby buggies."</i>	Stewards Rise
<i>"This to me is one of the most important things. Part of this development must be a footpath and cycle path to Ford Station. This is something that is already needed but more so with this development to encourage people to use public transport more."</i>	Pearson Road
Constructive comments and reservations	Road

<i>"Would prefer the existing Ford Road footpath to be extended all the way to Priory Lane. In addition, either make the footpath to the river opposite our house, [Redacted]... 12 months of the year (around one third of the footpath is usually impassable for several months of the year, weather dependant) or create a new path to the river opposite Priory Lane following the existing track across the field. This will give the new and existing residents great access to the river all year round. We have certainly noticed a sizeable increase in footfall this year since lock-down restrictions have been in place."</i>	Ford Road
<i>"No need at all for cycle tracks, and everyone who would be on this development will have cars. There are no buildings for elderly people (like bungalows) who might need buses."</i>	Dalloway Road
<i>"We have plenty of walking space/routes. The bus service will further clog up the traffic."</i>	Address not provided
<i>"A potential 180 cars in and out via Ford Road. Which already has a terrible traffic jams. Tesco will be their shops quick and easy to get to as parking in Arundel will be prohibitive."</i>	Maltravers Street
<i>"It is a shame the new development does not link more to the existing houses. All previous developments do link to previous housing, this is an exception. I think this is a missed opportunity."</i>	Torton Hill Road
<i>"The road is narrow and whilst it is a good idea there is precious little room for passing big vehicles on a cycle path - you cannot fill in the ditches because of flood risk."</i>	Tarrant Road
<i>"What are these and are they viable?"</i>	Dalloway Road
<i>"A road cycle and footpath is needed from the development along Ford Road - this should be compulsory to the Ford train station."</i>	Dalloway Road
<i>"Depends what they do about the road: speed traps, lights, speed limits etc."</i>	Ford Road
<i>"So far as I am aware there is no existing safe cycle path on Ford Road between Ford Road roundabout and Ford Station and the pedestrian path sections end at Woodview on the left and just beyond Maxwell Road on the right. Will paths be made so that future residents of the site walking into Arundel could do so safely? Will any pedestrian crossings be introduced?"</i>	Ford Road
<i>"For the reasons previously stated I oppose the development but if it proceeds, I have no objection to this aspect of the proposals. You refer to improving pedestrian and cycle access to Ford Station. What exactly do you have in mind?"</i>	Ford Road
<i>"With a new by-pass, we could then also consider the current relief road in the scheme."</i>	Canada Road
<i>"Ford Road must be made safer."</i>	Address not provided
<i>"Want to see what is proposed first."</i>	Fitzalan Road
<i>"Not sure what that has to do with this application."</i>	Address not provided
<i>"Are you seriously suggesting running more bus services up Ford Road with the hopeless congestion at the Ford Roundabout end of the road. With all the cars parked on the road there belonging to the occupants of the houses, there is barely room to get a bus past them and total mayhem if the bus meets another large vehicle coming in the other direction. Goodness knows what happens if a fire engine is called out on an emergency at the same time. As I have said before THERE IS NO ROOM FOR CYCLE OR PEDESTRIAN ACCESS AT THIS POINT. Please, please study the access, it is already an</i>	Batworth Park Road

impossible bottleneck at many times of the day and simple cannot sustain another 90 to 180 cars that this development would bring."	
"The bus services in the area are being slashed. How are you going to provide ongoing improved bus services? Who's going to provide the service and who is going to pay for it? Cycle and walking routes - similarly - who is going to pay for it? Developers are great at promising these things but once the houses are built, they are off with their profits and all the schemes are quietly forgotten. If you really want the residents to believe that sustainable connections will be provided, then put them in before you begin building the houses."	Priory Lane
"There has been a demand for a cycle path to ford station for years and never happened so why should it happen now this is not mutually exclusive. We should have cycle paths in Arundel and around Tortington regardless of new hosting estates going up!"	Torton Hill
"Also convert footpath through woods between Dalloway Road and Primary School to a cycle path so kids can cycle to school safer than having to go down Torton Hill Road and up Pearson Road. Ensure segregated cycle path all the way from the new development, direct to Tarrant Street with as few road crossings as possible, work with West Sussex Highways to reduce cars in Tarrant Street and permit 2-way cycling. Ensure cycle path to Ford Station is properly segregate with a wide verge between road and path, ideally with bushes or hedge, or better still the other side of the existing hedge to the road. There also needs to be some low-level lighting for safety. For buses to be effective they need to be very frequent turn up and go, ideally every 10 or 15 minutes, hugely difficult to achieve in a small town. The biggest cost is drivers, or if volunteers the biggest challenge is reliability. The closest to viability would be a route Ford station, new development then make the Dalloway Road Access available for buses as well as cycle, pedestrian and emergency, Torton Hill Road, Pearson Road, Jarvis Road, Canada Road, Ford Road, Maltravers Street, High Street, Queen Street, The Causeway, Arundel Station. To improve viability, but with a downside of losing reliability work with developers of other new build e.g. north Littlehampton to extend into a large loop to serve Lyminster, Wick, Littlehampton, including Swimming and Sports centre, Rustington, Clymping etc However, I'm dubious about the ability to make a bus service effective in keeping people out of cars or viable. Maybe innovative options need to be explored such as working with taxi operators to provide mini bus with technology where users with tech have an app to book journeys they want to make that calculates timing and routing of a fleet of minibuses to provide a user responsive on demand service. For people without tech especially vulnerable seniors etc, they would telephone a volunteer operated call centre who while on the phone would input the journey requirements into the tech and advise time minibus would be at their local bus stop."	Station Road
"Better access to Ford station has been long overdue for the residents of this part of the town."	Torton Hill Road
"Not sure that bus services will be frequent or adequate given the services, or lack of, that serve the Arundel community at present. The reality is that people will always use their cars, if they have them and most have, in preference to buses."	The Causeway

