# THE LANDINGS

FORD | WEST SUSSEX

## STATEMENT OF COMMUNITY INVOLVEMENT

*Prepared on behalf of Redrow Homes Southern Counties and Wates Developments Ltd*

February 2020



# THE LANDINGS

FORD | WEST SUSSEX

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ARUN DISTRICT COUNCIL FA/26/OUT

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# 1. INTRODUCTION

Redrow Homes Southern Counties and Wates Developments Ltd are committed to community engagement and the proposals at "The Landings" at Ford Airfield have been genuinely community-led, an exemplar of how communities, landowners and developers can work together to achieve the best outcome.

Barton Willmore has been instructed by Redrow Homes Southern Counties and Wates Developments Ltd to prepare and submit an Outline planning application for development on land at Ford Airfield in Ford, West Sussex.

The description of development is as follows:

*"Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Class B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding"*

This Statement of Community Involvement (SCI) sets out the strategy that has been undertaken to consult the general public and key consultees on the proposals prior to submission of the application.

This document demonstrates that the applicant has actively involved and informed the local community throughout the development of the proposals, in accordance with Arun District Council's (ADC's) Statement of Community Involvement (2018), the National Planning Policy Framework (NPPF) (2019) and the Localism Act (2011).

Both Redrow and Wates play a significant role in the promotion of strategic land in southern England as well as the rest of the country. They are widely recognised for their specialist expertise in identifying new opportunities and successfully managing them through the planning system, followed by their delivery.

Barton Willmore, together with Redrow and Wates, has actively engaged with the residents of Ford from the outset to ensure that the proposals provide social, economic and environmental benefits, as well as shape Ford in a way that reflects the community's aspirations.

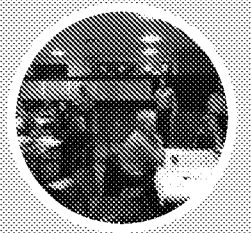
A substantial level of engagement has been undertaken with Ford Parish Council and the Neighbourhood Plan Group since 2013. Their comments, needs and ideas have genuinely shaped and helped create the proposals as they stand today.

The proposals have been clearly and conveniently exhibited and discussed throughout their evolution; this process often being led by the Neighbourhood Plan Group. The local community of Ford has been heavily involved in the scheme's design and parameters. Feedback from local residents, the Neighbourhood Plan Group, ADC and local members has been encouraged throughout the preparation of the planning application. The discussions had, and feedback received, have enabled needs to be considered and addressed and the plans revised before the application is submitted.

This SCI provides an overview and summarises the process, principles and findings of the consultation process undertaken during the preparation of the Outline planning application ahead of its formal submission.

> "[Places] have the capability of providing something for everybody, only because, and only when, they are created by everybody."
>
> - Jane Jacobs

# PROJECT TIMELINE

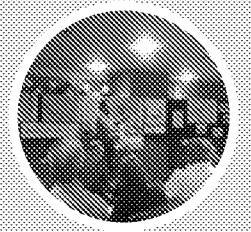


2012 - FORD PARISH SURVEY

2013 - NEIGHBOURHOOD PLAN SURVEY AND EVIDENCE GATHERING

2013 - BARTON WILLMORE APPROACHED BY FORD PARISH TO ASSIST WITH PREPARING A MASTERPLAN

OCTOBER 2014 - OPEN DAY TO CONSIDER POTENTIAL DEVELOPMENT OPTIONS



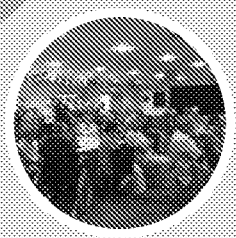
MARCH 2015 – OPEN DAY TO DETERMINE APPROACH TO FUTURE DEVELOPMENT

NOVEMBER 2015 – RE-CONSULTATION IN RESPONSE TO CHANGING PLANNING CONTEXT AND RE-CONSIDERATION OF OPTIONS FOR GROWTH

MAY 2016 – CONSULTATION ON THE DRAFT FORD NEIGHBOURHOOD PLAN

NOVEMBER 2014 – FORD COMMUNITY SURVEY

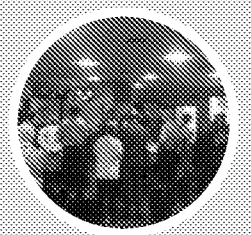
JUNE 2017 – CONSULTATION ON THE SUBMISSION FORD NEIGBOURHOOD PLAN



JULY 2018 – ARUN LOCAL PLAN BECOMES PART OF THE ADOPTED DEVELOPMENT PLAN, ALLOCATING THE AIRFIELD FOR DEVELOPMENT

MAY 2018 – OPEN DAY TO UPDATE THE LOCAL COMMUNITY ON RECENT PROGRESS AND NEXT STEPS

JANUARY 2020 – PUBLIC EXHIBITION ON THE FINAL PROPOSALS AHEAD OF SUBMISSION OF THE PLANNING APPLICATIONS

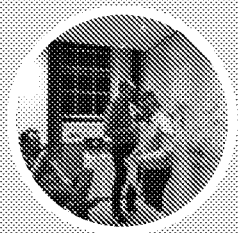


JUNE 2018 – COMMUNITY WORKSHOP WEEKEND TO ASSIST WITH FINALISING THE MASTERPLAN

AUGUST 2018 – RECEIPT OF POSITIVE EXAMINER'S REPORT ON FORD NEIGHBOURHOOD PLAN

NOVEMBER 2018 – MAJORITY VOTE SECURED AT REFERENDUM IN SUPPORT OF THE FORD NEIGHBOURHOOD PLAN

JANUARY 2019 – FORD NEIGHBOURHOOD PLAN BECOMES PART OF THE ADOPTED DEVELOPMENT PLAN, ALLOCATING THE AIRFIELD FOR DEVELOPMENT



The diagram above details key stages of consultation undertaken with the local community from the initiation of the proposals up to the submission of the planning application. This has been essential in ensuring the delivery of a comprehensive, community-led development at Ford Airfield.

A summary of the purpose and outcomes of key consultation events is provided later in this Statement, while full details of the consultation material is provided in the appendices.

# 2. MEET THE TEAM

Ford Parish Council

BARTON WILLMORE

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

The Neighbourhood Plan was to articulate the views and issues that are important to the residents of Ford Parish and give those residents a voice in shaping the future of their community. It was decided the best way forward was to work with all those involved in the process: residents, land owners and developers. The consultation events: Resident Survey 2012, Resident Survey 2014, Open event 2014, Open Event March 2015, Open Event November 2015, Presentation to Arun DC March 2016, Presentation to Parish Councils March 2016, two day Design Workshop June 2018 revealed a number of key themes to be addressed. These included:

1. A need for a comprehensive masterplan for the next 25-30 years.
2. Provide certainty for the community as opposed to ad-hoc development.
3. Create a "heart" for the Ford Community.
4. Create a village with its own identity and character through a comprehensive Masterplan.
5. Provide homes for local people.
6. Provide more local facilities.
7. Avoid 'piecemeal development'.

The Ford Neighbourhood Plan passed at the referendum and the Parish Council anticipates the final plan to reflect the views expressed during the consultation process.

Trevor Ford
(Chairman of Ford Parish Council)

It has been a privilege to work so closely with the Neighbourhood Plan group in guiding, preparing and assisting with the creation of an exciting next stage in Ford's history. What was clear from the outset was that those living and working at Ford wanted change - but importantly wanted to play a leading role in that change. As it stands, the community is hindered by a combination of the disparate nature of Ford, its history and the numerous industrial and waste-related developments that have occurred since the airfield ceased to operate.

When I first met the Ford Neighbourhood Plan Group, they wanted a masterplan for the community. However, rather than preparing plans on their behalf, it was important for the community to start with their own thoughts and brief, from which plans could then be worked up. It was this approach that became the pattern through the entire process, where the community were in the lead and steering the proposals and process.

The willingness of all parties to openly engage in the plan-making process resulted in the creation of what is currently the largest single allocation in any neighbourhood plan in England - but more importantly, facilitated the delivery of the very things the community aspired to: a heart to the community; quality routes, paths and networks of open space, homes for local working people and a range of community facilities. These proposals then became incorporated into the Local Plan.

Whilst there have been some difficult decisions to make along the way, this approach of collaboration between all parties has to become the basis from which other proposals can also be created. At this point, such a community-led approach is seen as exemplar, but could become the norm where willing parties with a common objective work together to create a place everyone can be proud of. The next stage, once consented, will be to bring this to reality - I am genuinely excited to see this happen.

Robin Shepherd
(Planning and Design Consultant)

Wates

REDROW

The Wates family values, which run throughout our business are integrity, intelligence, performance, teamwork and respect for people and communities.

This means on sites such as Ford Airfield we act in a professional and integral way, leaving a legacy that both we and the local community are proud of.

This is achieved through early and continued engagement with local residents and key stakeholders where our team listens and reflects the views expressed wherever possible.

We believe this results in providing communities where people want to live in the long-term.

John Tarvit
(Wates Developments Ltd)

We are one of the largest British housebuilders with a network of 15 operational divisions across the UK. We are committed to early, thorough community engagement, which is reflected in the approach we have taken at Ford.

Our commitment to such engagement is reflected through our three key principles: Building Responsibly, Thriving Communities and Valuing People. Aligned with the United Nations Sustainable Development Goals, we aim to achieve a better global future for all by addressing key social and environmental challenges such as health and wellbeing and biodiversity.

We address such issues through engaging with communities and allowing them to shape new development to promote healthy lifestyles whilst providing much needed homes.

The community engagement for the proposed development at Ford Airfield is exemplary of our ethos.

Jon Regent
(Redrow Homes Southern Counties)

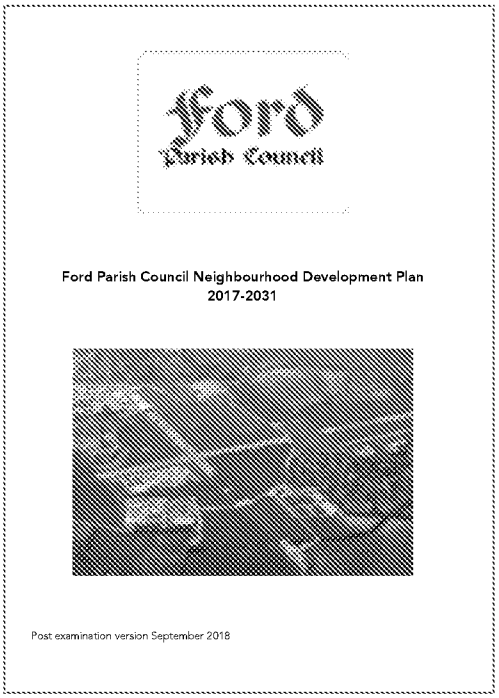
# 3. BACKGROUND CONTEXT

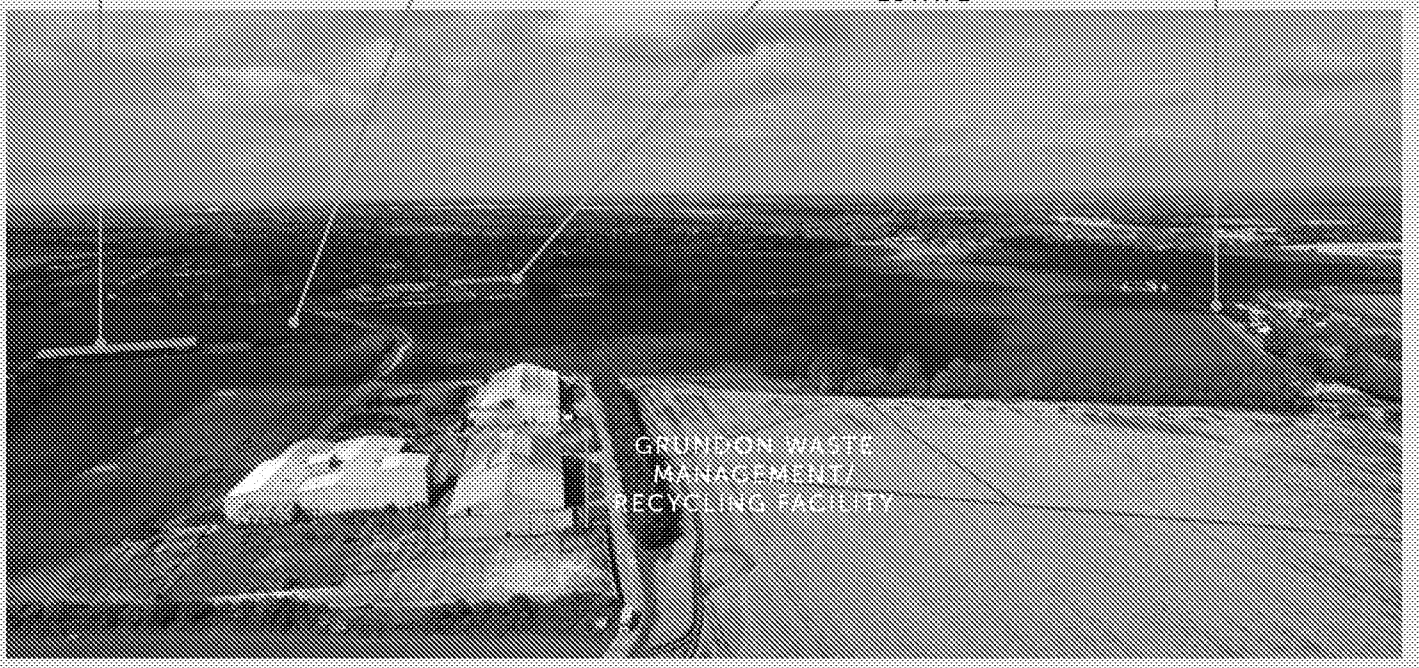
Following the decommissioning of the airfield, Ford faced an uncertain future with significant ad-hoc development over the years.

In 2013, the Ford Neighbourhood Plan Steering Group approached the landowners of Ford Airfield with a view to bringing forward development at the site. This stemmed from the Parish's frustration with the level of ad-hoc development that had taken place at the airfield, coupled with their desire to realise a number of objectives as part of a comprehensive development.

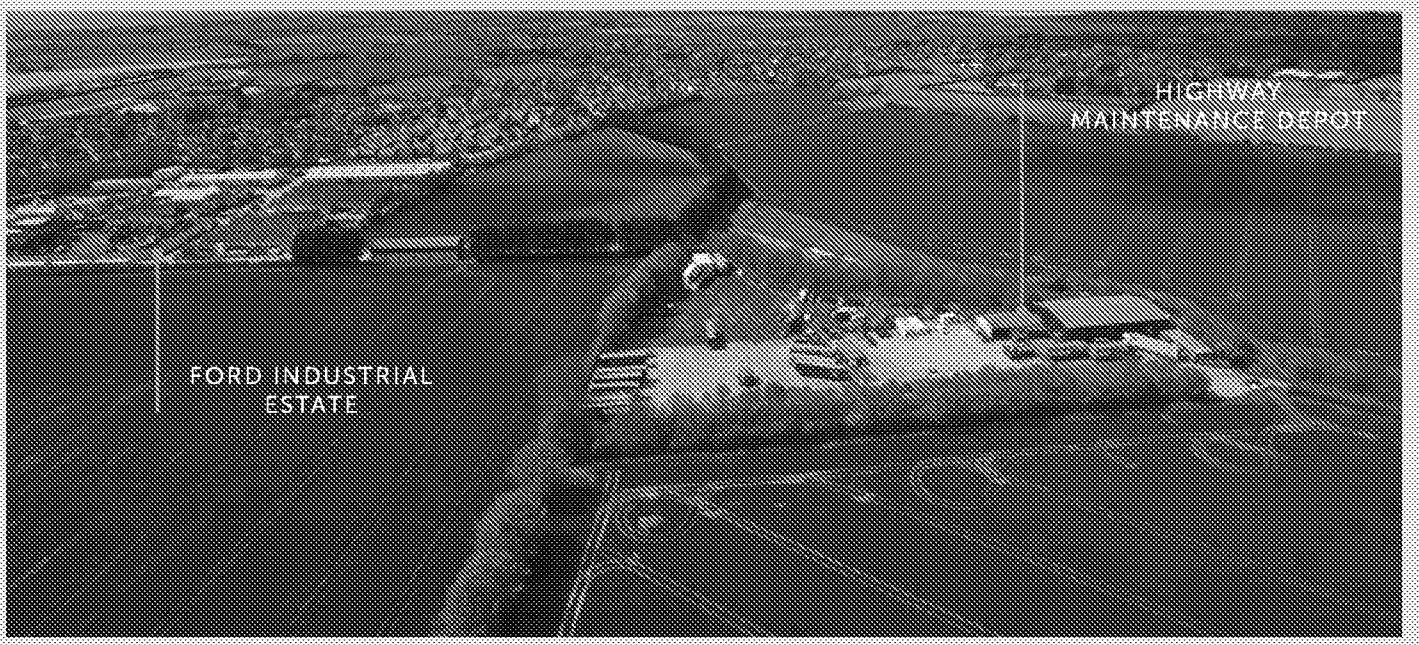
Extensive community engagement has been undertaken in the Parish in recent years, with the community feeding into the design concepts for the site on an ongoing basis. The community's aspirations have been translated into a workable masterplan that is now being brought forward as part of a formal planning application. Full details of the public consultation that has taken place is provided in this document.

The significant community support for the development of Ford Airfield has led to the site being allocated for a residential-led mixed-use development in both the Arun District Local Plan (July 2018) and Ford Neighbourhood Plan (January 2019). The proposals are being brought forward in line with these allocations.




ARUN SPORTS ARENA
FLYING FORTRESS
FORD INDUSTRIAL ESTATE
FORD LANE
GRUNDON WASTE MANAGEMENT/ RECYCLING FACILITY


ARUN SPORTS ARENA
RUTSFORD INDUSTRIAL ESTATE
SOUTHERN WATER WASTE WATER TREATMEN
VIVIDOR RECYCLING FACILITY


HIGHWAY MAINTENANCE DEPOT
FORD INDUSTRIAL ESTATE

# 4. RELEVANT POLICY CONSIDERATIONS

Community and stakeholder engagement is a key aspect of the planning process as set out in both National and Local Policy.

## LOCALISM ACT (2011)

The Localism Act received Royal Assent in November 2011 and makes pre-application consultation a statutory obligation for certain developments. It requires developers to inform nearby residents and businesses of their proposals, allowing local people a chance to comment at a stage when there is genuine scope to amend the proposal.

## NATIONAL PLANNING POLICY FRAMEWORK (2019)

The NPPF identifies the role of local authorities in encouraging high quality pre-application consultation.

Paragraph 39 of the NPPF recognises that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties.

Paragraph 41 states that local planning authorities, where they think it 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.

Paragraph 128 states that proposals that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

## ARUN DISTRICT COUNCIL STATEMENT OF COMMUNITY INVOLVEMENT (2018)

Arun District Council has prepared an updated Statement of Community Involvement (SCI) which was adopted in November 2018. The SCI explains how the explains how the Council will involve local communities, businesses, and other interested parties when it prepares planning policy documents and determines planning applications.

The content of the SCI has been considered in the consultation process associated with this application. This ensures that the proposals respond to its requirements.

## SUMMARY

Having regard to the above, the proposals at Ford Airfield have:

- proactively and effectively involved the local commmunity;
- comprised engagement at a very early stage to ensure the local community's needs and desires are being delivered by the proposals;
- been the result of active engagement with the Parish Council, Neighbourhood plan group Arun District Council and other key stakeholders.

NATIONAL PLANNING POLICY FRAMEWORK

Ministry of Housing
Communities &
Local Government

National Planning Policy Framework

February 2019
Ministry of Housing, Communities and Local Government

LOCALISM ACT 2011

# Localism Act 2011

CHAPTER 20

Explanatory Notes have been produced to assist in the understanding of this Act and are available separately

STATEMENT OF COMMUNITY INVOLVEMENT

November 2018

ARUN

ARUN DISTRICT COUNCIL

Statement of Community Involvement

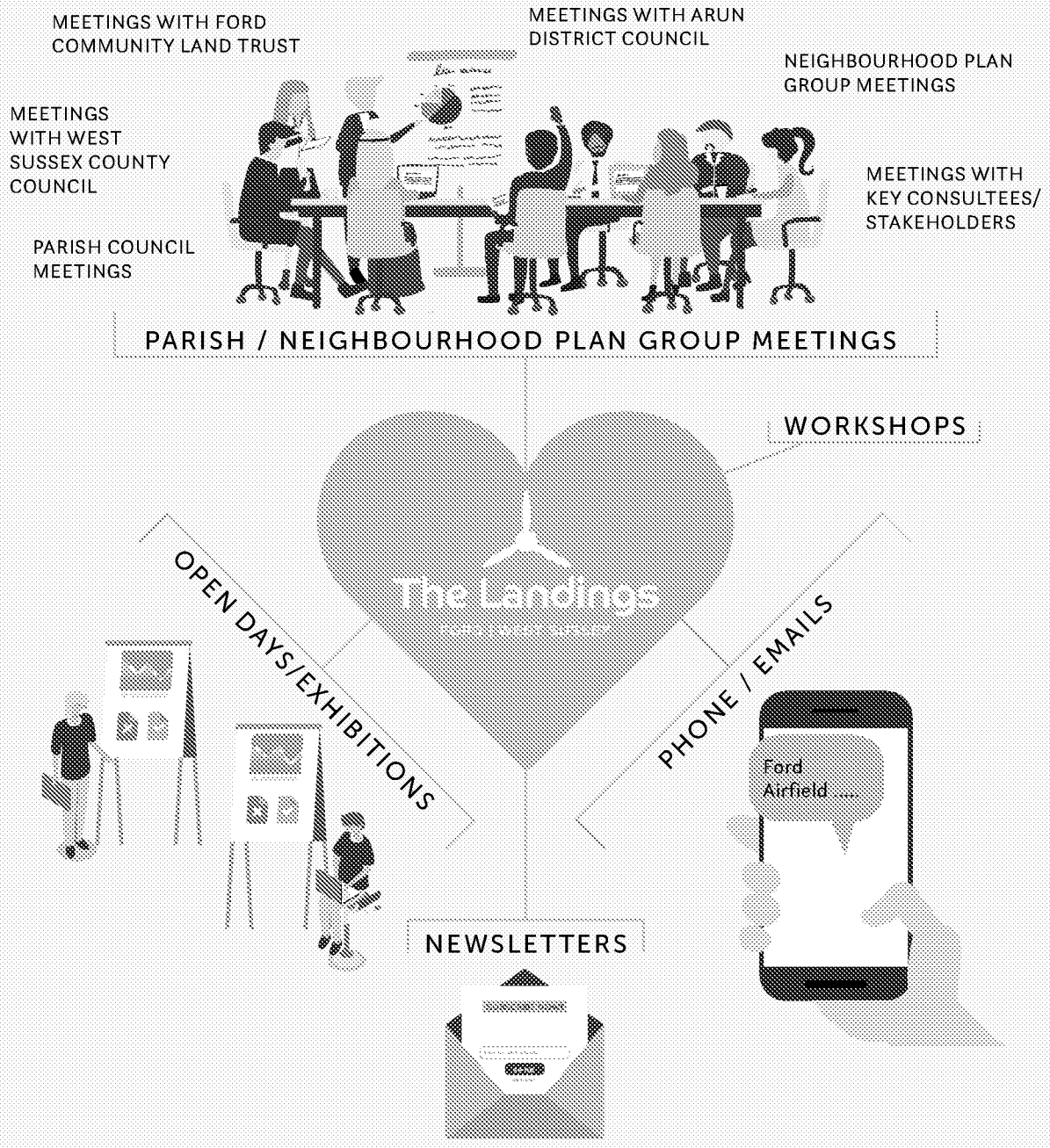
2018

# 5. HOW WE ENGAGED

The engagement, consultation and community involvement process has been varied and fully inclusive. The proposals have been genuienly community led from the outset. In summary, the community:

- instigated the vision for the site
- requested a masterplan to be prepared
- led the process
- support the proposals

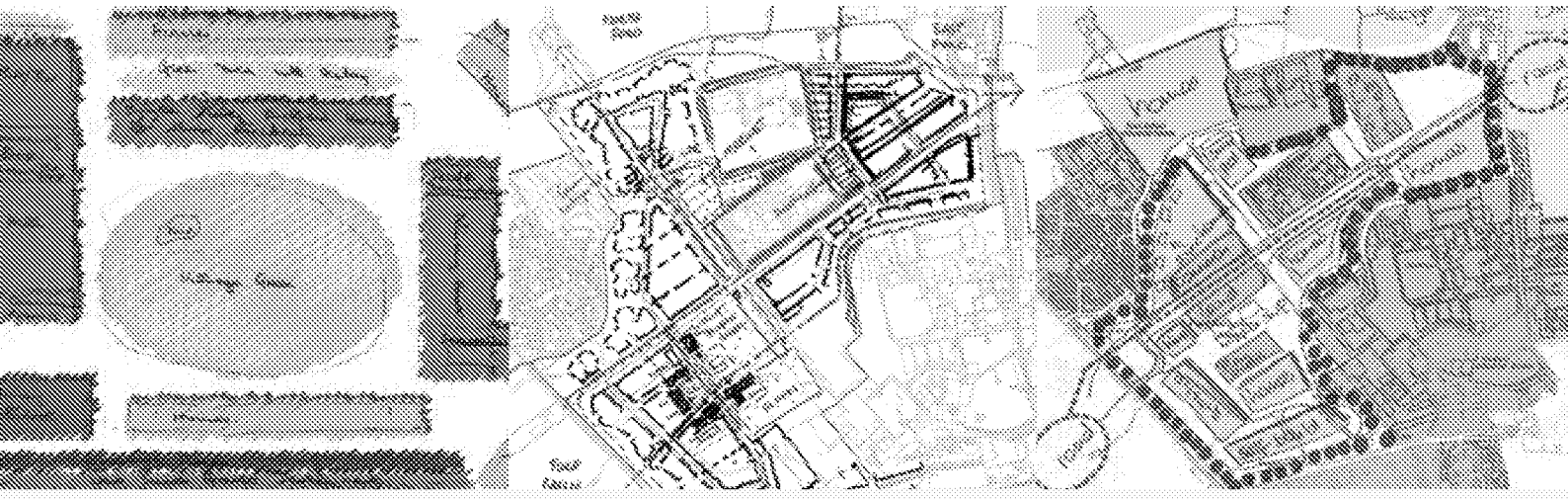
The following provides a summary of key elements of the methods employed to communicate with the local community.





# 6. CONSULTATION HISTORY

The development proposals for Ford Airfield are unique as they have been wholly guided by the local community, their ideas, needs and desires.



As explained in the preceding section, Redrow and Wates have engaged with the local community prior to submission in multiple ways. The proposals have been community-led (not developer-led) from the outset. The Ford Neighbourhood Plan Group instigated the intial discussions, thoughts, ideas and vision for the site and requested the preparation of a masterplan. The Neighbourhood Plan Group led the process and have informed and supported the proposals throughout.

Key consultation events that have taken place in recent years to assist with understanding the views of the local community and translating these into a workable masterplan that meets their aspirations took place on the following dates:

- October 2014
- March 2015
- November 2015
- May 2018
- June 2018

The consultation material associated with each of these events is provided in the appendices to this Statement.

The purpose and main outcomes from these events were:

## OCTOBER 2014

The **October 2014** consultation event was the very start of our involvement in the proposals at Ford Airfield, working with Redrow, Wates and the Ford Neighbourhood Plan Group.

The purpose of the event was to consider potential development options at the site, informed by the existing uses and planning / environmental designations at the Airfield, alongside previous consultation undertaken by the Parish. As part of the event, a sketch was presented as to how the community's aspirations for the site could be realised

## MARCH 2015

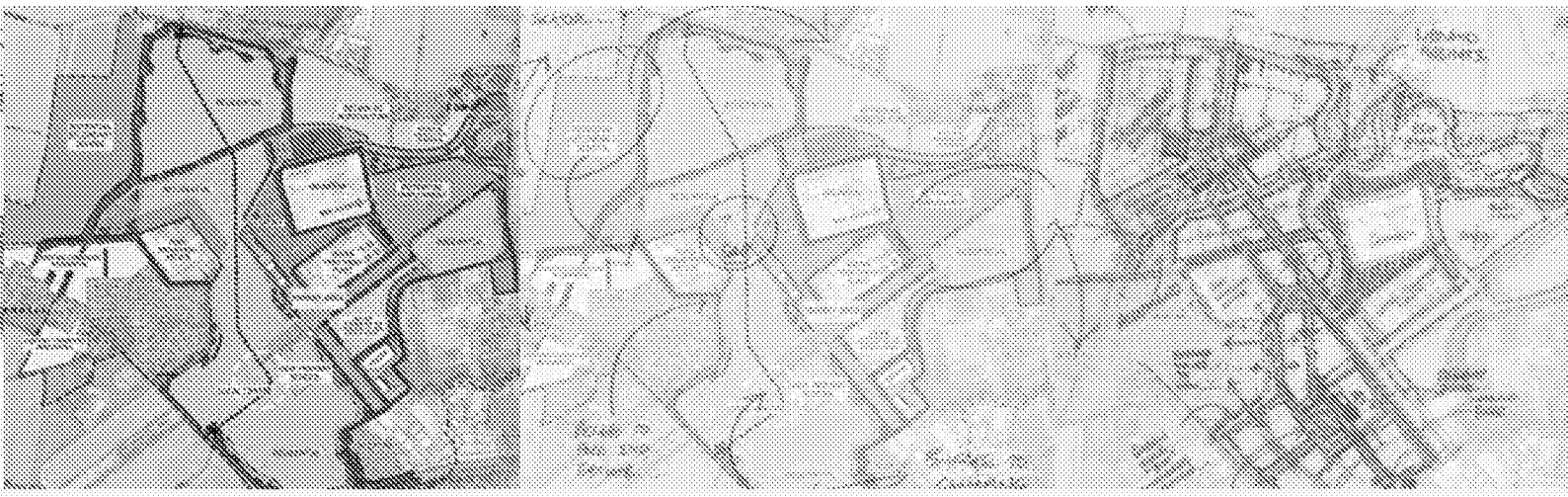
The **March 2015** event detailed the progress of the Ford Neighbourhood Plan to date and how this was being informed by collaborative working with the Ford Airfield landowners and local community. The following three options for potential development in Ford were set out: Piece-meal, Local Plan led or Neighbourhood Plan led, with the pros and cons of each identified.

It was noted that the Neighbourhood Plan led approach would likely provide the local community with most control over the future of the area. The feedback received from the October 2014 event was reflected in an updated sketch masterplan. Following the event, the submitted ballot papers were analysed and Option 3 (Neighbourhood Plan led development) secured a majority vote.

## NOVEMBER 2015

The **November 2015 event** focused on presenting a vision for the development of Ford Airfield to the local community, building on all of the suggestions from the two previous events. The local community was presented with two options in response to a change in the planning context that resulted in Arun District Council needing to plan for a significant increase in the level of development.

Option 1 proposed continuing with the previously agreed Neighbourhood Plan allocation of 750 dwellings while Option 2 proposed an increase in the quantum of development at Ford to 1,500 dwellings, which would assist with the delivery of the desired community facilities.



The pros and cons of each option were identified for discussion. Following the event, the submitted ballot papers were analysed and Option 2 (1,500 dwellings) secured a majority vote.

## MAY 2018

An open day was held in May 2018. The purpose of the event was to update the community on what had happened since the last consultation event (Neighbourhood Plan / Local Plan / Ford Community Land Trust / masterplan progress), let the community know that the proposals for Ford were being brought forward and the timescales involved, and encourage the community to sign up to take part in a design workshop scheduled for the following month.

## JUNE 2018

In June 2018, a community workshop weekend was held. The purpose of the event was to gather the opinions of the local community on the emerging proposals at Ford Airfield, ensure the proposals met the community's aspirations and inform the detailed design process.

A series of round table discussions were held concerning four themes: 1) Homes, Character and Creating Places, 2) Heart of Ford, 3) Movement and Connectivity, 4) Green and Blue Infrastructure. The feedback from these discussions was reflected upon by the project team overnight and a series of sketches were produced and presented to the local community the next day.

In addition to the above formal public consultation events, the following engagement has also taken place:

- Attendance at Yapton, Ford and Climping advisory group meetings.
- Attendance at various pre-app meetings with officers from Arun District Council and West Sussex County Council.
- Meetings with nearby businesses including Grundon waste management / recycling facility, Southern Water waste water treatment works and Viridor recycling facility.
- Meetings with Ford Community Land Trust.
- Meetings with Ford, Yapton and Climping Parish Council's and their respective communities / local residents.

## JANUARY 2020

In January 2020 a public exhibition took place to present the culmination of the work, engagement and consultation undertaken over the last six years, including updating the community on what had happened since the proposals were last presented and explaining the proposed development and what planning permission is being sought for. This responds to various consultation events where the local community provided feedback on their aspirations for the future of the Parish.

The event provided an opportunity for the local community and key stakeholders to review the plans ahead of submission of the planning applications and members of the project team were available to answer any questions.

# 7. SUMMARY OF FEEDBACK

Feedback was received throughout the extensive community engagement events. The following summarises the key issues and questions raised, alongside our responses, in connection with the June 2018 workshop.

