

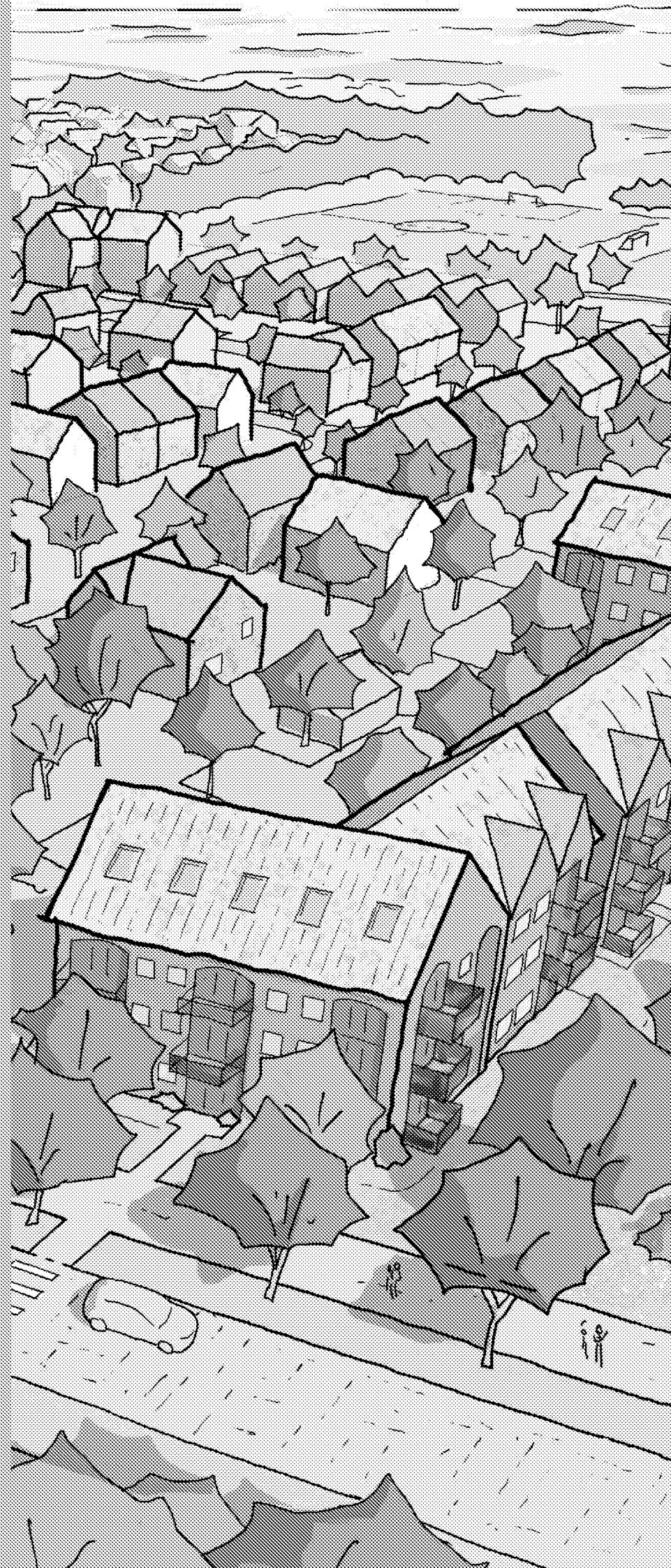
The Landings, Ford Airfield

Phase RM1 (North)

Statement of Community
Involvement

RM1-10.A

August 2024



Vistry Group

APUN DISTRICT COUNCIL F1924RES



Vistry, The Landings, Ford. Statement of Community Involvement.

August 2024



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Executive Summary

- Vistry (hereafter referred to as 'the Applicant') has carried out a comprehensive programme of pre-application engagement prior to the submission of the first three Reserved Matters applications for the Land at Ford Airfield (hereafter referred to as "The Landings") :
 - Infrastructure RMA (IRM) - the access roundabouts, primary spine road, key public open spaces and drainage infrastructure
 - Residential Phase 1 (north) (RM1) - for 340 homes following the primary street from the northern gateway to the Arun Way
 - Residential Phase 4 (south) (RM4) - for 357 homes to the east of the southern gateway including the Runway Park.
- This delivers on the outline application (reference F/4/20/OUT) approved in May 2023 by Arun District Council (ADC). This granted consent for the principle of development for up to 1500 dwellings, a 60-bed care home, employment space, a local centre, a primary school, open space, drainage works and access.

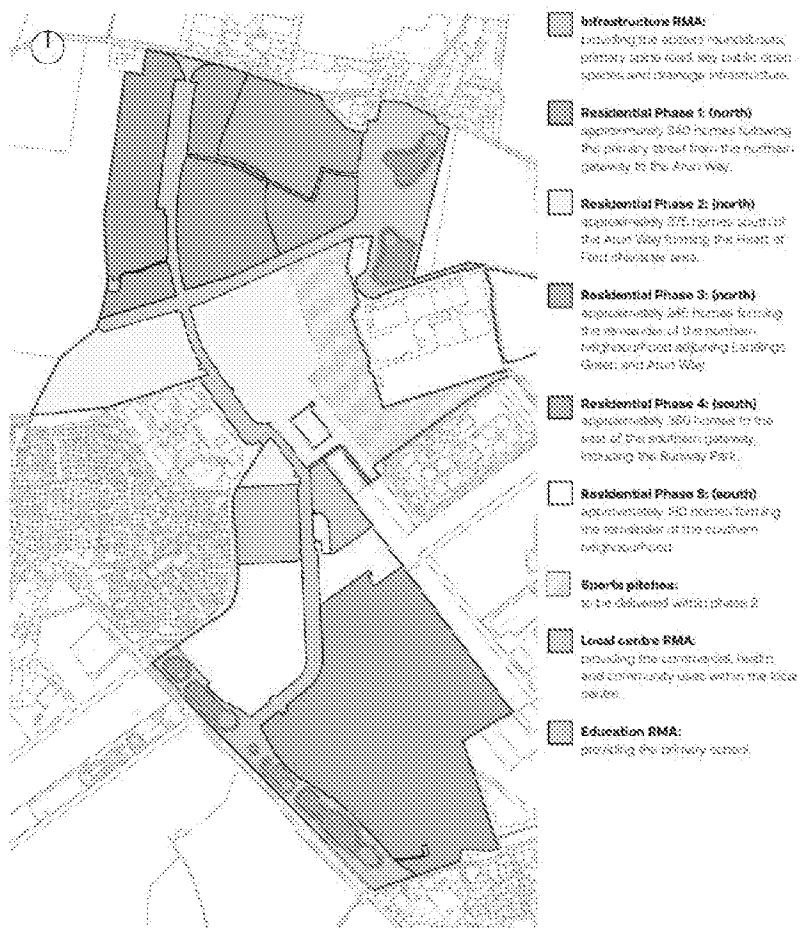


Figure 11.1: Indicative phasing plan (subject to review with ADC through the stages of the development).

An indicative phasing plan from the submitted design guide that shows the first three Reserved Matters: the Infrastructure RMA, Residential Phase 1 (north), and Residential Phase 4 (south).

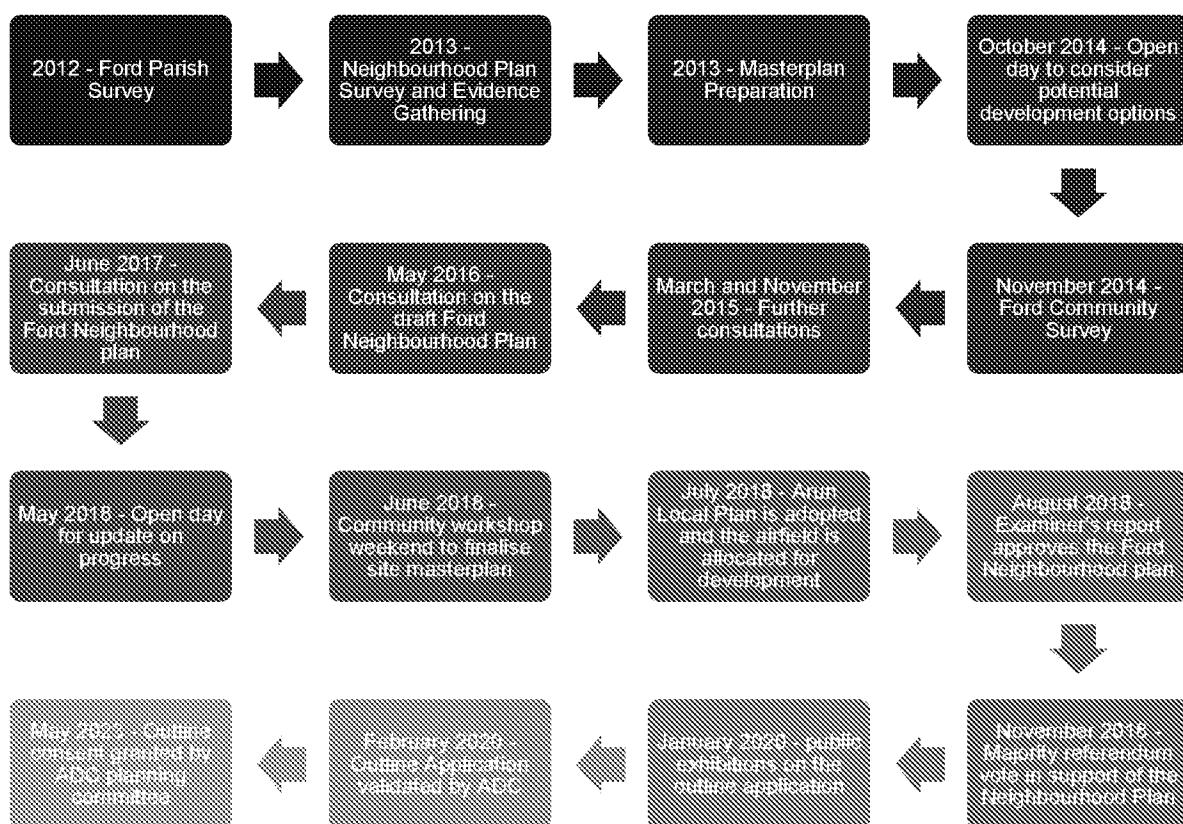
- The Applicant appointed SEC Newgate to undertake a programme of community engagement and consultation on the proposed scheme, in line with Arun District Council's Statement of Community Involvement (SCI) and the tenets of the Localism Act 2011. This document explains the public consultation that has been carried out in relation to this application.
- The Applicant undertook a public consultation programme that involved a range of engagement techniques with different stakeholders.
- On May 1st and 2nd, 2024, the Applicant held a public exhibition to introduce the design code and first reserved matters applications to the local community and receive feedback on the proposals.
- The consultation invite was sent via Royal Mail to 3,054 local households and businesses. 174 people attended the exhibition across the two days. The Ford Community Land Trust also had an information stand at the exhibition. The consultation materials could be accessed through a range of methods, including:
 - A dedicated project website <https://vistryhomesford.co.uk/> on which all the exhibition materials, an online feedback form, interactive map for comments, and more recent project updates could be accessed.
 - A Freepost address.
 - A consultation phone line.
 - A dedicated project email address: [REDACTED]
- In support of the proposed scheme, engagement, including phone calls, meetings and presentations, was held with a range of stakeholders. These included:
 - The local community
 - Arun District Councillors
 - Ford Community Land Trust
 - Ford to Hunston Canal Society
 - HMP Ford
 - Arun Sports Arena
 - Ford, Yapton and Clympling Parish Councils
- The Applicant has also committed to continuing to consult with local stakeholders in the lead-up to and following the submission of the current Reserved Matters applications and subsequent applications. This will be done through the ongoing Community Liaison Group (CLG). Three meetings have taken place so far, and representatives from the following stakeholders have been invited:
 - Ford Community Land Trust
 - Ford Parish Council
 - Yapton Parish Council
 - Clympling Parish Council
 - Arun District Council

Background

Outline permission was granted for The Landings in 2023 to deliver 1,500 homes, including 450 affordable homes, a 60-bed care home, a new primary school, new local centre including new shops and commercial space, new community and leisure space, extensive public open space, recreational infrastructure and cycle links (application reference: F/4/20/OUT). Vistry Homes acquired the site with the benefit of outline consent. The permission represented several years work by the Ford Community Land Trust (CLT) and local parish councils neighbourhood plan (see the project timeline below).