<i>"Connectivity is partly dependent on the A27 bypass route when eventually decided."</i>	Address not provided
<i>"Bus route has already been changed to avoid narrow road by the Cemefery. This problem would need to be addressed if service was to be extended."</i>	Ford Road
<i>"There should be a greater number of bus companies, so that the prices can come down due to increase competition. The bus fair to Littlehampton is over £5 one way. More walkways and cycle ways to improve air quality."</i>	Pearson Road
<i>"I am sceptical that even with a 'contribution' to a cycle lane to Ford station this won't happen. I think this is essential. With the potential of a minimum extra 180 extra cars it must be a priority to get as many people as possible using the trains. We have lived here for 14 years and I have had to drive to Ford station on hundreds of occasions to drop off or pick up my children as I would never let them walk or cycle there as it is far too dangerous. The car park at the station also needs to be enlarged as the risk of not being able to park has often put me off using the station. I am worried that many of the new residents will use Maxwell and Torton hill road as a rat run to get to Pearson road and up to the A27 if they are heading in Chichester direction to avoid going down Ford Road to the roundabout. I am happy about the extension of the 30 mph limit as there are many cars and motorbikes that race down the road very fast and loudly so it should go as far as possible towards the station."</i>	Priory Road
<i>"My concern is the bottle neck at the ford road A27 roundabout which is bad at the best of times. Could lights here be considered to ease the jamming?"</i> <i>90 more homes with therefore in excess of 100 potential extra cars several times a day will make that area further congested.</i> <i>Or consider a one way re-configuration in the roads around this area?"</i>	Queens Lane
<i>"Not sure about the access off Ford Road, it is already a busy road and Priory Lane exit is dangerous plus the next exit off Ford Road leading to Stewards Rise is becoming very busy and is too narrow for the cars leaving and entering Ford Road, have seen quite a few 'near misses' there. As usual the plans are made for more housing before giving much thought to the extra traffic that will be using an already busy Ford Road - especially the built up area of Ford Road."</i>	Penfolds Place
<i>"Better integration/access to Dalloway Rd, Stewards Rise and Ford Road is needed as well as taking the opportunity to calm and slow traffic on Ford road would be of benefit to all residents especially in regards to the use of the road by heavy vehicles and excessive speed by cars."</i>	Ford Road
<i>"No provision has been defined other than the existing services, which have no consideration for schools and Doctor's facilities as well as traffic difficulties that will occur along Ford Road and the main A27 roundabout. Likewise, there will be more rat running through the Torton Hill estate roads and no consideration has been made for this."</i>	Dalloway Road
<i>"The Ford Road suffers from speeding traffic. The average speed of traffic going past the 30mph sign is 40-50 mph. I know because I have lived here for a year and although I was aware of the volume of traffic - it is the speed that creates the noise and the danger for walkers and cyclists. I am frequently overtaken not just going out of Arundel but more surprisingly going in! I have spent time matching people's speeds in my own car and I know that it is very easy to continue past the 30 mph sign at 40 mph. The traffic calming scheme put in by WSCC is completely ineffectual. The road is open, straight and well-lit from the corner of Priory Lane through to the first bend which is by the phone box. People get caught at two bottle necks - the level crossing and the parked cars at the Arundel end of Ford Road. As soon as they are past - they speed up. Rather than parking on the road people park half on the pavement. This creates a hostile environment for pedestrians and maintains the</i>	Ford Road

racetrack for drivers. This development should help us solve the traffic speed issues and it can. Create a better entrance to Arundel than the current signs that look like they should be on an A road, reduce the lighting, reduce the width of the road by creating parking bays, move the 30 mph limit up to Priory Lane or the new entrance. The main noise from traffic is deceleration and acceleration - move that point towards Ford and you help many people. Join up the footpaths and create a pedestrian and cycle route to Ford. It takes an hour to walk along the riverbank from the footpath opposite the last house on Ford Road to the Ford railway bridge. In theory it is a footpath only, but people do use it to cycle. Once up at Ford railway bridge there is no public access across to the station. There should be a cycle and pedestrian route along the Ford Road - behind the hedge but running parallel with the road? I think the eastern side would be easier. It has been done in Barnham and seems to work well. At the moment if you walk down the footpath from the Priory to get back to Arundel you have to walk down Priory Lane and along the Ford Road. A walk I have done a few times, but which is pretty unpleasant. It isn't clear whether it is proposed that that footpath will now cross Priory Lane and continue across the field? It should do, I think. Any opportunity to link paths and get people off roads should be taken where possible. Notwithstanding the fact that the Ford Road should be made less hostile and safer for both pedestrians and cyclists."

"But we have been after a path and cycle path to Ford station for years you can do this without ruining the character of Arundel with another 90 houses."

Torton Hill Road

"Again, this question is aimed at ticking the right planning boxes. I don't believe a word of it."

Torton Hill Road

"Warm words, but what do they mean? How would you safely cycle to the High Street? This cannot be done from Ford Road at the moment."

There are no bus services along Ford Road. What do you mean about improved bus services?

How would you help facilitate the much-needed safe cycle/walking track to Ford Station?

Address not provided

Will there be monitoring of the increase in car movements on Ford Road? What is the carbon impact of the site? How will it help achieve zero carbon targets?"

"I am pleased hear that improved bus services and walking and cycling routes will be provided, but why not just provide those things without the new houses? If you can't do it for the existing population of Arundel, how do you propose to do it with even more people living here?"

Canada Road

"As answered in my previous response; a boardwalk through the woods of Stewards Copse to link the area to the school and Post office at Jarvis Road should be a priority. it would reduce considerable very short car journeys as the pathway is only really usable for the drier months of the year. This benefits old and new residents."

The Ford Road footpath/ cycle way to the station is a must. This should be a safe route, but not over-engineered, or too costly. Trees and hedgerows should not be damaged; and safe crossing places for Priory Lane, Tortington Manor and Tortontown Lane, and at Ford Station should be well designed.

Torton Hill Road

Buses really are unlikely as it is barely economical to continue with the current provision. Too much can be made of buses but we are a town of only 4,000 people who all need to go in many direction. Better station access at Ford and the Arundel Chord would bring far better public transport benefits that trying to get more buses for the town, sadly.

The road Junction of the site to Ford Road is a cause of much concern. This should be by mini roundabout; and the whole of Ford Road should be incorporated into the 20MPH zone. The roundabout would act as a natural gateway to the town and therefore begin to calm traffic on this very dangerous and speedy route. Removing the central white line and build outs with newly planted trees would reduce traffic speeds north of the new roundabout where the straightness of the road still encourages speeding. Wes Sussex highways have a lot to learn from other highways authorities about good safe road design and there is an opportunity for them here to showcase a better standards. Without such measures we will no doubt see fatalities at the site entrance as currently envisaged as a T junction from a national speed limit of 40mph road just beyond a dangerous bend. The potential for this is not a good sales pitch for the developer and they should be insistent for all that a safer design is enacted.

I personally would welcome some vehicular access from current roads. A through route to Dalloway road would actually reduce through traffic across the Torton Hill area, but if not permitted; then at least 10 houses accessed from Dalloway; 4 from High Barn Close and 6 from Priory Road would help knit together old a new residents. Without this; we will have the potential for a ghetto as the site's access is so far removed from the existing townscape and homes. Wherever possible new houses should share a boundary to existing houses to promote neighbourliness and again knit the areas together. The current vogue amongst developers of having outward facing houses around a site periphery only serves to detach the new homes from existing - definitely creating a ghetto. The space between new houses and boundaries becomes an ill-defined no mans land and is often left unkempt and serves no purpose other than to add to division between the new houses and what lies beyond.

Finally; the whole design offers an opportunity to continue the Norfolk Estate tradition of employing great architects to leave a legacy of stimulating design. The houses need not be traditional; - we could have some unique modern designs incorporated which are far preferable to cheap vernacular standard developer solutions. The same standard design boards were featured in the exhibition and this worries me because I have seen almost identical boards at development exhibitions from Devon to Kent and from York to Berkshire. This results in the same awful standard housebuilder designs being built.

We have to be realistic. This site and Arundel command premium property prices. We have secured a good deal for affordable housing for the townspeople at social rents for many units and some shared ownerships too. The additional costs of exemplary design and finish; great landscaping; and even allowing for some self-build sites would be readily borne by the premium that houses on this site in this town could fetch.