## DESIGN

### COMMENT

The attendees at the community engagement weekend were asked if there were any particular design aspects that they would like to see incorporated into the scheme. These elements raised included commercial uses, the need for a village square, specific access arrangements, the need to connect the proposed development to the airfield's history, a mixture of house designs, specific materials to be used in construction and tree lined streets.

### RESPONSE

The proposed development includes a mix of uses, including the desired retail / commercial uses. These are proposed within the local centre, which is centrally located and benefits from a range of facilities and uses, providing ease of access for the proposed northern and southern residential neighbourhoods, acting as a community hub.

Three primary vehicular access points are proposed, providing access to the north, east and south of the site. The northern and southern access points are connected via a tree lined spine road.

The proposals retain the majority of the existing airfield runways, preserving its military past. In addition, the historic alignment of the former Portsmouth to Arundel canal, which extends east-west across the northern part of the site, will be preserved by way of a green link.

Whilst the application is submitted in Outline and therefore does not secure detailed design matters, the proposals will provide a range of house types and styles which will be built utilising a sensitively selected palette of materials that reflects the local vernacular.

## FLOODING

### COMMENT

The proposed development may increase the risk of flooding on the site.

### RESPONSE

The vast majority of the site is located within Flood Zone 1 and is therefore at very low risk of flooding. It is acknowledged that the site will increase the level of impermeable surfaces on the site and as such sustainable urban drainage systems will be incorporated into the site layout to ensure any surface water will be able to drain at greenfield run off rates.

## WHAT WILL THE LOCAL CENTRE CONTAIN?

### RESPONSE

The exact uses of the local centre are to be determined at reserved matters stage, however, the centre is likely to include retail and commercial floorspace, community facilities (including a library and community hub) and healthcare facilities and homes above ground floor uses.

## CHILDREN FACILITIES/SCHOOL PROVISION

### COMMENT

It was raised that there will need to be provision for new children's facilities including a potential new educational facility to accommodate for the new population.

### RESPONSE

The proposals include the provision of a three form entry primary school and a new nursery. This level of educational provision is in accordance with the Council's requirements. Arun District Council has also identified land to the north west of the site as a suitable location for a new secondary school, which will be dealt with separately by West Sussex County Council. The proposals are fully compatible with the proposed secondary school.

## TRAFFIC AND ROAD SAFETY

### COMMENT

The local roads are already too busy, how will they cope with the additional traffic?

### RESPONSE

The likely traffic movements generated by the proposed development have been modelled to ensure the existing highway capacity can cope with the additional trips. The Transport Assessment and Travel Plan submitted with the Outline planning application detail the trip movement and highway capacity.

## OTHER MATTERS

### COMMENT:

The local community were asked whether there was anything that they felt we had missed that needed to be addressed. Of particular relevance, the feedback received included the need for community facilities, improvements to Ford Lane and the need for buffer zones around the waste sites.

### RESPONSE:

The proposed local centre makes provision for a range of community facilities in the form of a community building and health facility / GP consulting rooms, alongside a nursery if this is not delivered alongside the primary school. Furthermore, the masterplan retains the existing Flying Fortress soft play facility and Arun Sports Arena.

The application is supported by a Transport Assessment, which provides a review of the impacts of the proposals on the existing highway network. The proposals will fully mitigate its impacts on the highway network and appropriate contributions / works will be secured as part of a s106 agreement.

The masterplan incorporate buffer planting at various locations to mitigate impacts from the Viridor, Grundon and Southern Water waste facilities, alongside Ford Airfield and Rudford Industrial Estates, road traffic and the proposed employment uses.

In summary, the main findings from the June 2018 workshop were as follows:

- Preference for a single, central 'Heart' of Ford / local centre to be located next to a new primary school, along with elderly homes and an 'almshouse' / bungalow complex. It was hoped that this would provide sufficient critical mass / substance to enable the centre to thrive.
- Preference for the secondary school (if proposed) to be located next to the proposed sports pitches / leisure facilities, including a relocated Arun Sports Area and Flying Fortress (if proposed).
- Support for a central green space / 'glue' that knits the northern and southern parts of the site.
- Suggestion for a limit on vehicles travelling through the site from north to south i.e. they can travel so far but only buses (plus pedestrians and cyclists) can carry out a full north – south journey, subject to the practicalities of doing so, along with making use of the existing road network where possible.
- Importance of connections east – west within the site as well as north – south, including routes to Ford / Barnham railway station and neighbouring areas / existing residents.
- Support for encouraging / enhancing / maximising biodiversity, particularly wetland habitats around drainage ponds e.g. places of tranquillity and areas for all ages.
- Opportunities to introduce a dense screening / woodland buffer around the existing Southern Water, Grundon and Viridor facilities, along with a need to understand how deep / wide this will need to be plus any required noise mitigation e.g. bunding.
- Opportunity to achieve a comprehensive green and blue network throughout the site and connections to the surrounding network.
- Importance of links to the history / heritage of the site e.g. a memorial garden / public art.
- Preference for the number of homes to be capped at 1,500.

At the community engagement event in June 2018, the attendees were asked to rank their top three items in terms of what they would most like to see delivered as part of the proposals. The results were as follows:

## PRIORITY 1

- CLT ownership
- Advanced planting
- Single central location/community hub/feel
- Safe event spaces
- Childcare
- Trees
- Fix roads
- Wetlands

## PRIORITY 2

- Village provisions (village hall, village green, docs, gym)
- 30% traditional feel
- Connections to infrastructure
- Green sites

## PRIORITY 3

- Doctors surgery/pharmacy
- Green spaces/central park/public spaces

The proposed development has looked to incorporate as many of the identified priorities and aspirations as possible into the Outline planning application. Given the nature of the application, some of the detail matters cannot be dealt with at this stage. However, they will be addressed and incorporated into the proposals, where feasible, as part of future Reserved Matters applications.

# The following summarises the feedback received during the January 2020 public exhibition.

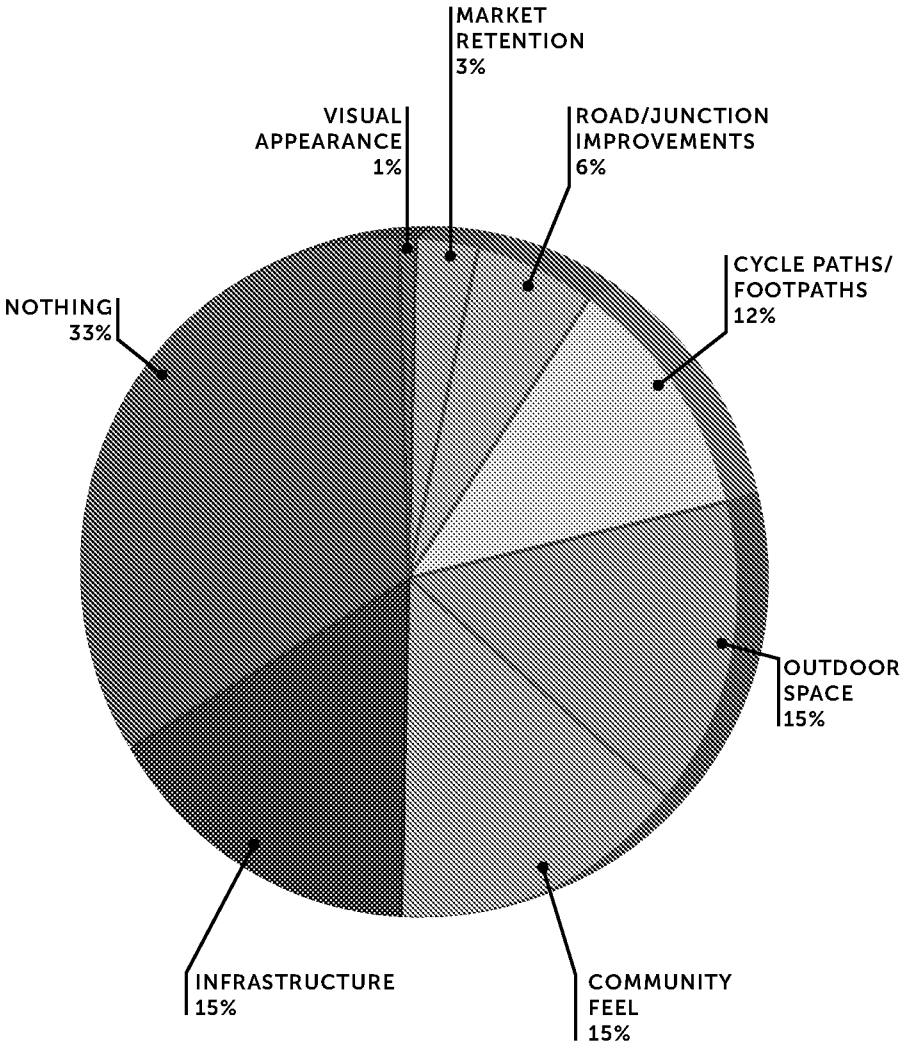
In total 445 people attended the event.

In summary, while various feedback was received, the main headlines from conversations held on the day were:

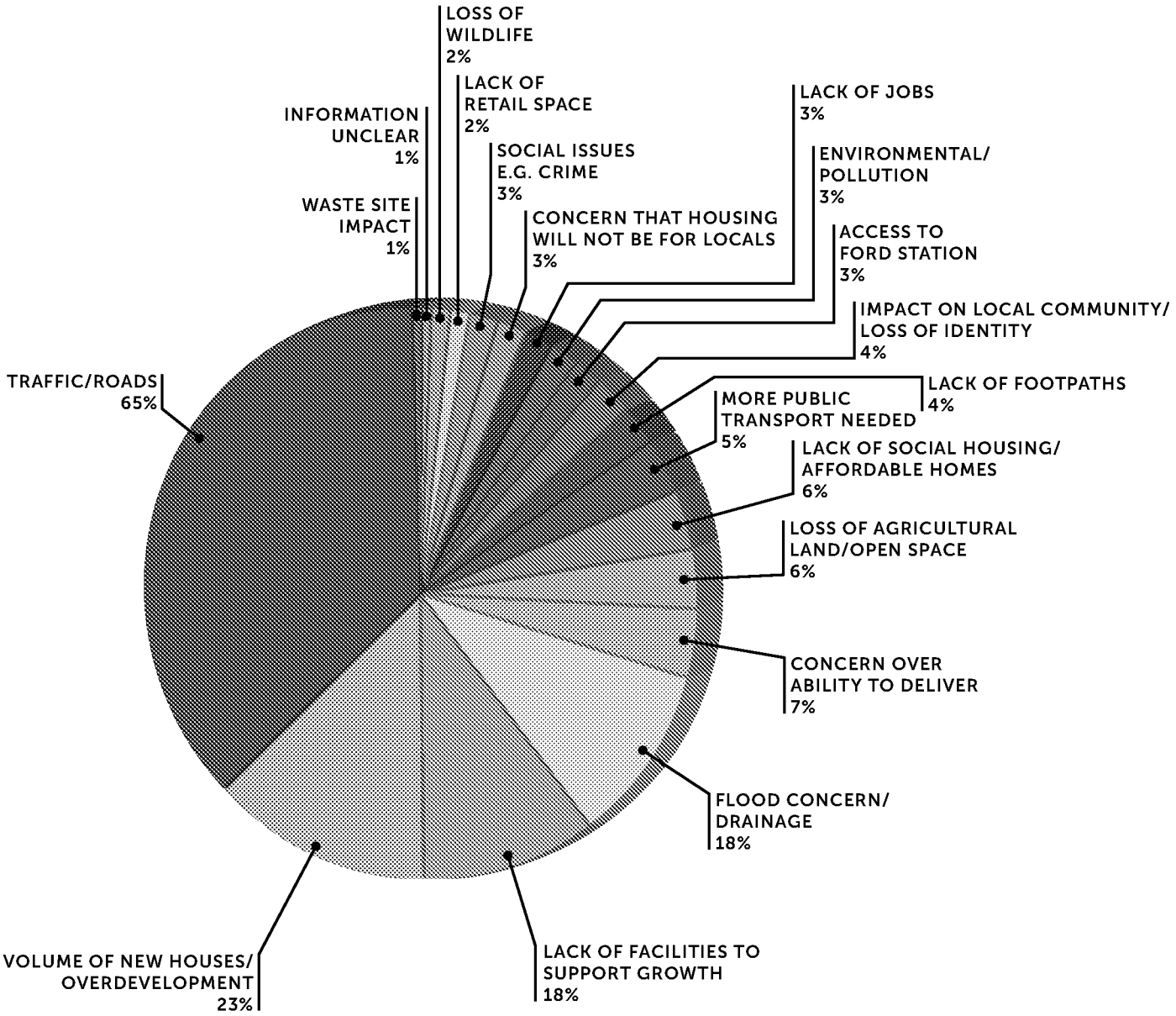
- In general, the majority of people understood the rationale behind the scheme and were aware of it and rather than objecting to the proposals and number of homes (aside for a relatively small proportion of people), they raised queries / concerns regarding specific matters.
- Transport / traffic / roads was the biggest concern of attendees. Other key issues raised related to GP provision, the time it takes to get an appointment and the ability to recruit GPs to the area, ensuring that affordable housing is actually affordable, the relationship of the scheme to existing communities / achieving some degree of separation and ensuring sustainable travel / good connectivity within the site and with the surrounding area by foot and cycle.
- A lot of people were interested in the facilities in the local centre / heart of Ford and were looking forward to them being delivered, which was a big selling point, but some were concerned / had reservations as to whether they would actually be delivered or come forward in a timely manner. There was also recognition of the opportunities for walking and cycle routes alongside connectivity to the local centre.

In total 109 feedback forms were received.

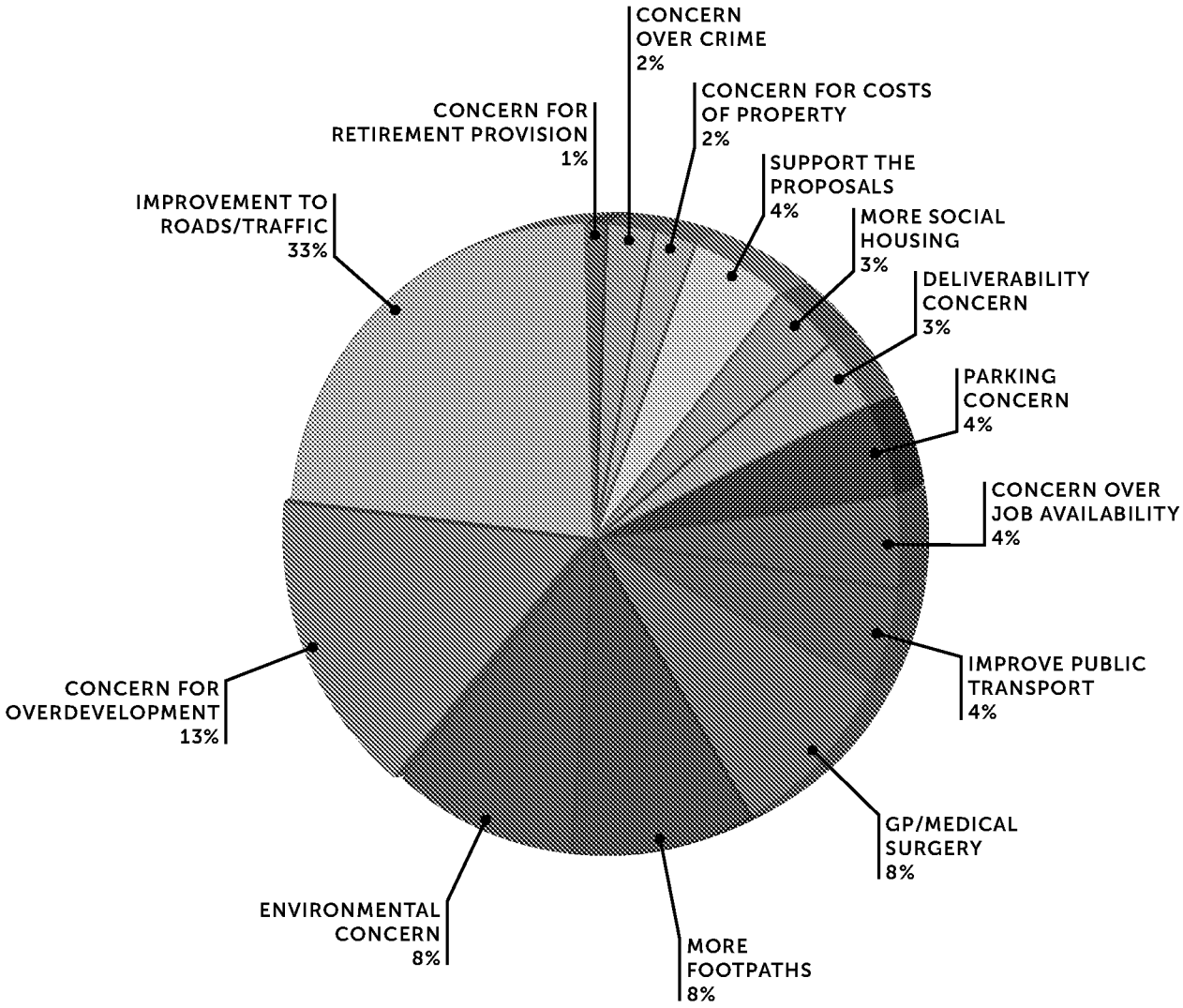
The pie charts on the following pages provide a high-level summary of the main points raised in the feedback received.




WHAT ASPECTS OF THE PROPOSALS DO YOU LIKE?




DO YOU HAVE ANY RESERVATIONS ABOUT THE PROPOSALS?




## DO YOU HAVE ANY OTHER COMMENT/SUGGESTIONS?

The application documents, particularly page 16 of this Statement of Community Involvement alongside the Planning Statement, detail the strategy for addressing the matters raised in the feedback received, where necessary.

While the feedback forms were generally used to voice reservations, a range of positive feedback was received, with the following providing a selection of the positive responses received:

*"This will not only serve to enrich the development overall and lead to a more cohesive community but it is only right given all the support provided to the scheme – via the Parish Council and Neighbourhood Plan – which has helped to facilitate this project."*

*"I think the location is very suitable for the volume of houses proposed."*

*"Provision of additional houses is important to allow the local area to continue to develop and flourish."*

*"We support the development and growing communities."*

*"The name of the development is fitting."*

*"The proposals do seem to have been thought through in a very professional manner."*

In response to the question concerned with what respondents liked about the proposals:

- *"All of it! Good use of wasted land and especially as it will be accommodating the popular Ford Market and hopefully enhancing it."*
- *"The design – creation of a people friendly public realm with decent amount of greenery. Provision of a range of community facilities".*







# 8. DELIVERING THE COMMUNITY'S ASPIRATIONS

The following elements have been incorporated into the scheme as a result of the extensive community engagement:




ARUN DISTRICT COUNCIL F/4/20/OUT

A range of housing types, styles and sizes

Attenuation basins / wetlands providing drainage, landscaping and biodiversity benefits

Connectivity with Ford and Ford Railway Station via foot and cycle

Connection to area of open space

East - west connectivity

P.F. provision of car parking to enable the retention of Ford Market

East - west connectivity

A single centrally located mixed-use local centre offering commercial and community facilities

Public opening around extensive area

Retaining the majority of the former runways

Connectivity with Climping via foot and cycle

# 9. CONCLUSIONS

## A full and extensive programme of engagement and consultation with the local community has been undertaken to inform the the proposed scheme.

The engagement process has been genuinely community led and has enabled the local community, Local Planning Authority and local stakeholders to input and shape the proposals on an ongoing basis since the outset. It has been a genuine partnership between local people and the applicants to acheive a shared vision and objective. The series of consultation events have allowed many opportunities to comment on and influence the proposed development at Ford Airfield.

The level of community engagement has exceeded expectations and minimum policy requirements and as a result the proposals have been genuinely shaped by the community. The community input has resulted in a very positive outcome and support for the proposals.

In addition to the community consultation element, many meetings with the Parish Council, Neighbourhood Plan Group, Community Land Trust and Arun District Council, amongst others, have enabled honest, open discussions on the proposals which have further shaped, and generated support for the scheme.

The proposed scheme has been designed and amended throughout its development to take account of the results of consultation with the local community and comments from key stakeholders.

The community engagement has achieved all the Parish Council's objectives for Ford Airfield as set out in the Background Context section including the community's aspirations to shape the vision and create the 'heart of Ford'. As such, the proposed development will provide a high quality and sustainable environment that will deliver a range of benefits for both the local area and District as a whole.



Alongside meeting the community's aspirations for the site, the key benefits of the proposals include the following:

## ECONOMIC

- Creation of a range of local jobs through new employment opportunities
- Supporting existing local businesses through additional expenditure
- Investment in the local area

## SOCIAL

- Significant community facilities and benefits
- Education provision serving the scheme and wider District
- Mix of new housing, including affordable homes

## ENVIRONMENTAL

- Sustainable, responsible, well-designed, healthy and vibrant urban setting, creating a unique place
- Improved links to Pond Lane Nature
- Significant areas of new public open space, including extensive landscaping and new planting

# APPENDICES

# APPENDIX A: OCTOBER 2014

## WELCOME

The Neighbourhood Plan Group has engaged with the local community over the last 2 years and sought your views on how you wish to see Ford be planned in the future, including the future of the airfield and what facilities you think Ford needs.

Various aspirations within the Ford community have emerged from this process, including:

- A need for a comprehensive Masterplan for the next 25-30 years
- Provide certainty for the community as opposed to ad-hoc development
- Create a "heart" / focal point for the Ford community
- Create a village with its own identity and character
- Create links between the east and west of Ford across the airfield
- Provide homes for local people
- Provide more local facilities
- Avoid "piecemeal development" such as the incinerator

The landowners and Planning Consultant, Barton Willmore have been asked by the Neighbourhood Planning Group to prepare some ideas of how Ford Airfield could be developed in the future based on the responses you have provided.





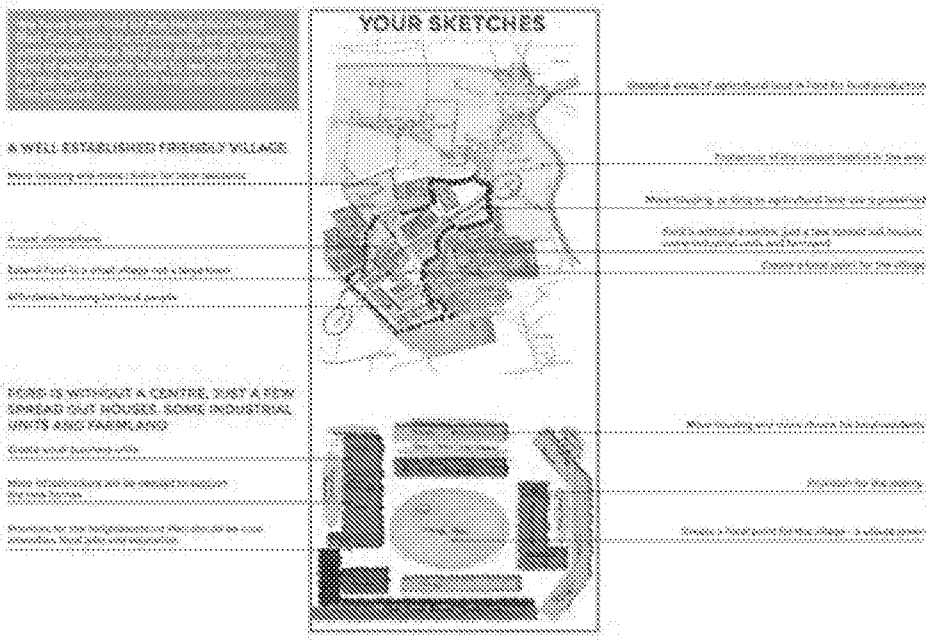
YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

## CURRENT SITUATION



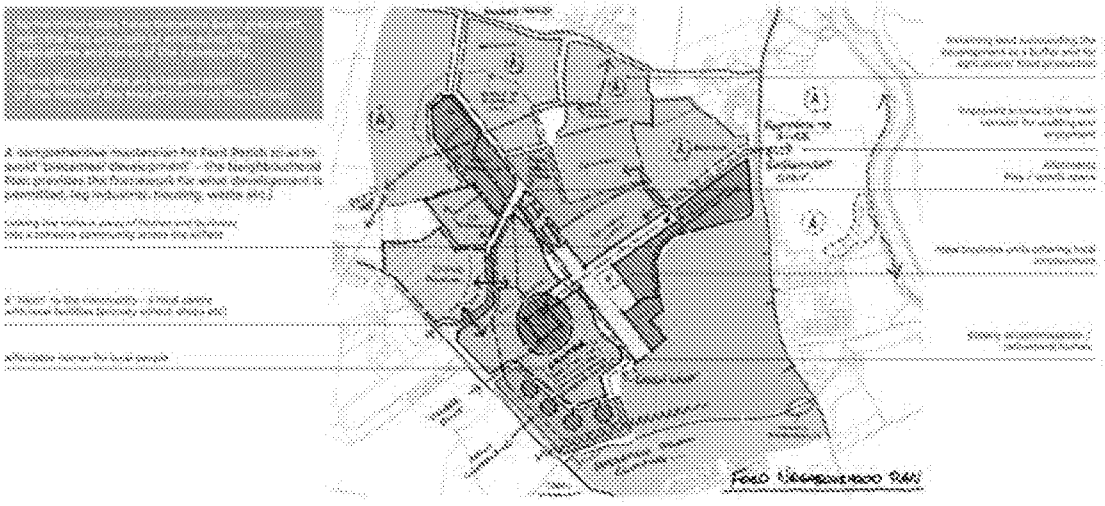
YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# YOUR THOUGHTS & IDEAS SO FAR...



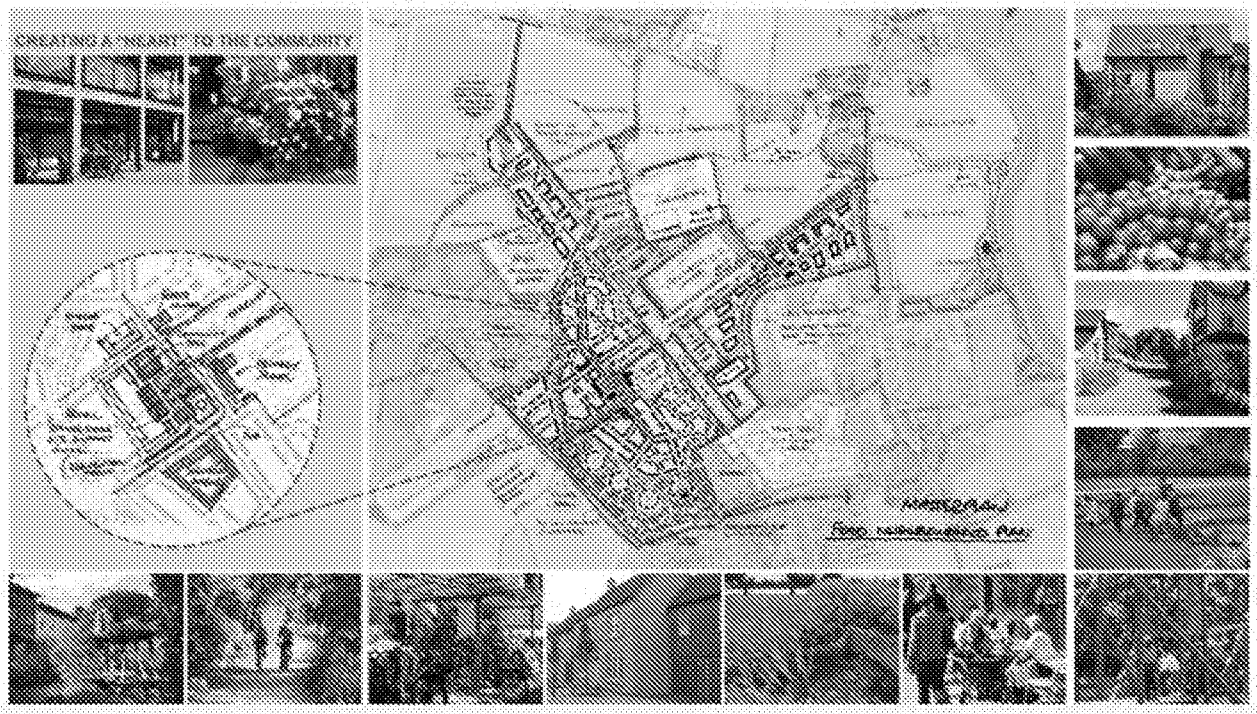

YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# HOW YOUR IDEAS CAN BE DELIVERED ON SITE...



YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# HOW IT MIGHT START TO LOOK...




YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# NEXT STEPS

**We are keen to know your thoughts on the ideas put forward, which seek to incorporate your aspirations and ideas for Ford Parish.**

Arun District Council are currently consulting on their new Local Plan for the period between 2011-2031. The Plan is at an advanced stage and the Council have indicated that following the adoption of the plan, a Site Specific Allocation Document will be produced in the future to assist in assessing the potential for future housing growth in Ford. Therefore, it is important that through this Neighbourhood Plan, local residents play an active role in informing the form and nature of any future development which will ultimately shape the settlement of Ford for many years to come.

Please feel free to ask any questions and complete one of the questionnaires in order that we can understand your thoughts on the emerging ideas and look to refine the proposals.

We will continue to work with the local community. All the comments received will then be considered before the Neighbourhood Plan Group decide what to include within the Neighbourhood Plan.



YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# APPENDIX B: MARCH 2015

## FORD NEIGHBOURHOOD PLAN – PROGRESS SO FAR

Since 2013, the Neighbourhood Planning Group has been working with the local community to identify the key topic areas that are important to the residents of Ford and drafting policies to be included within the Neighbourhood Plan. These policies will include Open Space, Natural Environment, Infrastructure, and Business and Employment.

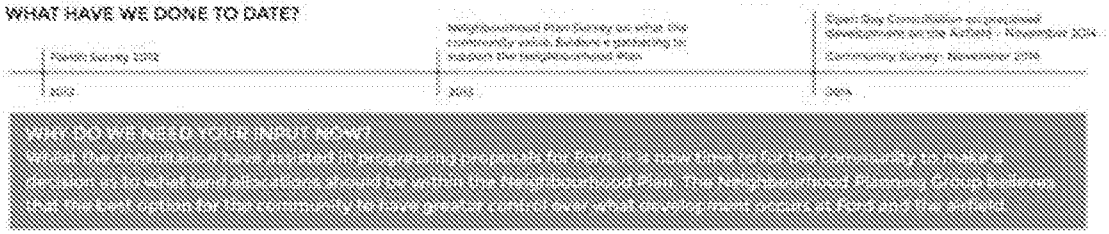
In addition, the Neighbourhood Plan Group has been working collaboratively with the landowners to assist in evolving ideas and vision for Ford Airfield, which is the focus of this consultation.

The intention is to create an area that brings a sense of place and vibrancy to Ford providing local facilities and open spaces that reflect the aspirations of the community that have been voiced over the past two years. This includes a comprehensive plan for the airfield.

The whole process has been driven by the local community with the objective of ensuring that new development best meets what the community wants and isn't entirely imposed by speculative developers or the Local Plan.

All your responses have been helpful in understanding what the community want to happen in Ford and how best to ensure that any new development that comes forward is in line with the needs and aspirations of the Ford community and not the District as a whole.

**WHAT HAVE WE DONE TO DATE?**

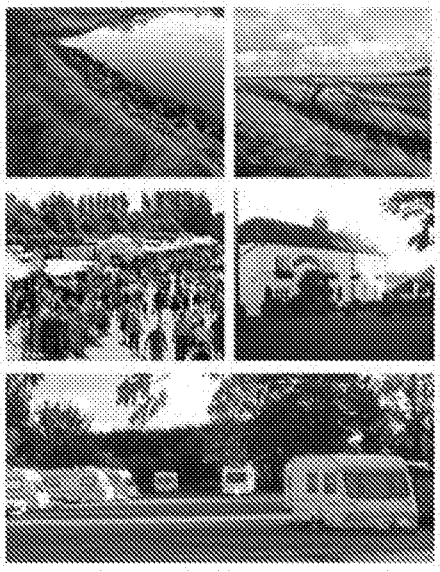


YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

## DEVELOPMENT IN FORD: YOUR CHOICE

The existing pressure on local authorities to deliver new homes means that, as we see it, "No development" is not a realistic option given the location of Ford and the type of development that has already happened over recent years - it is impossible to try to stop development completely.

There are three options for future development in Ford which are:



Of the three, Choice 3 - (the Neighbourhood Plan) provides the community with the most control as it:

- directs development to where the community want it;
- allows the community to better influence the nature of development; and
- maximises the benefits for the local community.

However, you need to decide which of the 3 choices you prefer for Ford (including the airfield) before we can proceed with the Neighbourhood Plan.

YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

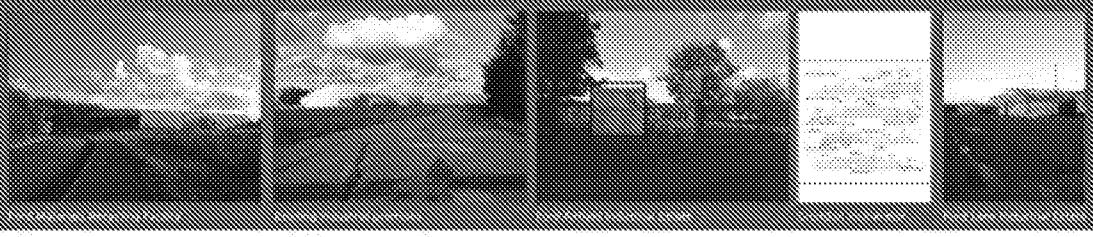
# CHOICE 1 – PIECE-MEAL DEVELOPMENT

## FUTURE PLANNING OF AIRFIELD DETERMINED BY DEVELOPER

Over the past 10-15 years there has been no overarching framework for development at Ford other than the adopted Local Plan (2018) and Ford Neighbourhood Development Plan (2019).

The future of the airfield is not to be planned and the development proposals have been led by the landowner and developers rather than the community and planning authority. There is no control over the timing, scale and location of development.

| Pros | Cons |
|---|---|
| More likely to be smaller scale development rather than large scale development | Little control of what development takes place, where and how much is proposed |
| ? | Development is ad-hoc as sites Ford airfield resulting in a disjointed community |
| ? | New development is not supported by community facilities such as schools, leisure, surgeries etc. |
| ? | Little control for the local community as to where new development will be directed |
| ? | Increased pressure on existing road network and local facilities |



IT SHOULD BE NOTED THAT EVEN IF CHOICE 1 IS PREFERRED, CHOICE 2 COULD STILL HAPPEN THROUGH THE LOCAL PLAN PROCESS AS DISCUSSED ON THE FOLLOWING BOARD.

YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# CHOICE 2 – LOCAL PLAN LED

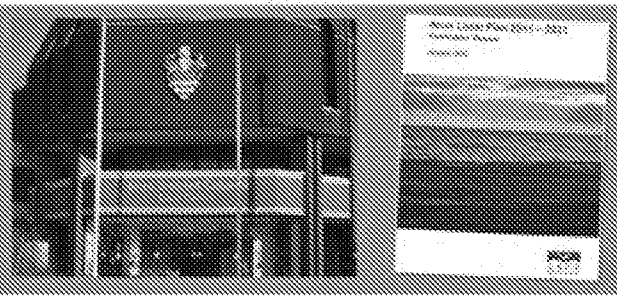
## CONTROL FOR FUTURE PLANNING OF FORD AIRFIELD DETERMINED BY ARUN DISTRICT COUNCIL

The Arun District Local Plan (2018) policy provides for 1,500 homes and employment land at Ford airfield over the plan period (to 2031).

The amount of development at Ford and whether this includes the delivery of housing needed in Arun District has not been tested through the Local Plan process. The Council has commenced a review of the Local Plan which will test the Local Plan housing and employment requirements, including whether the Local Plan should allocate more development at Ford airfield.

In the meantime, Ford Airfield is not protected from other forms of development that may prevent the delivery of the Local Plan.

| Pros | Cons |
|---|---|
| Additional community facilities will be required to support new development | Ford will influence what type and how much development is proposed on Ford Airfield and what community benefits will be provided |
| Some level of certainty for the next 10 years as to level of development at Ford | Limited opportunity for the community to influence the proposals |
| ? | Potentially a far greater level of development at Ford airfield to meet the housing needs of Arun District as a whole |



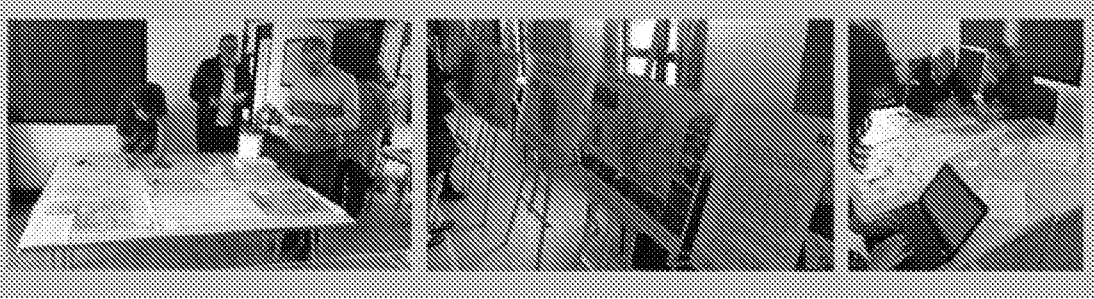
THE LOCAL PLAN MAY REQUIRE FORD TO DELIVER MORE HOUSING THAN THE COMMUNITY WANT, WITH THE POTENTIAL FOR PIECE-MEAL DEVELOPMENT (CHOICE 1) STILL HAPPENING.

YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

## CHOICE 3 - NEIGHBOURHOOD PLAN LED APPROACH

### YOU HAVE GREATER CONTROL OF THE FUTURE DEVELOPMENT OF THE AIRFIELD

| | |
|---|---|
| You have greater say over where development is focused | ? |
| You choose the community facilities that are required within the area | ? |
| Protect areas of Ford that you value most | ? |
| New homes where you want them | ? |
| Reduces the prospects of Choice 1 and 2 occurring | ? |



YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

## CHOICE 3 - NEIGHBOURHOOD PLANNING LED/ MASTERPLANNED APPROACH

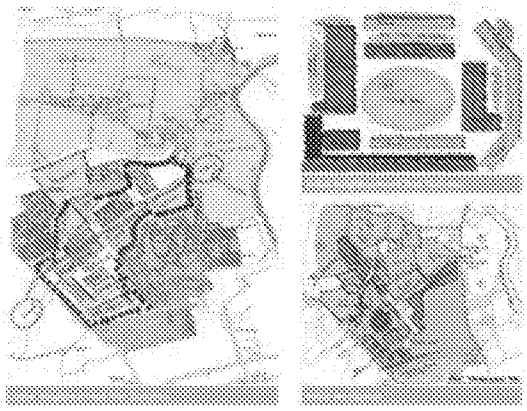
Following the comments received from the community over the last 2 years, the Neighbourhood Planning Group sketched out initial ideas about where future development at Ford could be focussed.

These ideas were further developed into an initial masterplan which was presented at the Neighbourhood Plan Open Day in November 2014. There was excellent and positive feedback received at the Open Day and now we need a final decision on whether to take the Plan forward.

We have focussed on the 5 main areas that the community have highlighted as requiring further attention and have explored these elements of the masterplan in more detail.

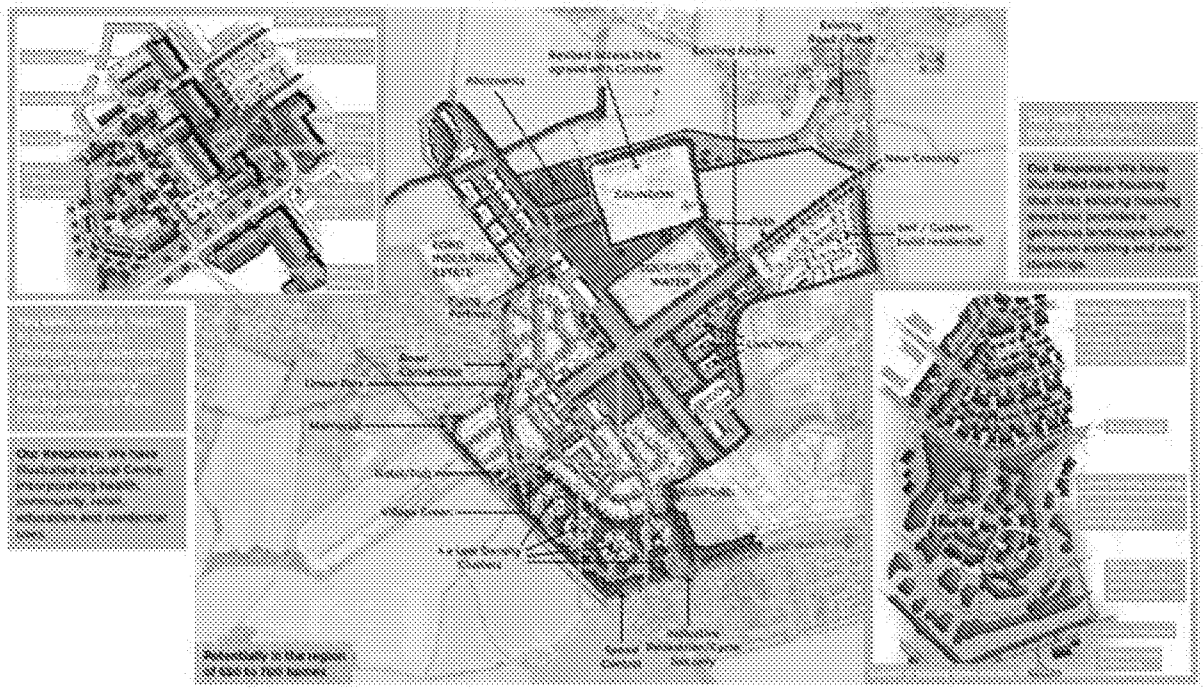
These include:

- Provide more community areas and facilities
- Provide more footpaths and pedestrian links linking open spaces
- More housing in the right locations
- Create a community feel by creating a 'Ford Community'
- Create a "heart" to the community



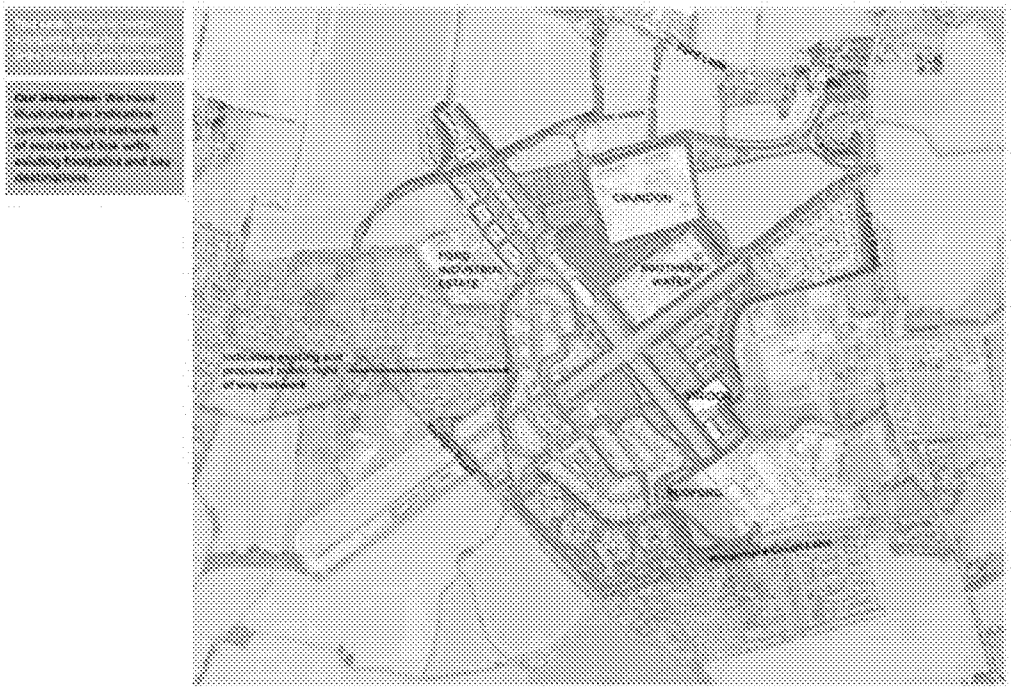
YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

## MASTERPLAN



YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

## PEDESTRIAN CONNECTIVITY



YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# NEXT STEPS

The Neighbourhood Plan Group believes that it is far better for the community to have a greater say over what development occurs at Ford and to steer the masterplan for the airfield.

It has not been possible to prevent unwanted development over the past 10-15 years and we believe a "planned approach" would be far better for Ford.

However, you need to decide which option you would prefer for the future of Ford:

**OPTION 1**
**[illegible]**

**OPTION 2**
**[illegible]**

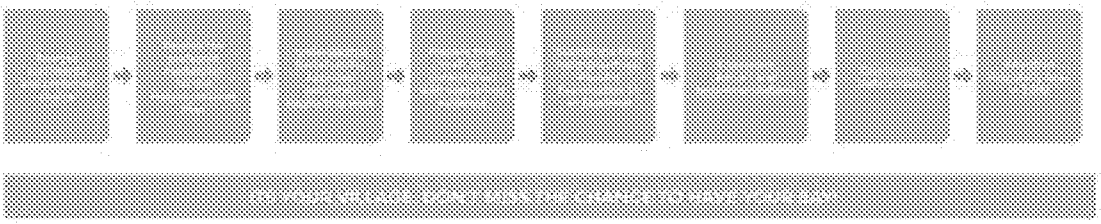
**OPTION 3**
**[illegible]**

Thank you for your time in considering the next steps for the Neighbourhood Plan. Please do take your ballot paper and place in the box provided.

Once the community have decided which choice they prefer, we can then decide how best to take forward the Neighbourhood Plan.

This will also provide us with a clear steer as to how to respond to the emerging Arun District Local Plan.

The next stages of work will be:



**YOUR IDEAS** | YOUR COMMUNITY | YOUR PLAN

# YOUR VIEWS

**YOUR IDEAS** | YOUR COMMUNITY | YOUR PLAN

# APPENDIX C: NOVEMBER 2015

## FORD NEIGHBOURHOOD PLAN
## WELCOME

Since 2013, the Neighbourhood Planning Group has been working with the local community to identify the key topic areas that are important to the residents of Ford to inform the Neighbourhood Plan.

There have been a number of consultations held for the local community which have informed how land at the former airfield can be best utilised to deliver the vision of the Neighbourhood Plan, which has been to:

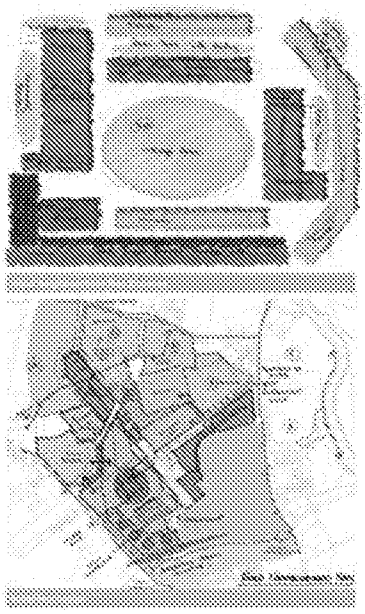
- Deliver 'a heart to Ford';
- Provide more community areas and facilities;
- Provide a network of footpaths linking the area and its open spaces;
- Create a community feel by creating a 'Ford community'; and
- Provide a range of housing in the right locations.

Since the last consultation in February 2015, the Neighbourhood Planning Group have been working hard behind the scenes to make the vision a reality.

The Neighbourhood Plan is progressing ahead of the District Local Plan. This is because:

- The Local Plan has been delayed;
- We want to control how much development the area plans for and the form it should take.

However, the situation has changed and we want your views on how best to proceed.



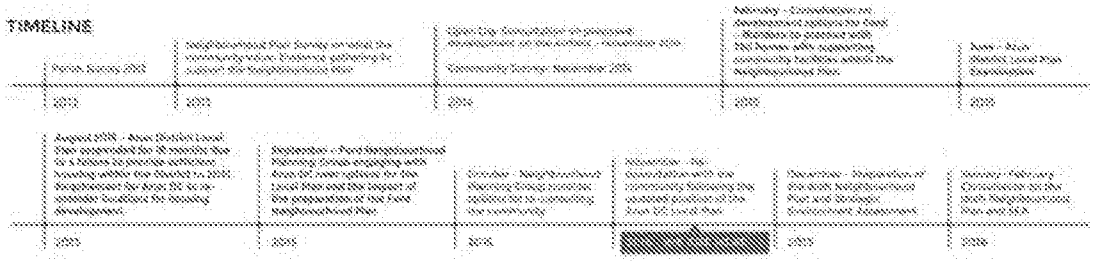
**YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN**

## OUR PROGRESS TO DATE

In February, the community agreed to pursue development of Ford Airfield for 750 homes with supporting community facilities.

The Neighbourhood Planning Group have been working hard on the following:

1. Monitoring the emerging Arun District Local Plan;
2. Open discussions with Arun District Council;
3. Undertaking background studies for the following:
   - Transport
   - Ecology
   - Landscape
   - Archaeology
   - Socio-economics
4. Amending the masterplan for the development of the airfield;
5. Preparing the detailed policies and proposals;
6. Compiling the Strategic Environmental Assessment to support the Neighbourhood Plan - a legal requirement; and
7. Exploring options for the management and funding of community facilities included within the masterplan.




**YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN**

# ARUN LOCAL PLAN UPDATE

The Neighbourhood Plan must be prepared in line with the adopted Arun District Local Plan (2003).

However, in order to ensure that the Neighbourhood Plan stands the test of time (and doesn't quickly become out of date/ superseded) it is sensible for us to look at the emerging Local Plan and how it may affect Ford.

**SO... WHAT'S THE NEW LOCAL PLAN PROPOSING?**

The inspector who has examined the Arun Local Plan has suspended the examination for 18 months until such time as Arun DC has allocated sufficient housing to meet its needs until 2031 and any overspill from adjoining Districts.

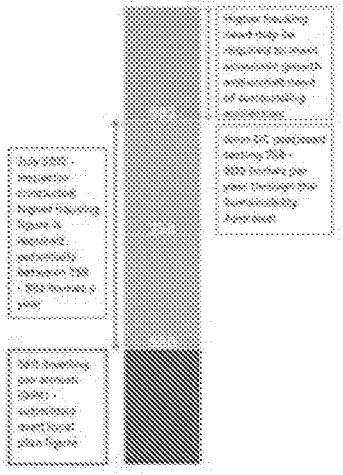
This means that across the District the Council needs to plan for a significant increase in the level of development. Arun DC therefore now need to identify where more housing can be delivered.

**WHAT DOES THIS MEAN FOR FORD?**

1. Arun DC may look to provide for more housing at Ford - they are currently looking at options for up to 2,000 homes but this could potentially increase further;
2. There is a strong possibility that Arun DC will require more than the 750 homes proposed at Ford through the Neighbourhood Plan.

Therefore, we are seeking the community's view on how best to proceed.

**HOW MUCH HOUSING IS NEEDED?**



YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# WHAT DO WE DO NOW?

Arun DC may have no option but to impose additional housing at Ford through the Local Plan.

Therefore, we could resist this, but we may not win and we would have far less say over what happens.

From the outset, one of the main motivations for preparing a Neighbourhood Plan is for the community to maintain control over the future of Ford as well as deliver the vision we set out at the beginning of the process.

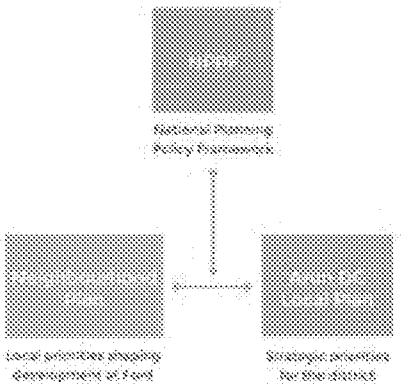
The options for moving forward with the Neighbourhood Plan are as follows:

Option 1: Proceed with allocating 750 dwellings within the Neighbourhood Plan as agreed by the community in February 2015. Any additional housing allocated by Arun DC would have to be a 'bolt on' development to the Neighbourhood Plan allocation of 750 homes.

OR

Option 2: The Neighbourhood Plan leads the process and proposes an increase in the amount of housing to be provided (approximately 1,500 homes) through a comprehensive indicative masterplan. This would help deliver the facilities wanted in the community and potentially be much less that what the Local Plan would otherwise allocate. The community also remain in control.

These two options are considered further on the next boards.




YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# OPTION 1

## CONTINUE WITH THE NEIGHBOURHOOD PLAN ALLOCATION OF 750 HOMES. LEAVE THE LOCAL PLAN TO ALLOCATE ADDITIONAL HOUSING

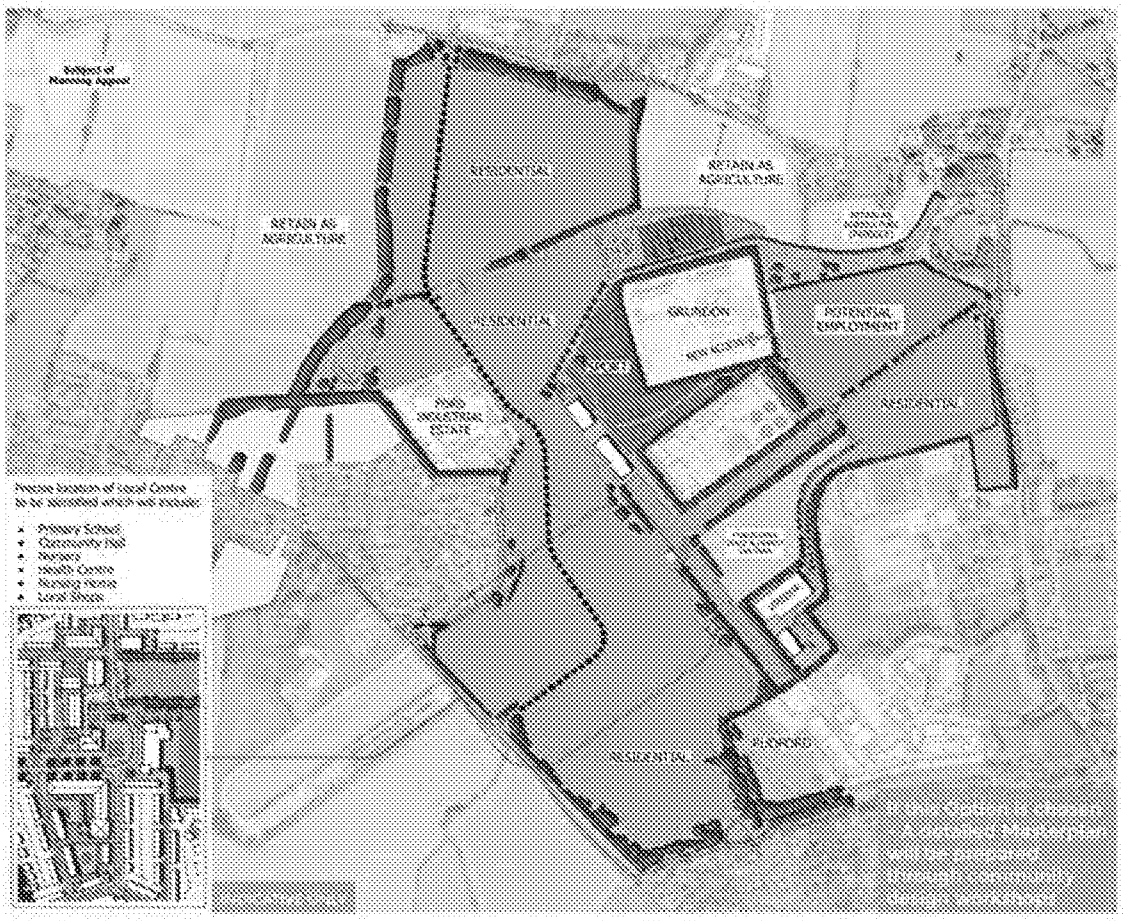



| Advantages | Disadvantages |
|---|---|
| Neighbourhood Plan continues in line with the 750 masterplan with supporting community facilities agreed in February 2015 | The Local Plan will inevitably impose more development above the 750 proposed within the masterplan (this has already been indicated in recent Council committee reports) |
| ? | The amount of housing could be far greater than Option 2 would plan for |
| ? | The community would have far less influence and consultation |
| | Additional housing will be allocated within the Local Plan and therefore not guided by Neighbourhood Plan policies |
| | The community will lose overall control of guiding development at Ford |
| | This approach is less likely to secure the community benefits and facilities wanted |

YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# OPTION 2

## INCREASE THE SIZE OF DEVELOPMENT THROUGH THE NEIGHBOURHOOD PLAN




| ARUN'S IDEAS | RESIDENTS' IDEAS |
|---|---|
| 1500 homes rather than 750 homes provides greater opportunities to secure community benefits | Additional housing will be proposed over the 750 homes agreed in February 2015 by the community |
| Neighbourhood Plan firmly controls the growth of the community | Additional impact that may need to be addressed for example - increased highways traffic |
| Masterplan led - a well-planned and integrated development for north and south Ford | |
| More affordable housing and key worker housing to help meet local needs | |
| Provides more certainty that the Neighbourhood Plan will not be overridden by the LP on adoption (much like many other areas with Neighbourhood Plan's) | |
| Ensures the long term success of the community facilities | |
| Improved community facilities | |
| Improved open space | |

**YOUR IDEAS** | YOUR COMMUNITY | YOUR PLAN

# HOW WILL THE COMMUNITY FACILITIES BE DELIVERED

We are looking to find the best way of delivering and managing the community benefits illustrated on the masterplan.

The main objective is to ensure that the new 'heart' remains vibrant and sustainable for many years to come.

**WHERE WILL THE MONEY/ LAND COME FROM?**

- Section 106
- Community Infrastructure Levy
- New Homes Bonus
- Income for the new facilities
- Land gifted by the developer

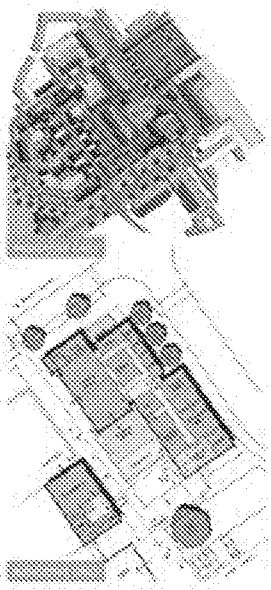
**WHO WILL RUN AND MANAGE?**
This could be a Ford Community Land Trust instead of private individuals/ companies and/or the District Council.

**WHAT IS A COMMUNITY LAND TRUST?**
A Community Land Trust is a local organisation set up and run by local people to manage assets important to the community like:

- Community facilities including shops
- Some or all of the Affordable Housing to be provided to those with a local connection
- Workspaces
- Open spaces - Landscaped/Play areas

The revenue from the facilities is re-invested back into the community.

Community Land Trusts take responsibility and control of the future of the community. Would you like to be involved?



YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# OTHER THINGS WE NEED TO CONSIDER

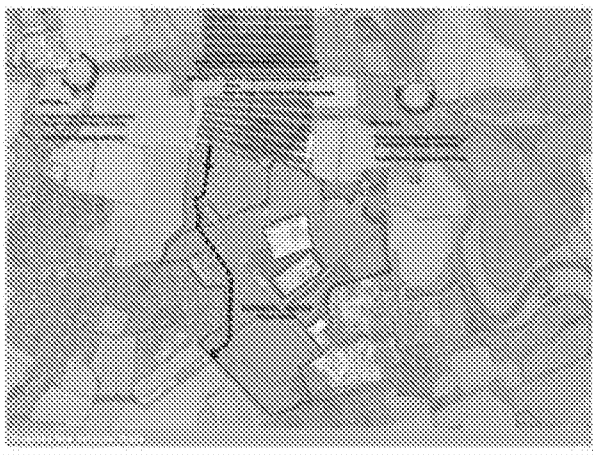
The Neighbourhood Planning Group have also been asked by Arun DC to look into options for providing the following as part of the Neighbourhood Plan:

1. A main road from Ford Lane through to Yapton Road due to opportunities for a new Railway Crossing to serve both Yapton and Ford and to improve safety; and
2. A new secondary school to serve the wider area as well as Ford's residents.

**SECONDARY SCHOOL**
Given the scale of housing needed within Arun there is likely to be a need for a new secondary school within the District. Do you think a secondary school at Ford should be explored through the Neighbourhood Plan?

**NEW FORD CROSSING**
Arun DC are assessing solutions for Ford and Yapton level crossing by creating a single bridge to serve both villages and improve safety. To assist in this process, Arun DC have proposed three options illustrated below.

Do you think this should be considered within the masterplan?



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# IT'S YOUR DECISION

We need your views on whether the Neighbourhood Plan should continue to pursue - Option 1 or Option 2.

- ☐ OPTION 1 - KEEP PARTIAL CONTROL: Allocate 750 homes with any additional housing to be allocated by Arun District Council within the Local Plan
- ☐ OPTION 2 - KEEP FULL CONTROL: Allocate 1,680 homes so that any new development at Ford is Neighbourhood Plan-led

**NEXT STEPS**

This is the last community consultation before the final draft Neighbourhood Plan is formally published for comment in January 2018.

The commitment shown by the residents of Ford in bringing forward the Neighbourhood Plan to this stage shows the importance for the community to take control of the future of the village.

Whether the community decide on Option 1 or 2, the timescales for the adoption of the Neighbourhood Plan will be the same.

Moving forward the Ford Neighbourhood Planning Group will:

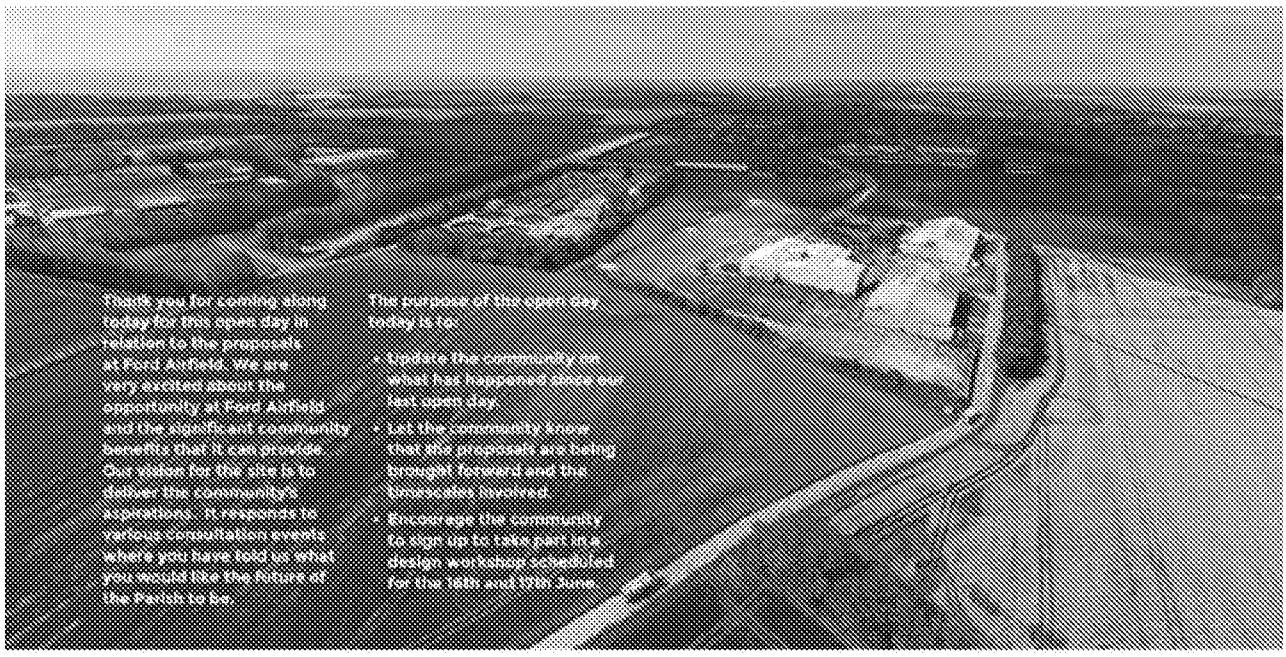
- Consult on the draft Neighbourhood Plan and Strategic Environment Assessment in January 2018
- On-going discussions with Arun District Council to understand housing requirement at Ford
- Monitoring the progress of the Local Plan
- Work with the community to establish a Community Land Trust if supported
- Aim for a Referendum on the Neighbourhood Plan in May 2018

Please have you say and help shape the future of Ford to 2031 by completing a feedback form.

**YOUR IDEAS** | YOUR COMMUNITY | YOUR PLAN

# APPENDIX D: MAY 2018

## WELCOME




YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

## NEIGHBOURHOOD PLAN - PROGRESS TO DATE

These proposals have been led by the Ford Neighbourhood Plan Group.

To deliver its aspirations for the local area, Ford Parish Council has prepared a Neighbourhood Plan. This sets out the Parish's vision for the future of Ford.

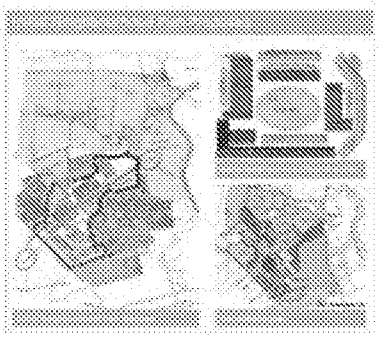
The key principles for delivering the vision include:

- Creating a new 'heart' to the village
- Creating local amenities, jobs and education opportunities
- Retaining Ford Airfield car boot market
- Creating affordable housing for local people
- Creating housing for the elderly

Draft policy SA1 allocates Ford Airfield for a mixed-use development including a minimum of 1,500 new homes.