Since acquiring the site in 2024, the Applicant has sought to work closely with the community, and ADC and officers to bring the site forward in line with the outline consent.

Project Timeline



Purpose of Consultation

The Applicant recognises the potential impact that development has on local communities and believes that local people should be involved in helping shape the environment in which they live.

The importance of pre-application engagement is recognised in the Government's National Planning Policy Framework (NPPF), which states that:

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community" (Section 39, page 13)."

In accordance with the NPPF, the Applicant has undertaken a programme of engagement with the local community, to ensure that local people have the opportunity to inform the proposals prior to the submission of a planning application. This programme is also compliant with the National Planning Policy Guidance (NPPG).

Against this background, the objectives of this engagement strategy and programme were as follows:

To meet the requirements for pre-application consultation on major planning applications set out in the Planning and Compulsory Purchase Act 2004 and supporting guidance, including the Council's SCI and the Localism Act.

To ensure that the local community and its elected representatives were informed and consulted in respect of the proposed plans.

To demonstrate how feedback has been incorporated in the revised proposals and to explain why not, if it has not been.

Effective community involvement should ensure that people:

- Have access to information.
- Can put forward their own ideas and feel confident that there is a process for considering those ideas.
- Can take an active part in development proposals and options.
- Can comment on formal proposals.
- Get feedback and be informed about progress and outcomes.

The Applicant is committed to fulfilling these principles and engaged SEC Newgate to co-ordinate the public consultation and report back on the results.

Arun District Council's Statement of Community Involvement

An extract from the development management section of the 2023 SCI (<https://www.arun.gov.uk/statement-of-community-involvement-2023>):

Developer/agent/promoter consultation

The council recommends that developers adopt at least one of the consultation methods listed in Table 5 below in advance of submitting planning applications for minor and major applications. The type and nature of this consultation will vary depending on the complexity and scale of the development. The appropriate level of consultation will be discussed with the applicant at the pre-application meeting.

Method	Minor applications	Major applications
<i>Public meetings - on more controversial schemes, a wider audience can debate and discuss proposals.</i>	Yes	
<i>Public exhibitions - exhibitions held locally to the proposal can provide information and raise interest.</i>	Yes	
<i>Workshops - allow stakeholders and community groups to discuss in detail particular issues at an early stage of a development proposal. Professional independent facilitators may be considered as part of this process.</i>	Yes	
<i>Planning for Real - uses simple models as a focus for people to put forward and prioritise ideas on how their area can be improved.</i>	Yes	

Proposed consultation methods	Local authority consultation methods	Other consultation methods
<i>Town & Parish Councils - important way of raising interest locally and provides access to a network of local community groups.</i>	Yes	Yes
<i>Media - radio and local press can enable a wide audience to be reached. Documents and processes can be explained in simple, appropriate language.</i>	Yes	Yes
<i>Mail drop - this would provide communities with information on proposed future involvement events.</i>	Yes	
<i>Street survey questionnaires - an important method of obtaining the views of individuals or groups that would otherwise be difficult to obtain such as full-time employed at transport nodes and leisure centres.</i>	Yes	
<i>Specialist community involvement consultant - this should be considered in order to devise an overall strategy and run specific events.</i>	Yes	
<i>Notify neighbours - this can address concerns early on in the process and applications may be revised having regard to legitimate concerns raised.</i>	Yes	Yes
<i>Website - all relevant documents can be provided online through dedicated web pages facilitated by the council or applicant, keeping residents informed of consultation</i>	Yes	Yes

Pre-application consultation	Planning application consultation	Planning application
<p><i>events etc. This method may also include web-based questionnaires.</i></p>		

It is envisaged that any legitimate concerns raised as part of the undertaking of the pre-application consultation methods outlined above would then inform planning applications.'

Targeted Engagement

The Applicant met with a wide range of local stakeholders in the pre-application stage, including the formation of a Community Liason Group (CLG) that will continue to meet regularly through-out the remaining planning and build-out phases. The stakeholders have given the Applicant detailed feedback on the plans for the site, and many, such as the Ford CLT, have been local champions for the project from its very beginning.

Arun District Council Ward Members

The district ward members for Yapton, Cllr Amanda Worne and Cllr Henry Jones were offered a briefing on the applicant's proposals. Cllr Worne has attended several meetings with the Applicant, as outlined below:

- **20th December 2023:** The meeting was held via Teams and served as an introduction to Vistry Homes, and an overview of community engagement plans for the site. The meeting covered information about the Local Area Advisory Group, the need to have a more regular and project-specific point-of-contact between the Applicant and the community (this became the CLG); the importance of engaging Ford residents, the CLT and the Parish council and previous issues that the community had experienced with developers.
- **21st February 2024:** A second meeting was held at Serving Thyme in Ford and served as an opportunity to provide an update on the progression of the project. The meeting included a discussion about the importance of engagement with the Canal Society and the need to include a reference to the historic alignment of the Canal. The importance of maintaining the verges and hedgerows along the southern boundary of the site was also discussed as what the need to commenmorate the history of the airfield within the plans for the site.

Ford Community Land Trust (CLT)

The Ford Community Land Trust has played a key role in developing the Ford Neighbourhood Plan that informed the site masterplan and has been in regular contact with the Applicant throughout the pre-application process. Several meetings have been held with the CLT, outlined below, alongside their attendance at CLG meetings. They also hosted their own stall at the public exhibition in May, supporting the proposals and recruiting new CLT members.

- **9th November 2023:** An initial meeting between Vistry Homes and the CLT was held to introduce the project team at an early stage in the project and to better understand the work of the CLT.
- **22nd April 2024:** A follow up meeting was held with the CLT following the Applicant's purchase of the site. The purpose of this meeting was to update members of the CLT on the progress of the plans and to invite them to join The Landings CLG and to attend the upcoming public exhibition with information about the CLT's work. Further meetings with the CLT have come through engagement with the Landings CLG as well as separate engagement with HMP Ford.
- **1st and 2nd May:** The CLT was invited to set up a stand alone stall at the public exhibition. The purpose for the stall was to inform attendees of the trust's work and to invite them to sign up to become members. Following the exhibition, 20 new members signed up to join the trust.

Yapton, Ford and Climping Advisory Group

- **30th April 2024:** The Applicant and project team were invited to attend the meeting of the Yapton, Ford and Climping Advisory Group. During the meeting, attendees raised the following discussion points:
 - Canal Alignment - The plans should reflect the historic alignment of the canal.
 - Horsemere Green Lane (HGL) - The site should include a buffer with HGL to maintain separation with Climping. The proposals should include footpaths along HGL and should seek to reduce rat running along the road.
 - Drainage - Concerns that the site could impact on flooding In Climping.
 - Incinerator Plans - Questions as to whether the proposals have taken note of the proposed incinerator on the Radford Estate.
 - Ford Wastewater Treatment Works - Questions as to whether there has been an update on the odour control area.
 - Spine Road - Concerns were raised as to whether the spine road through the site would become a rat run.
 - Engagement with other developers - The need to take a joined up approach with promoters of other sites In the local area to ensure that there isn't a duplication of community facilities and to coordinate the construction management of the sites.
 - Sustainable transport - The need to emphasise the use of sustainable transport as part of the development.

Ford to Hunston Canal Society

12th April 2024: The Applicant met with representatives of the Ford to Hunston Canal Society. The meeting was an opportunity to introduce the project team and the site and to hear about the history and work of the Canal Society. The meeting primarily focused on how the masterplan would reflect and commemorate the historic alignment of the Ford to Hunston Canal through a green spine and through additional information boards.

Ford Open Prison

- **31st July:** The Applicant met with the Governor of HMP Ford to discuss the plans for the site and to explore the potential for working together to provide skills and training for offenders. It was decided that further discussions should be held in relation to this and a date for a subsequent meeting is being sought for September 2024.

Arun Sports Arena

12th June: The Applicant was shown around Arun Sports Arena by its owners who highlighted how the family owned business serves as an active social hub as well as a provider of sports facilities. Arun Sports Arena said that they wish to take on the new pitches that are to be provided by the Applicant and allow them to be booked by the general public. With the growth of 6 girls youth teams, Wick Diamonds Junior FC, alongside Wick Dynamos Junior FC, the site is often slightly overcapacity and an additional facilities would be welcomed.

Community Liasion Group

The Applicant has convened a community liaison group (CLG) to provide a forum for discussion, information provision and feedback. The CLG will form an important link between Vistry and community representatives with an interest in the Landings. In the early stages, this exchange of information is likely to take place between already identified stakeholders, but as the development progresses, new stakeholders and community groups may come to be involved.

The remit of the CLG is to:

- Work collaboratively with community representatives to ensure The Landings is delivered in line with the Ford Airfield Masterplan and the outline consent.
- Better understand the views of local communities in a structured way and to better exchange views, for example, through community presentations and visits.
- Ensure there is a mechanism to address the comments and concerns raised by the CLG.
- Communicate about construction management and site delivery.

CLG membership is drawn from local councillors, parish councils and community groups with an interest in the Landings. Attendees from the following bodies were invited to the first CLG:

- Ford Community Land Trust
- Ford Parish Council
- Yapton Parish Council
- Clympling Parish Council
- Arun District Council
- West Sussex County Council

The CLG has met 3 times to date with a fourth meeting due to be held In September 2024..