I will not support an "anywhere" design solution for this site even with the affordable units. Nothing in the exhibition boards gives me great hope though that we will get the right solution. You need to do far better!"

General comments

"A positive move to provide pedestrian and cycle routes only through the adjacent existing development.

It is extremely difficult to provide for bus services in the whole of Torton Hill area as the majority of the population have personal transport. Also, the roads layout is not ideal.

Inevitably the development places further traffic onto Ford Road. The issues in the northern section are well known to everyone as are the speed of traffic on the southern part. Positive traffic management will be required in conjunction with WSCC Highways. A roundabout at the new access point would be a positive move to moderate traffic speeds."

Road

Priory Road

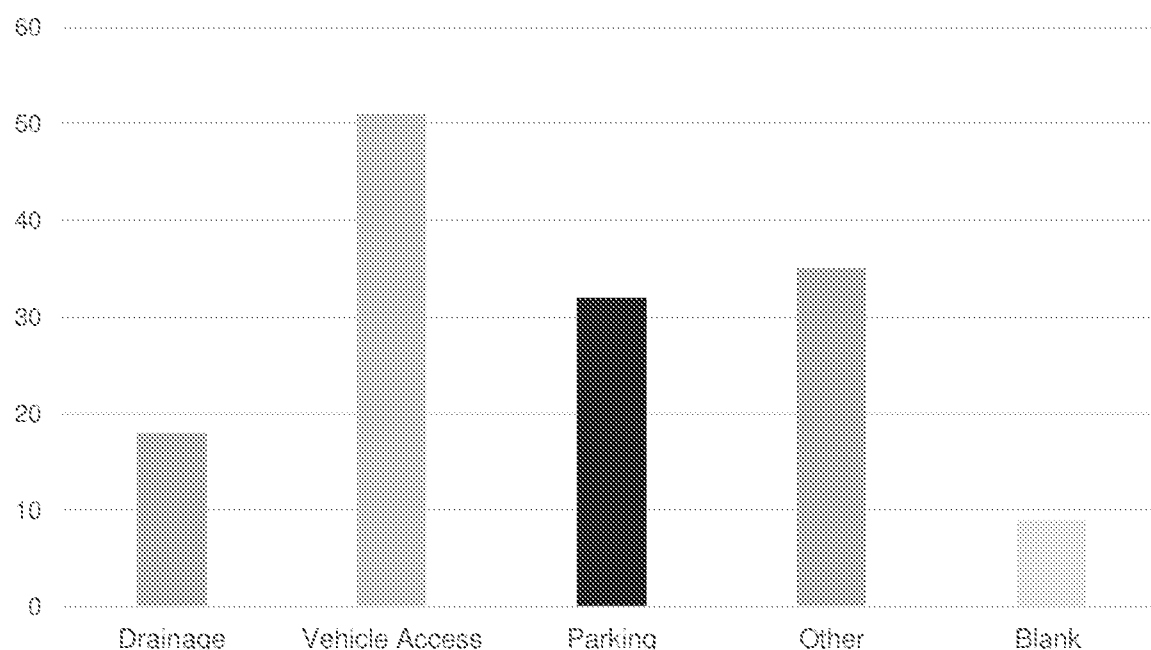
"Would these improved bus services have to use the present road structure?"

Nineveh Shipyard

Question 5: Do you have any general comments or observations about the proposals that you would like us to consider?

Drainage	Vehicle Access	Parking	Other	No Answer	Total
18	51	32	35	9	79

N.B This was a multiple-choice question, in which the majority of respondents selected more than one option.



The analysis of additional comments received via the emails have also been incorporated into this part of the summary.

Positive comments and reservations	Road
<i>"No additional comments. I hope it all happens as per the plan."</i>	Address not provided
<i>"I've just been on the website and inspected the documents from Savills but could not comment or vote - nowhere could I find my way to that point. May I say I agree with the proposal; it is in line with the Neighbourhood Plan. Thank you."</i>	Queens Lane
<i>"I am happy to support the Proposed Scheme. I would like to register my support for a cycle path from Arundel to Ford Station and including this development. It's a tragedy that this does not already exist, and I feel it should not be allowed to wait for the construction of the Bypass which will probably not happen in my lifetime."</i>	Address not provided

This cycle path is desperately needed as its very dangerous at present to attempt to cycle or walk and probably it will be made worse with more traffic generated by the new development."

Constructive comments and reservations

Road

Comments about traffic congestion

"I am concerned about the cumulative effect of extra traffic from this development and the development on the Old Gas Works site: radical traffic calming is needed between the roundabout right down to the level crossing - reduction to 30mph limit is not enough. Measures needed to deter/outlaw HGVs and significant reduce speed of remaining vehicles."

Maltravers Street

"The congestion on Ford Road is severe especially at peak times and when large unsuitable vehicles use it and cause a complete jam. I am worried that there will be a lot of large construction vehicles for a long period of time and they will get to the site from the Arundel end of Ford Road making this problem even worse. Is it possible for them to be told to only access the site via the Littlehampton end which is not narrow and built up?"

Priory Road

"As I said, unless you support the new by-pass, there is no way the existing Ford Road can cope."

Canada Road

"I refer to your circular in respect of the above.

At this stage I have only three questions, but depending on your answers, I may have many more:

1. Will all vehicular traffic from this proposed development exit on to Ford Road?

2. If the answer is yes, this is insane. The road cannot take it - not at the point of exit, but where the road passes between the existing houses on both sides (already a pinch point) and at the junction with the A.27 roundabout. How do you intend to deal with this?

3. What provision is being made for the additional school spaces that will, inevitably, be required?

Thank you."

Address not provided

"Too much traffic already alongside anti-social parking and driving."

Address not provided

"The biggest problem of course will be the additional traffic generated, in particular through the already dreadful Ford Road with its well documented delays and frequent blocks there. I am encouraged to see there are no direct road connections from the proposed estate to the existing roads in the residential area above Torton Hill Road. Torton Hill Road is already very busy with cars speeding down the hill on a regular basis and so keeping the traffic down on this road makes good sense. Additionally, it is worth bearing in mind that Torton Hill Road is used as a rat run from the eastbound A27 via Pearson Road to the end of Ford Road and then onto the A27 for those going onto Worthing. Commuters do this to try and bypass the Ford Road roundabout at busy times there. Also I am sure Pearson Road (a bus route that because of parking is in effect a single track road)will be used a great deal more by the new residents in the proposed estate via the top part of Torton Hill Road and then Maxwell Road as a way of accessing the Ford Road away from the A27 roundabout. This would be the logical way to get to the estate when travelling from Chichester on the A27 and will inevitably increased local traffic in these roads. Torton Hill Road is supposed to be a 20 mph restricted zone but this is completely ignored with cars frequently running down the hill at great speed and given the increased volume of traffic I think this problem is only likely to get worse.