Ford Neighbourhood Plan Group

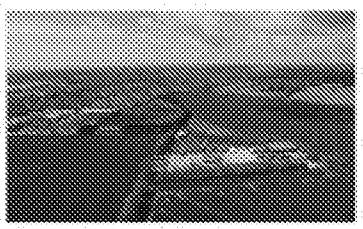
*Agreeing the future, for the future...*

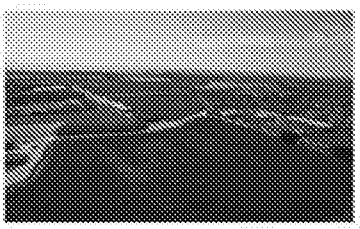


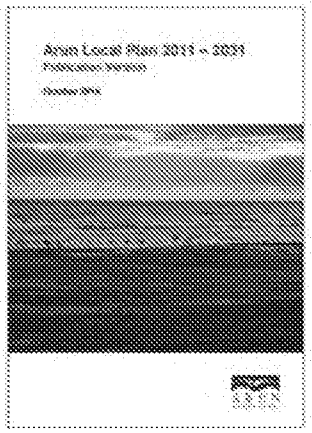



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# LOCAL PLAN UPDATE





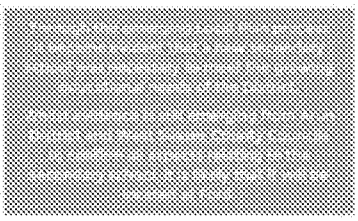



The new Arun Local Plan has been many years in preparation, with several iterations during this time. The Local Plan allocates Ford Airfield for a mixed-use scheme, including at least 1,500 homes.

The Local Plan is currently still at the Examination process, but in October 2017 the Inspector provided his preliminary findings on key issues as well as a view on further changes likely to be required. The Council has subsequently consulted on a series of proposed changes to the Local Plan.

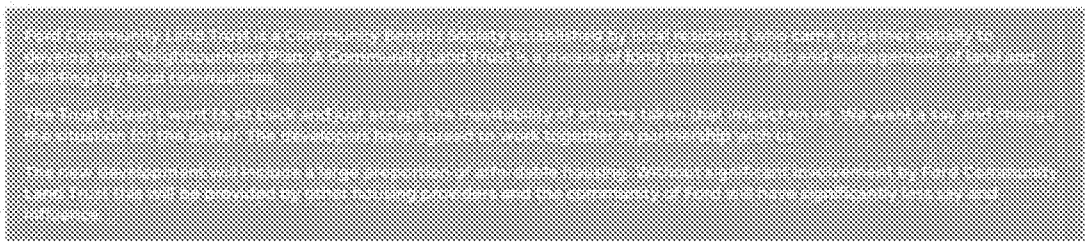
At present, it is anticipated that the Local Plan will be adopted later this year and that the adoption of the Ford Neighbourhood Plan will follow.





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# FORD COMMUNITY LAND TRUST



WHY A COMMUNITY LAND TRUST?

- Not for profit
- Long term community ownership
- Locally accountable - community stewardship and real influence
- Secure the delivery of locally affordable homes
- Local lettings policy

THE TRUSTS AIMS TO OWN LAND AND BUILDINGS TO:

- Provide homes for local people
- Create training and employment opportunities
- Develop new and existing services that contribute to the local economy
- Provide local amenities
- Enable community development

CAN YOU HELP?

Can you volunteer any time to help support the work of the Trust?

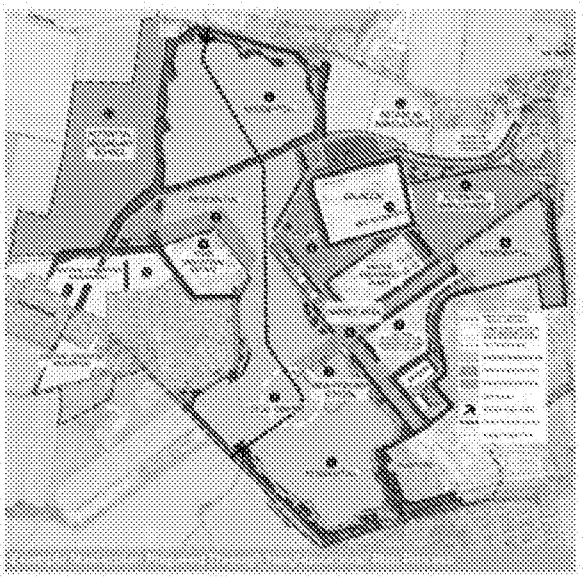
If you are interested in getting involved, please refer to the handouts provided for more information and contact details to sign up.

YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

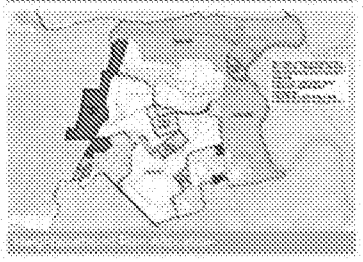
# THE PROPOSALS

The proposals involve a mixed-use development at Ford Airfield. The scheme is likely to include:

- At least 1,500 dwellings
- A local centre including retail, commercial and community facilities
- Primary school and nursery
- Secondary school
- Care home
- Healthcare facilities
- Public open space and sports facilities
- Employment space
- Associated infrastructure, landscaping and ancillary works







YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# GET INVOLVED




A substantial amount of work has taken place in recent years to inform the proposals. This includes extensive dialogue and consultation.

The proposals are now in a position to work towards the submission of a planning application at the Airfield to enable the benefits of the proposals to be realised.

Your views as members of Ford Parish are very important to us. We invite you to complete and return one of the feedback forms available.

We also invite you to a design workshop on the 16th and 17th June. At this event the proposals will be discussed in a lot more detail and there will be an opportunity to comment on and influence the detailed design of the scheme.

If you are interested in coming along we would be grateful if you could sign up to the event on the feedback form provided.

Thank you for your time and participation at this event today and we look forward to seeing you again in June.

YOUR IDEAS | YOUR COMMUNITY | YOUR PLAN

# APPENDIX E: JUNE 2018

**FORD AIRFIELD**
**WORKSHOP WEEKEND – 16/17 JUNE 2018**

**SUMMARY CONSULTATION REPORT**

## Introduction

This document provides a summary of the community planning workshop held over the weekend of Saturday 16 and Sunday 17 June 2018 in relation to the emerging proposals at Ford Airfield.

## Purpose

The purpose of the weekend was to:

- Gather the opinions of the local community and key stakeholders in relation to the emerging proposals at Ford Airfield.
- Ensure the proposals meet the community's aspirations.
- Inform the detailed design process.

The consultation event was held at the Arun Sports Arena in Ford.

## Structure

In summary, the structure of the weekend was as follows:

- Saturday 16 June
    - Bringing the local community up to speed with the background to the proposals at the Airfield and latest masterplan.
    - Discussion regarding the community's 'homework', which related to a series of questions that we asked the community to think about to inform the content of the day.
    - Round table discussions around four key themes: 1) Homes, character and creating places, 2) Heart of Ford, 3) Movement and connectivity, 4) Green and blue infrastructure.
    - Feedback and key conclusions from the day.
    - Overnight working, which involved producing sketches and illustrations based on the discussions / feedback from the day and the community's preferences.
- Sunday 17 June
    - Summary of the main feedback and outcomes from the Saturday.
    - Presentation / discussion regarding the sketches and illustrations worked up overnight.
    - Discussion regarding delivery and governance arrangements, including the role of the Ford Community Land Trust.

- Feedback of the day and next steps.

Full details of the structure of the day is set out in Appendix E.

**Outcomes/findings**

The event was well attended and very positive, and we had some very interesting discussions with the local community about a range of aspects of the proposals. This is explained in detail across the various appendices included in this document.

In summary, the main findings from the weekend were as follows:

- Preference for a single, central 'Heart' of Ford / local centre to be located next to a new primary school, along with elderly homes and an 'almshouse' / bungalow complex. It was hoped that this would provide sufficient critical mass / substance to enable the centre to thrive.

- Preference for the secondary school (if proposed) to be located next to the proposed sports pitches / leisure facilities, including a relocated Arun Sports Area and Flying Fortress (if proposed).

- Support for a central green space / 'glue' that knits the northern and southern parts of the site.

- Suggestion for a limit on vehicles travelling through the site from north to south i.e. they can travel so far but only buses (plus pedestrians and cyclists) can carry out a full north – south journey, subject to the practicalities of doing so, along with making use of the existing road network where possible.

- Importance of connections east – west within the site as well as north – south, including routes to Ford / Barnham railway station and neighbouring areas / existing residents.

- Support for encouraging / enhancing / maximising biodiversity, particularly wetland habitats around drainage ponds e.g. places of tranquillity and areas for all ages.

- Opportunities to introduce a dense screening / woodland buffer around the existing Southern Water, Grundon and Viridor facilities, along with a need to understand how deep / wide this will need to be plus any required noise mitigation e.g. bunding.

- Opportunity to achieve a comprehensive green and blue network throughout the site and connections to the surrounding network.

- Importance of links to the history / heritage of the site e.g. a memorial garden / public art.

- Preference for the number of homes to be capped at 1,500.

The key principles that arose from each of the round table discussions is set out in Appendix C.

**Feedback received**

A feedback form was distributed to attendees at the end of the day on the Sunday. This feedback form is contained within Appendix I. The responses were as follows:

1) Does the masterplan reflect your views on the type of development that Ford needs?

    - 6/8 said yes
    - 2/8 said maybe
    - Comments were: Consideration might not be given to existing businesses, especially those being displaced, didn't agree with the placement of the secondary school due to transport issues

2) Do you think that the masterplan creates a new 'heart' for the village?

    - 7/8 said yes
    - 1/8 unsure on the basis that more detail is needed

3) Do you think the local facilities to be provided are appropriate?

    - 7/8 said yes
    - 1/8 suggest the bus service could be better

4) Is the proposed mix of open space appropriate?

    - 7/8 said yes
    - 1/8 suggests more is required

5) Are there any particular design aspects that you would strongly like to see incorporated?

    - Pub
    - History connected to the Airfield
    - No school access from Ford Lane
    - Improved access to A27
    - Traditional feel with eco features
    - Village square
    - Houses made with local stone/mixture of designs for houses
    - Tree lined streets
    - Local flint in central locations

6) Does the masterplan provide enough certainty for the next 30 years?

    - 1/8 said yes
    - 2/8 unanswered
    - 2/8 unsure
    - 3/8 Commented: Provided the government do not change the goal post, transport issues need to be addressed and doesn't reflect the possible changes to waste sites in the future

7) Have we missed anything that you feel needs to be addressed?

    - 3/8 said No
    - Other comments were:
        - Greater input from wider community/low turn out
        - Input from user groups / is the design fit for purpose

- Community facilities
- Improvements to Ford Lane
- Buffer zones need establishing around the waste sites
- Roads/traffic not discussed

8) Are there any constraints you feel need to be considered?

- 3/8 unanswered
- Other comments were:
  - Road access onto Ford Road East-West
  - New road north after railway line – remove the blocker at level crossing
  - The major effect on the local road network
  - Maximum of 1,500 homes
  - The waste sites are "safeguarded" in the waste plan. Visual impact of large waste buildings
  - Car parking if the market continues and public toilets

9) Which aspects of the proposals/facilities would you like to see managed by the CLT?

- 5/8 unanswered/don't know
- 2/8 said All/as much as possible
- 1/8 said housing for the less fortunate members of the community

10) Which aspects of the proposals do you support the most?

- 3/8 unanswered
- Other comments were:
  - Community hub
  - The creation of a modern village
  - Green spaces and tress/wetlands
  - Village feel

11) Which aspects do you feel need more work?

- 2/8 unanswered or happy with all
- 5/8 Transport & cycle ways
- Other comments were:
  - The safeguarding of waste sites via buffer zones of non-residential uses
  - School location

12) How successful do you think the workshop has been?

- 5/8 Successful
- 3/8 very successful

13) Any further comments:

- Adjacent parishes should be kept in touch
- Need for greater communication – currently a lack of community comms/social media/newsfeed
- No more than 1500 homes
- Keep the heritage of Ford

**Priorities**

At the end of the event on the Sunday we asked the community to rank their top three items in terms of what they would most like to see delivered as part of the proposals. The results are as follows:

Priority 1

- CLT ownership
- Advanced planting
- Single central location/community hub/feel
- Safe event spaces
- Childcare
- Trees
- Fix roads
- Wetlands

Priority 2

- Village provisions (village hall, village green, docs, gym)
- 70% traditional feel
- Connections to infrastructure
- Green sites

Priority 3

- Doctors surgery/pharmacy
- Green spaces/central park/public spaces

**Actions**

A series of actions came out of the event for the project team to consider. These are as follows:

- Potential for and position of a 'bus stop' in the centre of the site to restrict vehicular movements carrying out a complete north – south trip.
- Location of the secondary school (if it is to come forward at Ford).
- Potential use of the land south of the Spitfire for residential.
- Undertake a design study to inform the central green space/park.
- Reflect the heritage/history of the site e.g. public art or a memorial garden.
- Produce sections/carry out analysis to inform the nature and extent of the buffer zone between the site and Grundon (to be informed by noise assessment).
- Arrange a meeting with West Sussex County Council and Arun District Council to discuss the latest position regarding the secondary school.
- Produce this summary consultation document.

## Advisory Group meeting

The outcomes of the consultation weekend were presented and discussed at the Ford, Yapton and Climping Advisory Group meeting on 13 July 2018.

**LIST OF APPENDICES**

**Appendix A**
**Presentation slides: Saturday 16 June**

**Appendix B**
**Photographs: Saturday 16 June**

**Appendix C**
**Presentation slides: Sunday 17 June**

**Appendix D**
**Photographs: Sunday 17 June**

**Appendix E**
**Structure of the weekend**

**Appendix F**
**List of facilitators**

**Appendix G**
**Community 'homework' questionnaire**

**Appendix H**
**Prompts for round table discussions**

**Appendix I**
**Feedback form**

**Appendix A**

**Presentation slides: Saturday 16 June**

# Ford
# Community Workshop Weekend

June 2018



# Purpose of the day

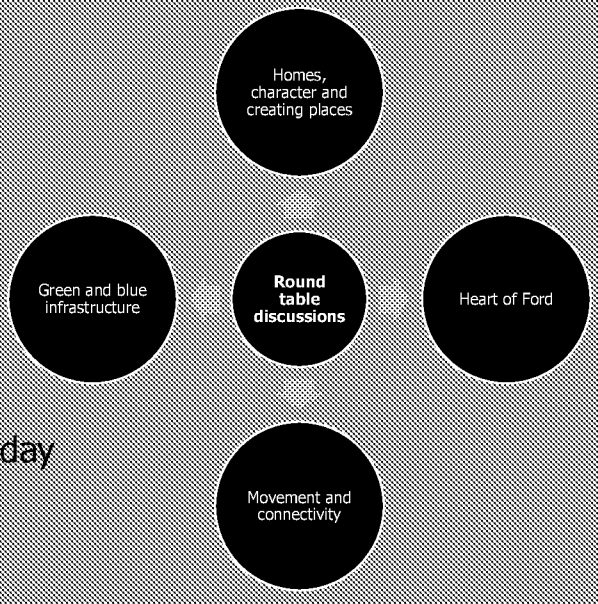
- Gather the opinions of the local community and key stakeholders
- Ensure the proposals meet the community's aspirations
- Inform the detailed design process

*Is the mix of facilities appropriate?*

*Are they in the right location?*

# Format of the day

- Overview
- Community 'homework'
- Round table discussions
- Feedback and introduction to Sunday




ARUN DISTRICT COUNCIL F/4/20/OUT

# Rules of engagement

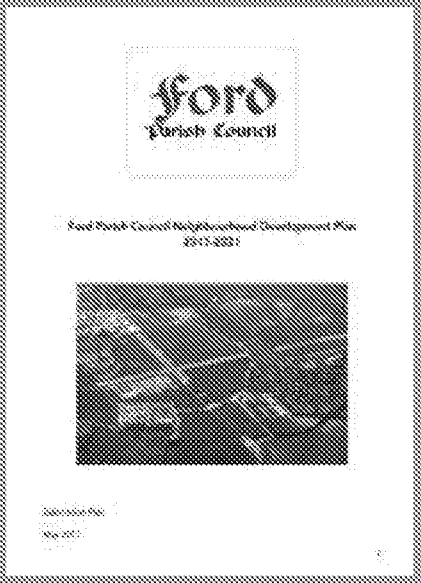
- Purpose – how to bring forward the proposals in the best way
- Respect each others views, opinions and thoughts
- One conversation at a time
- It's OK to disagree
- We get out what we put in

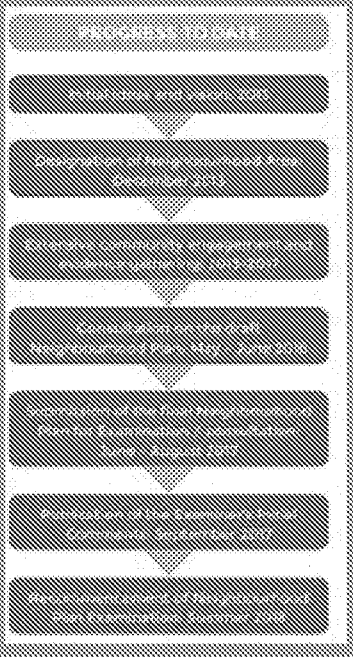
# Parish objectives / motivation

- Creating a new 'heart' to the village
- Creating local amenities, jobs and education opportunities
- Retaining Ford Airfield car boot market
- Creating affordable housing for local people
- Creating housing for the elderly

ARUN DISTRICT COUNCIL F/4/20/OUT

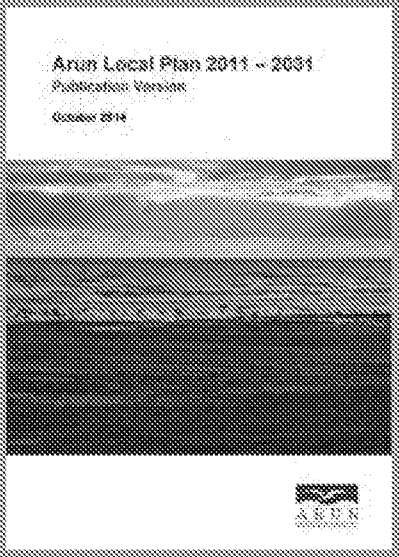
# Ford Neighbourhood Plan



# Arun Local Plan

- Submitted for Examination in January 2015
- Hearings recently held in September 2017
- Inspector's Interim Findings published in October 2017
- Final Inspector's Report due circa July 2018



# Allocation of Ford Airfield

At least 1,500 dwellings

Local centre including retail, commercial and community facilities

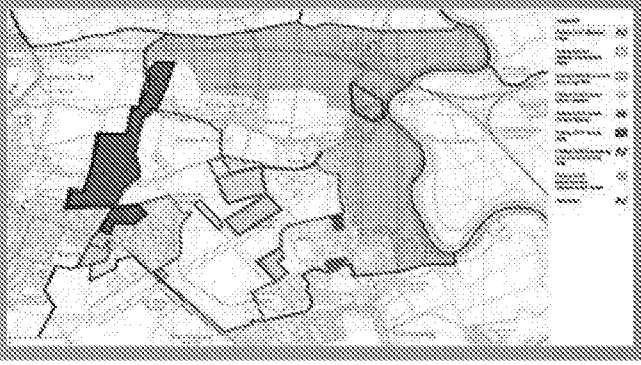
Primary school, nursery and possible secondary school

Care home and healthcare facilities

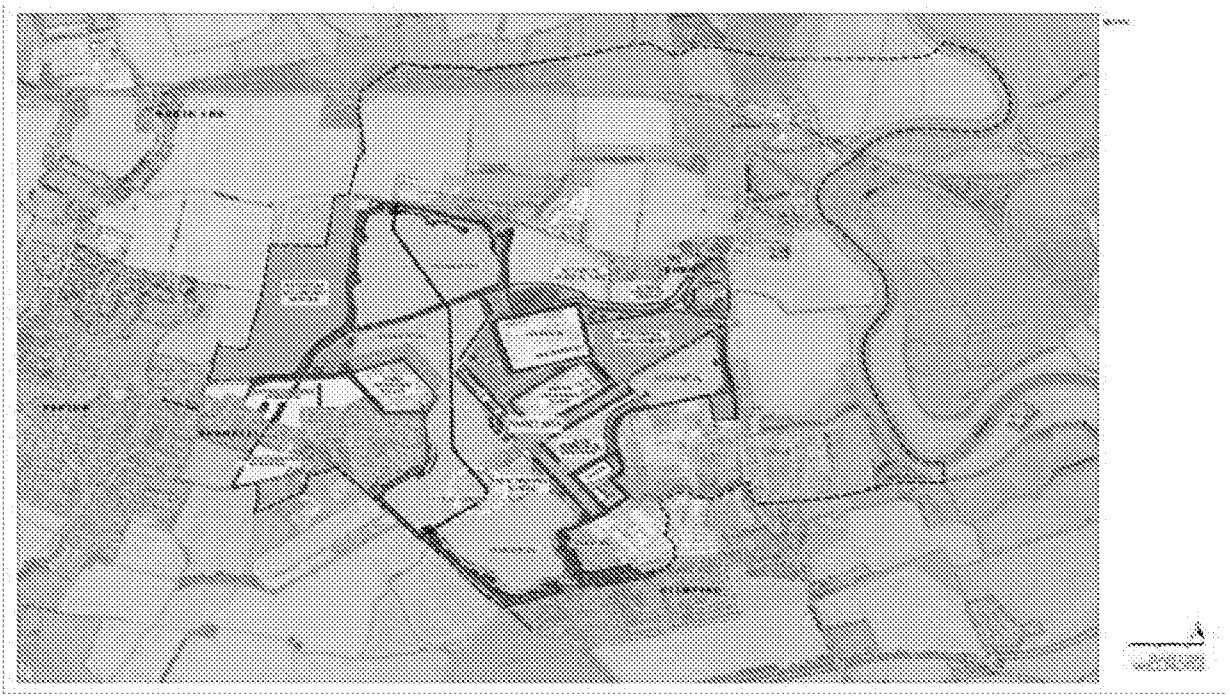
Employment space

Public open space and sports facilities

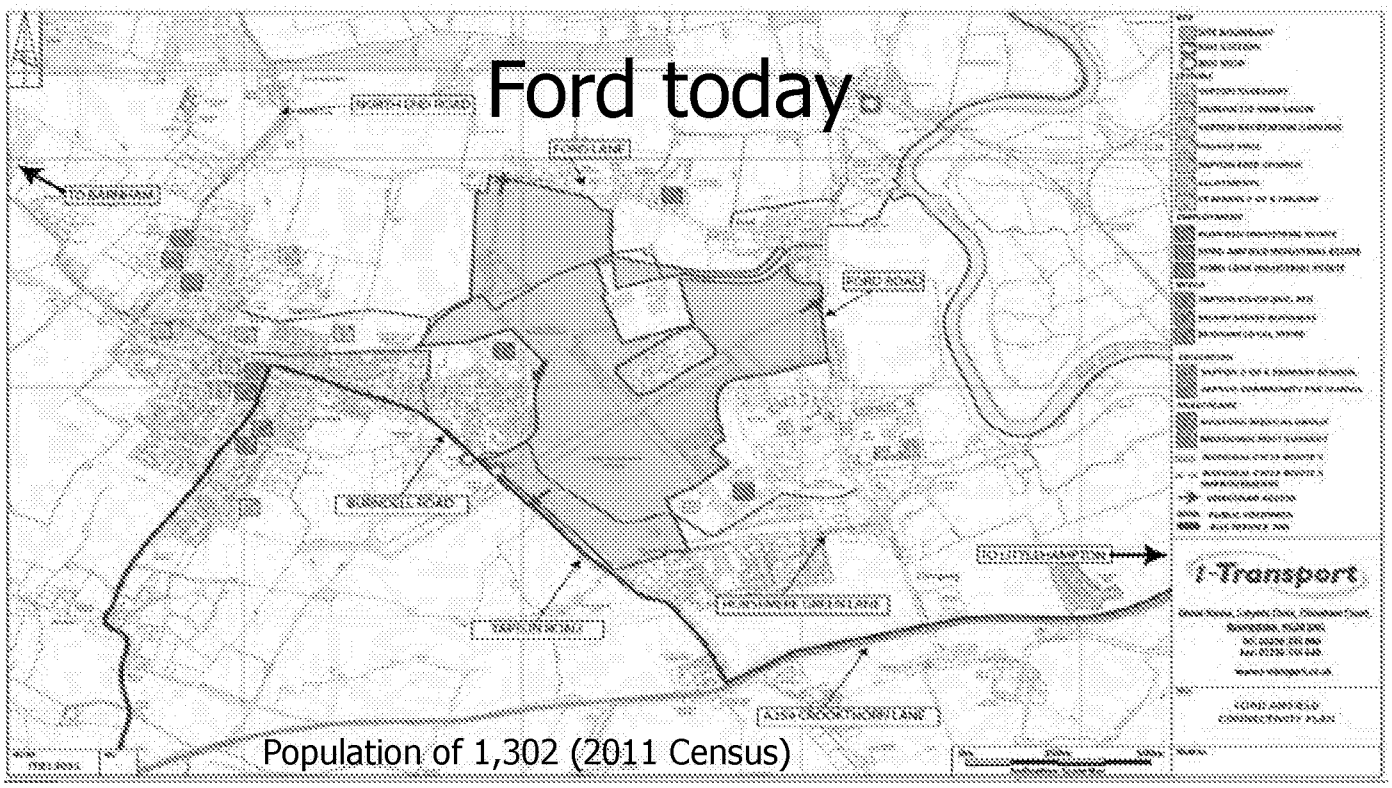
Associated infrastructure and landscape works












Sussex Community Housing Hub
Action in rural Sussex

# Community Land Trusts

# Ford Weekend Workshop

## 16th / 17th June 2018

**Graham Maunders – Community Led Housing Advisor**

Sussex Community Housing Hub
Action in rural Sussex

# The Sussex Community Housing Hub

- A new enabling service run by the charity - Action in Rural Sussex
- Technical advice, support and project management
- Enabling community-led housing across East and West Sussex
- Funded and supported by nine local authorities – including Arun District Council
- Maximising local community benefit - affordability and good design
- Working with over 20 groups



@WestSussex

www.sussexcommunityhousinghub.org

Sussex Community Housing Hub
Action in rural Sussex

# www.sussexcommunityhousinghub.org



# Community 'homework'

Workshop themes:

- Homes, character and creating places
- Heart of Ford
- Movement and connectivity
- Green and blue infrastructure

*What do you like and dislike?*

*What works well and what works less well?*

*What should be encouraged and what should be avoided?*

# Commencement of round table discussions

ARUN DISTRICT COUNCIL F/4/20/OUT

# Feedback of main findings

- Key points and suggestions
- Priorities
- Consensus / shared views
- Actions for overnight working

# Introduction to Sunday

- Summary of Saturday
- Presentation of overnight working
- Discussion
- Delivery and governance
- Feedback and next steps

ARUN DISTRICT COUNCIL F/4/20/OUT

# Next steps

- Review of workshop feedback
- Masterplan fix and detailed design work
- Public exhibition: 22nd and 23rd September
- Submission of planning application: end of September