Below is a summary of attendance and agenda items covered so far:

11th April 2024

Attendees	Organisation
Cllr Sam Langmead; Cllr Dawn Smith; Cllr Danny Armstrong; Carol Hatton	Ford Parish Council
Cllr Collin Humphris; Cllr David Miranda	Clymping Parish Council
Cllr Vicky Newman	Yapton Parish Council
Maureen Chafee	Ford CLT
Cllr Amanda Worne	Arun District Council and Yapton Parish Council
David Scane	SEC Newgate (Community engagement)
John Longhorn; David Dodds	Vistry (Developer)
Gardiner Hanson	Tor&Co (Planning Consultant)

The following topics were discussed:

- The role of the CLG going forward
- The need for it to be a separate body to the Arun Advisory Group. The purpose of the advisory group is to have a 'big picture' outlook rather than the site specific focus of the CLG
- Drainage works and local road impact
- Construction management was raised
- The importance of involving HMP Ford in construction skills training
- Agreement to name the community hall the 'Trevor Ford Community Centre' and reference the site's history in new road names

30th May 2024

Attendees	Organisation
Cllr Danny Armstrong; Cllr Sam Langmead; Cllr Dawn Smith	Ford Parish Council
Maureen Chafee; Judy Curtis; David Foy; Dave Hodges	Ford CLT
Cllr Amanda Worne	Arun District Council and Yapton Parish Council
David Scane	SEC Newgate
John Longhorn	Vistry
Gardiner Hanson	Tor&Co

The following topics were discussed:

- An update on recent meetings with ADC officers and their feedback
- Agreement to share a draft of the Design Code with the CLG for them to give feedback on it, at the next meeting
- The details of pedestrian links and footpaths, the carehome, sports pitches, and parking standards
- An update on the programme of public engagement including feedback received from public exhibition attendees about the design code and reserved matters plans
- The increase in CLT membership is due to their attendance at the public exhibition (20 new members)
- Collaboration between the CLT and Ford Parish Council in giving planning responses due to limited resources
- The CLT and Vistry will coordinate releasing information about the site

3rd July 2024

Attendees	Organisation
Cllr Dawn Smith; Cllr Danny Armstrong; Cllr Sam Langmead	Ford Parish Council

Maureen Chafee	Ford CLT
David Scane; Sophie Richardson	SEC Newgate
John Longhorn	Vistry
Gardiner Hanson	Tor&Co

The following topics were discussed:

- Feedback from Ford Parish Council and the CLT on the Design Code
- An update following the site-wide masterplan meeting with ADC, the timeline for submitting the Design Code and Reserved Matters applications, and changes made to the Design Code
- Discussion about impact of School Holidays on ability for ADC and parish councils to give feedback. Concern from the CLT that the design code might be called-in by committee and further delay the planning process
- Discussion of parking provision for the sports pitches, pedestrian and cyclist access, and how to mitigate industrial noise in the development while supporting Ford's industries
- The draft update of the neighbourhood plan was discussed
- The Applicant agreed to send the CLG details of the offsite highways upgrades and site access points
- Agreement that the Ford War Memorial should be incorporated into the new Heart of Ford

Public Consultation

The Applicant held a public engagement event at Edgcumbe's Café, Ford on May 1st and 2nd 2024. In advance of the events, 3,054 invitations were sent to local households and businesses via Royal Mail (see the invitation and household distribution in appendix 1 and 2). The purpose of the event was to introduce the community to the project team, to set out the timescales for delivery and the reserved matters applications for infrastructure, residential Phase 1 (north) and residential Phase 4 (south), and to receive feedback on the principles underpinning the Design Code.

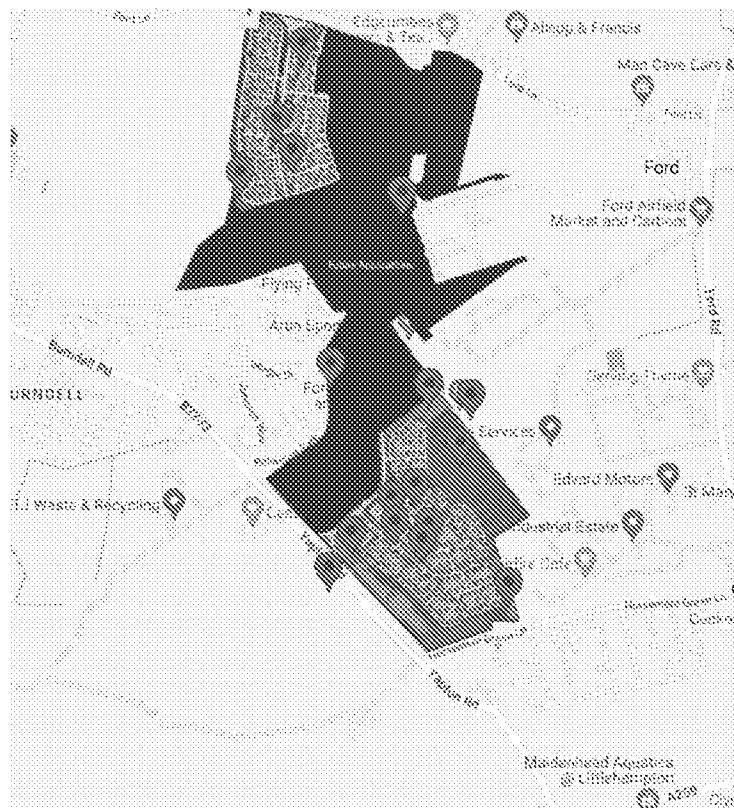
Over the course of the two days, 174 people attended the event. They viewed 22 exhibition boards within the two café buildings. One set focused on the design code, and the other set out the first reserved matters applications. The boards' contents are summarised below; see Appendix 3 for images. The CLT also had an information stand at the event.

Board	Focus	Information
1	Welcome	<ul style="list-style-type: none"> • Introduction to the exhibition • Information about The Applicant's recent site acquisition and aims to deliver the masterplan.
2	The Landings, A Summary	<ul style="list-style-type: none"> • Summary of project and what 'affordable home' means
3	About Vistry Homes	<ul style="list-style-type: none"> • Details on the Vistry Group.
4	Landscaping	<ul style="list-style-type: none"> • Map and detail of landscaping concepts
5	Open Space and Parks	<ul style="list-style-type: none"> • Map of the proposed Runway Park, Landings Green, Arun Way, and the Yapton Road Buffer.
6	Sustainability	<ul style="list-style-type: none"> • Detail on sustainability provisions such as EV charging points and air source heat pumps.
7	Community Benefits	<ul style="list-style-type: none"> • Information on job creation • Map of pedestrian, cycle, and car access and improved connectivity.
8	Connectivity	<ul style="list-style-type: none"> • Map to show active travel distances in the area
9	Highways Upgrades and mitigation	<ul style="list-style-type: none"> • Map to show offsite highways mitigation works.
10	Reserved Matters A site map	<ul style="list-style-type: none"> • Layout showing the masterplan for residential phase 1 (north).
11	Reserved Matters B site map	<ul style="list-style-type: none"> • Layout showing the masterplan for residential phase 4 (south)
12	The Design Code	<ul style="list-style-type: none"> • Introduction to what the design code is • Map of the different site areas
13	Masterplan Framework	<ul style="list-style-type: none"> • Map showing landscaping, attenuation basins, proposed street layouts, and the site boundary.

14-17	The Design Code: Arun Way and Landings Green	<ul style="list-style-type: none">Defining principles and indicative drawings of the Arun Way and Landings Green area
18-19	The Design Code: Heart of Ford	<ul style="list-style-type: none">Defining principles and indicative drawings for the sports pitch area and Canal Way.
20-21	The Design Code: The Runway Park	<ul style="list-style-type: none">Defining principles and indicative drawings of The Runway Park area
22	The Design Code: Ryebank Park	<ul style="list-style-type: none">Defining principles and indicative drawings of the Ryebank park area

Following the public consultation, 52 pieces of feedback were received, including a mixture of physical feedback forms sent via the Freepost address, responses via the project website www.vistryhomesford.co.uk and emails to [REDACTED]. The feedback form invited respondents to comment on details in the design code and provide more general comments on the delivery of the site (See a copy of the feedback form in appendix 4).

The website also has an interactive map where visitors were invited to insert comments at specific locations on the site. These comments were incorporated into the feedback analysis.



Interactive feedback map – each marker denotes a comment about the reserved matters plans

The website will remain the main point of contact with the community as the project progresses with the intention that the interactive masterplan is updated as new reserved matters come forward. The website has a document library where all the exhibition materials can be found for community members to refer to. The website will provide regular updates - a summer update about the design code submission and Public Right of Way temporary closures was recently posted - and those on the mailing list will get notified of this directly.



Images from the public exhibition at Edgcumbe's Café

Feedback analysis

The key themes captured from the engagement event, both in relation to responses submitted through the feedback form and to members of the project team at the event, are outlined below:

Design Code Feedback

The Northern Neighbourhood

Responses to the proposed approach to the northern neighbourhood were mixed, with few strong opinions demonstrated through the feedback received.

There was no clear preference shown towards the need for the northern neighbourhood to reflect Ford's rural character and draw inspiration from the older parts of Ford (33% like v 37% dislike).

There was a notable lack of support for the use of earthier red/brown brick tonnes in the northern neighbourhood (15%), however the percentage of respondents who disliked this element (30%) and the percentage who neither liked or disliked it (53%) suggests that respondents did not have particularly strong feelings.

The element of the northern neighbourhood that the public responded particularly strongly to was the proposal to maintain a lower density around the edge to help transition into the countryside (48% liked).

There was also no notable objection to the proposal for a higher density in the northern neighbourhood to help maintain a lower density and a greater separation between Yapton and Clymping in the south. While only 25% of respondents liked this approach, this was balanced by 37% saying that they had no opinion either way and 37% saying they disliked the approach.

The following table sets out responses to questions posed relating to the approach towards the northern neighbourhood in the Design Code.

Statement	Like	Dislike	Neither like nor dislike
'The northern neighbourhood should pay tribute to Ford's rural character drawing inspiration from the older parts of Ford'	34%	38%	28%
'The architectural character of the northern neighbourhood should use earthier red/brown brick tonnes'	15%	30%	53%

'The density of the northern neighbourhood should be greater than the southern neighbourhood to help maintain a separation between Yapton and Clymping'	25%	37%	37%
'The proximity to Ford Station supports a higher density of housing in the northern neighbourhood'	25%	37%	37%
'There should be a lower density around the edge of the northern neighbourhood to help transition to the countryside'	48%	29%	22%

The Southern Neighbourhood

While responses to the northern neighbourhood were more mixed, respondents demonstrated firmer opinions in relation to the southern neighbourhood.

Nearly a majority of respondents (48%) liked the proposal for the southern neighbourhood to have a semi-rural character, compared with 22% who disliked this approach. By far, the strongest opinions expressed anywhere in the feedback related to the retention and strengthening of the existing hedgerows and planting around the edge of the site, with 77% of people liking this aspect and only 11% disliking it.

Respondents indicated that they did not like the proposal to introduce building materials, including vibrant terracotta, red brick tones and tile hanging to the southern neighbourhood, with 40% disliking this element and only 11% liking it. Similarly, only 10% of respondents liked the proposal to take a more contemporary approach to the southern neighbourhood in contrast to the northern neighbourhood. However, a majority of people (53%) did not dislike or like this approach.

Respondents also provided general comments on the types of housing that might be delivered on the site, with suggestions that there is a need for more cottages and affordable housing.

Concerns were raised about the appearance of roof tiles and the preference for lower roof pitches to maintain a smaller scale. Detached garages were seen as a waste of space and should be integrated into homes.

The following table sets out responses to questions posed relating to the approach towards the southern neighbourhood in the Design Code.

Statement	Like	Dislike	Neither like nor dislike
'The southern neighbourhood should have a semi-rural character including semi-detached properties with open space between them'	48%	22%	29%
'Existing hedgerows and planting around the edges should be retained and strengthened to maintain the separation'.	77%	11%	11%
'The architectural style of the southern neighbourhood should be more contemporary to contrast with the older character to the north'	10%	35%	53%
'This should be reflected in the building materials including vibrant terracotta, red brick tonnes and tile hanging'	11%	40%	48%

Open Spaces

Respondents were asked to provide feedback on the various proposals for open space provision within the design code.