Torton Hill Road

<i>I wonder given the addition traffic that will occur in the above roads as a consequence of the plan if it's time to consider some form of traffic slowing scheme especially on Torton Hill Road to discourage it from being used a rat run in the first place and so cut down on the numbers of commuter cars that use it so freeing it up for any local traffic that the estate will inevitably bring."</i>	
<i>"Most important as traffic navigation in Ford Road already a nightmare."</i>	Fitzalan Road
<i>"Traffic."</i>	Address not provided
<i>"Ford Road is a notorious bottleneck for getting to and from Ford to Arundel. How will this proposal work in conjunction with the new Arundel By Pass? What are the plans to improve vehicle access along the Ford Road?"</i>	Wheelwrights Close
<i>"Where are all the working lorries and vans going to access the site from as Ford Road is already a death trap waiting to happen at roundabout on A27."</i>	Pearson Road
<i>"We will only support the scheme if there is proper provision along Ford Road for all vehicles from the estate. At present, Ford Road is only passable with single lane traffic. The vexed question of heavy good vehicles using the road could be ameliorated by provision of a proper by-pass for Arundel."</i>	Surrey Wharf
<i>"A very busy road - all access to Ford Road is difficult parking is a permanent problem in the town and traffic is heavy."</i>	Tarrant Street
<i>"I would like to add my voice to the concerns of many who live near to Ford Road and use it regularly. If the Ford Road building project goes ahead, what consideration have you made for the additional traffic it will generate? There is also a housing project going ahead near the junction with the A 27 which will generate more traffic and Ford Airfield is looking to develop housing and refuse incineration. Our small road is already blocked, especially when the railway crossing is closed then opened regularly. Soon we will be unable to move from our properties because of the build-up of traffic. It is already bad. If the A27 is not diverted and enlarged the problem will become impossible. Are all these projects being co-ordinated and thought through or don't the quality of lives of local people count?"</i>	Kirdford Road
<i>"I have received your notice through the mail outlining the consultation process regards the new homes off Ford Road.</i> <i>Although I very much support your intention to provide new affordable homes I see no mention of how you will address the increased traffic down Ford Road; it is effectively a single lane road given all the parked cars.</i> <i>I have recently moved to Arundel and I am shocked at the congestion around Arundel not just at rush hour. I really feel that the Plan needs to address congestion and parking around Arundel before this proposal is implemented.</i> <i>Thank you for your consideration."</i>	Surrey Street
<i>"Whilst I recognise the need for new homes in the area in my view the Ford Road is just not suitable for another 90 homes. It means a massive increase in traffic in what is already a heavily congested road. I have personally witnessed gridlock due to the narrowing of the road at the Arundel end, caused by all the parked cars and the HGV's that also use the road. We now have the added problem of the proposed new development (incinerator) on the Ford Airfield and the new homes at the other end of the Ford Road. We don't have the infrastructure in place, appointments with GPs are difficult and hospitals are just coping. All this will have a huge impact on local people and the environment. It makes no sense to put these homes there."</i>	Address not provided

"I totally object to the plan to develop 90 new homes in Ford Road, Arundel. Traffic on Ford Road is gradually increasing and will be made even worse with the planned Ford Energy Waste site which has estimated an extra 120 lorries per day. I reside at Tortington Manor and it is already extremely difficult to exit safely with the backed-up traffic of the railway station. Cars parked in Ford Road, which only allows single line traffic, is becoming increasingly hazardous and one cannot imagine how difficult it will be with 90 more homes with goodness knows how many cars per household! Coupled with that the Doctor's Surgery in Arundel cannot cope now with patients who have to wait at least two weeks for an appointment. The whole idea is completely unacceptable, and I would like my objection recorded."	Ford Road
"I strongly object to the building of 90 new homes on the site off Priory lane and Ford Road. Ford Road is already extremely congested with traffic including large lorries and cars parked outside the Victorian cottages and houses. More cars on the road will lead to complete congestion. The local schools are also filled to capacity. The local Doctors surgery also would not be able to cope with more people. Please reconsider the building of homes on this site as I think it's an unsuitable location."	Address not provided
Comments about speed enforcement and traffic calming measures needed along Ford Road to ensure proposed 30MPH speed restrictions are in force	
"The 30-mph restriction needs to be extended to the south of Priory Lane and needs to be enforced, either by use of speed cameras or traffic calming. We have recently had two accidents where cars have ended up in the ditch between the end of the Ford Road houses and Priory Lane approaching Arundel, we are assuming where drivers have lost control coming around the slight bend at the Priory Lane junction. This is in addition to the numerous near-misses we, and our neighbours have had with cars overtaking as we try to pull into our driveways. Clearly cars are speeding, many dangerously so, in both directions in large numbers."	Ford Road
"My major concern would be the traffic speed on the Ford Rd and the need to make the junction safe. Including traffic calming measures would be necessary but keeping the barriers between the development and Dalloway Road except for emergency access is essential."	Priory Road
"More houses mean more vehicles to clutter the existing roads and overuse the existing parking locations."	Ford Road
"Ford Road is dangerous around the planned entry road. There have been several accidents because of the bend near priory lane. A 30MPH speed limit must be implemented before priory lane junctions travelling north!"	Torton Hill Road
"As the road is very narrow and lots of traffic would like very slow speed to enable traffic coming down Maxwell Road to be able to come into Ford Road easily."	Address not provided

"5a. Vehicle access. The positions of the access road is absolutely fine. However, getting out onto Ford Road will be very risky given there is a 60MPS limit on this stretch. A reduction to 30MPH is essential and might help a little but it will not solve the problem. Ford Road is a racetrack and the existing 30MPH and 60MPH limits widely ignored by all classes of vehicle. There is no attempt at enforcement these days, speed traps used to be a regular feature years ago. The problem is particularly acute in the morning and evening peaks with commuter traffic plus all the heavy commercial vehicles to and from Ford Industrial Estate, this is repeated at intervals during the days when the level crossing at Ford opens and releases a large pulse of traffic. Residents here currently face exactly these problems trying to get out of Maxwell Road. I would very strongly plead that consideration be given to putting a small roundabout at the access point. This would ensure much safer access and egress for residents of the new homes with the added huge benefits to everyone in the immediate area of reducing the speed of traffic on Ford Road.

Priory Road

5b. Other I am concerned at the effect of an extra 200300 new residents on local services particularly the Doctors Surgery which has bene short of permanent doctors for some years and dependent on locums. I would hope that the doctors have been consulted, particularly regarding their ability to cope with 200-300 new patients."

"The development is unsustainable because of the already hopeless congestion at the Arundel end of Ford Road. This is an unresolvable problem for this site as there is no way of removing the permanent on road parking outside the houses along this section of the road, and already causes jams back onto the roundabout at certain times of the day. Green field sites should be protected for future generations and not destroyed, some beautiful places like Arundel should be preserved and not be allowed to run into urban sprawl."

Batworth Park Road

"Traffic conditions on the section of road from Ford roundabout to Priory Road are already bad, often heavily congested and busy day and night – this proposed development will increase the level of traffic in this section in particular. What will be done to improve the traffic conditions with the inevitable increase in traffic in mind?

The congestion often causes a problem for the exit/return of fire engines from/to the Fire Station on Ford Road which is surely dangerous and unsatisfactory now, let alone with increased traffic.