ARUN DISTRICT COUNCIL F/4/20/OUT

**Appendix B**

**Photographs: Saturday 16 June**

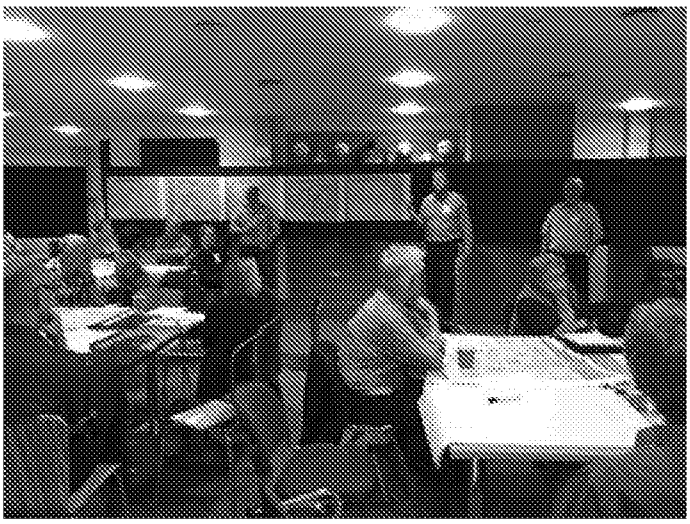


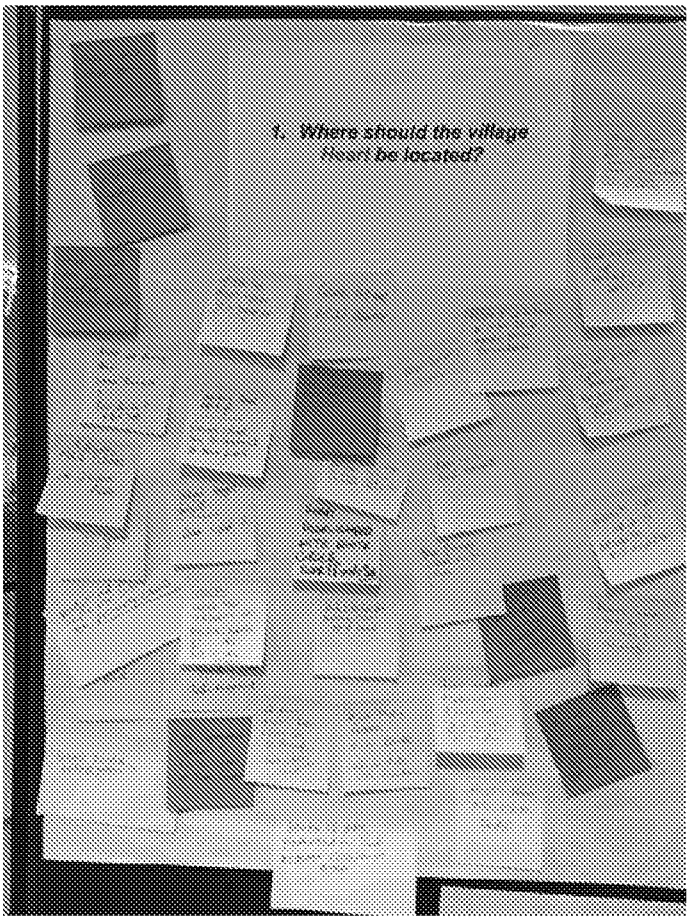


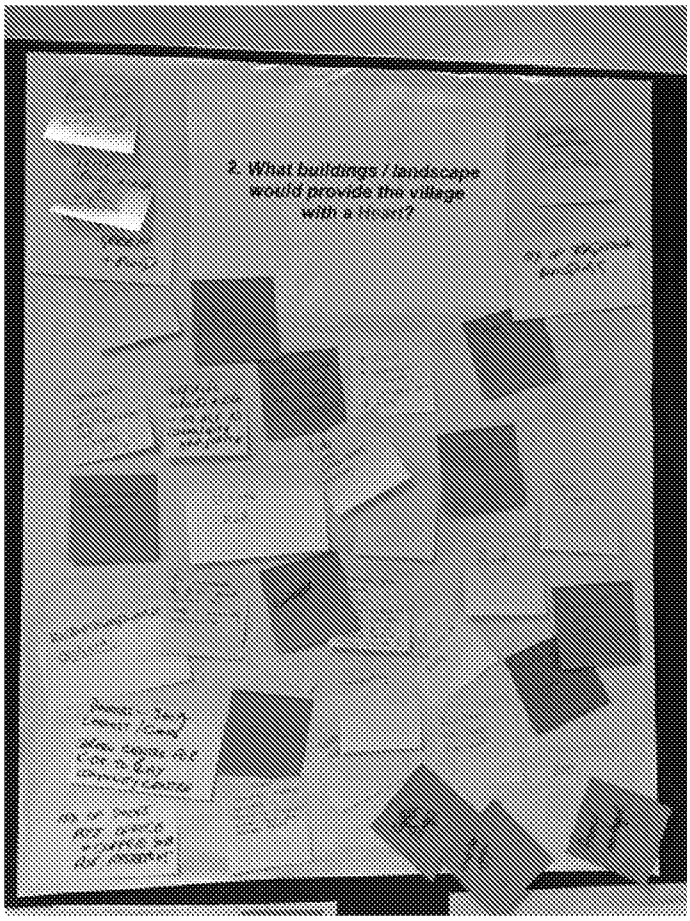


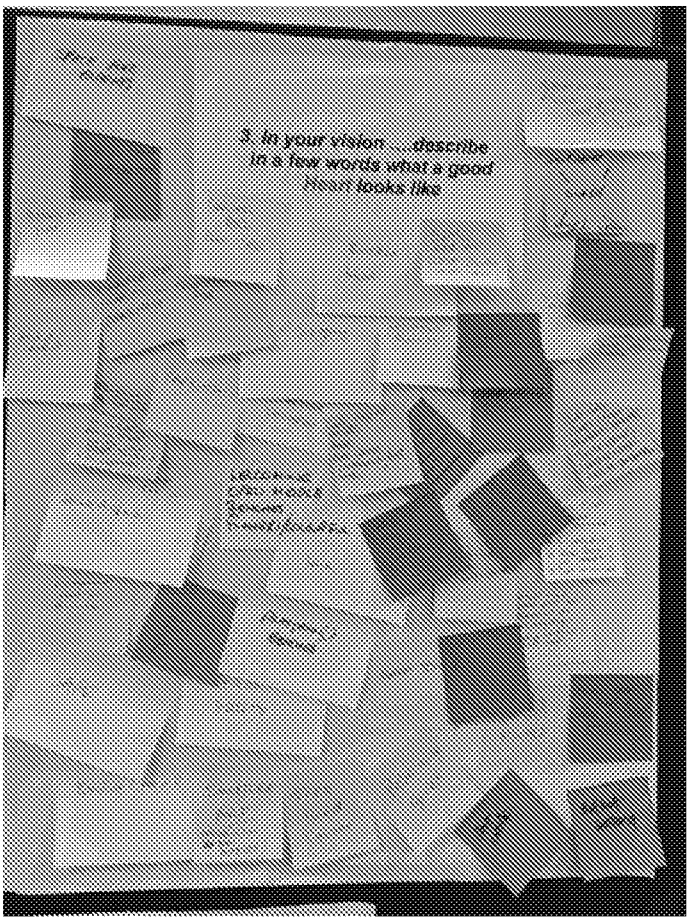


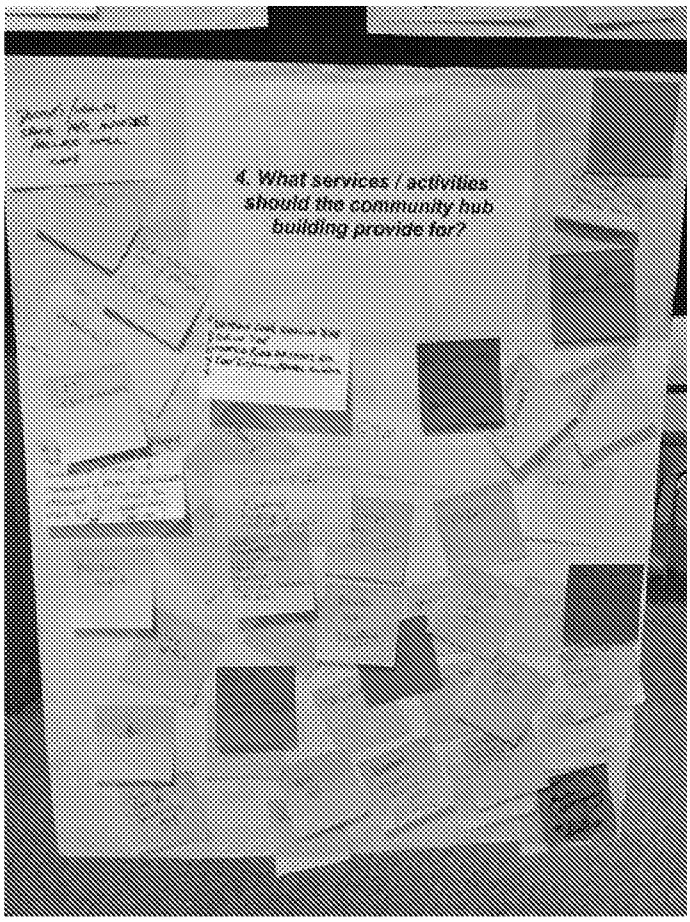


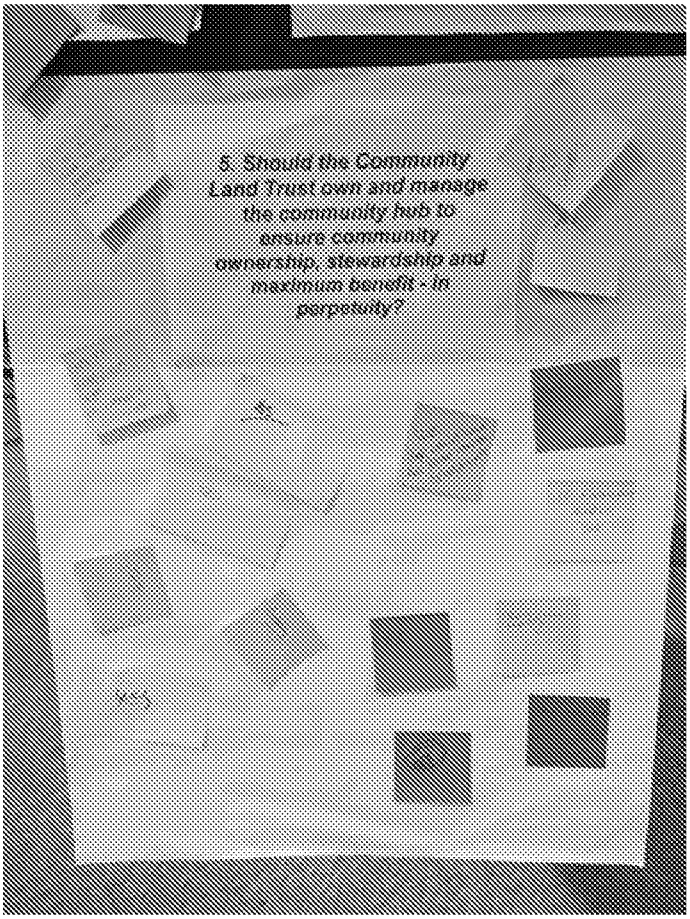


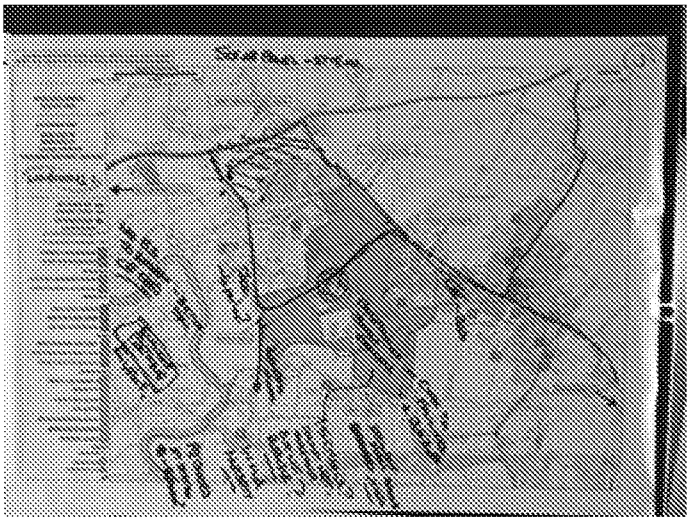

1. Where should the village be located?

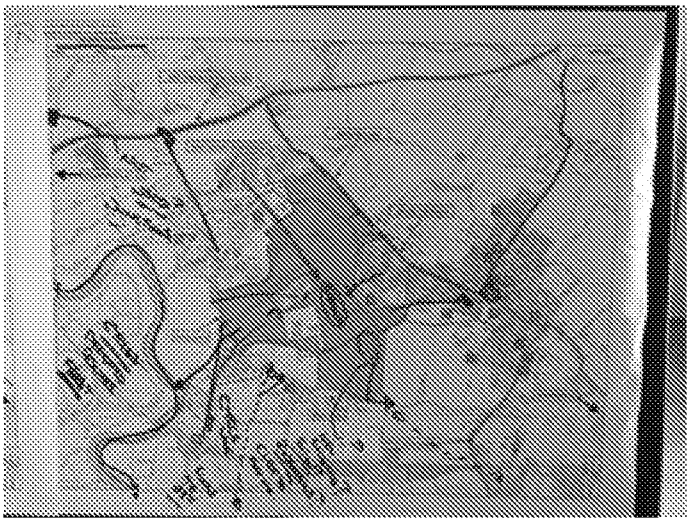

2. What buildings / landscape would provide the village with a focus?

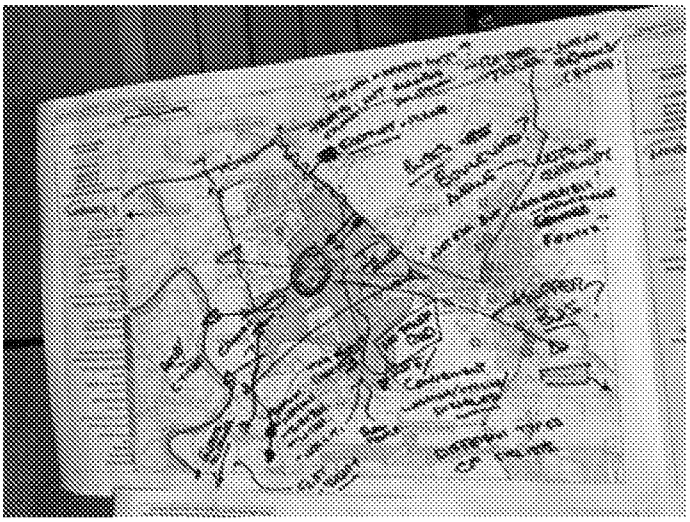

3. In your vision ... describe in a few words what a good village looks like

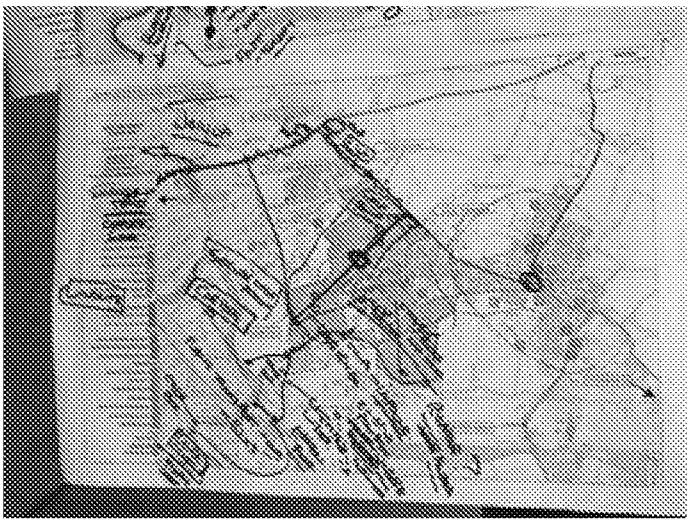

4. What services / activities should the community hub building provide for?

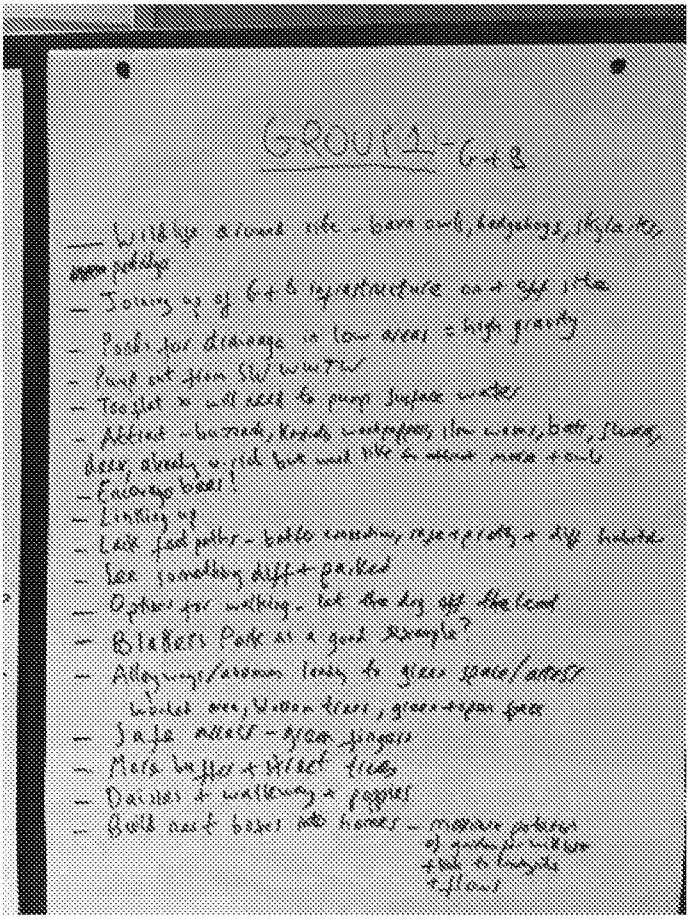

5. Should the Community Land Trust own and manage the community hub to ensure community ownership, stewardship and maximum benefit - in perpetuity?





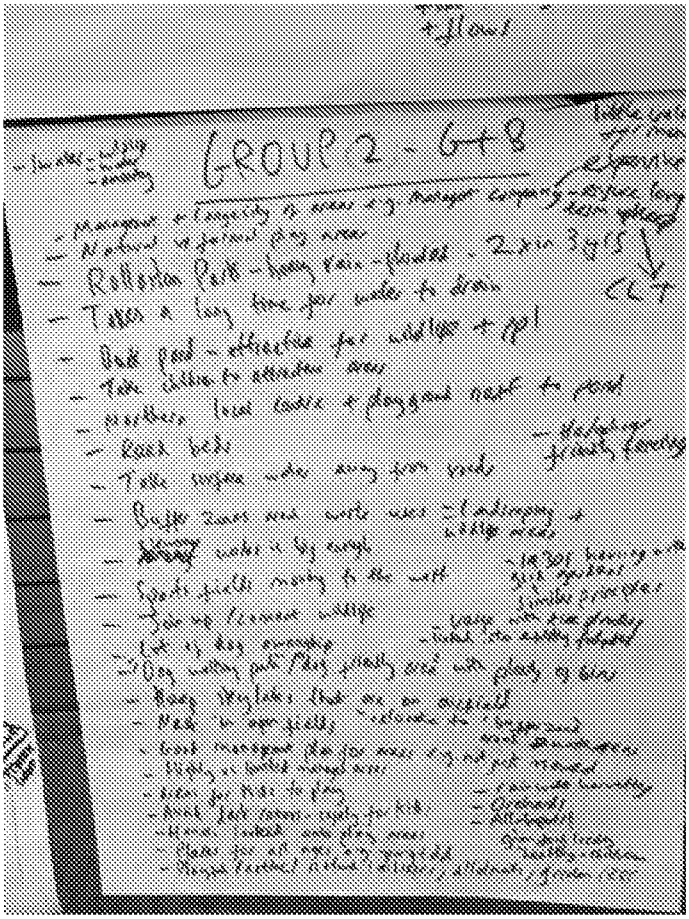






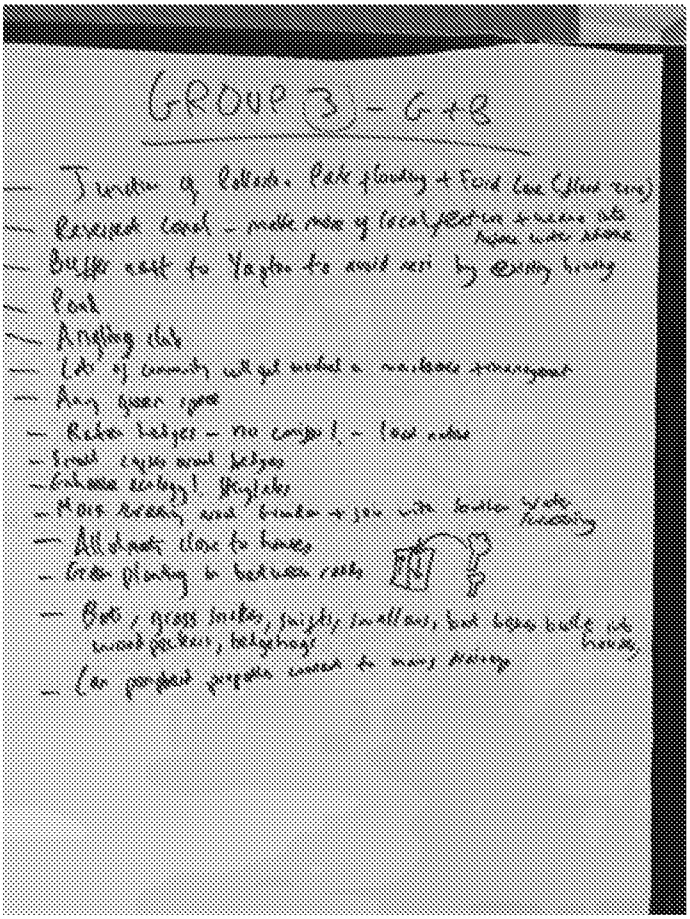
GROUP 1 - G+B

- Village around site - have own shopping style for own village
- Survey of G+B significance and age / use
- Path for drainage in low areas - high priority
- Find out from Sir Winston
- Toilet - will need to pump sewage under
- Access - bus route, buses unsuitable (too many steps, steep, busy already, pick bus will like to move more + cars
- Entrance issues
- Parking ok
- Lack footpaths - kids crossing main roads + dog fouling
- Bus travelling diff + packed
- Options for walking - but the dog off the lead
- Bilsbers Park as a good example
- Allotments/common land to grass grass/meadow
- Wildlife area, Wilson trees, grass verges grass
- Safe access - grass verges
- More bigger + better trees
- Owners + walkers + paper
- Build and keep as homes - maintain policies of green infrastructure + link to heights + flow



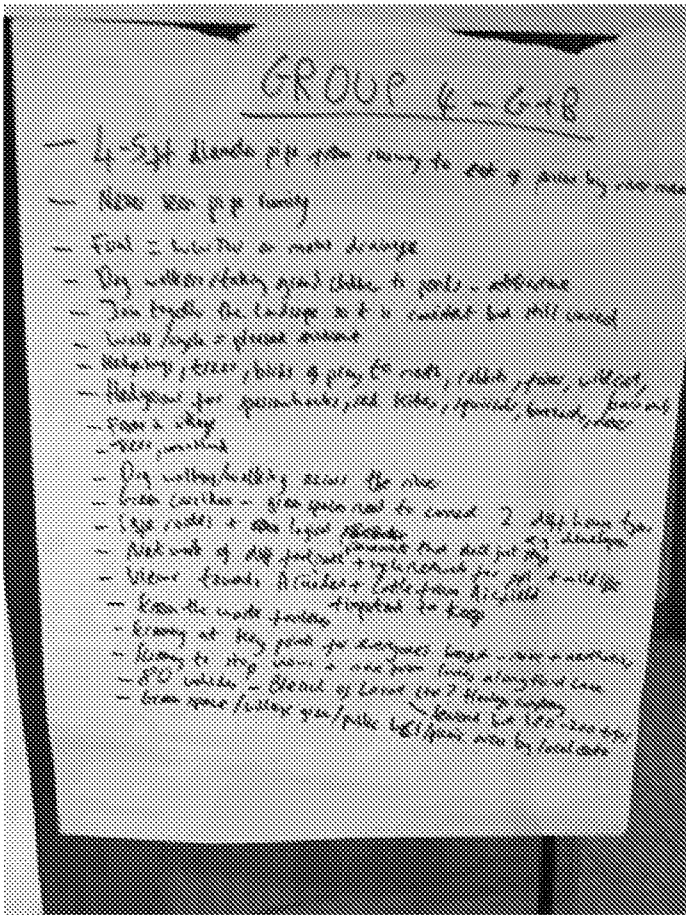
GROUP 2 - G+B

- Management + Ownership of areas + Management company of these areas
- Allotment + parking by water
- Rollaston Park - busy main - flooded - 2 min 3 gas
- Trees + long time for water to drain
- Path good - attractive for village + dog
- Take children to attractive area
- Nowhere local under + playground need to provide
- Bench seats
- Path surface when very few roads
- Buffer zones and water use = landscaping + wildlife areas
- Access - by road
- Open fields many to the west
- Use of Pavement village
- Use of bus services
- Dog walking path Many people and with plenty of area
- Busy Brighton that as an example
- Use in open fields - entrance to Ingleside
- Foot passage for use - by path to Arundel
- Bridge to Bond Arundel area
- Use by bus to Pier
- Bench seats - to sit
- Wheelchair access - to sit
- Trees - Pavement
- Use by Pavement village



GROUP 3 - G+B

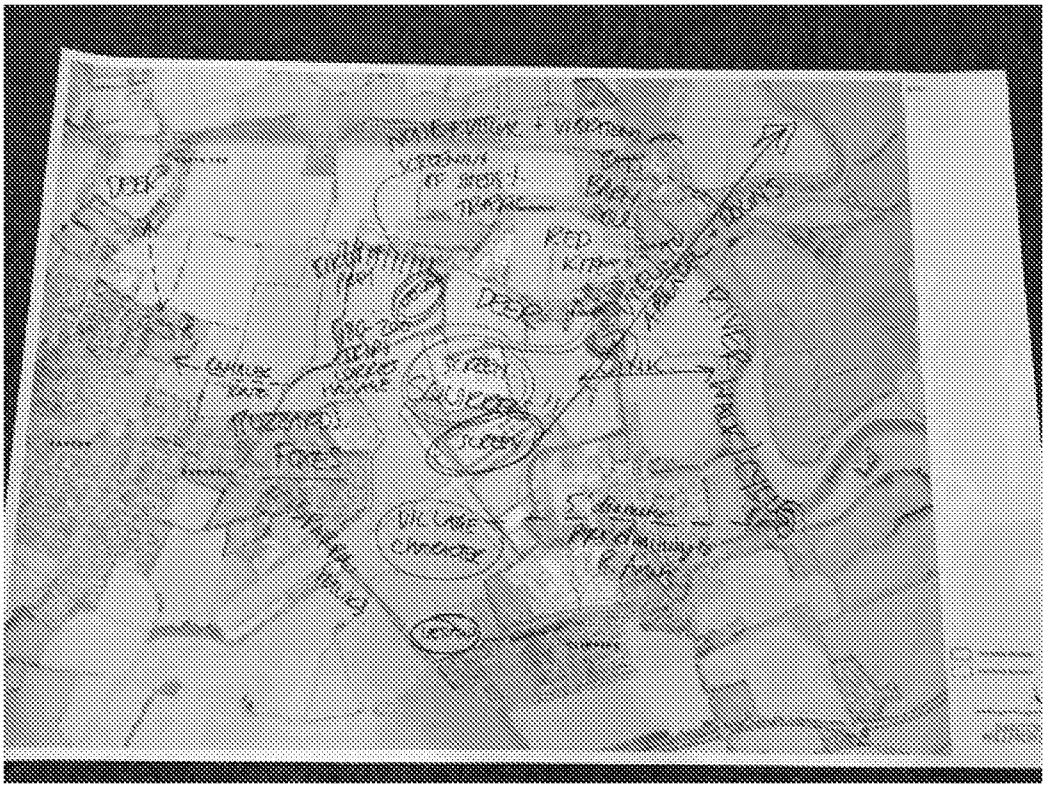
- Tender of Rabbits, Park planting + Find the Other way
- Reserved land - make more of local pattern + nature use
- Buffer area to Yapton to avoid use by dog walking
- Park
- Angling club
- Use of country village market + workers accommodation
- Dog open space
- Rabbit badgers - no comment - low value
- Local crops and hedges
- Enhance ecology / Biodiversity
- More access and links + use with better quality
- Allotments close to homes
- Cross planting to increase value
- Bats, grass snakes, slightly unaffected, but some habitat (wood pigeons, badgers) habitat
- Car parked people coming to many things

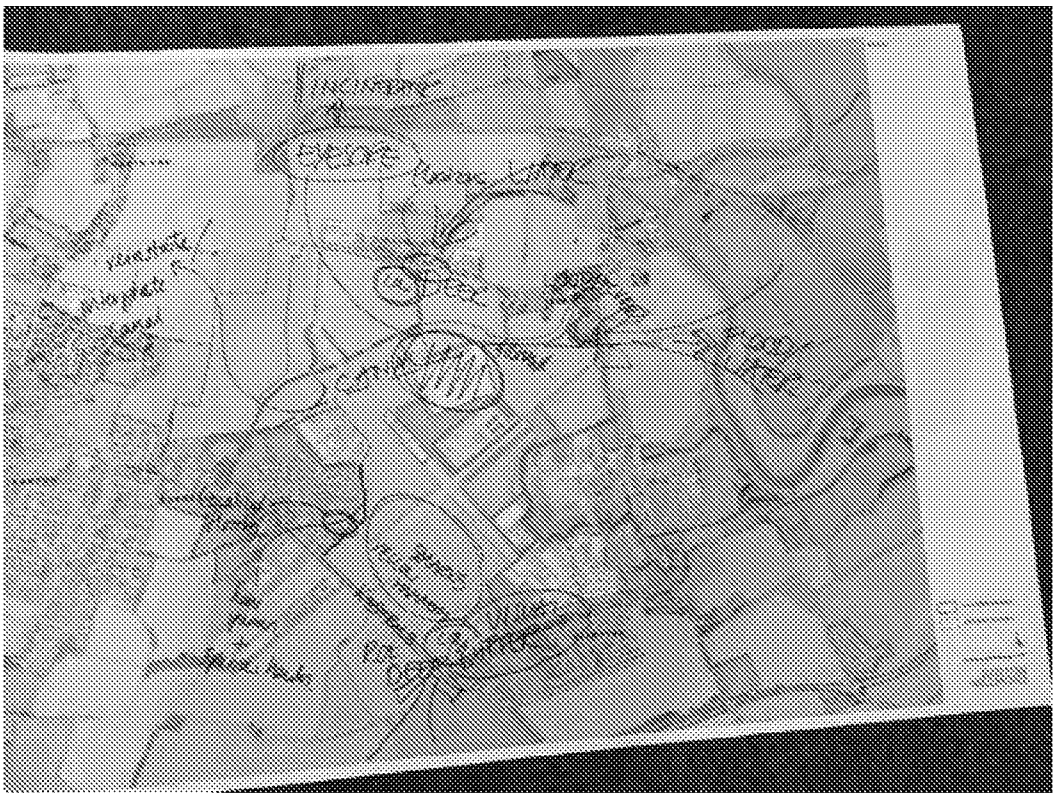


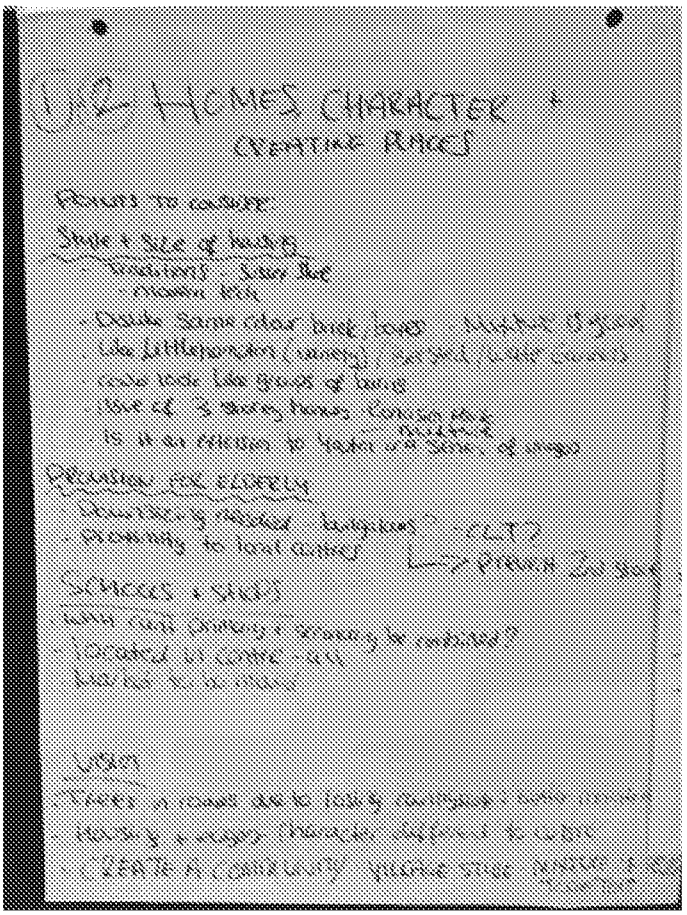
GROUP 4 - G+B

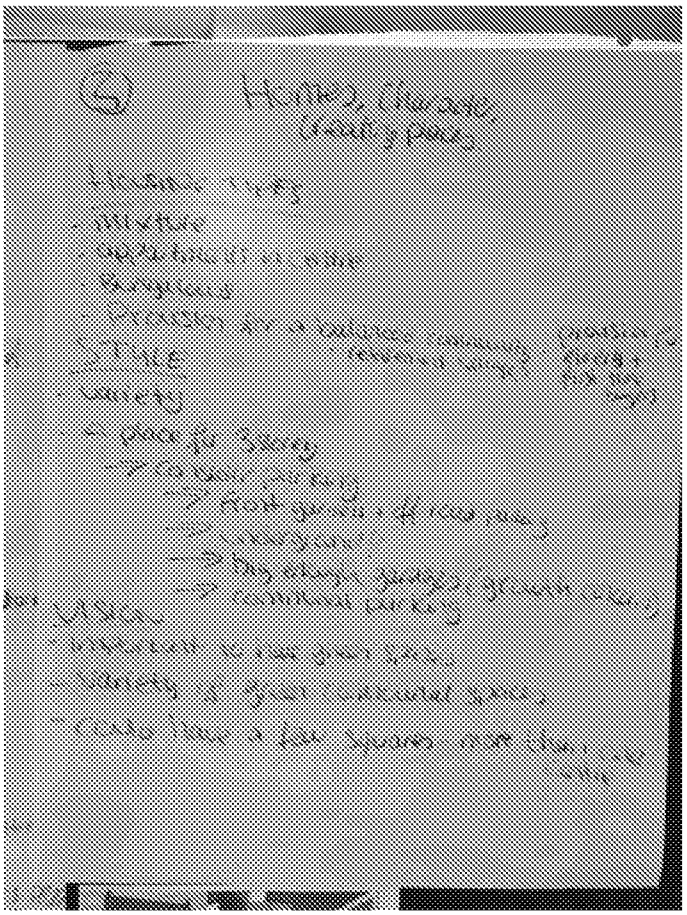
- Use of land already for other things to the east + south by the road
- Rabbits use for hunting
- Foot - better to make changes
- Dog walking along quiet lanes to parks, attractive
- Join together the linkage as it is needed but not used
- Local shops + groups needed
- Wildlife, trees, birds + play for kids, rabbit, grass, village
- Allotments for gardening, and trees, grounds, hedges, fences
- Open + village
- Bus services
- Dog walking/walking along the river
- Bridle paths - give more use to cause 2 days use for
- Use roads + the local shops
- Network of the pavement
- Views towards Arundel + Arundel for all + village
- Keep the main features
- Linking of the parks for everyone
- Linking to the open + more open + more
- PRO cycles - Ground of Lane use + Arundel
- Keep open fields as Parks + Gardens