The majority of elements proposed were strongly supported, particularly the proposals for re-wilding, which were liked by 76% of respondents. While the proposals for sports pitches received a majority of support (55%), 20% of respondents disliked this element, and 26% neither liked nor disliked it.

Element	Like	Dislike	Neither like nor dislike
Community orchards	66%	18%	15%
Allotments	66%	15%	18%
Hoggin footpaths	56%	13%	30%
Sports pitches	55%	20%	26%

Areas of re-wilding	76%	13%	10%
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In addition to the quantitative questionnaire, respondents were also asked to comment on the site's open space strategy. The below issues were captured within the feedback received:

Historic Canal Alignment:

It is important to reflect the historic canal alignment in the new public open space (POS). Suggestions include incorporating water or creating an indented land feature filled with wildflowers and a path.

Connectivity:

Ensuring connectivity beyond the canal alignment, especially to the north around the top of Grundon into existing public rights of way (PROW) is essential.

Long-term Management:

There is a need for long-term management contracts to maintain features like wildflowers.

Community Involvement:

The local canal history group is willing to provide information and assistance.

Green and Open Spaces:

Residents greatly appreciate the abundant green and open spaces in the area. They enjoy the open fields, the ability to see for miles, and the opportunities for long walks in lovely green areas. The presence of mature trees and hedgerows adds to the charm and aesthetic appeal of these spaces.

Proximity to Nature and Wildlife:

The connection to nature and wildlife is a significant positive aspect for many residents. They value the wildlife, including the ability to watch deer in the fields, and the overall peaceful and quiet environment that comes with living close to nature. The area's natural beauty and tranquillity are key attractions.

Peace and Quiet:

Many residents mentioned the peace and quiet of the area as one of the main reasons they enjoy living here. The quiet location of their homes and the absence of overdevelopment contribute to a serene and restful atmosphere.

Community Feel:

There is a strong sense of community and a relaxed, chilled atmosphere that residents appreciate. The community feel adds to the overall quality of life in the area, making it a pleasant place to live.

Access to Allotments:

Having easy access to allotments is another positive aspect mentioned by residents. For example, one resident highlighted the convenience of having an allotment just a 30-second walk away, enhancing their lifestyle, social networks, and connection to nature.

Heritage

Respondents were asked how best the proposals could reflect the site's heritage. The following suggestions were received through feedback and conversations during the events.

Naming Streets and Roads:

There is a strong desire to name streets and roads after individuals who served or lost their lives during the war at Ford Airfield. Suggestions include using the surnames of those who served and naming roads after every person who lost their life.

Another suggestion is to name roads after Royal Navy battleships, reflecting the airfield's historical connection to the Royal Navy.

Community Projects and Art Installations:

Beyond street names, there is support for initiating community projects that include the installation of art, sculptures, cycle/play trails, and landscape elements that reflect the area's history. These projects should incorporate contributions from residents to ensure they resonate with the community.

Historical Connection to Ford Church:

The history of the main village being centred around Ford Church (St Andrews-on-the-Ford) before it was decimated by the plague is noted. This historical context could be incorporated into the development in various ways to preserve and highlight the village's heritage.

Transport and Connectivity

Respondents were asked to provide their feedback on the various proposals for transport improvements within the design code.

Some of the strongest comments received during the engagement event related to concerns about local roads and congestion. The issue of the need to get people out of their cars and provide alternative methods of transport was raised throughout the event, particularly in relation to the congestion caused by the level crossings on Ford Road and Yapton Lane.

Offsite financial contributions to highways improvements was the most supported element of the proposals, with 67% of respondents saying they liked this compared with 12% disliking it.

Respondents were very keen to see alternative options for accessing Ford Station, including footpaths and cycle paths. 44% of respondents liked the proposal to improve cycle links through and around the site.

48% of respondents also supported the inclusion of new bus routes through the site.

Element	Like	Dislike	Neither like nor dislike
New bus routes through the site	48%	14%	37%
Electric vehicle charging points	37%	29%	33%
Improvements to cycle links to and from the site	44%	18%	37%
Financial contributions to local road networks	67%	12%	19%

In addition to the quantitative questionnaire, respondents were also asked to provide further comments on the transport and connectivity strategy. The table below captures these comments.

Increased Cycle Paths and Footpaths:

There is a strong desire for increased cycle paths and footpaths that link to routes to the sea. Improved connectivity for cyclists and pedestrians is essential.

Specific routes mentioned include connecting Ford, Yapton, and Clympling, with Ford Station, and linking to local pubs like the Oystercatcher and Black Horse, which are currently isolated.

Public Transport:

To accommodate the expected increase in traffic, there is a need for sufficient transport capacity. This includes adding bus links to the North-Eastern side near Rodney Crescent and Nelson Road.

Enhanced public footpaths and cycle paths should be provided to better connect different areas of the site and surrounding villages as well as Ford Station.

Safety and Maintenance of Footpaths:

Creating and maintaining public footpaths to link with the existing network between villages is crucial. With the population set to increase, introducing a footpath or pavement to Ford Lane is particularly important to address current and future safety issues.

Concerns were raised about the safety of pedestrians on Ford Lane due to increased traffic, tight corners, and lack of sight lines. Measures to improve safety for existing residents in these situations are necessary.

Parking and Traffic Management:

Increased parking for Ford Station is essential as the current situation is already problematic. Planning for additional parking spaces will be necessary to accommodate the growing population.

With more cars on Ford Lane, pulling out of certain roads is becoming increasingly dangerous. Consideration must be given to improving safety at these junctions.

Concerns about the impact of traffic when the level crossing at Ford Railway Station is active were raised. Currently, traffic can back up significantly, and with the new development, this issue is expected to worsen. Suggestions include building a bridge to alleviate traffic congestion.

Impact of Increased Traffic:

Questions were raised about financial contributions to the local road network and how they will improve traffic flow through Yapton and onto Barnham, given that these roads cannot be widened and are already struggling with current traffic levels.

Proximity to Amenities and Transport Links:

Despite its rural feel, the area is conveniently located near essential amenities and transport links. Residents value the proximity to the coast and the ease of access to nearby cities and shops. The connection to train stations and bus routes, such as the 500 bus route to Chichester, provides convenient travel options without driving.

Heart of Ford

Respondents were asked to provide their feedback on the approach that the design code should take towards the Heart of Ford element of the plans.

The key themes that arose around this element of the plans included:

Placement of the Care Home:

It is suggested that the care home should be placed in a quieter and calmer area. The current plans indicate it will be located between the sports arena, flying fortress, and the newly proposed primary school, which may result in excessive noise for the care home residents. Relocating the care home to a more peaceful location would better serve its residents' needs.

Preservation of Ford Market:

There is a strong desire to see the new development respect the setting of Ford Market. The market is valued by the community and should be preserved to maintain its historical and cultural significance.

Adequate Primary School Facilities:

It is essential to build a primary school that is sufficiently large to accommodate the expected number of additional families. The new development is anticipated to attract many families, and the primary school must be equipped to handle this growth to ensure a quality education can be provided.

Comprehensive Community Centre/Hub:

The community emphasised the need for a comprehensive community centre or hub with social and major health facilities. This hub should offer activities for teenagers, a community-run café, and a variety of retail outlets.

Parking:

Ensuring enough parking for the community centre is important, with suggestions to use primary school parking outside school hours.

Social Spaces:

There is a suggestion for a pub or drinking establishment, potentially within the community centre, as there is a lack of walkable pubs.

Sports Facilities:

The owners of Arun Sports Arena want to retain their business and access to existing sports pitches, but they are interested in using new pitches. A gym in the local centre is also suggested, as none are within walking distance.

Connectivity

Attendees also provided feedback on issues relating to connectivity. This included:

Footpaths:

Retaining and enhancing footpaths for pedestrians and dog walkers is important. Footpaths should be compacted and accessible for all users, including those in wheelchairs.

Pedestrian Access:

Pedestrian access to Horsemere Green Lane is seen as positive, though vehicular access is not desired.

Bus Route:

A bus route through the site and along Ford Lane is a positive addition, as Ford Lane currently lacks public transport access.

Vehicular Access:

While stopping up vehicular access from Rolleston Park Road is appreciated, there are concerns about potential parking issues on Rolleston Park Road related to primary school access.

Dog Exercise Area:

An enclosed dog exercise area has been suggested.

Local Experiences

In addition to questions relating to the proposals for Ford Airfield, we also asked the community about what they most enjoyed about living in the area and their experiences of recent housebuilding, both positive and negative.

The feedback on what people most like about living in the area has been captured in the following themes.

Natural Environment and Open Spaces:

Residents appreciate the open fields, wildlife, mature trees, hedgerows, and green spaces, which provide peace, quiet, and opportunities for long walks.

The lovely green open spaces allow for expansive views and a connection to nature.

Many value the proximity to the coast and train stations, enhancing their access to natural and recreational areas.

Community Feel and Atmosphere:

The community feel, and relaxed, chilled atmosphere are significant draws for residents.

Being close to green spaces and having an allotment within walking distance adds to the sense of community and relaxation.

Convenient Location:

The area's rural nature, while still being close to shops and cities, is a notable advantage.

The 500 bus route provides easy access to Chichester without the need to drive, improving convenience and connectivity.

Quiet and Not Overbuilt:

The current lack of overbuilding is appreciated, as it maintains the quiet, open spaces that residents value.

Recent experience of development:

Many residents feel there needs to be additional and adequate supporting infrastructure or joined-up planning to support new developments coming forward.

Increased traffic has made navigation difficult, adding significant time to daily commutes and causing congestion around key areas like Yapton and Ford crossings.

Impact on Quality of Life:

The increased volume of cars and traffic lights has made daily travel more challenging.

Social behaviour has worsened, with increased crime and difficulty accessing doctors' appointments.

Development Practices and Community Impact:

There is a perception that developers are cramming in as many houses as possible without considering a holistic and strategic design approach.

Concerns include insufficient consideration for nature resilience, flood mitigation, health and wellbeing, active community links, sustainable drainage systems, local play areas, and biodiversity.

Design and Aesthetics:

While some developments are seen as having attractive mixes of design and building materials, there are complaints about too many tall houses being too close together.

There is a desire for more innovative, sustainable, and progressive development plans rather than repetitive designs from decades past.

Infrastructure and Services:

Concerns about the local infrastructure being at breaking point, including issues with flooding, poor road quality, full schools, overstretched doctors, and an old sewerage system.

The expected increase in population and cars raises questions about the capacity of local schools, Ford station, and the overall road network.