On that section of road the 'Not Suitable For Heavy Goods Vehicles' sign close to Ford Road roundabout is ignored, which practice in particular causes hold ups on a regular basis throughout the day as there is insufficient space for two vehicles to pass especially if one of those vehicles is large and/or an HGV. Why is the existing 'Not Suitable for Heavy Goods Vehicles' restriction enforced? Where is the 'Not Suitable for Heavy Goods Vehicles' sign sited at the other end of this section of the road. If there isn't a sign, why not? Will HGVs be prohibited from using this section of Ford Road as part of this development and/or in any event in future? And if so, will that be enforced? Would the speed limit be reduced from 30mph to 20mph from Ford Road roundabout to Priory Road? The suggested 20mph speed limit for the proposed site would appear too low for the density of housing?

Ford Road

What other safety measures would be put into place for pedestrians, cyclists and road users on this section of road?

What route would the construction traffic for this proposed development use? How will the existing allotment site on adjacent land be affected? Does the 'provision of community allotments' refer to that allotment site being developed further or another area of land within the development set aside for that purpose?

Is there capacity in local schools for children of future occupiers of the proposed housing?

Is there capacity in the local GP surgery sufficient to take on 90 additional households?"	
Comments about the site access	
"The drawings show that the vehicle entrance to the development is a T junction. I have been informed that a roundabout at this junction is under consideration; I think this would be far preferable so that it is easier for vehicles to exit onto Ford Road and the traffic leaving Arundel heading south would be forced to slow down. Currently the last section of the 30mph zone is often used like a runway, with vehicles exceeding 60mph before they reach the national speed limit sign. There will also be more families living in the southern side of Arundel, so it would be good to have a ban on HGVs on Ford Road; it is currently very unpleasant to walk into town from Priory Road due to the many very large lorries that use Ford Road."	Priory Road
"Safe access to the site from Ford Road will need some thought, and improvements to minimise the additional traffic to the A27 roundabout would be welcome. It would be good to see the site support future increases in electric vehicles, I understand a percentage of houses will have chargers, but charge points in visitors spaces would be great to see, perhaps in partnership with an EV charging network."	Stewards Rise
"Just that Ford Road, just outside Arundel, is frequently busy/congested, so vehicle access would be safer if controlled. (My son lives on an estate near Guildford where their driveway has a traffic light to the main road)."	Penfolds Place
"1. Vehicle access to and from Ford Road would be a great hazard. 2. The suggested 'emergency access' from Dalloway Road is questionable in view of the over congested Ford Road and could result in unauthorised use of this emergency access and would put too much pressure on Dalloway Road which is a cul-de-sac!"	Dalloway Road
"We are strongly against any entry from Dalloway road so called 'Emergency Exit.' We wish to be kept separate from the development. I have shown that a footpath could keep to the west boundary hedge to join path by electricity area."	Dalloway Road
"I have already commented on vehicle access which doesn't look good. Parking in and around Arundel is terrible - no good providing one parking space per household when some have 2,3 and 4 cars."	Penfolds Place
Comments about taking a sustainable approach to design and development	
"Despite aiming for a traditional style of buildings, in keeping with others in Arundel, I hope that there is scope for a modern, low-impact, 'eco' approach to use of materials, building techniques and a focus on making the homes as low carbon as possible including an evaluation of the options for: a) solar panels b) geothermal heating or air source heat pumps c) permeable drives d) communal food waste system of some sort e) homes with intrinsic designs for habitats e.g. bee bricks, swallow bricks hedgehog friendly fencing etc."	Coombe Lane
"There should be more electric car charging points generally in Arundel to cope with the increased use of electric cars."	Pearson Road
Comments about the impact on local services	
"Presumably the residents of these new homes will be using the Arundel Surgery. Will it be able to cope with the new demand?"	Maltravers Street

Generally, this sounds a well-considered, attractive plan for new housing including affordable housing. It will of course create more traffic and make more demands on infrastructure, but this is the case anywhere and is not insurmountable."	
Comments concerning car parking	
"Please - no extra parking on Ford Road."	Address not provided
"New housing developments usually only put in the minimum requirement for car parking but in reality, this is not enough for a modern family. There must be enough on street parking for visitors."	Pearson Road
Comments concerning design	
"Development should be more in keeping with area. You should consider the impact on the local area."	Birch Close
"The proposed development will occupy an important site and provide a new southern gateway to the historic town of Arundel and the South Downs National Park. It is essential that the design and materials of the proposed houses reflect that importance and the local vernacular. The vista of the historic town centre from the south must be preserved and not impacted by the proposed development. Good luck!"	Maltravers Street
Comments concerning drainage	
"Partial flooding already happens along Ford Road. this would increase with 'run off' from any development."	Ford Road
All other comments	
"Developing the site implies significant surface run off and a risk of flooding of Ford Road. I would like to see vehicle movement forecasts for the northern end of Ford Road. This development is likely to add to the congestion in the area without really imaginative active travel measures. Arun DC sets parking requirements, but I would like to see proposals that clearly mitigate the demand for car use and the reduction in parking provision. 20% eV charging? Why so low? In the lifetime of the site, wouldn't you expect all vehicles to be eV? Visitor cycle parking please."	Address not provided
"Arundel residents want a footpath (+cycle) from Town to Ford Station. This is because many school children commute to Chichester and Banham. 20% of residents attending the love Arundel research raised this unprompted. This scheme should help to achieve the same route to Ford. Either in the form of cash contribution or land along Ford Road. If this development announced in favour, then I believe you will get more support and less opposition."	Maltravers Street
"To whom it may concern, After studying the plans for the development of Greenfield land in Ford/Arundel I would like to voice my concern. I am a local resident to the area, and I feel the plans will disrupt the local area greatly. I believe there to be alternative and more sustainable way to develop affordable housing or housing on a smaller scale locally, not on green land and with good road infrastructure. I hope that the objection of other local residents is taken into consideration whilst moving forward."	Address not provided