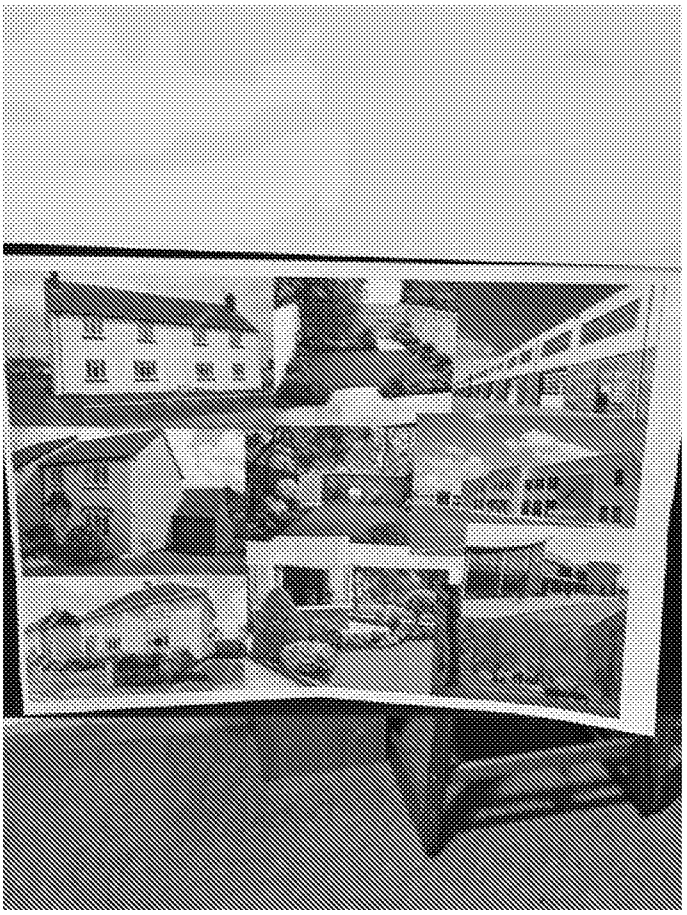
ARUN DISTRICT COUNCIL F/4/20/OUT









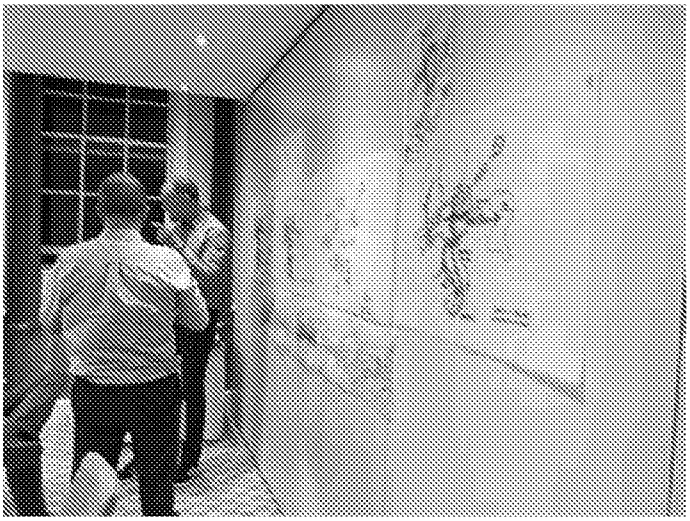




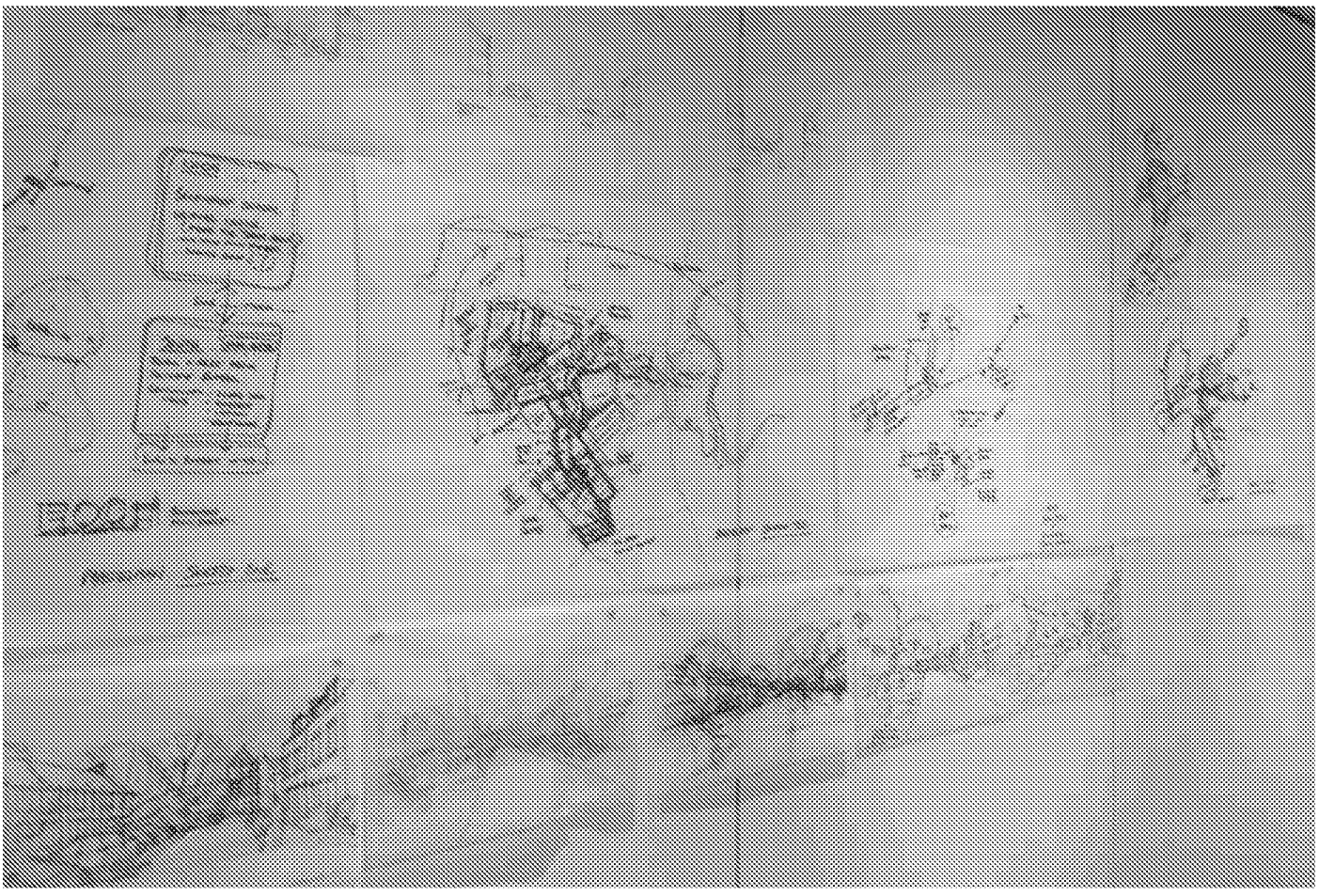








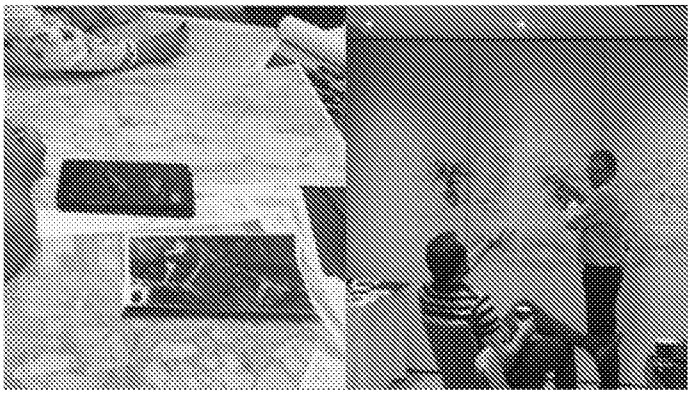




**Appendix C**

**Presentation slides: Sunday 17 June**





# Ford Airfield Consultation

Takeaways from Saturday 16 June 2018

# Key principles...

## ...Homes, character and creating places

Residential style:

- 1-5 bed homes
- Bungalows (facilities for the elderly)
- Retain local character but integrate modern feel
- Mixture/variety of types/sizes
- 3 storey max
- Provision for a balanced community (e.g. elderly, first time buyers)
- Proximity to local amenities
- Affordable homes – 30%
  - local needs
  - Shared equity / ownership
  - Social rent
  - Low cost home ownership
  - Starter homes
  - Delivered & managed through CLT & Registered Providers

Public areas:

- Character areas – different feels/styles/centres/edges
- Max 3 storey heights – don't want an urban feel (consider spacing – lower density). Human scale.
- Visibility for orientation
- Enjoyable for all ages
- Ford boundary signage
- Provision of car parking
  - Front gardens
  - Underground
  - Garages
  - Communal parking
- Green spaces/ tree-lined roads
- Creation of a community – village style

# Key principles...

## ...The Heart of Ford

- One single, central location, away from industrial area, near primary school, shops, road connections (where people meet)
- Care home
- Village hall
- Doctors surgery/pharmacy
- Water features
- Safe event spaces i.e. parks, picnic areas, areas of tranquillity
- Private hire space/flexible use
- Childcare
- Youth club
- Skate park
- 70% traditional feel vs modern
- Café
- Gym
- Crazy golf
- Library
- Village green
- Education space
- Bonfire night
- Possibility of moving Flying Fortress?
- Green pond/orchard
- Post office
- Pub
- CLT to take ownership of community hub to ensure management and maintenance
- Central Park
- Welcoming
- Safe
- Bowling green
- History
- Trees
- Community feel
- Play facilities
- Street trees & incidental green spaces
- Public squares & incidental spaces




# Key principles...

## ...Movement and connectivity

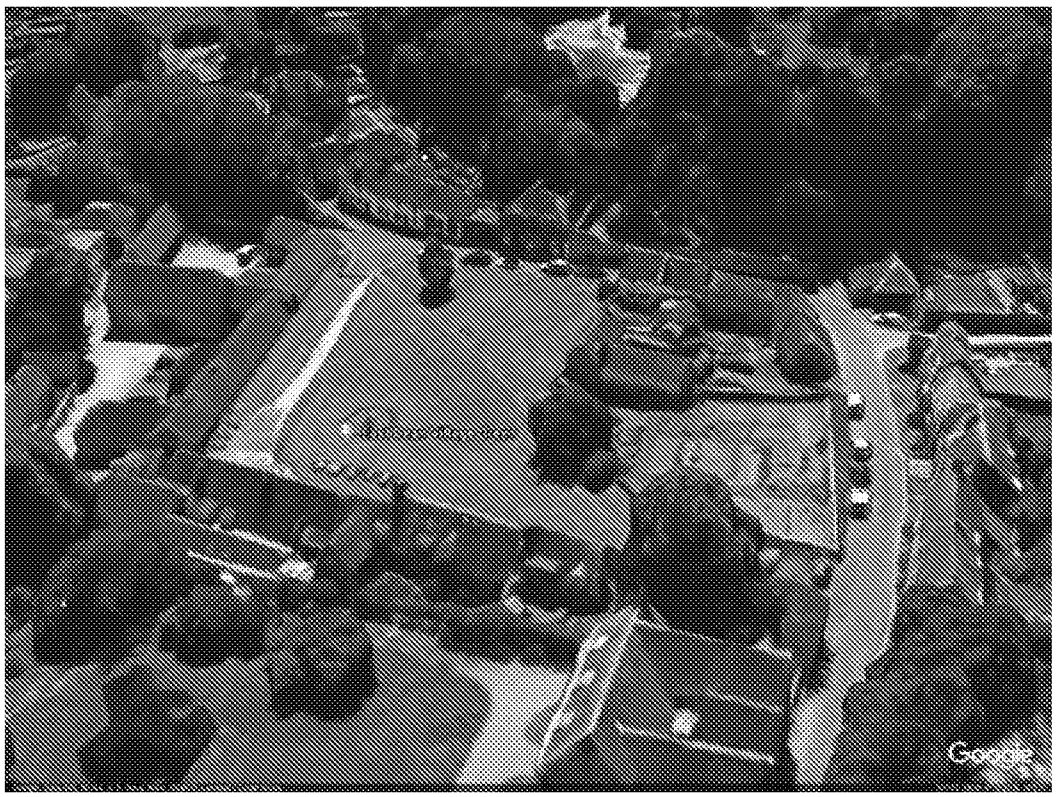
- Limit traffic impact – improve connectivity across site
- Currently only a North/South connection (currently no East-West)
- Pedestrians/cyclists/wheelchair provisions
- Links to Ford Railway station
  - cycling provisions
- Narrow Ford Road
- Street lighting provision? (50% split opinion)
- Buses – extend 700 service through the site (hopper bus)
  - new service to Barnham
  - new service to Arundel
  - service to Osytercatcher pub
- 3 Access points
- No connected vehicular access routes – no ratrunnnig (more connected routes for cyclists, pedestrians)
- More street provision for cyclists (also for leisure)
- 20mph speed limits
- Connections within – grouped services
  - central hub
  - cycle/walking routes
- Circular walk

# Key principles...

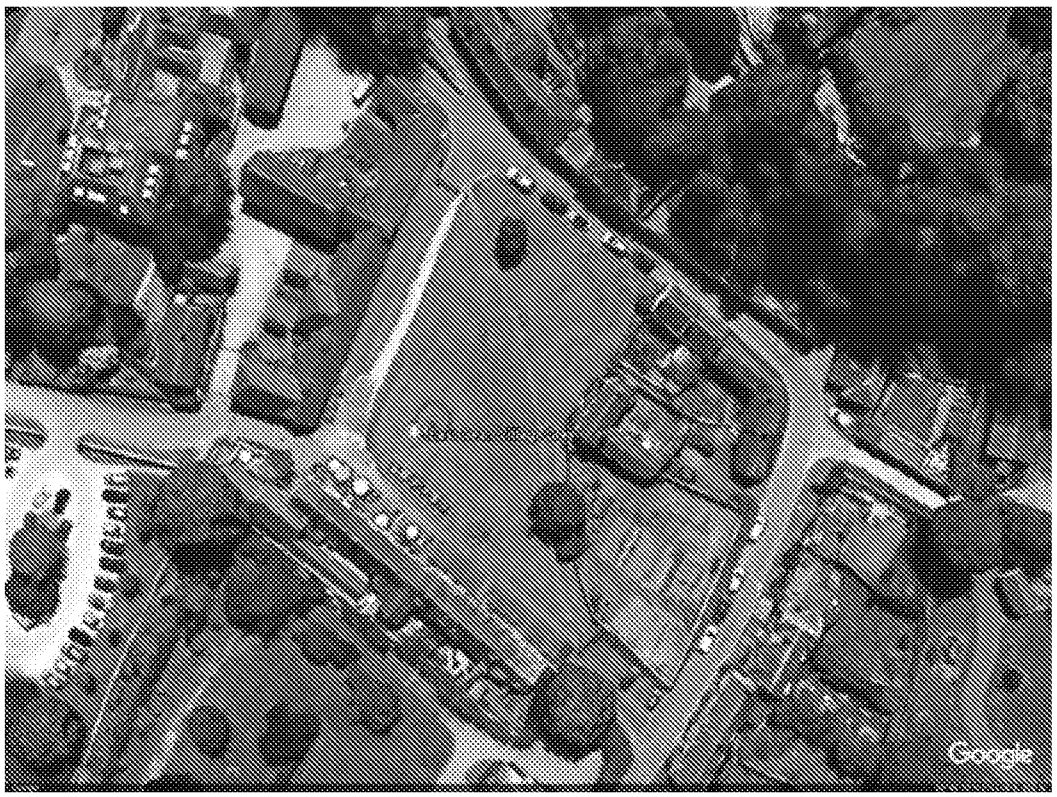
## ...Green and blue infrastructure

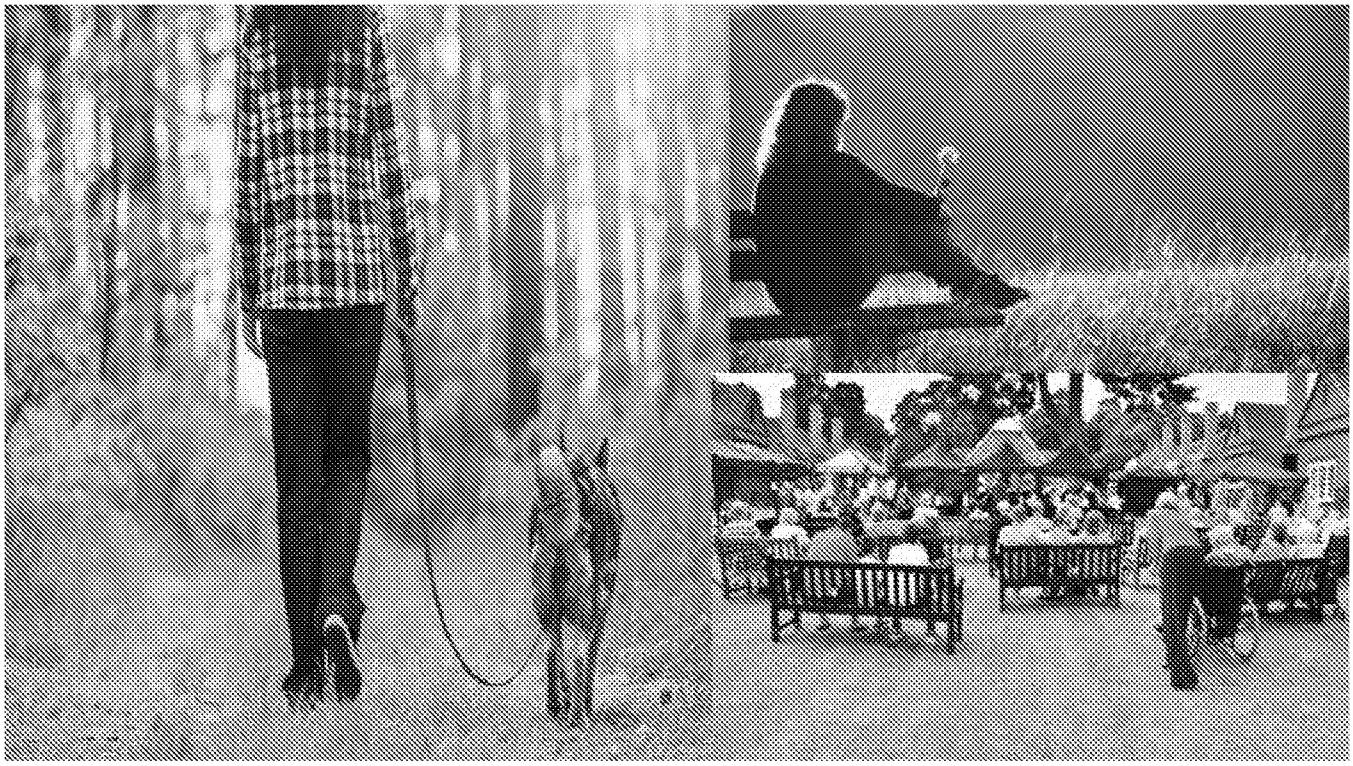
- Protect/enhance wildlife
- Leisure route – public rights of way – safe routes to walk/cycle
- Views towards Arundel
- Screening – use of hedgerows as possible nature provision (retain those already in place)
- New woodland planting
- Areas for wildflowers
- Rainwater capture/run-off. Wetlands? Local and wider impact
- Swayles
- Front gardens – keep consistent character. Good for wildlife
- Wildlife boxes
- Historic canal route
- Local flooding at Rollaston Park
- Allotments
- Consider the wider area, not just the site
- Priority of plant growth
- Ponds & reed beds
- Dog walking areas
- Rollaston Park flooding
- Too flat so will need to pump surface water
- Blakers park a good example
- Street trees
- CLT to help with management and maintenance
- Screen the waste provisions
- Screening to stop views and noise of lorries along Ford lane

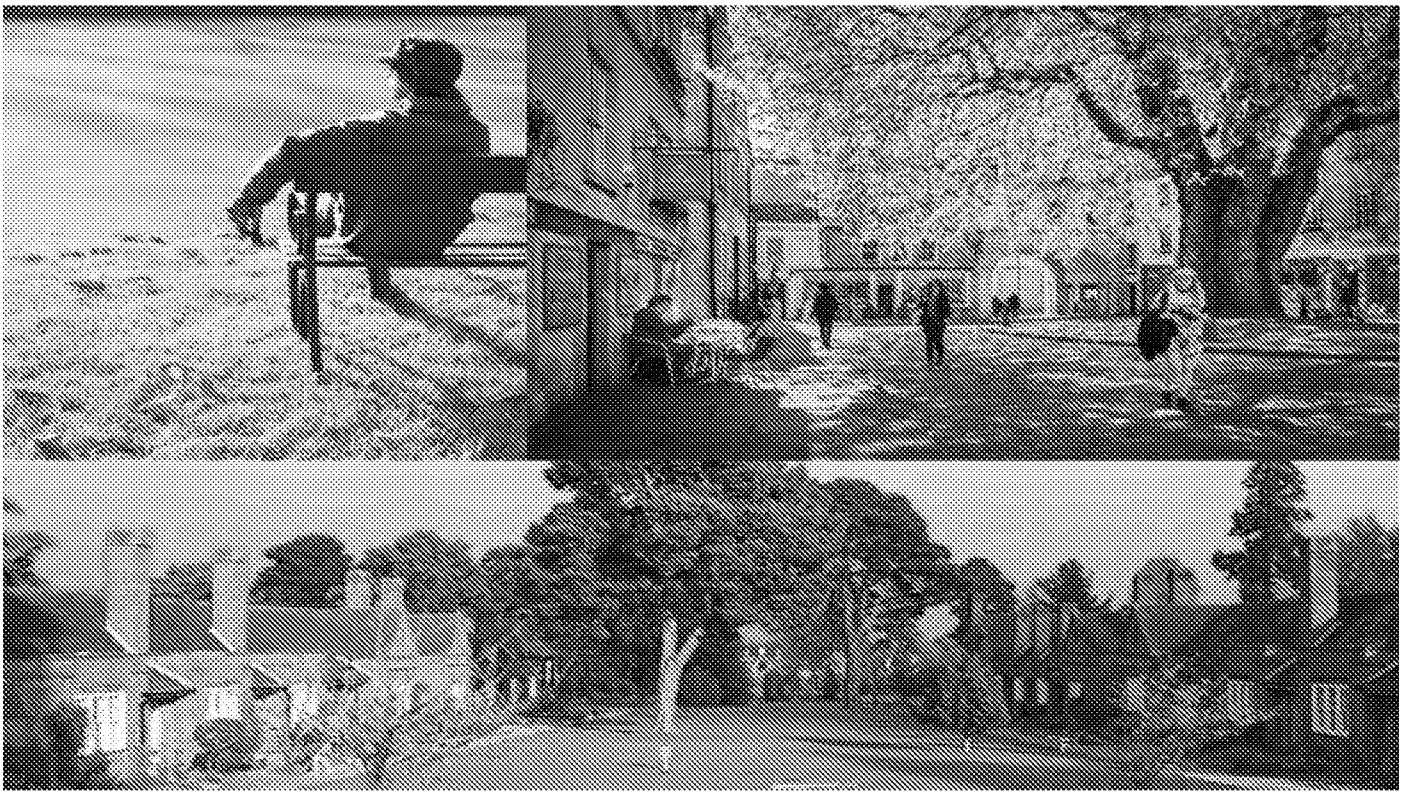



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# Ford Weekend Workshop
# 16th / 17th June 2018

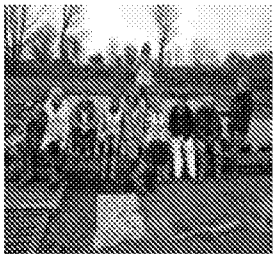
## *Community Land Trust*
## *Delivery and governance*

**Graham Maunders – Community Led Housing Advisor**

Sussex Community Housing Hub
Action in rural Sussex

## Key principles of community led housing?

1. Community integrally involved throughout the process in key decisions
2. Presumption in favour of a long-term role for the community in ownership, management or stewardship
3. Benefits to the community are defined and protected in perpetuity





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## What is a Community Land Trust?

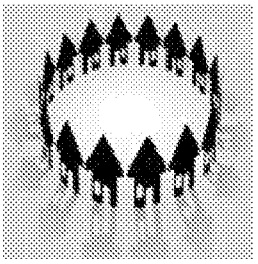
- A **non profit community based organisation** that develops / **owns housing or other assets** such as pubs / shops at permanently affordable levels for **long term community benefit**
- Legal definition in the Housing and Regeneration Act 2008
- Government announced Community Housing Fund 2016 - £300m / over 5 years
- Over 225 in the UK currently – half formed in the last two years



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## Community benefits of a Land Trust

- Ongoing community say and influence
- Attract additional funding
- Local ownership and stewardship
- Local policy e.g. rents and allocation
- Meet local housing and other need
- Fund other community activities





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## Community Hub ownership

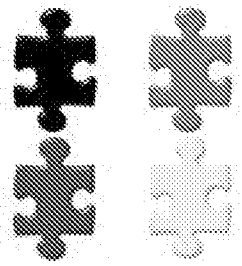
- One stop 'shop'
- More cost effective to run
- Greater sustainability
- Community stewardship and management
- Influence services and facilities
- Commercial activity to subsidise community activity



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## Key considerations

- Lifetime opportunity!
- Planning permission requirements
- Potential community assets
  - Up to 500 locally affordable homes
  - Community Hub
  - Shop
  - Other land / buildings?
- Favourable funding position
- Ford Community Land Trust
  - Membership and AGM
  - Board election

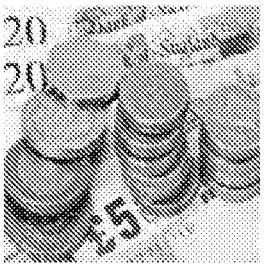




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## Funding

- Community Housing Fund
  - Arun District Council
  - Homes England
- Other council funding
  - Parish
  - District
    e.g. Right to Buy receipts
- Grants
  - Lottery
- Loans
  - Charity Bank / Triodos Bank
    e.g. Rents service loans
- Community Shares / Bonds



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## Next Steps

- Develop Ford CLT Business Plan
- Secure funding
- Ford CLT would negotiate to acquire land / buildings from the developers
- Potentially up to 30% of homes of each development phase
- Greater influence on design, ownership and tenure
- Board of the Community Land Trust to determine policy e.g. rents and management



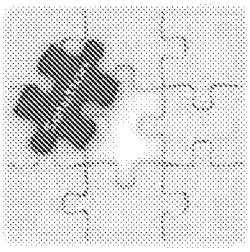


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## Further questions?

**Graham Maunders**
Community Led Housing Advisor
**Tel:** 01273 407329 / 07824 900092
**Email:** graham.maunders@ruralsussex.org.uk

**www.sussexcommunityhousinghub.org**



@RuralSussex www.sussexcommunityhousinghub.org

# Governance

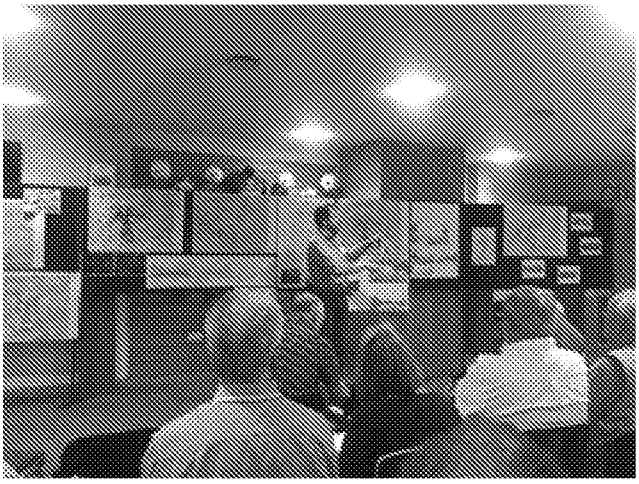
- What is to be provided?
  - Retail
  - Commercial / local employment
  - Library
  - Healthcentre / surgery rooms
  - Primary School
  - Village Hall
  - Café
  - Pub
  - Nursery
  - Playing fields
  - Informal open space
  - Parkland (dog walking etc)
  - Formal green space (duck-pond)
  - Sports pitches
  - Affordable homes
  - Elderly / Care
- How will it be delivered? – CLT? developer? Council?
- When? – Phasing / Priorities
- Who will maintain it?

# Next steps

- Key Principles – into Development Brief
  - To inform development proposals
- Prepare Planning Application
- Public consultation / exhibition – September
- Local Plan Inspector's Report – September??
- Neighbourhood Plan Examiner's Report – October??
- Submit Planning application – October
- Planning application approval – Jan / Feb 19??