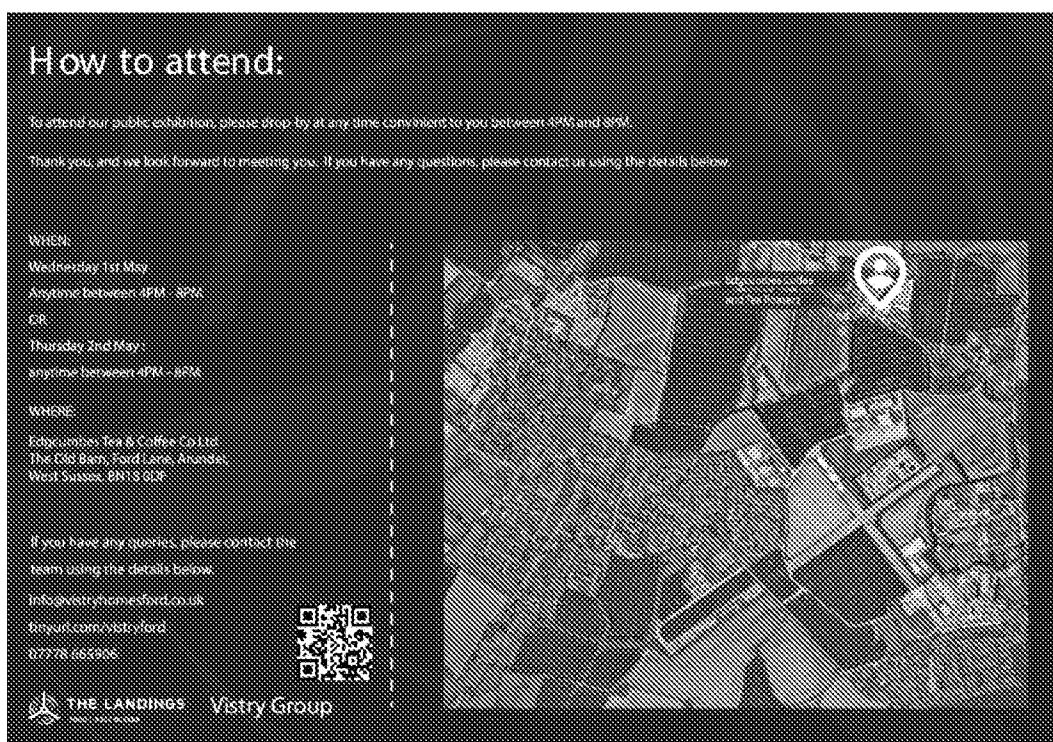
Conclusion

In line with local and national guidance, the Applicant has undertaken a programme of consultation to engage with local residents and elected representatives in respect of proposals for reserved matters applications for The Landings, Ford.

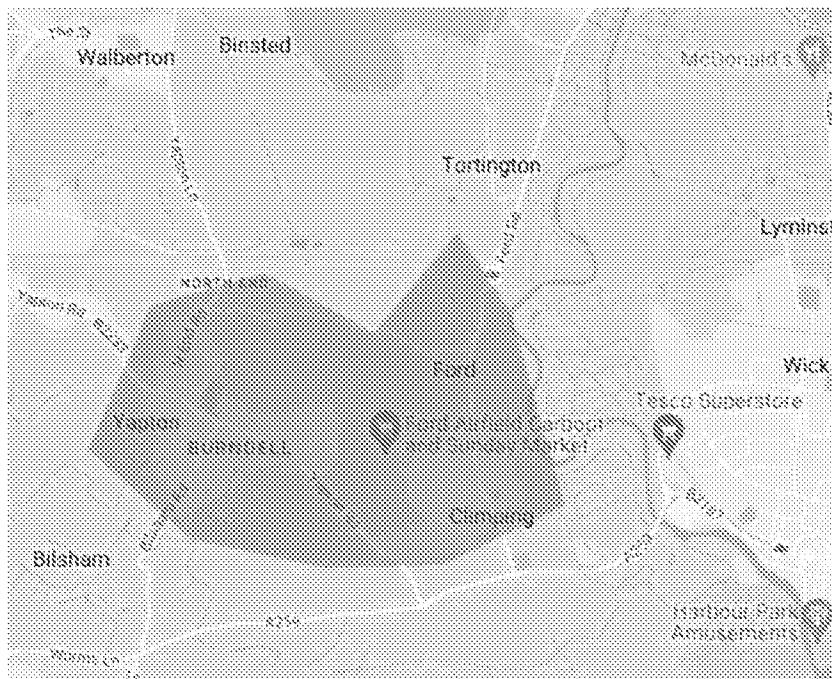
SEC Newgate, on behalf of the Applicant, undertook engagement with the local community prior to the planning application being submitted. Local stakeholders have had the opportunity to engage with representatives of the project team, as well as direct engagement via email and phone during the formal public consultation process.

The Applicant has demonstrated a willingness and desire to meet and engage with a wide range of stakeholders, and to continue this dialogue post submission through the CLG and will make every effort to incorporate comments received from the consultation where possible in the final plans. The Applicant notes the leading role that stakeholders such as the CLT and Ford Parish Council have taken developing the outline masterplan and supporting the outline planning application and looks forward to continuing to work with them post submission.

Appendix 1 - Exhibition Invitation



Appendix 2 - Invitation distribution area



Appendix 3 - Exhibition Boards

The Design Code

A Design Code is being developed to guide all aspects of future development within the Landings.

The Design Code includes: PLANNING REQUIREMENTS, TECHNICAL GUIDELINES, and SUPPORTING DOCUMENTS, all in accordance with the following categories:

1. DESIGN OF ECONOMIC AND INNOVATIVE PLACES (including streets, buildings and how a place looks)

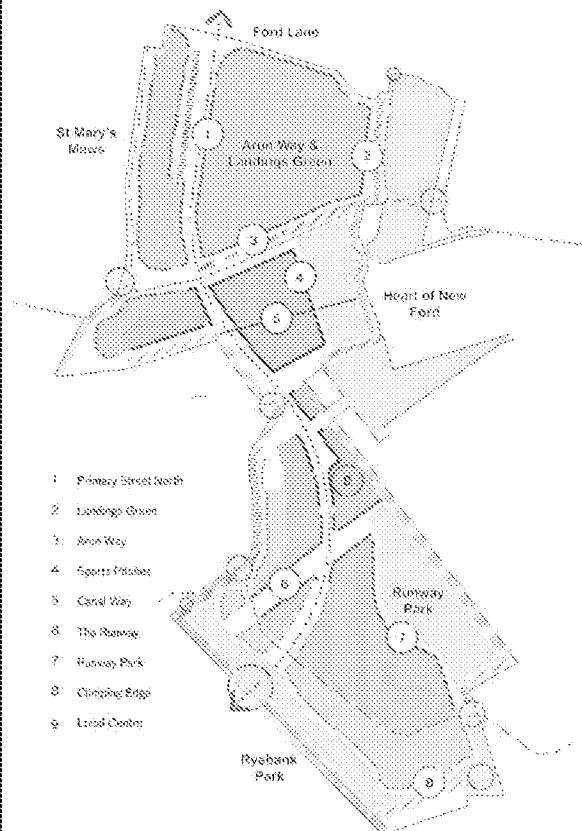
2. DESIGN OF PLACES FOR PEOPLE (including how people move around and how they live)

3. DESIGN OF PLACES FOR PLANTS (including trees, plants and green spaces)

4. DESIGN OF PLACES FOR WATER (including water management and flood resilience)

5. DESIGN OF PLACES FOR ENERGY (including energy efficient buildings, energy generation and energy storage)

6. DESIGN OF PLACES FOR CLIMATE (including adaptation to climate change and resilience to extreme weather)



The Design Code: North Primary Street Green

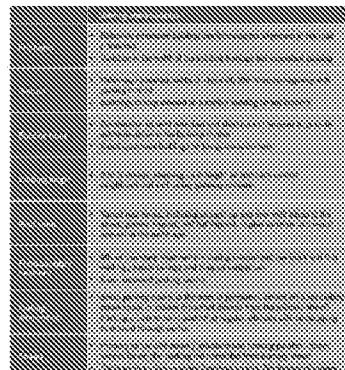
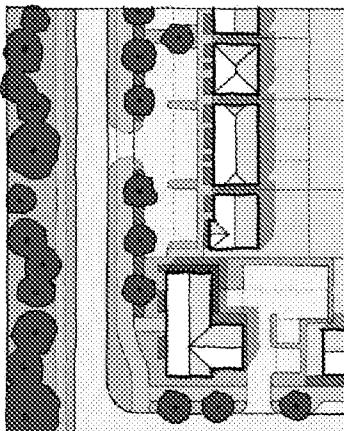
1. Primary Street North

North of the Arun Way, the primary street is characterised by the mature tree belt that is being retained providing confinement to the western side of the road. The road alignment will be fairly straight, following the alignment of the trees.

The houses should provide a formal frontage, typically set back with parking in front creating a zone between the busy road and the dwelling similar to the arrangement along Station Road to Arundel.

Defining Principles:

- Relatively consistent building line with all buildings fronting the primary street.
- Combination of house types to provide subtle variation in the building line and roof form.
- Parking to typically be to the front of the properties within small parking courts served off a secondary tarmac street or private drive.
- Small apartment buildings to step forward creating a gateway on key corners e.g. at the junction with the secondary street.



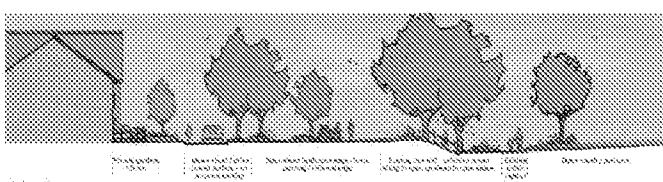
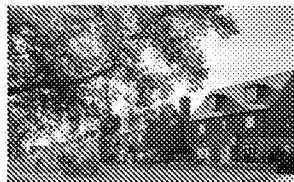
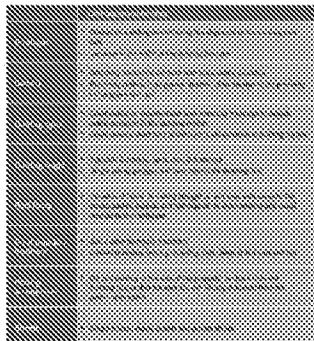
The Design Code: North Primary Street Landings Green

2. Landings Green

The character area is defined by the large public open space to the east, Landings Green. There is an existing mature tree belt that separates, and will largely screen the development.

Defining Principles:

- Straight road alignment following the linear alignment of the existing tree belt.
- The east to west roads should terminate at natural break points within the tree belt, providing connectivity into Landings Green.
- Consistent building line that follows the road alignment, but varying building type and roof forms to create visual interest within the street scene.
- Soft, open front gardens / boundary treatments that integrate into the POS.



3. Arun Way, Landings Green

3. Arun Way

Along the southern edge of the northern neighbourhood Landings Green leads into Arun Way, an east-west green link that marks the transition from the northern neighbourhood to the more built up area of the central neighbourhood.

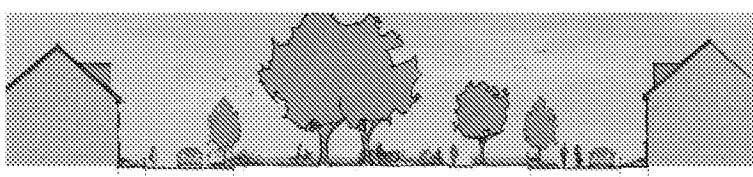
The alignment of the Arun Way follows an existing tree belt.

Defining Principles:

Consistent building line that follows the alignment of the tree belt and provides a moderate degree of enclosure to the PUG.

- Variation in width of building frontage and style with a combination of detached and semi-detached dwellings.

- Soft, open front gardens.