"It's the thin end of the wedge. What happens in a few years time, add on, creeping further towards Ford. Use the Brown field sites."	Maltravers Street
"Linking to existing roads to make feel more part of town. Back gardens of new homes facing those of existing houses."	Torton Hill Road
"Access please try to optimise road access to Ford Road. Parking please ensure there is lots of parking per house and communal use. It is naïve to only allow one or two spaces per dwelling. Please look at the current houses in Arundel and the amount of cars parked half on/half off a pavement."	Dalloway Road
"What will happen to Priory Lane, will the road be improved, ditches cleared etc. Will the man-made pools ever flood. The fields are already quagmires and stats given; they are inaccurate. This issue needs to be revisited. I believe traffic light and the new access road need to be used."	Ford Road
"This looks like a purely money-making project and will not help existing community. It will make everyone's life worse and we have a right to a happy, unpolluted life - the project does not fit into that criteria."	Address not provided
"For someone who was born in the town, this is a totally ruinous policy which will destroy natural habitat of area and cause havoc."	Dalloway Road
"1. Dalloway Road access -I am extremely concerned that this will be used for other vehicles other than emergency vehicles e.g. motorcycle, if this is a 'bollard system' - please consider making this pedestrian only/ bannered off. 2. In addition I support the current plan with the 15m green zone between the back gardens of Dalloway Road / High Ridge close rather than 'Turning' these around and having back gardens closer to the tree line. 3. Please plant more evergreen trees in to avoid noise pollution during construction and after. 4. Children's play area to include slide/swings etc. We look forward to your reply." "There is already pressure on the existing drainage system at times. The likely addition and possibly 200 extra vehicles onto Ford Road would be very dangerous. Noise - this will be greatly increased and a real problem with all the residents living on the perimeter of this site." This respondent also a typed additional comments page and attached it to the feedback form: "We were offered an 'on site' consultation on Wednesday 19th August. This turned out to be a complete waste of time. It was pouring with rain and the team, apart from one member, stayed outside and we had to go out to them; no opportunity was available to discuss the plans, and they did not really seem interested in our points of view. We expressed our disappointment that no one from the Estate has been near us to explain what was being proposed, despite the Estate Manager twice saying that he would set up a meeting for this purpose. So far as we are concerned that are other sites within Arundel for the Social Housing requirements, without destroying more green land and beautiful countryside. If this scheme is allowed Arundel could well end up as a 'Dormitory town' as the other houses proposed would, more than likely be bought by those now living outside the town; they are not needed by Arundel. The infrastructure of the area cannot cope with more traffic, which this site and those proposed south of the railway would create. Therefore we are very much against the proposed development." "All of the above are a serious concern. This development is totally unsuitable for the area. Don't do it. Have we learnt nothing during this pandemic?? This country is being destroyed and we should be protecting the natural world. Very sad times." "Drainage. You have not witnessed the torrents of water that flow off the fields and down Priory Lane after a sustained period of rain. With 75% of the	Dalloway Road Highridge Close Torton Hill Priory Lane

area under concrete where is all that water going to drain too? Ford Road already floods - are you putting storm water drains in and where are they running too?

Vehicle Access. There have been a number of accidents on the junction with Priory Lane and Ford Road. Your junction layout is utterly inadequate to ensure safety and ease of access for 180 cars. Ford Road is at capacity at rush hour. How are you going to get another 180 cars out onto it during this time? Again, like all developers, you'll just build the houses and leave chaos behind. The infrastructure is not in place to cope with this sudden influx of houses.

Parking. Most house have more than 2 cars, just drive around any new development. Where will visitors park? Along Ford Road maybe?

Other. At a time of global warming, don't you think it's wise to look at alternative solutions other than green field developments. Smaller, town centre locations would allow for a more gradual introduction of new people, give them greater access to facilities without having to use their cars, convert brown field and abandoned houses into characterful and exciting places to live at affordable prices. Surely at a time when the world has been rocked by a pandemic that has brought it economically to its knees, it's time to think of a more sustainable way to provide the much needed housing this country needs. There will be no vaccine for global warming!"

"Vehicle Access

Dalloway Road entrance available for pedestrians cyclists and emergency vehicles should also be available for buses as it will be far more efficient, for the bus to serve more of the Arundel population at a reduced journey time thus enabling fewer buses and drivers to serve more people, cutting the cost (subsidy or fare) per passenger compared with access via the Ford Road

Parking

20% parking for electric vehicles is not enough, especially with the Government commitment to phase out fossil fuelled vehicles. Every parking space should have electric an power point. The roads should all be future proofed for conversion for developing technology for solar roads and also under road vehicle power supplies so it can quickly be taken up and new technology installed to power vehicles by the developing contactless energy. Maybe even work with technology developers to use this new development for prototype testing providing resident with vehicles for testing this technology. A big win/win

Other - School

Arundel really needs a secondary school. The Head Teacher of ACE Andrew Simpson expressed his ambition when interviewed in 'The Bell' tells us "I've always dreamt of Arundel having a secondary school.....a secondary school would be good so that young people didn't have to be bussed out. This site lends itself to a place where children could come from nursery to 19.....I would like to work out a way we could do it together. It could be aspirational for everyone in town – a place where learning is the heart of things." I think every parent in Arundel will support the additional population from this development makes it even more necessary to have a secondary school in Arundel, the biggest challenge being funding. Therefore my number one priority by far for additional benefits from this development will be to develop a secondary school in Arundel, ideally to be open by the time these new houses start to be occupied.

Other - Energy supply

Every building should be designed carbon neutral with every roof covered in the most effective solar panels to generate electricity and provide hot water, heated by ground source heat pumps or other better heating, have community wind turbines so that the development is self sufficient in energy

Station Road

Other - Building specification and design This is a very exciting development. Within the design parameters of the development, for anyone who commits to buy property, including affordable housing for first time buyers, allow them to adapt their own designs, especially for interiors, but also exterior at the back not viewable from street, but also option to suggest aspiration for street façade subject to agreement with wider community."	
"As mentioned above I would like to know: 1 how construction traffic is to be managed 2 what is the anticipated construction timetable 3 details of the proposed pedestrian/ cycle access to Ford Station."	Ford Road
"As in previous point, lights or a one-way system around the Ford road/A27 roundabout. A shop like and M& S /Tesco express in the new area. I love the ethos of the project with its eco and nature element and provision of more allotments! Great project, Thank you."	Queens Lane
"1) Ford road 30 speed limit to be extended past Priory Lane 2) Cycle access to Ford station.... currently Ford road is a high-speed road with many cars travelling in excess of 60mph. It very unpleasant to cycle when cars pass at such speed. The development is an opportunity to encourage cycling by slowing traffic on Ford Road and by slightly narrowing lanes to give a little more space for cycling. 3) Improvement of the right of way across the fields to the river and into town."	Ford Road
"Perhaps the mention of shops at 12 I think, is a little misleading. Isn't it just a newsagent with post office and pharmacy. It would be useful to have the whereabouts of affordable housing indicated. Overall, if the design turns out to be as attractive and tasteful as the drawings, then that would make the development acceptable to most I imagine. Hopefully it will be a d corners wont be cut to save money."	The Causeway
"If it goes ahead it is vital that a green boundary is erected along the north boundary of Priory Lane to create a definitive barrier between residential and countryside. Priory Lane is already used as a cut through and cannot cope with any increase in traffic."	Priory Lane
"Access and traffic - see comments under section 5. Drainage management scheme and general landscaping proposals are well considered."	Priory Road
"If you are providing adequate bus services and walking and cycling routes, why do you need to provide TWO parking spaces for each dwelling? That makes it clear that you don't intend to provide access for anything BUT cars. Does Ford Road really need more traffic? Further, you state that there will be a 20 mph speed limit within the development, and 30 mph on Ford Road. There is absolutely no enforcement of the existing 20 mph speed limit in and around the town, so what is the point of setting these speed limits in the first place?"	Canada Road
"As indicated in my pervious response - the access as proposed is a fatal accident waiting to happen. A roundabout and the continuation of 20MPH with traffic calming to Ford Road north of the site is a bare minimum. The design must make the most of Arundel's unique architecture which has always innovated. Modern design rather than cheap vernacular stick-ons could be used to great effect. Green roofs; zero-carbon designs and self-build can all be incorporated. Anywhere housing should not be part of the solution. The premium of developing this site must be invested in good design and good landscaping. It will help sell the houses for a greater profit, of that I am sure."	Torton Hill Road
"Totally against this development. It is far enough out of the town that residents will take their cars everywhere. If you really have to build do so in the centre- e.g. the old stables or around the castle."	Torton Hill Road