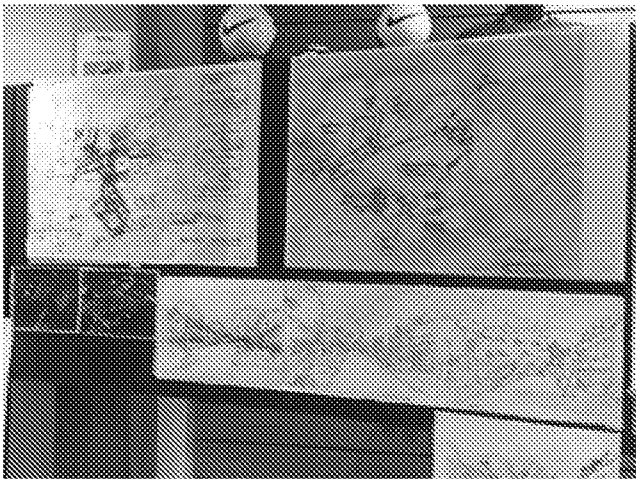
**Appendix D**

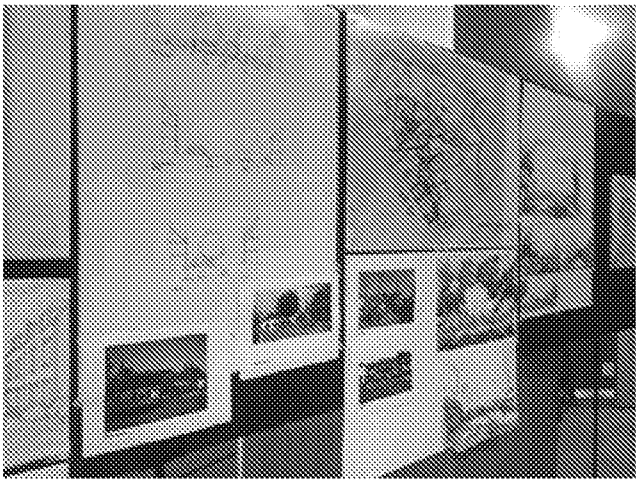
**Photographs: Sunday 17 June**

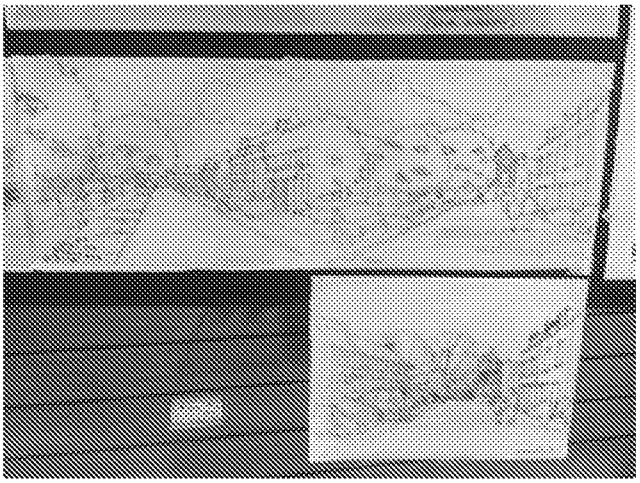


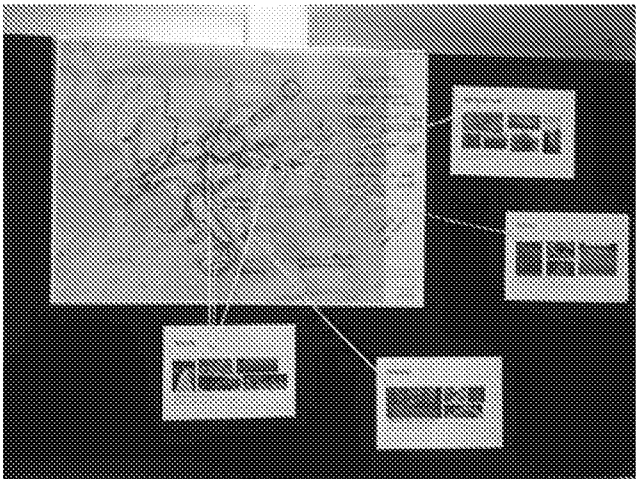


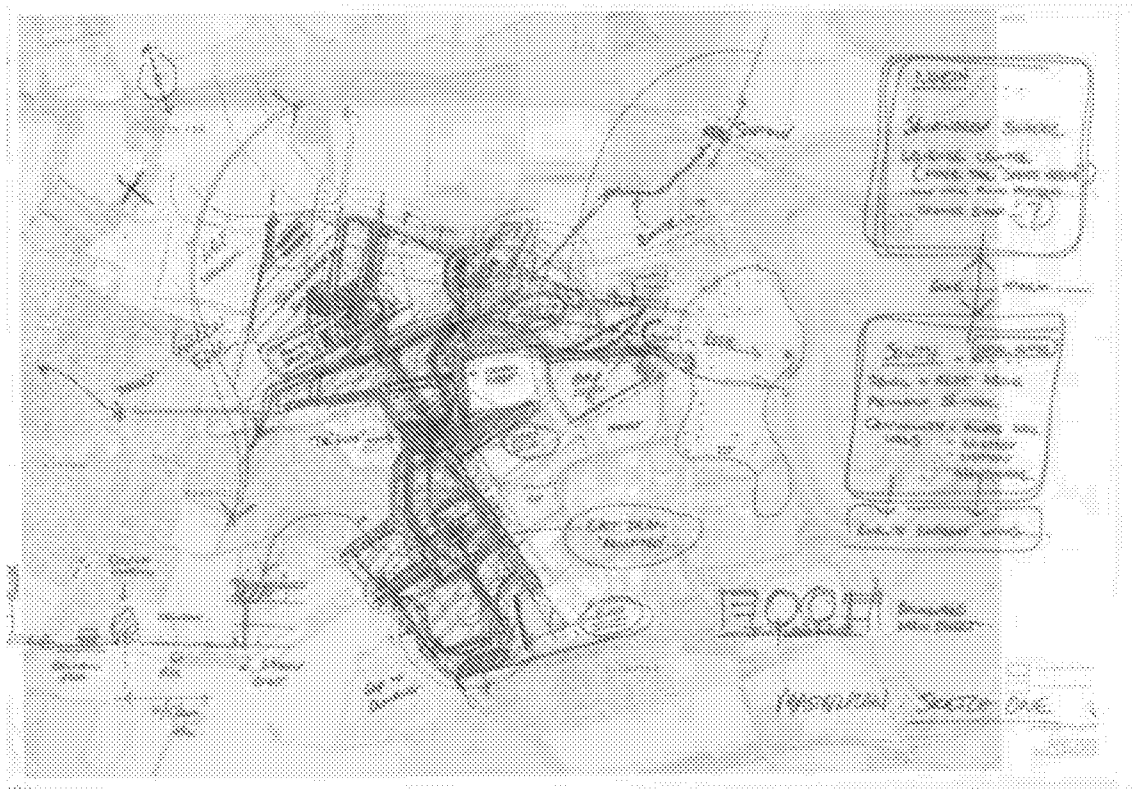


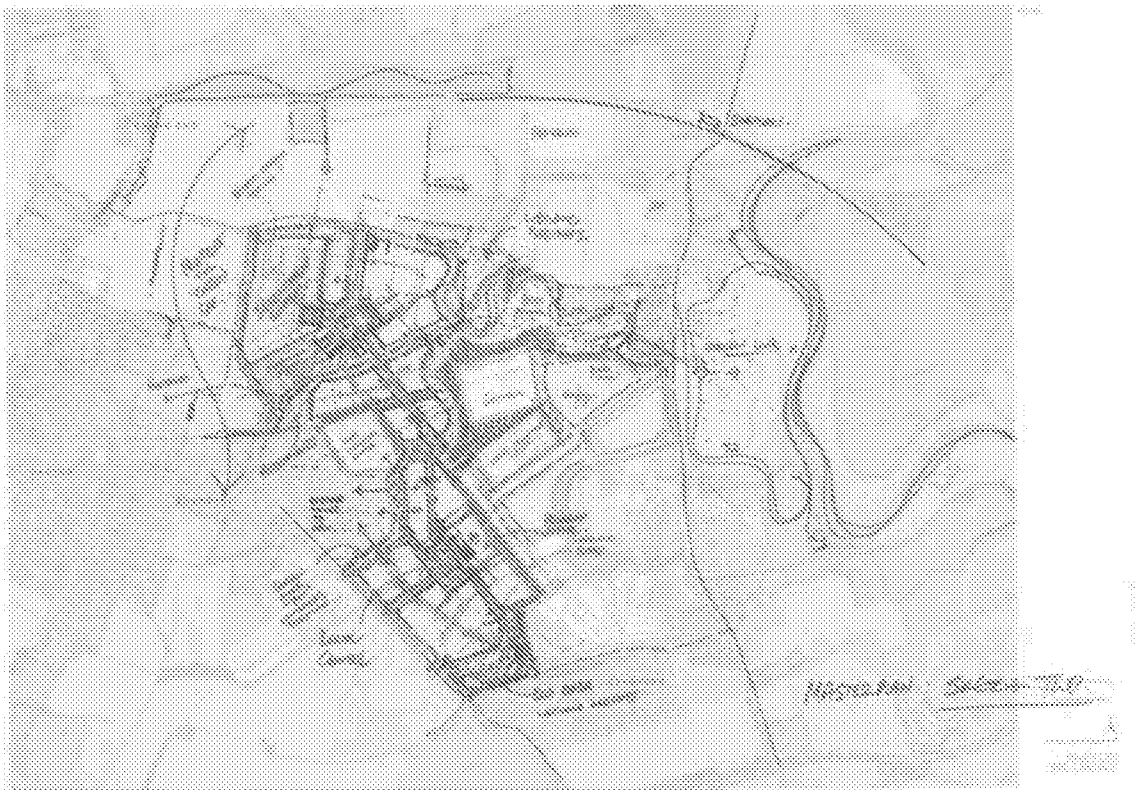


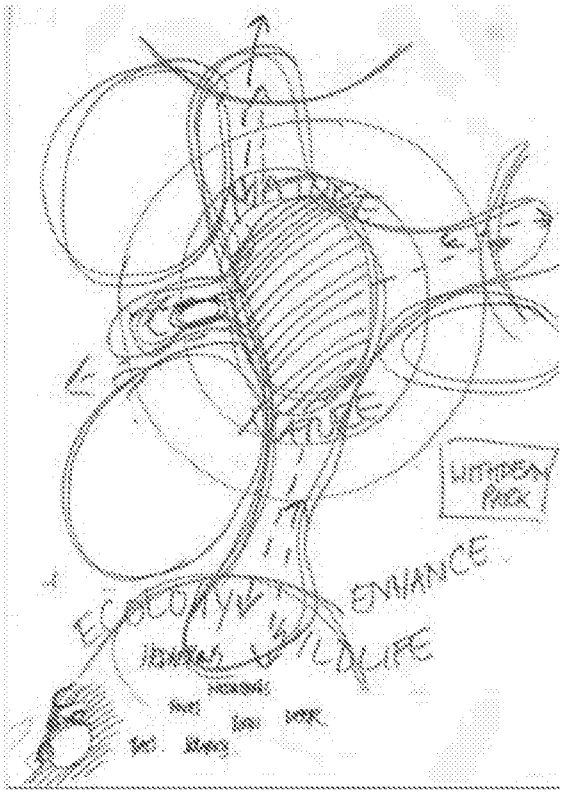


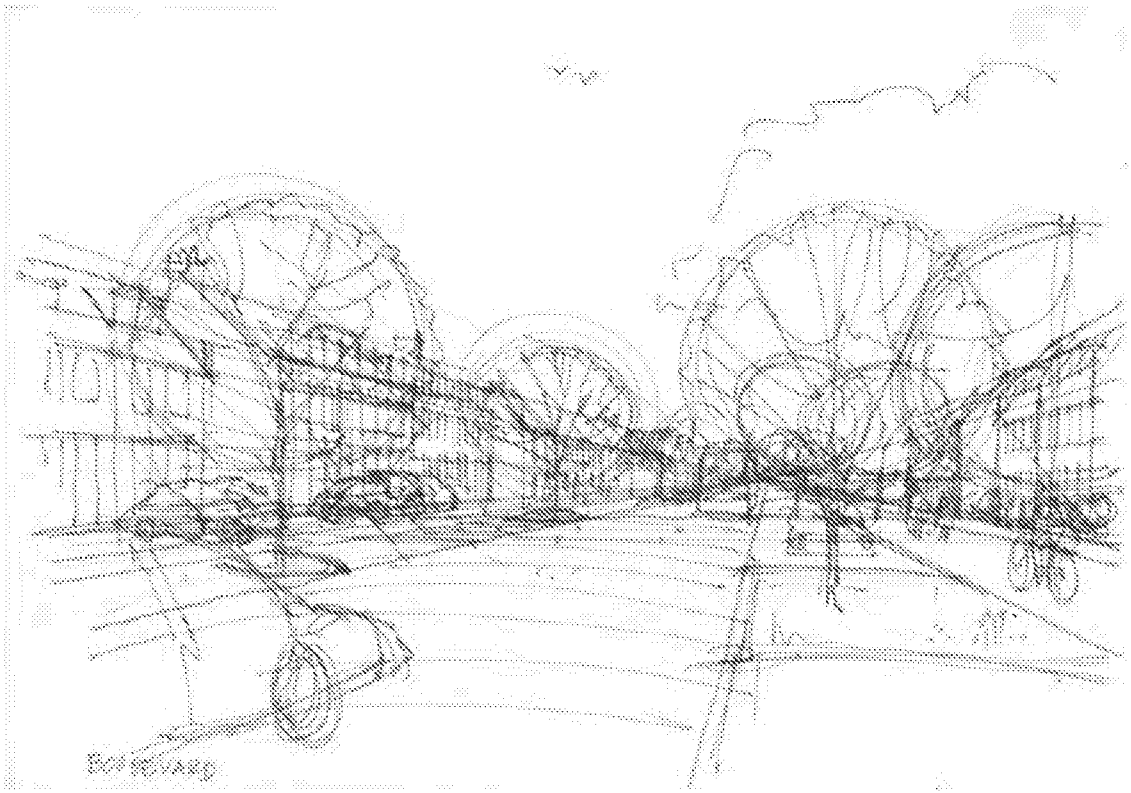


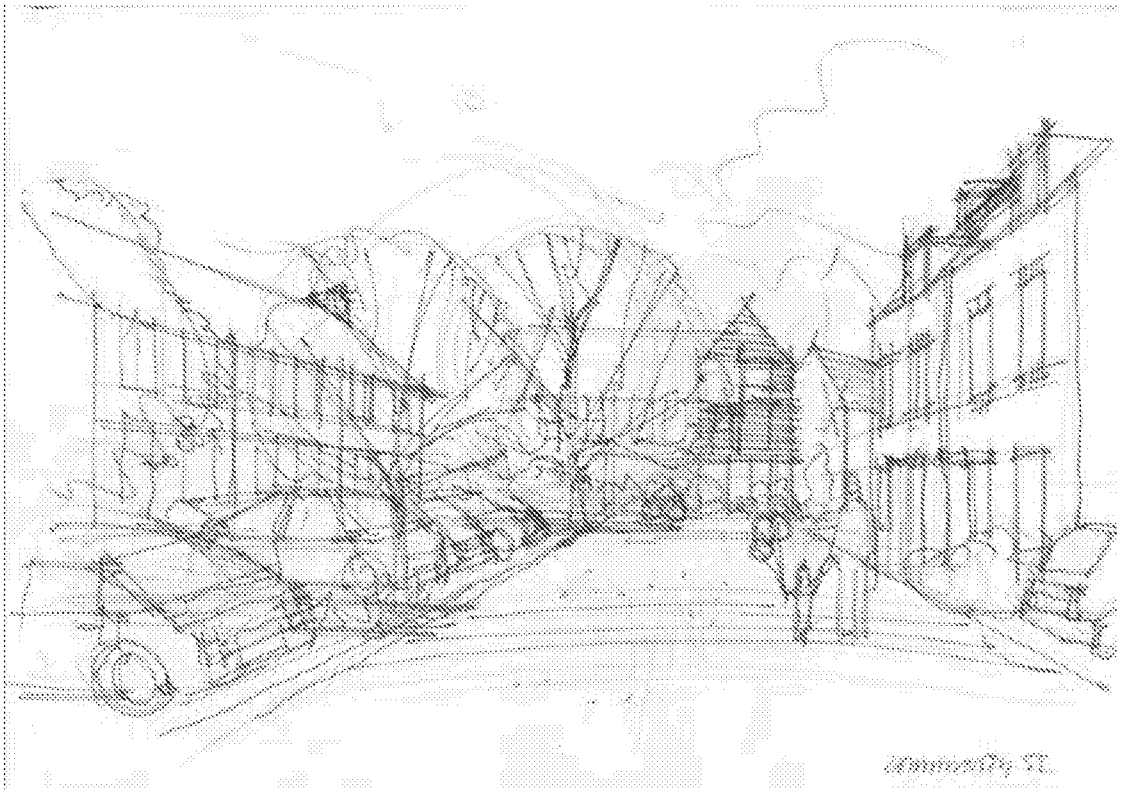






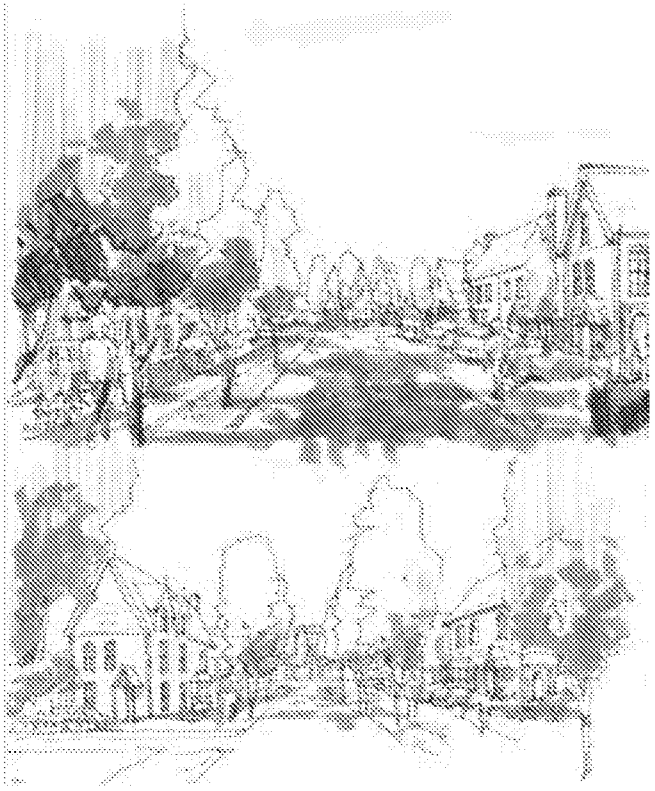

ENHANCE



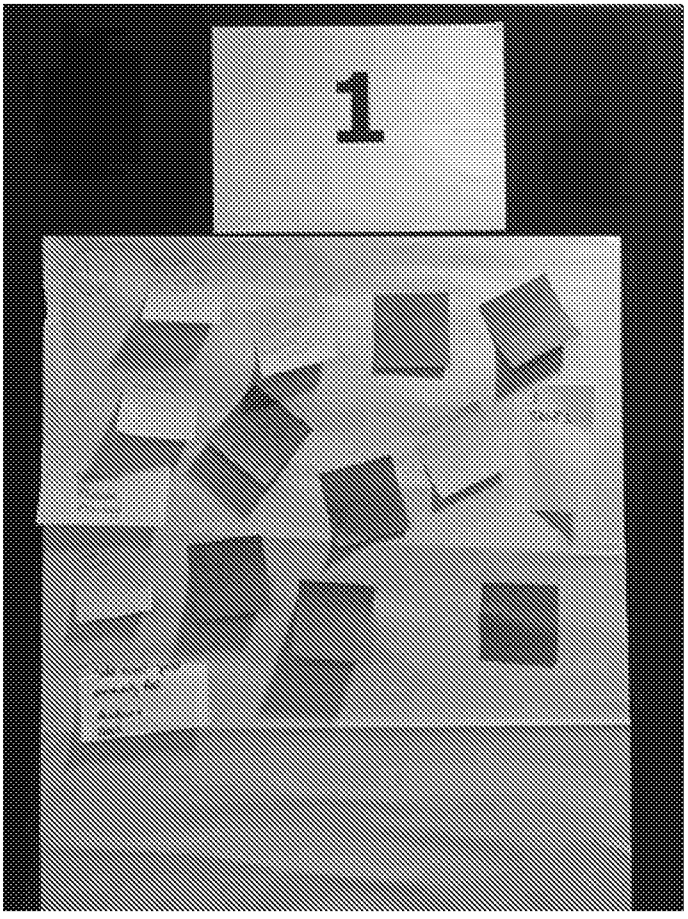


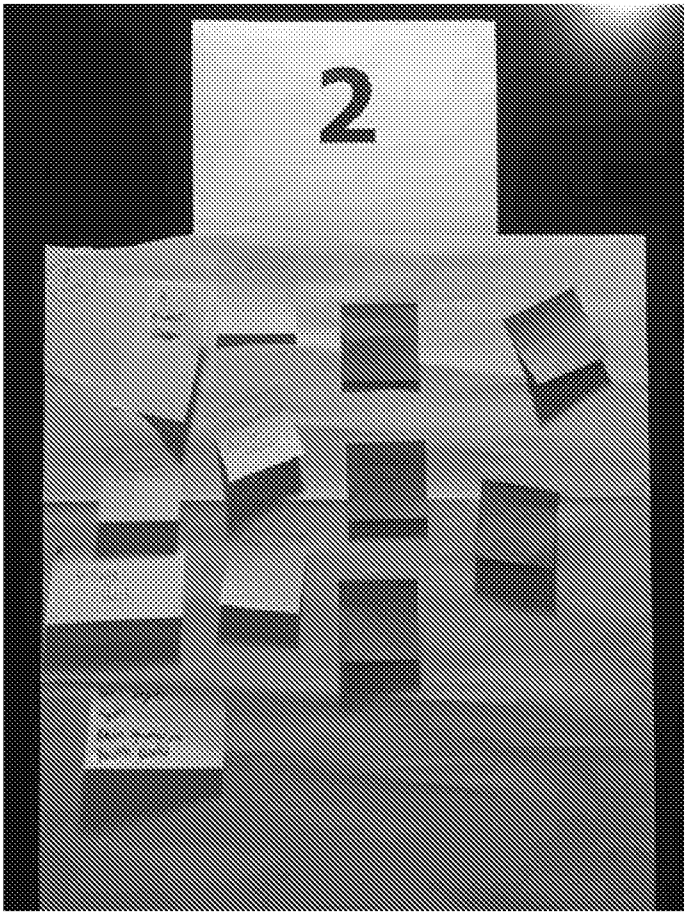


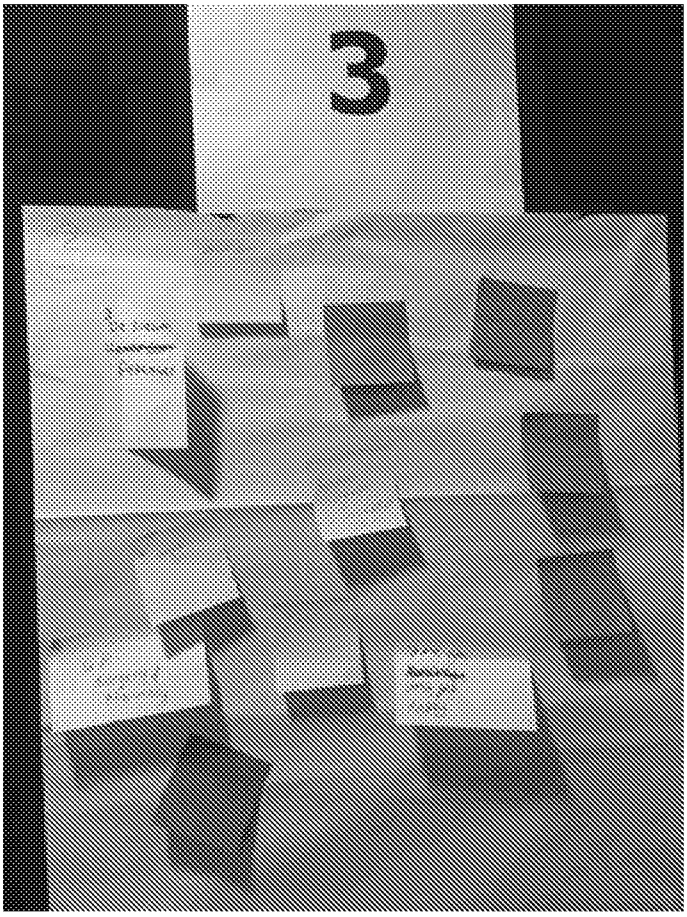


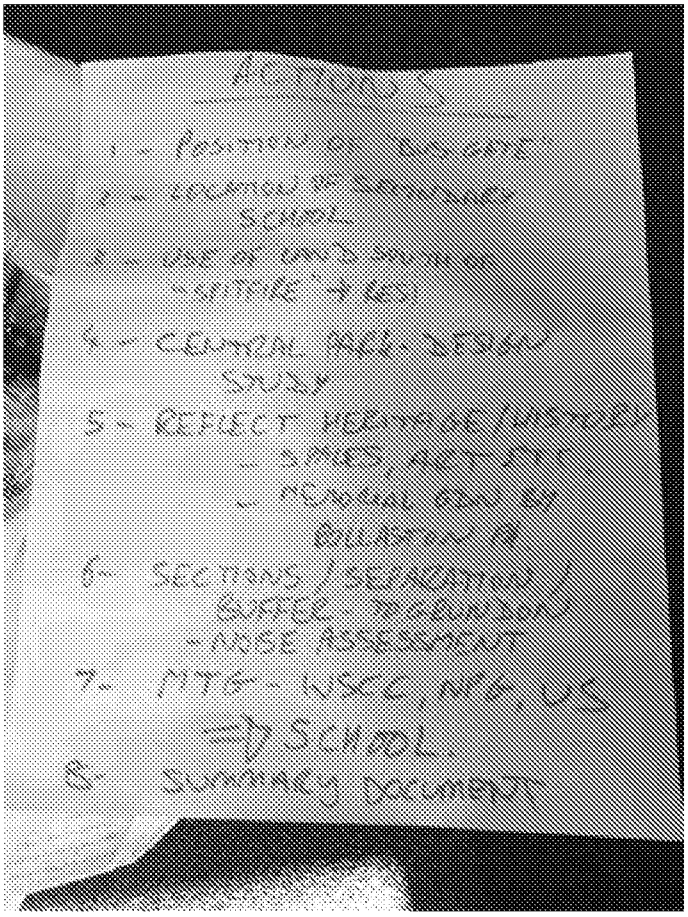





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**Appendix E**

**Structure of the weekend**

**Ford Airfield**
**Workshop weekend**

**Agenda**

**Day 1: Saturday 16th June**

- 1.45pm: Arrivals and coffee (15 mins)
- 2pm: Introduction and welcome (5 mins)
- 2.05pm: Purpose, format and ground rules (5 mins)
- 2.10pm: Work undertaken to date and Parish objectives / motivation (15 mins)
- 2.25pm: Discussion on the community's 'homework' (30 mins)
- 2.55pm: Commencement of group round table sessions (25 mins on each table – circa 7 people per table) – each group to rotate to enable them to participate in each topic:

    1. Homes, character and creating places - layout, character areas, design principles, house style, visual appearance, parking, etc.
    2. Heart of Ford – What is it? What's in the hub? How will the facilities be run and managed? Community Land Trust and community benefits e.g. local centre / hub, primary and secondary schools, nursery, employment space, etc.

    Coffee break (10 mins)

    3. Movement and connectivity – existing / proposed connections and destinations, encouraging a walkable community, sustainable travel, etc.
    4. Green and blue infrastructure – public realm, formal / informal open space, allotments, parks, gardens, play space, attenuation ponds, etc.

    - 4.45pm: Feedback, conclusions and introduction to Sunday (30 mins)
    - 5.15pm finish
    - Team overnight working – reviewing discussions / feedback and working up ideas / proposals / plans / sketches / illustrations to present on Sunday. There is likely to be a focus on key areas e.g. local centre / hub, a residential street / layout, green infrastructure, etc.

**Day 2: Sunday 17th June**

- 10.45am: Arrivals and coffee (15 mins)
- 11am: Introduction and summary of day 1 (15 mins)
- 11.15am: Presentation of ideas / proposals / plans worked up over night (1 hour)
- 12.15pm: Discussion (30 mins)
- 12.45pm: Delivery and governance – programme, start on site, phasing, Community Land Trust / management, priorities, etc. (30 mins)
- 1.15pm: Feedback and next steps (15 mins)
- 1.30pm: Close (5 mins)

**Appendix F**

**List of facilitators**

## Ford Airfield
## Workshop weekend

## List of facilitators

1. Robin Shepherd: Barton Willmore
2. Dom Scott: Barton Willmore
3. Steve Tapper: Barton Willmore
4. Luke Vallins: Barton Willmore
5. Steph Maton: Barton Willmore
6. Matt Trapnell: Barton Willmore
7. Silviu Pasargiu: Barton Willmore
8. James Bevis: i-Transport
9. Alan Brackley: JNP
10. Nicola Longland: LDA
11. Alison Welterveden: CPRE
12. Kia Trainor: CPRE
13. Penny Hudd: CPRE
14. Marina Watkins: CPRE
15. Will Anderson: Rabble Place Architects
16. Phil Belden: Sussex Wildlife Trust
17. Chris Todd: Campaign for Better Transport
18. Graham Maunders: Sussex Community Housing Hub
19. Camilla Budd: Wates Development

**Appendix G**

**Community 'homework' questionnaire**

# FORD AIRFIELD - BEFORE THE WORKSHOP

Thank you for agreeing to take part in our design workshops on 16/17 June.

If you have time, it would be really useful if you could think about what you would like to see from the development before coming along to the workshop. We have set out some questions below – these relate to the topics that we will be discussing on the day. There is some room on this form to jot down some notes if you would like to do so. Also, as mentioned below it would be really helpful if you could bring along any photos or pictures which reflect your thoughts on these topics.

Don't worry if you don't have time to do this in advance. We will gather your thoughts and ideas on the day too through the workshop process.

## Homes, Character and Creating Places

1. What does your community feel like? What is it like to live there?

2. Is there a local character to buildings in your community? If hard to describe, where is the nearest place with a distinctive character? *

## Social Cohesion

3. How does your community function? Is it close-knit and does it meet regularly?

4. How are local traditions upheld? Eg summer fairs, bonfires, parties? *

*** Can you bring photographs?**

## Movement and Connectivity

5. What facilities do you think are important to have in the village to make it function properly and to save unnecessary travel?

6. What do you think needs to change to make you want to walk and cycle more both within Ford and to neighbouring communities?

7. What would get you to use the bus and/or train more and where would you want to travel to?

## Open Spaces

8. Is there a particular view/s between the landscape and the parish that should be preserved? How do tree lines, green spaces, hedges or waterways pass from the landscape into the village?

9. What is the character of the surrounding landscape?

10. What local green spaces or wildlife areas do you value? These can include trees, hedges and ponds?

11. What wildlife do you see locally such as birds, bats etc?

## Creating a Heart in Ford

12. What makes up your community? Is it diverse? Does it provide for all sectors of society?

13. What type of services do you need in Ford and how would you access them? Do they need to be provided locally or are you happy to travel?

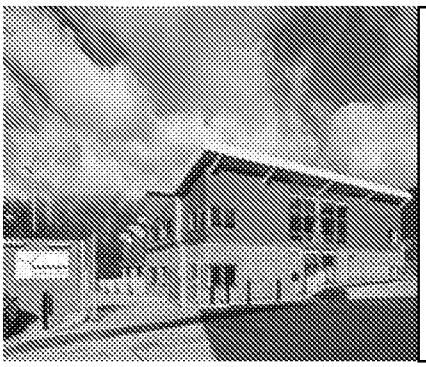
14. Can you think of 5 Essential Qualities of your local area? *For example: unique location, local materials, vibrant colour, easy access to the country, pedestrian twittens...* *****

*** Can you bring photographs?**

Creating a community hub will be at the heart of the new development. The workshop will consider what the community hub should look like and what facilities it should offer. Attached is a list of some examples of other community hubs and the facilities they offer, together with some questions specifically about community hubs for you to consider.

***THANK YOU***

**East Brighton Trust, Brighton**



**Westergate Business Centre**

An example of a community owned and managed hub providing workshop and offices for local businesses.

Surpluses generated are given to local community groups through an annual grant funding programme.

http://www.westergatebusinesscentre.co.uk/

**Marsh Farm Community Development Trust, Luton**



**Futures House**

This 6,000 sq m centre is owned by the community. It provides enhanced local public services, including health, police and community care services, as well as providing quality space and support for business enterprise, a commercial play park and other health and leisure activities.

http://marshfarmfutures.co.uk/futures-house.html

**Plus You Limited, Thornhill, Southampton**



**Hinkler Place community hub and shops**

The hub includes space for community organisations, coffee bar, library, housing and health services.

A metro store and 4 small shops in the same shopping parade are owned by the community providing cross subsidy for other community activities.

http://www.plusyoulimited.co.uk/index.php/about-pyl

**Plymouth Community Homes, Plymouth**



**The Beacon Community Hub**

The building comprises of some 2,300 sq m of hub: community hall, meeting space, enterprise centre, library, children's centre, retail space, plus some 40 homes above for the over 55's.

https://www.plymouthcommunityhomes.co.uk/

**Peabody, Lewisham**



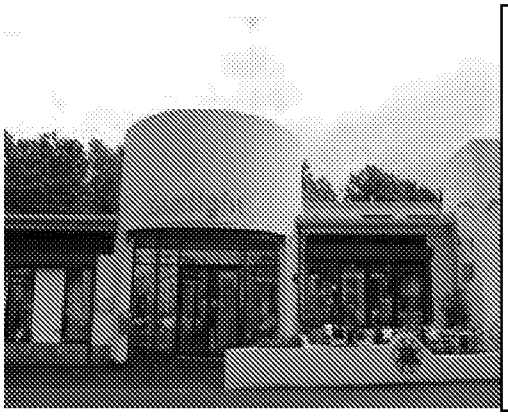
**Parkside SE10**

A fully accessible space offering facilities for meetings, recreation and leisure time activities.

It has six rooms for hire which includes a hall, meeting rooms, an IT training room and Hot Desking Room and adjacent nursery.

https://www.lewisham.gov.uk/inmyarea/Pages/venue-detail.aspx?directoryid=4709

**Sunlight Development Trust, Gillingham, Kent**



**Sunlight Centre**

A healthy living centre providing health services and community activities – including a GP practice, family Centre, pharmacy and early years nursery, community café, recording and rehearsal studios, community radio station and rooms for hire – including a hall with capacity for up to 100 guests.

http://www.sunlighttrust.org.uk/

## Key considerations

1. What shops, services and facilities will the existing and new community need?
2. What existing activities, groups, organisations need to be catered for?
3. How can we ensure that any community building is financially viable and sustainable?
4. Could commercial letting be used to financially support community groups, organisations and activities?
5. How can the community have an ongoing say and influence?

**Appendix H**

**Prompts for round table discussions**

# Homes, character and creating places



What sized housing would you like e.g. number of bedrooms?

Should the style of housing be traditional or contemporary?

Should there be provision for the elderly?

Where should affordable housing be located?

What parts of the site could fall within different character areas?

How tall should the buildings be?

How should car parking be provided?

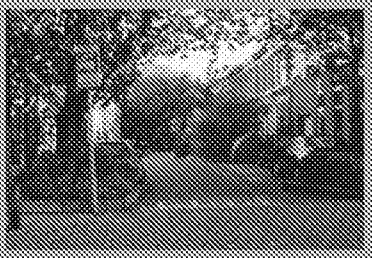
# Heart of Ford

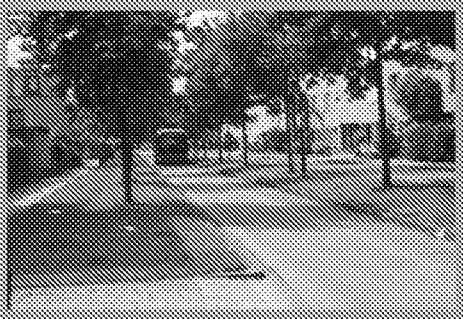


- Where should the 'Heart' of Ford be located?
- What buildings / landscape should be provided?
- Should they be clustered or dispersed?
- How will the development integrate with the local and surrounding area?
- How should the schools relate to the local centre?
- Where would a care home be best located?
- Who will be responsible for the management of community facilities?

# Movement and connectivity

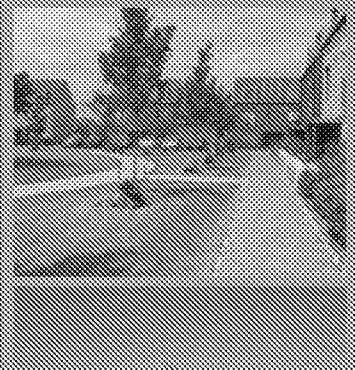






- Should there be a main north-south route through the site?
- What off-site highway improvements are likely to be required?
- Would an access point off Rollaston Park by Perigrins to the west work?
- How should the market be accessed?
- How can a safe route to Ford railway station be achieved?
- Is there scope to deliver a bus route through the site?

# Green and blue infrastructure









- How can green and blue infrastructure connect the existing and new community?
- What types of green spaces should be provided and where?
- What uses should be provided at the low points on the site to the north and south?
- Are there opportunities to secure a positive use for the water / drainage features within the site?
- Are there any pre-existing flooding issues?
- Are there particular locations where new screen planting is required?
- Relationship to Public Rights of Ways

ARUN DISTRICT COUNCIL F/4/20/OUT

**Appendix I**

**Feedback form**

# FORD AIRFIELD
# JUNE 2018 WORKSHOP WEEKEND
# FEEDBACK FORM

**Name:**

**Email address:**

**Telephone:**

1. Does the masterplan reflect your views on the type of development that Ford needs?

……
……
……

2. Do you think that the masterplan creates a new 'heart' for the village?

……
……
……

3. Do you think that the local facilities to be provided are appropriate?

……
……
……

4. Is the proposed mix of open space appropriate?

……
……
……

5. Are there any particular design aspects that you would strongly like to see incorporated into the final proposals?

……
……
……

6. Does the masterplan provide enough certainty for the next 30 years?

……
……
……

7. Through our analysis of the site have we missed anything that you feel needs to be addressed?

……
……
……

# FORD AIRFIELD
# JUNE 2018 WORKSHOP WEEKEND
# FEEDBACK FORM

8. Are there any other constraints that you feel need to be considered?

……
……
……

9. Which aspects of the proposals / facilities would you like to see managed by the Ford Community Land Trust?

……
……
……

10. Which aspects of the proposals do you support the most?

……
……
……

11. Which aspects do you feel need more work?

……
……
……

12. How successful do you think the community workshop has been?

☐ Very successful ☐ Successful ☐ Neither successful nor unsuccessful ☐ Unsuccessful ☐ Very unsuccessful

13. How would you like to be involved from hereon?

☐ Email ☐ Telephone ☐ Word of mouth ☐ I don't want to be contracted

14. Do you have any other thoughts that you would like to make us aware of?

……
……
……

***Data Protection***

*No personal details will be provided with any document that is made publicly available. Only responses given by individuals will be summarised. Personal details will be removed to comply with the Data Protection Act and preserve anonymity of the individuals involved. You are under no obligation to complete this form or respond to all questions and the provision of your personal details and any responses are optional.*

*Your data and opinions are being collected for the purpose of a public consultation event ahead of the submission of a planning application at Ford Airfield. It will be used to inform the proposals and will not be passed onto any third parties. This data will only be retained until the end of the planning process, after which time it will be deleted. You can ask for your data to be deleted at any time by contacting Barton Willmore on 0118 943 0000.*

***☐ I consent to the use of the above data in connection with the consultation process regarding Ford Airfield.***

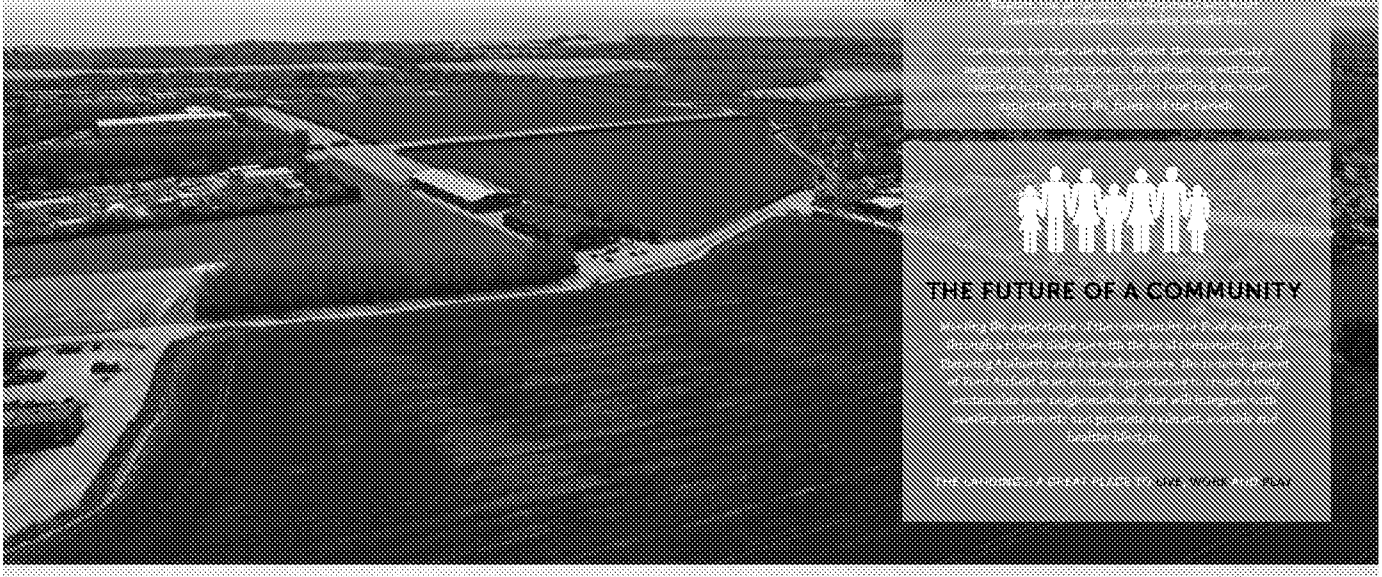


ARUN DISTRICT COUNCIL F/4/20/OUT

# APPENDIX F: JANUARY 2020

## WELCOME

Welcome to this public exhibition in relation to our proposal for The Landings at Ford Airfield.