Architectural section

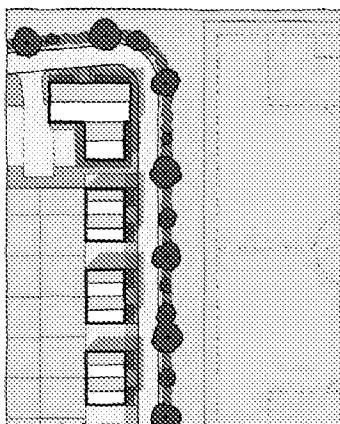
4. Sports Pitches

Within the central neighbourhood, the public open space transitions to a more intensely active play / sports zone adjacent to the local parks at the heart of the development.

The landscape structure is more open and formal through the introduction of grass playing pitches. The built form should provide a strong rhythm and building line to the western edge of the pitches, reflecting the transition.

Defining Principles:

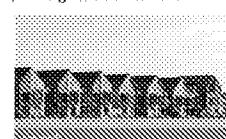
- Consistent building line that provides a high degree of enclosure to the western edge of the sports pitches.
- Strong rhythm of gables fronting on to the sports pitches creating a bold developmental edge, a feature commonly found in the local area such as the pre-war housing in Littlehampton.
- Small blocks of apartments bookending rows of semi-detached and terrace housing.
- Low boundary walls to front gardens providing a clear definable zone.



Architectural section



Architectural section



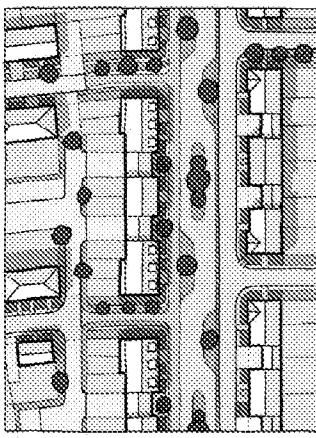
Architectural section

5. Canal Way

Running east to west through the central neighbourhood is the historic alignment of the Arundel to Chichester canal. Although no longer evident on the site, the proposed development should celebrate this piece of history and reflect the former alignment of the canal through a linear park that connects from the primary street to the sports zone, with opportunities for public art along the route to express this important component of the site's heritage.

Defining Principles:

- Landscaped space that expresses and celebrates the former alignment.
- Consistent building line and rhythm that reflects the shape and path of the man-made canal.
- Strong sense of enclosure to either side of the space, with garages / car ports linking between the houses to create a continuous building profile.



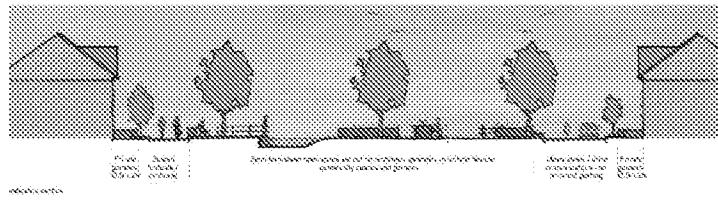
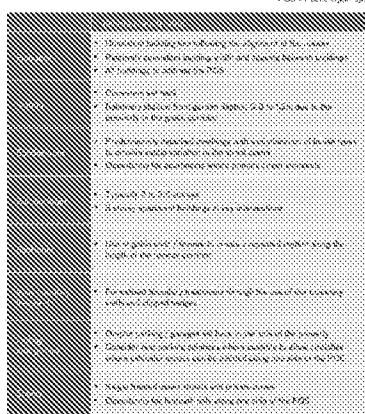
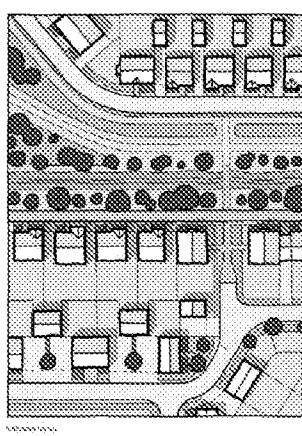
The Paper Code: The Future Line

8. The Runway

The Runway Park forms a defining feature of the southern neighbourhood. A branch of the park follows the existing alignment of the western arm of the runway. The geometry and features within the space should reflect the site's former use as an airfield and the strong alignment of the runway. The built form should further emphasise this, creating a bold development edge with a strong repeated pattern.

Defining Principles:

- Consistent building line and rhythm creating a bold development edge.
- Consistent set back with limited variation in the building alignment creating a strong edge to the former runway.
- Repetition in the architectural form through similar notched housing typology and a repeated gable feature.
- Encroaching elements through front boundary and side access track access.



7. The Runway Park

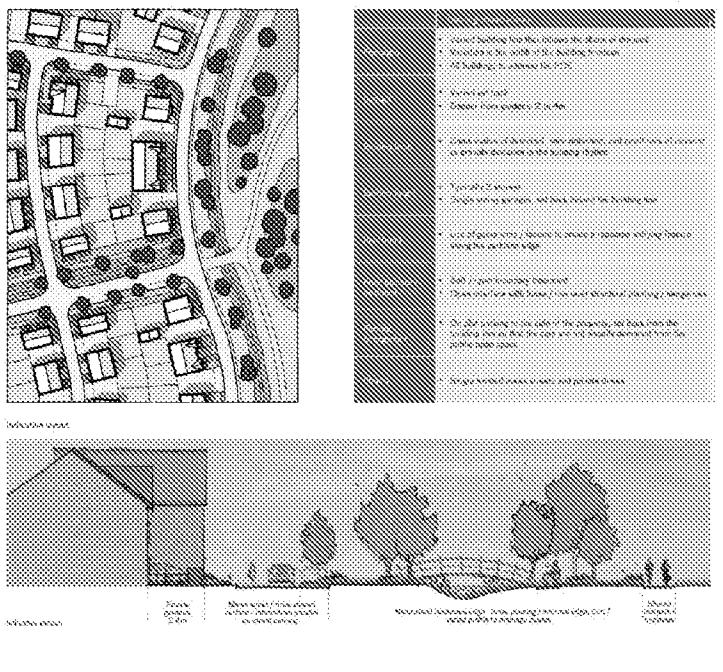
The Runway branch connects into the main body of the Runway Park, which forms a buffer along the eastern boundary of the southern neighbourhood to the industrial uses beyond. The shape of the park swells, following the constraint set by the predominant odour plume from the wastewater treatment works.

Along the Runway Park, the development should be looser in contrast to the Runway, reflecting the landscape's overall informal and naturalised character. The alignment of the Arun Way follows an existing tree belt.

Defining Principles:

Relatively informal edge with varying setbacks and house types but with some repetition in rhythm / form to create a unifying parkland edge.

- Building alignment to follow the natural curve of the parkland edge set through the parameters
- Repeated gate-like feature that ties in with the Runway, though may be mirrored to vary the rhythm in contrast to the more formal arrangement along the Runway.



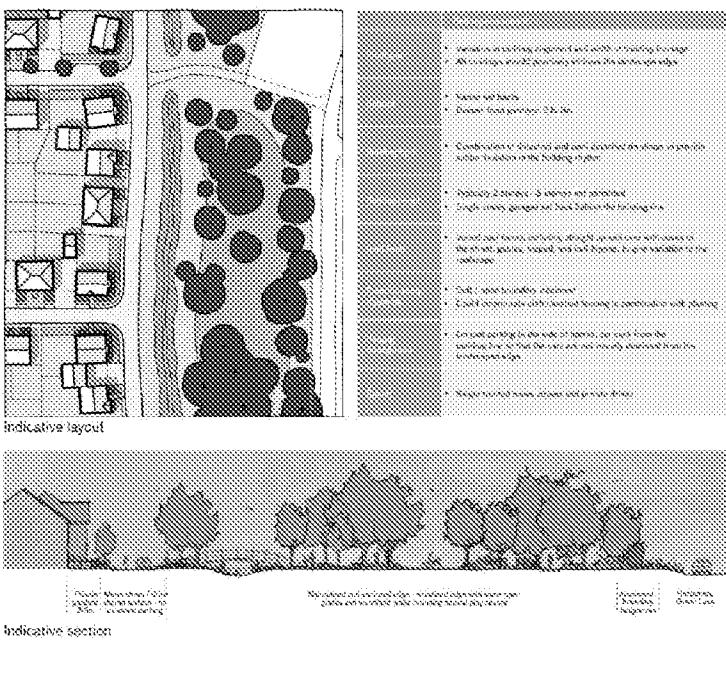
8. Climping Edge

Along the edge with Climping the existing structural vegetation will be supplemented with new native shrub and tree planting to create a strong woodland edge that largely screens the development and protects the identity of Climping.

As a result, there will be limited interface with Horsemore Green Lane, but the character of the built edge should be low key and responsive to the open space's function and character. The alignment of the Arun Way follows an existing tree belt.

Defining Principles:

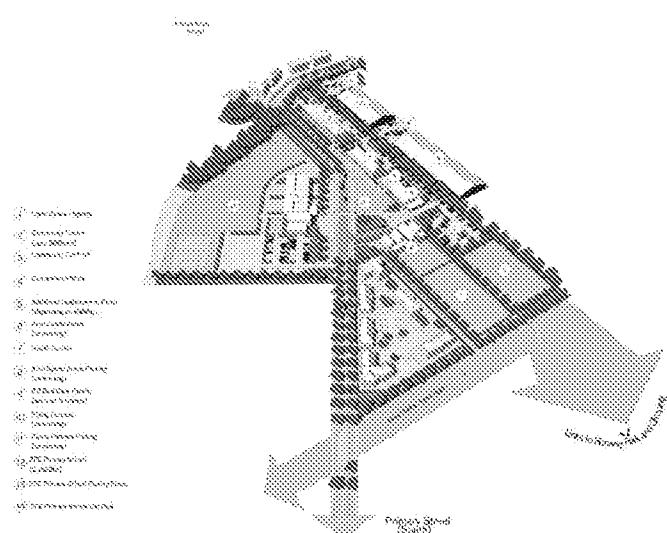
- Enclosed rural landscape edge.
- Informal, fragmented development edge with varying setbacks, typologies, roof forms and orientation, though all buildings should positively address the open space.
- Soft, planted front gardens that reflect the ruralised landscape structures.
- Opportunity for a new pedestrian link in Climping where Horsemore Green Lane deviates to create a swelling in the landscape.