"This is a big development on an already congested road. I'm being very sceptical here but I fear the Duke is trying to generate money rather than thinking of the town and people of Arundel."	Torton Hill Road
"Any development in the eastern field should be avoided. The landscape of the Arun valley is one of open fields, some hedges with mature trees and scattered in-field trees. This will be lost if the eastern field is developed. The views across the valley will be impacted, during the day but especially at night. Looking across from the river beyond the houses on the Ford Road only a few lights can be seen. With the development masked by the trees and hedge along the boundary between the two fields any impact can be minimised. The tree belt could be extended into the eastern field creating more of a shaw, leaving the rest of the field as grassland and wet grassland and some scattered in-field trees. Not only would it create a buffer and reduce the visual impact of the development, but it might also lessen the traffic noise for people living on the development. Some thought should be given to creating a new southern entrance to Arundel. All the other entrances have low, more village like signs - the southern entrance could easily be missed, and most people do miss it. They are still traveling at 40 mph at least having escaped the delay at the level crossing. Make the southern entrance a proper entrance, worthy of a cathedral town. You should know you have arrived in Arundel rather than figuring it out as you get to the telephone box and join the queue and finally slow down. Make us proud of being the southern gateway rather than feeling like second class citizens because we are the wrong side of the A27. Lastly, I believe the Estate should place a covenant over the public open space and/or gift it to Arundel Town Council with a covenant in place that prevents any further development. Arundel will have to look elsewhere next time for more housing. Perhaps behind the White Swan going west? Thanks for reading all of this."	Ford Road
"Drainage - no mentions have been made covering the underground streams in the area. Vehicle Access - as previously mentioned, increases the dangers on the Ford road. Parking - Parking will be made worse in the Dalloway Road Area and has not been considered. Other - the Emergency access to Dalloway road seems un-necessary as there are already good accesses from Priory Lane and the east end of Stewards rise."	Dalloway Road
"Some concerns about congestion on Ford Road towards the town. Any thoughts as to how to improve this. More electricity charging points for electric vehicles than the proposed 20. Houses to have solar panels as standard. How many more primary aged children envisaged? Does school have capacity?"	River Road
"No particular comment."	Address not provided
"See previous comments rec traffic calming plus opportunity for cycle routes via Ford Road. Torton Hill Rd etc."	Ford Road
"Only the comment on phasing set out in my response to the first question in Step 2."	Maltravers Street
"As I said previously worried about the speed of traffic in Ford Road with regards to access. Proper provision should be made for parking off road. Very happy to see this development of much needed affordable home particularly."	Torton Hill Road
"Access must be from the Ford Road, and adequate parking for vehicles adjacent to the houses is required. I would like to see a 40mph limit from Ford Station right through to the current 30mph limit."	Torton Hill Road

Consideration must be given to cycle and pedestrian access to Ford Station even though this might impact on the grass verges and hedgerows along the route. A significant number of secondary school children use Ford to travel to the Chichester schools."

"As Minister of Arundel Baptist Church I write with comments regarding the Ford Road new homes proposal. I wish to express my concern about this. The Ford Road is narrow and subjected to heavy traffic each day, especially to the Torton Road Roundabout and joining A27. The infrastructure is poor and congested and often Ford Road is blocked with buses and lorries as cars are parked along the Ford Road. If this development goes ahead more lorries and freight/cars along a narrow road will be seen which will only worsen the current situation.

Arundel Town Centre has little to offer new residents from shops and banking facilities. No Banks and only niche shops and cafes! I would be interested to understand what affordable homes mean because as we know houses are not cheap in Arundel, so would these houses really be affordable to young families.

Around Arundel and through there is major congestion on the roads most of the day especially rush hours. The Ford Road/Torton Hill Road end has seen accidents and fatalities in the past. Surely the bypass is the major issue as the environment suffers from car fumes with slowly moving traffic. This needs to be developed.

Yet again more countryside is to be built on so surely there are environment and green issues at stake."

"Having reviewed the Virtual Consultation, I attach a document in which I have given my comments on four aspects of the proposed development:

- the tenure mix;
- the undeveloped land within the development boundary;
- the access and highways proposals; and
- the example materials and features."

The attached document is copied and pasted below.

"Ford Road, Arundel – proposed housing development
Some comments on the Developer's pre-application consultation
[Address redacted] 29 August 2020

Having reviewed the Virtual Consultation that was published in August 2020 jointly by the Norfolk Estate and Savills, I have comments on four aspects of the proposed development: the tenure mix; the undeveloped land within the development boundary; the access and highways proposals; and the example materials and features.

1. Tenure mix

The 'Planning Background – Policy Context' states that the development will provide 30 dwellings which are "truly affordable" out of a total of 90 new homes. However, affordability is not defined:

- Given the relative high cost of homes in Arundel (whether to buy or rent), what evidence is there that the homes will be affordable to local people?
- Will all the affordable homes be for rent (or include a proportion of shared ownership or other tenures)?
- How is "truly affordable" defined? Most developers' "affordable" homes are beyond the reach of most people seeking homes. The Government's statistics make a distinction between 'affordable rent' and 'social rent'.

2. Undeveloped land within the development boundary

[Address redacted]

Mount Pleasant

The eastern and southern parts of the proposed development are to be open recreational land ("Parkland"). The proposals lack guarantees that this land will not be developed for housing or roads in a subsequent proposal, including the land on either side of the proposed tree-lined avenue that provides access from Ford Road. Will the Developer enter a legal agreement with the Planning Authority (Section 106?) to ensure the parkland is retained in perpetuity?

3. Access and highways proposals

The 'Pedestrian and Cycle Access' section of the proposal states that a "key feature of our proposals is to encourage future residents to travel sustainably". Details are not provided and therefore proposals need to be brought forward to show how the development will provide for safe access to vital destinations for both pedestrians and cyclists. In particular, the following:

- The proposals include two car parking spaces per home, thereby encouraging the use of the car as the prime mode of transport. This is not a sustainable approach to transport and is contrary of Government guidance that promotes active travel and tackling poor health.

- The consultation documents state that sustainable travel will be achieved "by including connections to the existing cycle and pedestrian pathways" on the following roads:

Ford Road. This important road, which is the only route from Arundel to Ford Railway Station, has no footpath in the southbound direction (towards the station) and is too narrow for safe cycling. Northbound (towards Arundel) it has narrow footways which are regularly half-blocked by parked cars. The road is of limited use for pedestrians and dangerous for cyclists wishing to access the town centre or Arundel Railway Station. A new cycleway along the Arundel Relief Road could provide access to Arundel Railway Station.

Priory Lane. This is narrow road, which has no footpath and is dangerous for cyclists and pedestrians.

Dalloway Road, High Ridge Close, Stewards Rise and Priory Road. These are housing estate roads to the north and east of the proposed development. They provide potential routes towards the town centre or railway station, but there are no designated cycleways or crossings of larger roads, such as at the Ford Road roundabout on the A27.