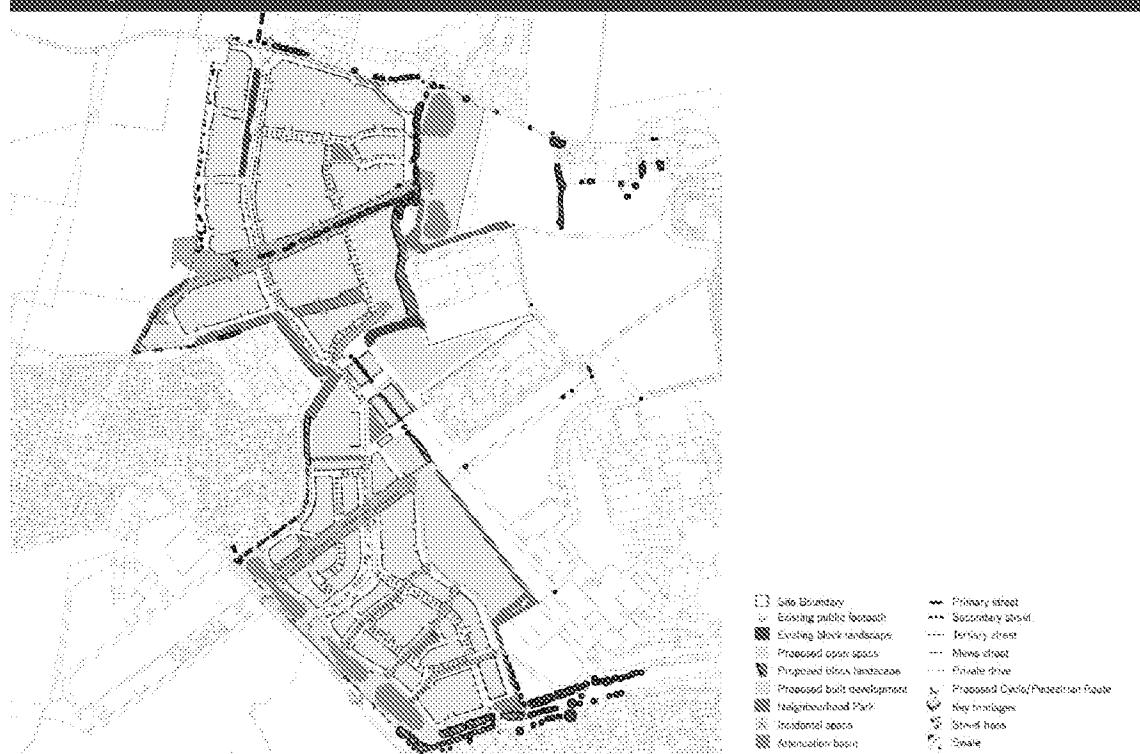
THE BOSTONIAN'S 100 BEST BARS

9. The Local Centre

The focal centre will become a new heart for Ford and the surrounding communities. It will include community, commercial, healthcare uses and a primary school.



Masterplan Framework



Welcome

Welcome to our public exhibition in support of the delivery of the masterplan for The Landings, Phases 1 and 2.

Vistry Group has recently acquired the site and is delighted to get the chance to deliver the vision set out in the masterplan for The Landings.

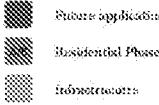
We appreciate how much work has gone into getting the plans to where they are today and truly excited to bring forward a truly exemplar scheme, Delivering a new heart of town.

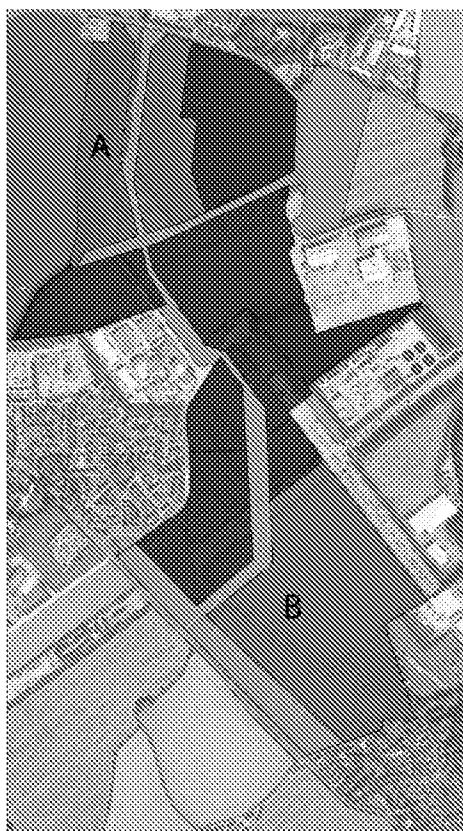
The purpose of today's exhibition is to present proposals for the site's infrastructure and the first phase of new homes.

Over the course of the next year, we will be bringing forward a series of detailed planning applications (Searched Matters applications) for each of the different neighbourhoods within the site, alongside applications for infrastructure and the new community hub.


THE LANDINGS
THE LANDINGS

Vistry Group





The Landings, A summary

The Landings will create a new, community heart covering East, West and Clempton within a 10 minute walk from the community hub. The Landings will reflect the distinctive character of the South Downs, with open spaces and natural drainage, continuing with its tradition of soft landscaping, so far.

Delivering at 1,000 new homes (DPA), the delivery will commence in Phases 1a, 1b and 2. The delivery of The Landings will provide a vibrant, local space for 5,000 new residents, creating opportunities for a diverse local economy.

We will deliver a diverse range of homes and community infrastructure to support a vibrant, modern and inclusive public realm, green spaces, local facilities and an open market for local food and drink.

Key access routes

Vistry's proposals for The Landings conform with the principles set out in the South Downs Council's Local Plan, so the Local Plan is expected to deliver much-needed infrastructure.

What does infrastructure mean?

Infrastructure is any item designed for reuse with an economic life below 100 years, as defined by a Building Information Index. Items marked as 'affordable' must be at least 50% below market value.

Affordable housing can come forward under a variety of routes, including First Home, Shared Ownership, Discounted Market Rate, Discounted Market Rent, Social租賃, and affordable housing can be delivered by a registered Social Housing Association, Registered Provider or by a Community Land Trust.

About Vistry Homes

About Vistry Homes

Vistry Group and Vistry Homes are a UK-based developer and operator of residential developments. The Vistry Group is a leading infrastructure operator across Vistry Homes.

The Group was founded in 1989 and the enterprise of developing infrastructure across the Vistry Group is now worth £2.5 billion. It now ranks as a key player in the drive to tackle the country's housing crisis.

Developing thousands of homes every year, the Vistry Group is a major national player. The Group comprises an integrated portfolio of interests, each with a role in the Group's growth strategy, and includes London Homes, Cross Homes and Community Homes.

Our portfolio also comprises the development of residential, retail, leisure and industrial projects across the UK and Ireland, including the award-winning Vistry Homes' parkland development, Vistry Lakes, featuring a listed former oil refinery building, Stockley Park, London.

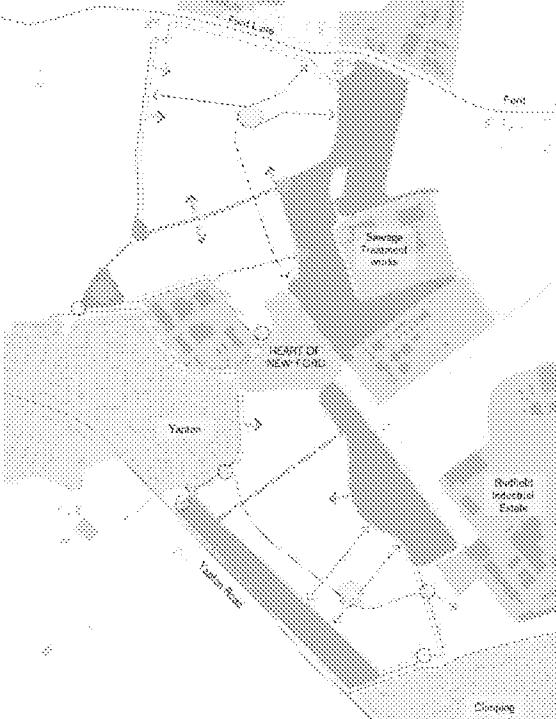
The Group has been awarded the Gold Rating by the Home Builders Federation, following the strict Home Builders Charter by the Royal Institute of Surveyors.

 **THE LANDINGS**
A new residential development

 **Vistry Group**



Landscaping



Site boundaries, infrastructure and infrastructure

A green field site with a variety of different adjoining roads and developments, appropriate edge treatments are important to ensuring that the development both assimilates with the wider rural environment and integrates with adjoining developments and settlements.

Urban greening - Streetscape

The principal and key other streets should incorporate soft or green surfaces. Wildlife verges, verges and roadside spaces should be incorporated within wildlife habitats and native species and supplemented with principally native shrubland trees, encouraging native canopy cover across the development.

Community landscaping - green infrastructure

The green spaces play an important role in connecting people to the development spaces and providing green connections between natural habitats for sloping and dispersing fauna.

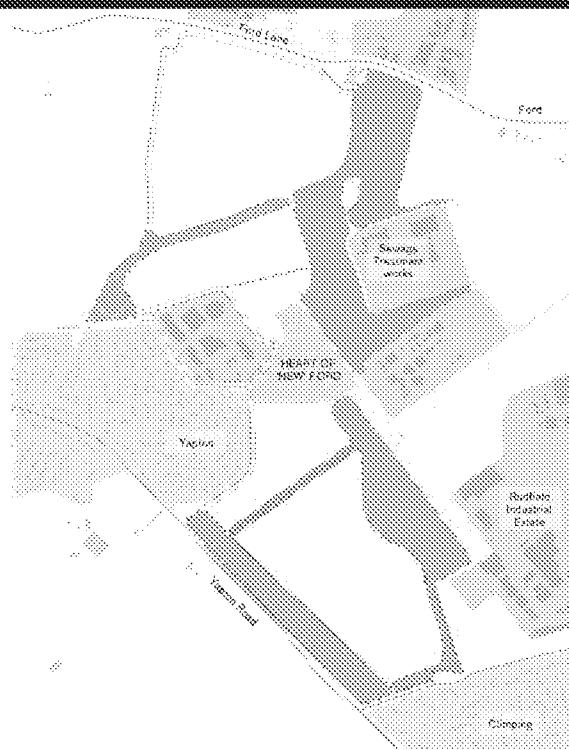
Neighbourhood Parks

A cluster of three neighbourhood parks with a maximum 2000 each of 0.2ha must be provided, showing a leafy heart on the doorstep of such small neighbourhoods. They must provide a place to meet with neighbours, play, and to be in nature, a short walk from every home.

Principal spaces - Parks/parks

It is anticipated that the sites parks will become destination spaces not just for the new neighbourhood but the wider communities of Chipping, Yaxley, and Foss. To this respect, integrated into the wider movement network, particularly active travel, must be a key component of the wider green infrastructure approach.

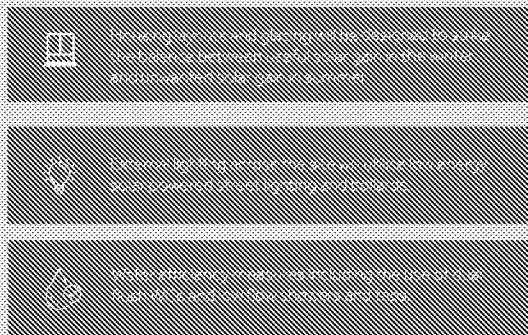
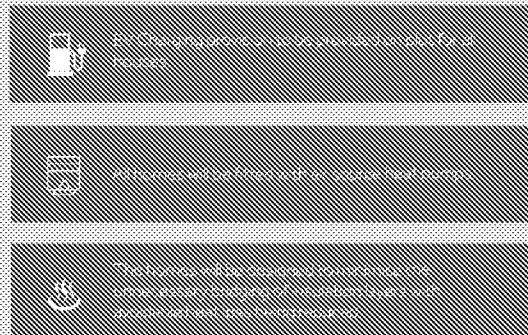
Open Space and Parks



Sustainability

NET Zero has increased the energy efficiency of its homes and their conception at the start of the design and development process. This includes the sustainability sections of the materials that make up the building itself, such as timber or energy saving technologies or renewable energy generation. Vapour Homes are currently on track to achieve a Code for Sustainable Homes rating of 6.

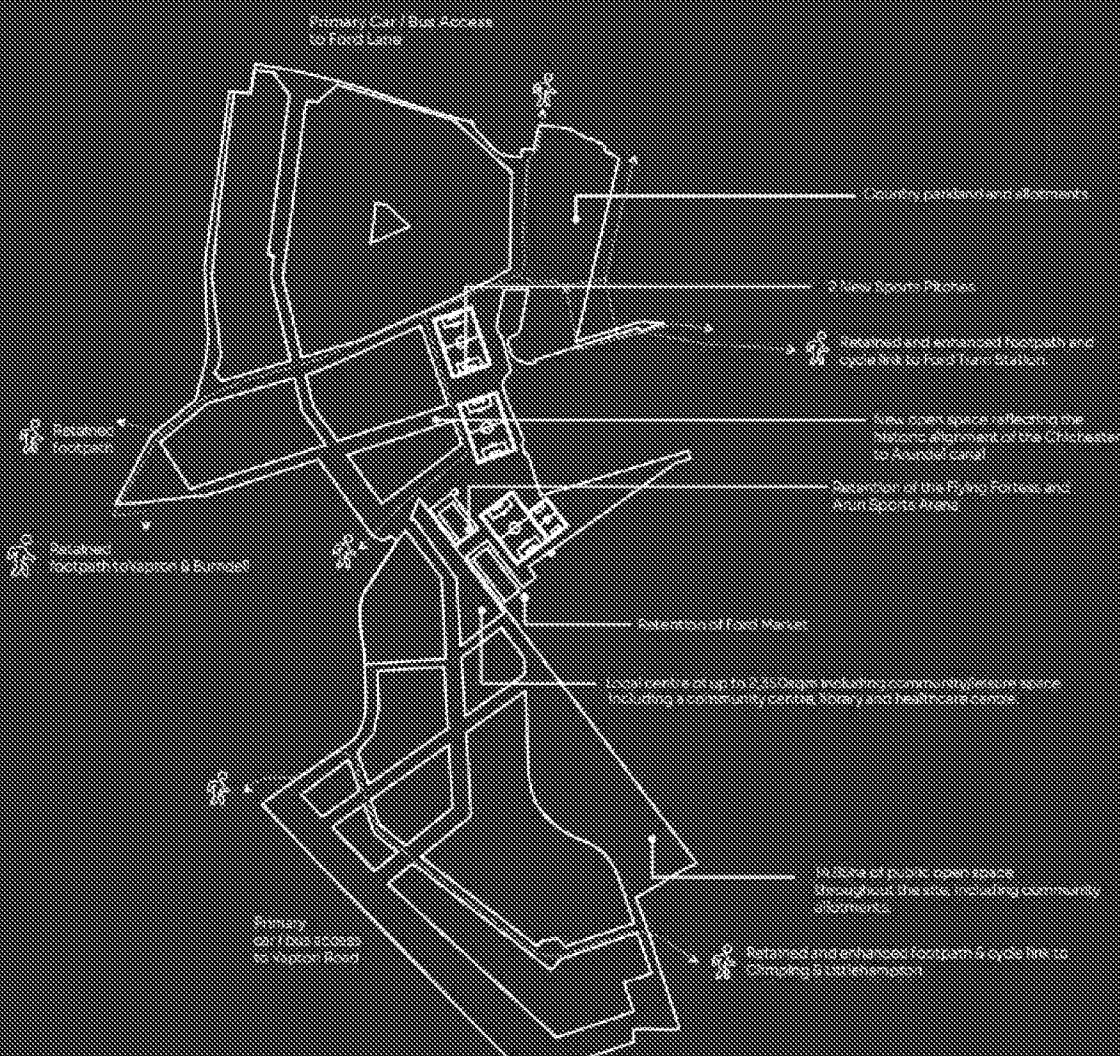
Features at The Landings



Community Benefits

 THE LANDINGS
ARUN DISTRICT COUNCIL

Development at The Landings will support:

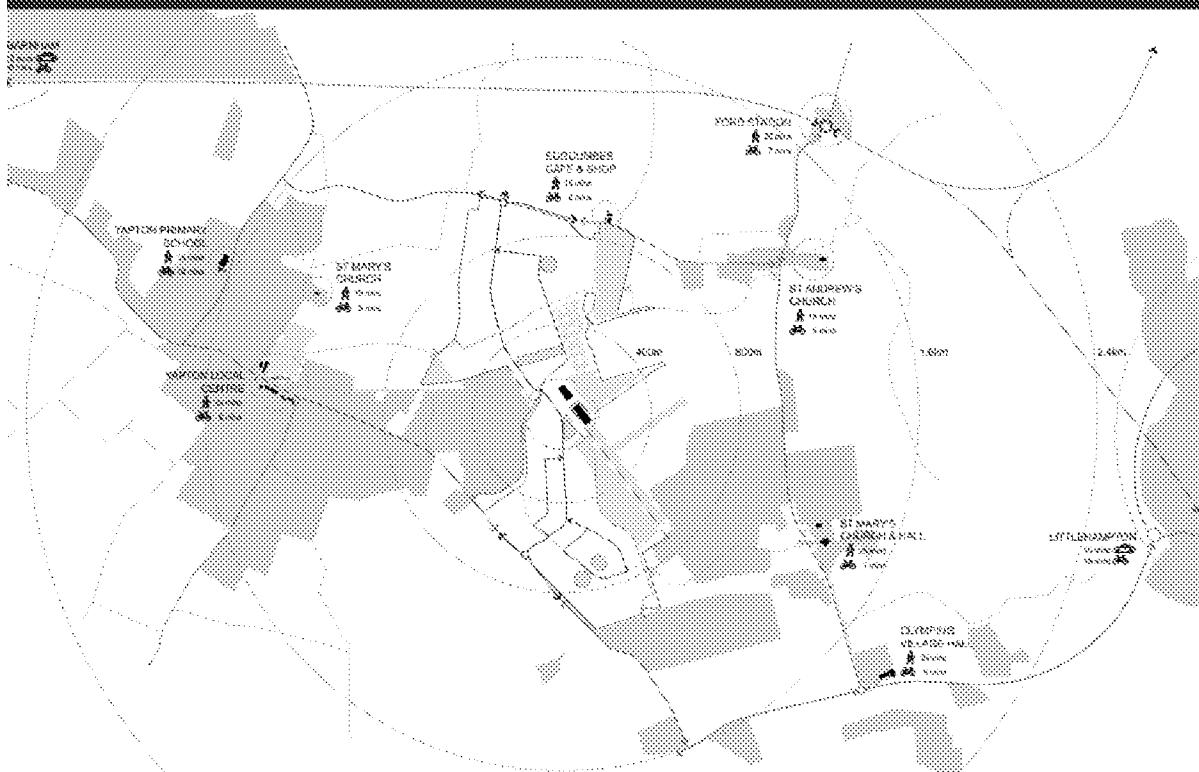


NOTE: Locations of developments are approximate.

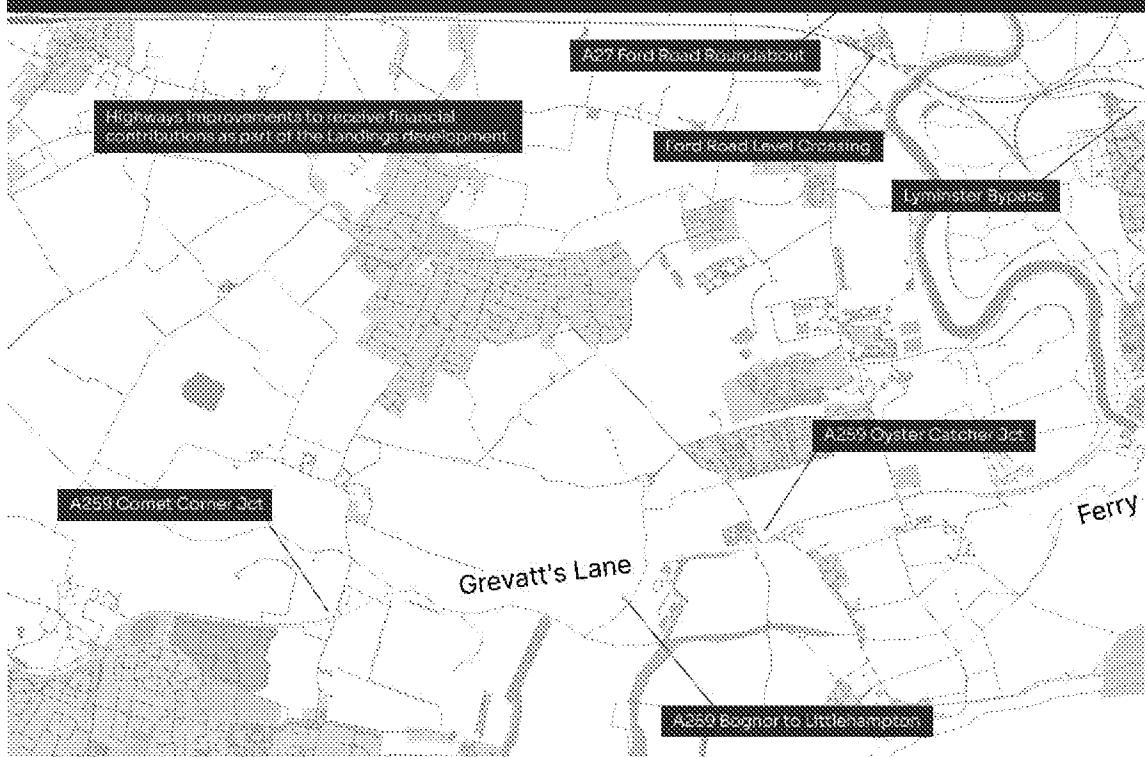




Connectivity



Highways Upgrades / Mitigation



Appendix 4 - Feedback Form

Introduction

As a result of the increasing number of people moving to the city, the demand for residential space has increased. This has led to a significant increase in the cost of living, particularly in the central business district. In response to this, the city has implemented a range of measures to address the issue, including the introduction of a new zoning system and the development of new residential areas.

1. The local area

As a result of the recent developments, the local area has undergone significant changes. The introduction of a new zoning system has led to the creation of a range of new residential areas, including the 'Heart of Cork' and 'Acacia Park' developments. These developments have been designed to provide a range of housing options, from small apartments to larger detached houses.

2. Recent developments

The city has implemented a range of measures to address the issue of increasing costs of living. These include the introduction of a new zoning system and the development of new residential areas. The 'Heart of Cork' and 'Acacia Park' developments are examples of these new developments.

3. The Northern Neighbourhood

The Northern Neighbourhood is a residential area located in the northern part of the city. It is a mix of older and newer developments, including the 'Acacia Park' and 'Heart of Cork' developments. The area is known for its mix of residential and commercial developments, including the 'Acacia Park' development, which is a mix of residential and commercial developments.

4. The Southern Neighbourhood

The Southern Neighbourhood is a residential area located in the southern part of the city. It is a mix of older and newer developments, including the 'Acacia Park' and 'Heart of Cork' developments. The area is known for its mix of residential and commercial developments, including the 'Acacia Park' development, which is a mix of residential and commercial developments.

5. Open spaces

The city has a range of open spaces, including parks and green spaces. These include the 'Acacia Park' and 'Heart of Cork' developments, which are mix of residential and commercial developments.

Please add your content here

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SECNewgate

Insight. Communications. Advocacy.

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