4. Example materials and features

The historic town of Arundel and its environs has an attractive and wide range of buildings with a large variety of building materials and features. It is good to see that they will form a 'palette' from which the proposed buildings, boundary features, etc will be designed, as illustrated by examples in the development proposals (copy below). Is the Developer prepared to ensure that such materials and features are included in the planning application?

Example materials and features



"Although there will be many people in the town opposed to the development, I fully understand that the new homes are needed, and that Arundel cannot be immune to new housing development. I believe the proposed location seems sensible.

> The proposal states that the design and materials will be inspired by the town's existing buildings. While this may seem like a good idea, if not done very carefully/subtly, it more often than not ends up looking tacky (in my opinion). Please remember that this is the "Torton Hill Estate", not the town centre. I believe good design, with pleasing aesthetics, and clever use of landscaping (e.g. good quality street furniture, use of cobbles locally, and planting) will provide a far better result. Having said that, some use of "Sussex" materials, such as flint walls and tile hung walls, would provide character.

> There is lots of scope to make the new housing integrated to the surrounding area, by providing 2 or 3 access points (there are lots of possible options - Ford Road, Priory Road, Priory Lane, High Ridge Close, and Dalloway Road). This avoids the mistake of having a single in/out access point, making it feel like a typical housing estate.

> The development could aim to be "low carbon", by providing sustainable and energy efficient housing, without the need for relying on fossil fuels (as is the way forward). We can assist on advising on this further if required.

I attach a guide which may be of interest."

Tarrant Street

4.3 Response to comments

4.3.1 All comments received during the process have been reviewed and the project team has attempted to respond to the most recurring themes that have been raised.

4.3.2 During the consultation feedback review period, The Norfolk Estate and Savills project team responded directly to a number of specific enquiries and questions relating to the proposals and individual responses were drafted and issued.

Support for the proposals: 61% of overall consultation feedback was supportive in principle to the proposed development of the site, with 66% of responses received via the online and drop-in session feedback forms indicating support in principle for the development. Feedback received from the online and drop-in session feedback forms also indicated that 67% of respondents were supportive of the proposals to develop the site with a residential scheme, that would include affordable housing. Furthermore, 78% of respondents to the online and drop-in session feedback forms were supportive of providing new sustainable connections to the wider area and 74% of respondents were supportive in principle to the landscaping and biodiversity proposals.

The Norfolk Estate and Savills are encouraged by the positive response it has received from local people for its proposals, which will help meet a local demand for housing by creating 90 new homes, 30% of which will be affordable. We are working alongside Arundel Community Land Trust, who will own the rented affordable homes in perpetuity for the community to ensure a guaranteed emphasis on truly affordable rents.

The project team has endeavoured to create an holistic development that will promote the use of sustainable travel through the creation of new pedestrian and cycle pathways through to the wide area as well as contributions towards safe cycle and pedestrian routes to Ford Station.

Concern regarding increased traffic and the current speed limit on Ford Road: The traffic impacts from the scheme have already been through an extensive review during the Arundel Neighbourhood Plan 2 consultation period, and the wider Strategic Site deemed suitable for development.

Furthermore, a number of comments supported the proposed reduction of the speed limit along Ford Road to 30mph to improve overall road safety. This will be determined in conjunction with West Sussex County Council Highways. Further details about the direct traffic impact of the development will be set out within a detailed Transport Assessment.

Concern regarding the proposed vehicle access: The principle of providing vehicle access into the site from Ford Road, with a secondary emergency access from Dalloway Lane was established within the Arundel Neighbourhood Plan. The final design of the access will be agreed with West Sussex County Council Highways Department, full details of which are detailed within the Transport Assessment.

Concern regarding the loss of green space and a preference for brownfield development: Arun District Council has identified a need to deliver 20,000 new homes over the twenty-year period between 2011 to 2031. The Arundel area has been identified in the Arun Local Plan as having an important, unique character owing to the Castle and Cathedral as well as its rural setting. However, it also highlights that development that is sensitive to the historic nature of the town will be enabled as part of the Arun spatial strategy.

Part of this site was included within the extended Built-Up Area Boundary for Arundel as part of Policy AR1 and was allocated for residential development within the recently adopted Arundel Neighbourhood Plan 2 (2018 – 2031). The Neighbourhood Plan had 80% support at Referendum in November 2019.

Impact on wildlife: The Norfolk Estate and Savills are committed to ensuring that these plans have minimal impact on existing plants and wildlife and will seek to achieve biodiversity enhancement. Ahead of development coming forward on the site, extensive ecological surveys will be undertaken, to ensure the landscaping proposals will increase opportunities for wildlife on the site. This includes the retention and management of the existing habitats and features of ecological importance as well as new habitats, with native-species hedgerows, wetland areas and wildflower-rich grasslands.

Impact on local schools: Whilst the site has been identified for housing and a new school is not proposed, as part of the application The Norfolk Estate and Savills will provide contributions towards education in the local area. These contributions may help fund the provision of a new school as part of the wider allocation, or it may be used to upgrade the existing schools locally.

Impact on local health services: Much like local schools, as part of the application, The Norfolk Estate and Savills will be asked for contributions towards improving / increasing the capacity of local doctors and dentist surgeries.

Concerns about car parking: Each dwelling will have at least two car parking spaces. It is proposed that the parking on-site will be in-line with the Arun District Council Parking Standards. As such, the precise number of spaces for each dwelling will be dependent on the size of the properties.

The parking provision will include 20% electric vehicle charging points, spaces for visitors, on-street and garage parking, as well as spaces for cycles, disabled bays and motorcycle parking. Full details on the final number of parking spaces proposed will be outlined in future Reserved Matters applications.

5. Next steps

5.1 Ongoing stakeholder engagement

5.1.1 Given the interest shown by residents and stakeholders in the proposals, The Norfolk Estate and Savills will seek to ensure information continues to flow through existing channels to interested parties. Those who requested further information by telephone, letter or email will be responded to in the most appropriate manner.

5.2 Updating Materials

5.2.1 The following website fordroad.consultationonline.co.uk will be updated at the following points during the application process:

- Upon submission, details of the proposals will be available online
- During the process, additional information will be posted
- Once a decision has been made

5.3 Letters to interested parties

5.3.1 A newsletter will be sent to the following groups and individuals informing them that the application has been submitted alongside addressing the main comments raised throughout the consultation:

- Residents and local businesses near the site
- Members of Arun District Council's Cabinet
- Member of Arun District Council's Development Control Committee
- Ward Members for Arundel and Walberton on Arun District Council
- Neighbouring Ward Members for Courtwick with Toddington Ward and Yapton Ward on Arun District Council
- Division Member for Arundel and Courtwick on West Sussex County Council
- Members of Arundel Town Council
- Arundel Neighbourhood Plan Group
- Arundel Community Land Trust (CLT)
- Arundel Community Partnership

6. Appendices

- » Copy of the stakeholder 1-2-1 invitation letter
- » Copy of virtual exhibition invitation letter
- » Copy of the virtual consultation boards
- » Copy of the feedback form
- » Copy of the consultation poster