### THE FUTURE OF A COMMUNITY

THE LANDINGS
FORD | WEST SUSSEX

## ABOUT THE APPLICANT

The proposals are being brought forward jointly by Redrow Homes Southern Counties and Wates Developments Ltd, who are party to a promotion agreement with the landowners.

Redrow plc is one of the largest British housebuilders with a network of 25 operational divisions across the UK, including Redrow Homes Southern Counties. Redrow is listed on the London Stock Exchange and is currently a constituent of the FTSE 250 Index.

The three key principles of Building Responsibly, Thriving Communities and Valuing People shape the core of Redrow's values. Aligned with the United Nations Sustainable Development Goals, Redrow aims to achieve a better global future for all by addressing key social and environmental challenges such as health and wellbeing and biodiversity.

The Wates Group is one of the largest family owned construction, property services and development companies in the UK. The group operates in three core areas: Construction, Property Services and Residential Developments.

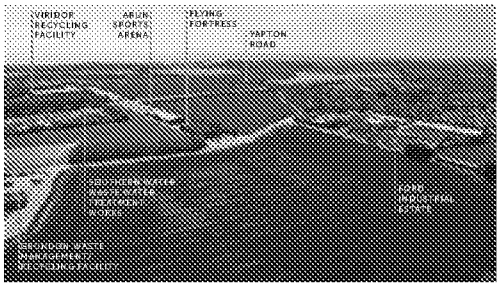
Wates are committed to the long-term future of the built environment. Its award-winning corporate social responsibility and sustainability programmes underpin its vision to become the most trusted partner in the built environment, leaving a positive legacy for the communities in which we work and live.

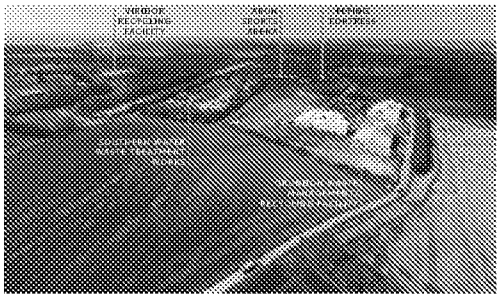
### WHO HAS BEEN INVOLVED

REDROW HOMES
Wates
Ford Newick Homes
ARUN DISTRICT COUNCIL

WITH THE SUPPORT OF:

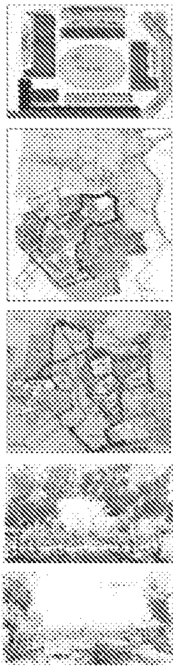
BARTON WILLMORE
ECOSA
LDA DESIGN
barrell TREE CONSULTANCY
Transport
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orion.
ADAMS
HOARE LEA

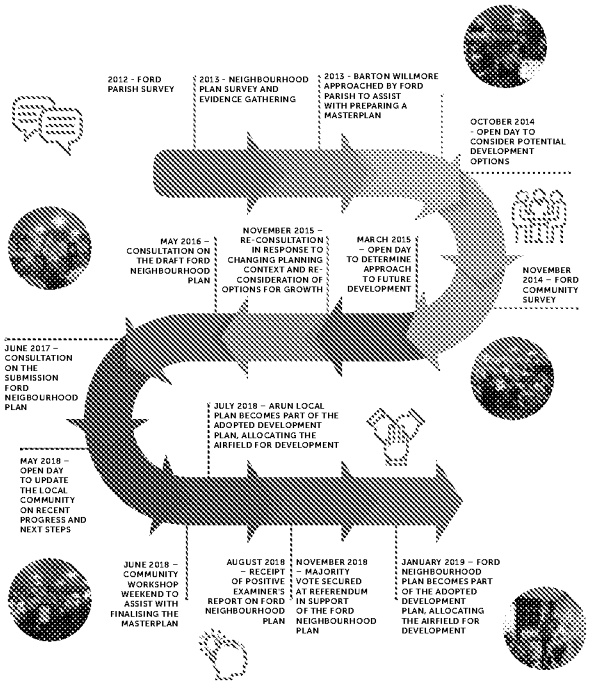


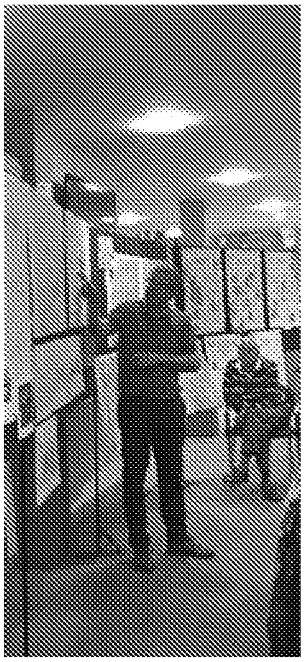



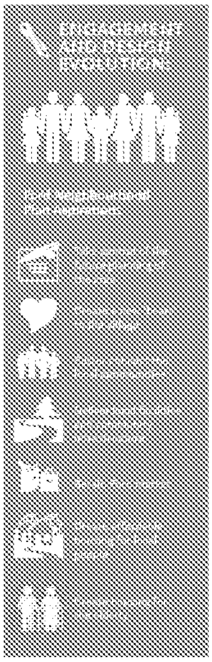
THE LANDINGS
FORD | WEST SUSSEX

# PROJECT TIMELINE AND PREVIOUS CONSULTATIONS





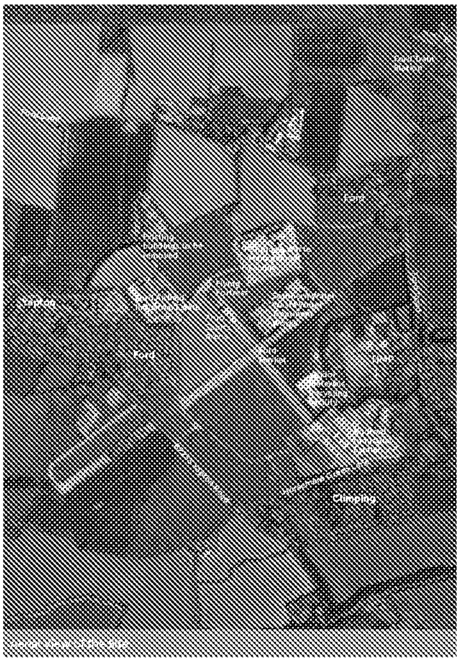





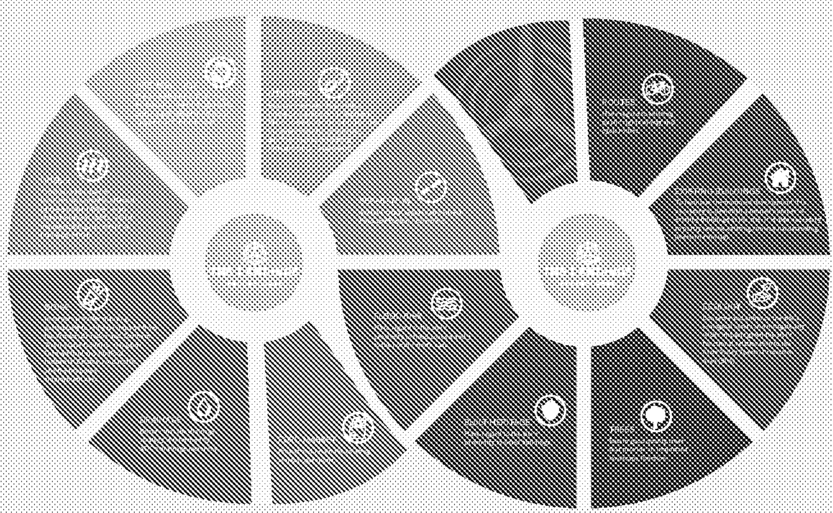

THE LANDINGS

FORD | WEST SUSSEX

# THE SITE AND KEY CONSIDERATIONS



The range of historic, existing and neighbouring uses at the site, alongside planning and environmental considerations, have informed the masterplan. This includes the following:



THE LANDINGS

FORD | WEST SUSSEX



ARUN DISTRICT COUNCIL F/4/20/OUT

# THE PROPOSALS

To deliver its aspirations for the local area, Ford Parish Council prepared a Neighbourhood Plan alongside the preparation of a new Local Plan for Arun District. The Neighbourhood Plan sets out the Parish's vision for the future of Ford.

Following the decommissioning of the airfield, Ford faced an uncertain future with significant ad-hoc development over many years with no policy basis or strategy for future growth. In 2013 the Ford Neighbourhood Plan Steering Group approached the landowners of Ford Airfield with a view to bringing forward development at the site. This stemmed from the Parish's frustration with the level of ad-hoc development that had taken place at the airfield, coupled with their desire to realise a number of objectives as part of a comprehensive development.

The Ford Neighbourhood Plan and Arun District Local Plan have now been adopted as planning policy to guide the future of the local area. Both Plans allocate Ford Airfield for a mixed-use residential-led development.

Extensive community engagement has been undertaken in the Parish over the last six years, with the community feeding into the design concepts for the site on an ongoing basis. The proposals have been led by the local community from the outset and the community's aspirations have been translated into a workable masterplan.

The masterplan for the site makes provision for:

- 1,500 homes, including 450 affordable homes
- Employment land
- A local centre / community hub including retail / commercial and community / leisure facilities
- Primary school and nursery
- Care home
- Public open space and sports facilities
- Reconfiguration of Ford racecourse
- Associated infrastructure, landscaping and ancillary works

In line with the Neighbourhood Plan, the proposals will ensure that the existing *marina* at the Airfield can continue to successfully operate both during and beyond the construction process.

The District Council has also confirmed its preferred location for a new secondary school. This is indicated on the Illustrative Masterplan. While we are not seeking planning permission for the new secondary school, the Masterplan has been prepared to ensure that it does not prejudice its future delivery.

The following key principles underpin the masterplan, which formed the basis of consultation with the local community.

**Homes, housing and housing types**

**Place making**

**Jobs, shops**

**Green and blue infrastructure**

**Movement and transport**

THE LANDINGS

WEST SUSSEX

# DELIVERING THE COMMUNITY'S ASPIRATIONS

The following elements have been incorporated into the scheme as a result of the scheme's community engagement:



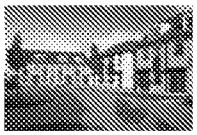
# NORTHERN NEIGHBOURHOOD

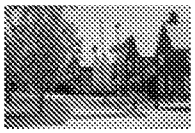
The character of the Northern Neighbourhood draws inspiration from Ford's rural character, and encompasses important landscape features and green links, as well as managing the interface with the surrounding countryside.



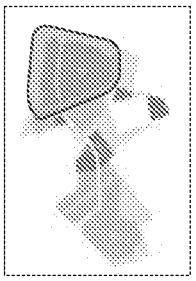
Green Gateway Illustrative View



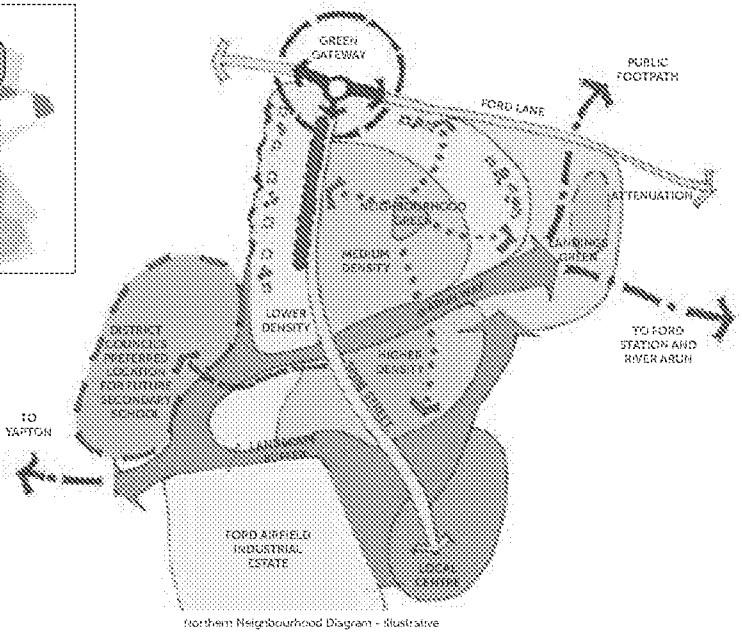








Key Map

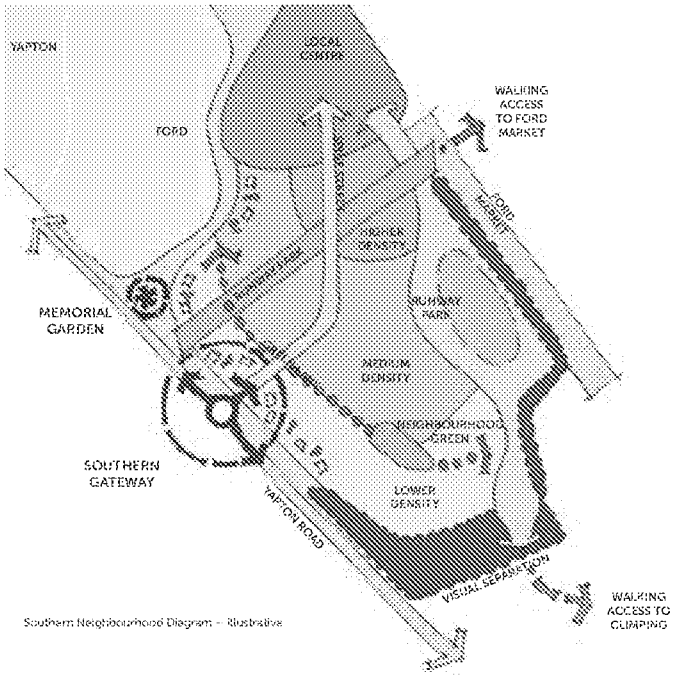



Northern Neighbourhood Diagram - Illustrative

THE LANDINGS

FORD | WEST SUSSEX

# SOUTHERN NEIGHBOURHOOD




Southern Neighbourhood Diagram - Illustrative

The history of the site and its existing features have informed the design of the Southern Neighbourhood, which is defined by a contemporary character.



Runway Park - Illustrative View





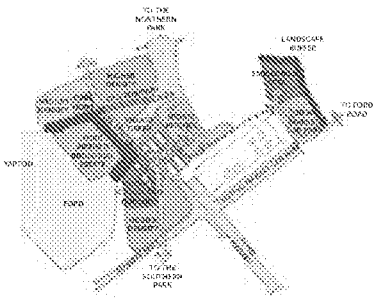


THE LANDINGS

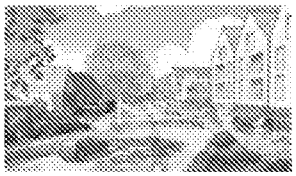
FORD | WEST SUSSEX

# CENTRAL NEIGHBOURHOOD / HEART OF FORD

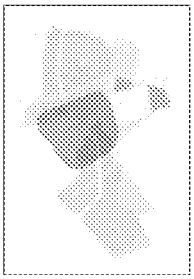
The Central Neighbourhood will build its character around the local centre, where the variety of uses and scale of existing and proposed buildings offer the opportunity for a more urban approach.



Central Neighbourhood Diagram



Local Centre - Illustrative View



Key Map

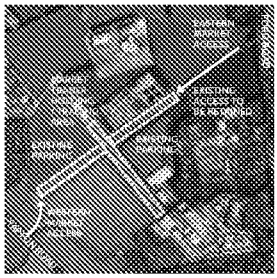



Local Centre - Illustrative Layout

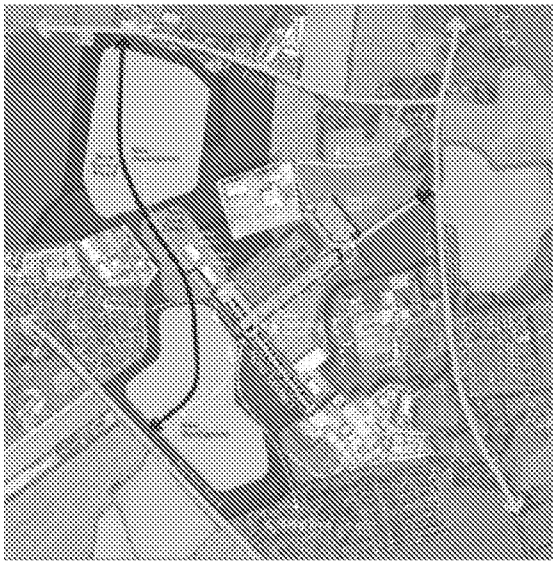
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# FORD MARKET

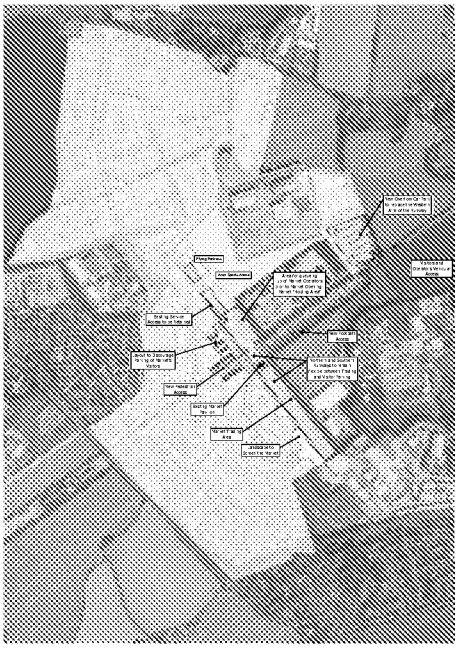
Ford Market will continue to operate and prosper at Ford in the future. As a result of the proposed mixed-use development, there is a need to make some minor changes to the Market layout. This includes a revised access, circulation, parking and operation arrangements, as explained on the diagrams below.



Current configuration of the Market



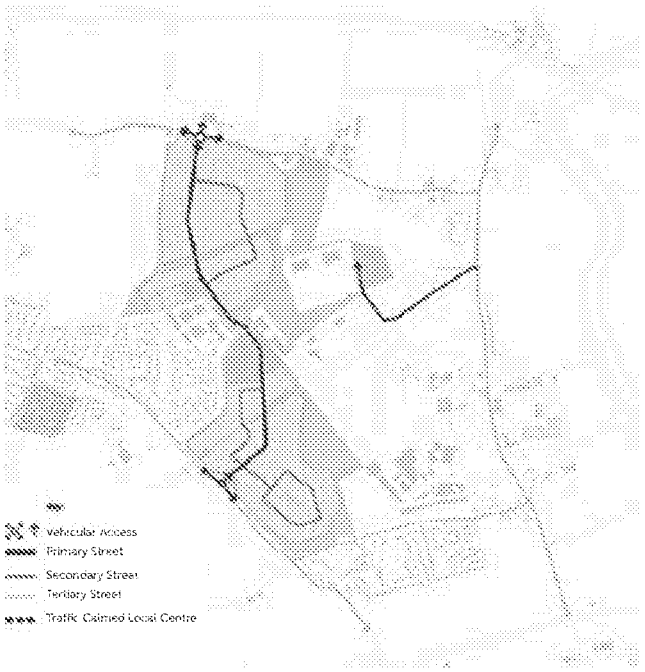
Proposed market configuration and relationship to the proposed development



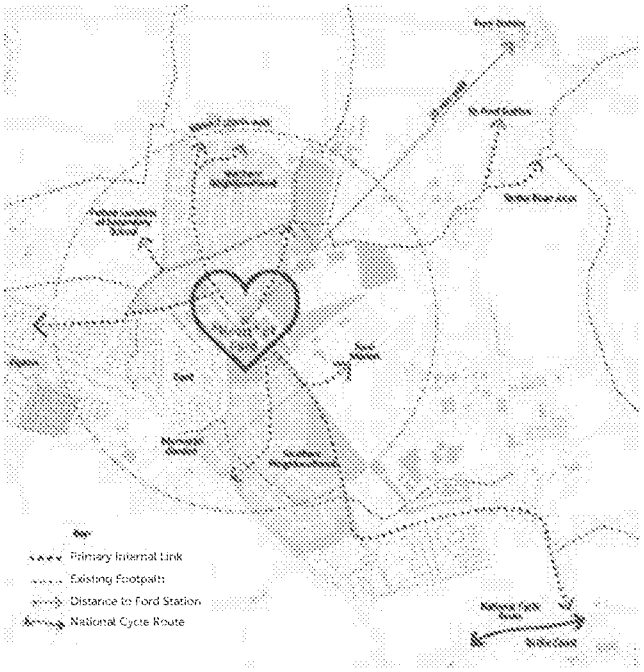
Proposed Operational Plan

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# ACCESS AND MOVEMENT




Vehicular Access and Movement Plan

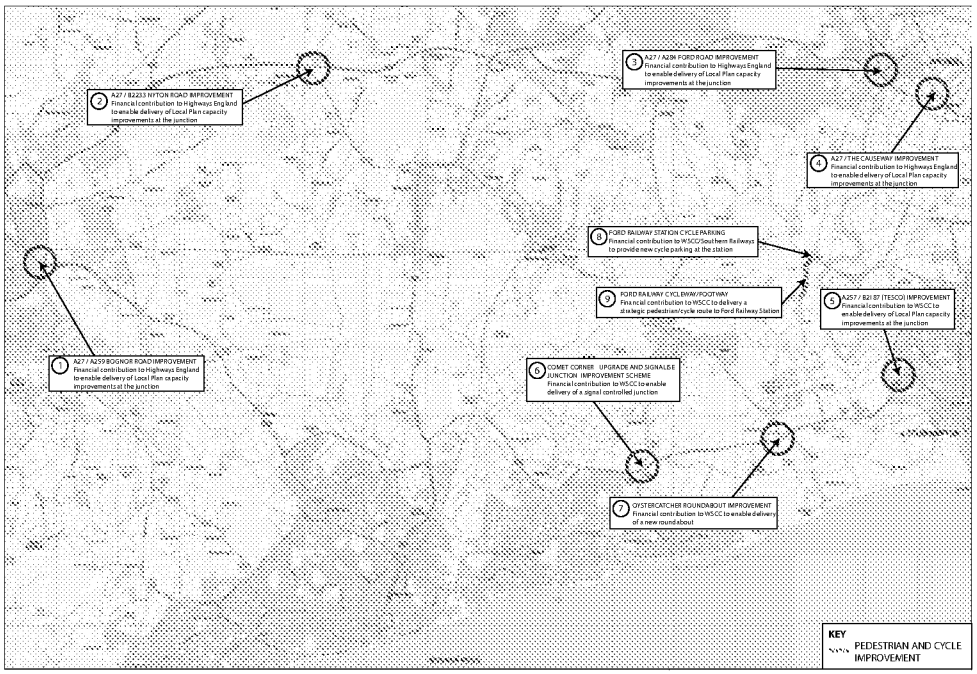



Pedestrian and Cycle Movement Plan

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# STRATEGIC TRANSPORT IMPROVEMENTS

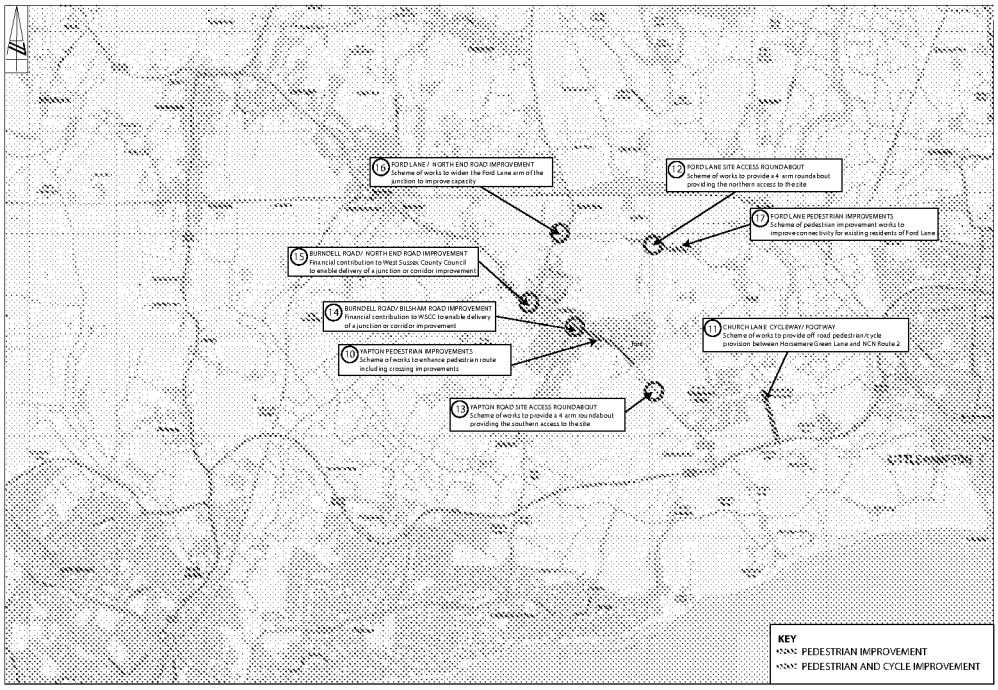
The proposals will deliver or provide a financial contribution towards improvements to the strategic highway network. The plan below provides a summary of these schemes.




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# LOCAL TRANSPORT IMPROVEMENTS

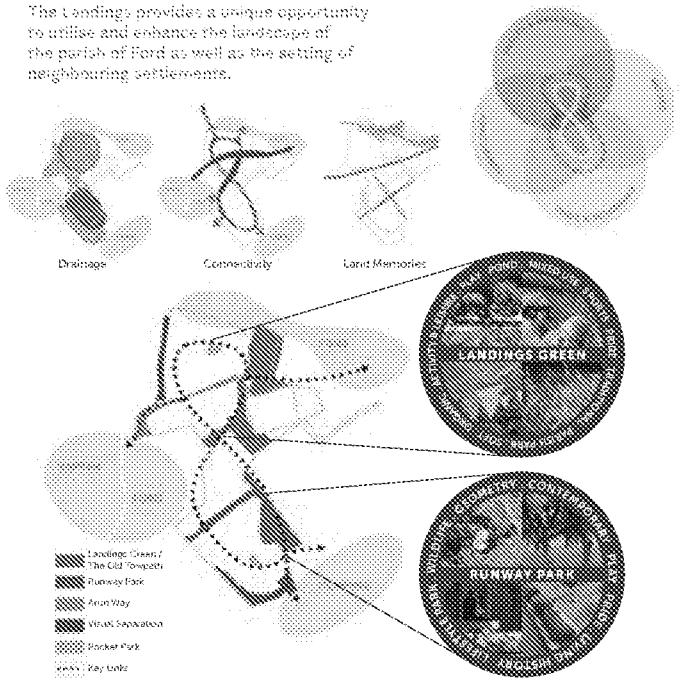
The proposals will deliver or provide a financial contribution towards improvements to the local highway network. The plan below provides a summary of these schemes.



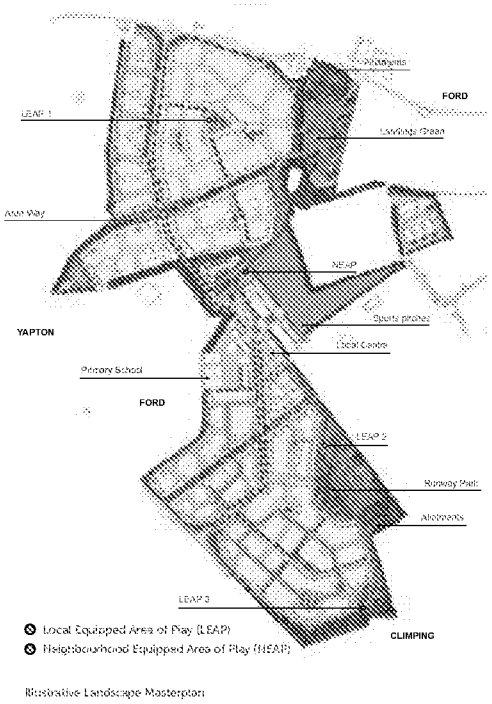



# GREEN AND BLUE INFRASTRUCTURE

The Landings provides a unique opportunity to utilise and enhance the landscape of the parish of Ford as well as the setting of neighbouring settlements.






Illustrative Landscape Masterplan

# FLOOD RISK AND DRAINAGE

The site is wholly located within Flood Zone 1, with the exception of a small area to the north that falls within Flood Zone 3, although no built development is proposed in this location. The site is therefore at low risk of flooding.

The proposals will increase the level of impermeable surfaces on the site, and therefore to offset this increase, a range of sustainable drainage techniques are proposed to ensure surface water is managed effectively.

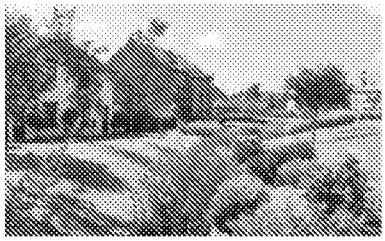
In summary, the proposed surface water drainage strategy for the development involves the provision of several attenuation basins in the north, north-west, south and south-west of the site, which will pump surface water to nearby watercourses, alongside shallow infiltration techniques such as permeable paving, where feasible. The basins will provide large areas of greenspace for recreation that also enhance the proposed development.

The proposed drainage strategy meets the current requirements of national policy and current climate change allowances, while the proposed finished ground levels for the development also support the overall strategy. The strategy is based on information known about the site and findings of site investigation works, soils infiltration rate testing and groundwater levels recorded to date.

The drainage strategy represents a robust approach and will ensure that the site and surrounding area are not susceptible to flooding as a result of the development.



Drainage strategy





Drainage features integrated as part of the proposed landscaping



# HOW WILL THE PROPOSAL BE DELIVERED

## PLANNING APPLICATIONS

The proposals are being brought forward as part of an outline planning application.

As part of this application, all matters of detail will be reserved for later approval, except for access.

This means that detailed design matters concerning the appearance, layout, landscaping and scale of the proposals will be addressed as part of future Reserved Matters applications.

A series of Parameter Plans have been prepared, which will inform the detailed proposals for the site. These dictate where certain uses can be located and places limits on building heights and density across the site.

The Illustrative Masterplan represents one way in which the development could be built out in accordance with the Parameter Plans. While this provides a useful example of how development could be delivered on the site, it is illustrative only at this stage.

A separate full planning application will also be submitted for the reconfiguration of Ford Market, as explained earlier.

## TECHNICAL WORK

The applications will be supported by a series of technical documents which have informed the proposals for the site. This includes the following areas:

- Landscape and visual
- Heritage
- Archaeology
- Biodiversity
- Trees
- Transport and access
- Air quality
- Noise and vibration
- Agricultural land
- Flood risk and drainage
- Ground conditions

## PHASING

The following diagram provides an indication of how the proposed development could be delivered. This will be developed in more detail at the detailed design stage.

## COMMUNITY LAND TRUST

The Ford Community Land Trust (CLT) has been established to help deliver and run the community infrastructure to meet the aspirations of the residents of Ford.

A CLT is a non-profit community based organisation that develops / owns and runs community assets for the benefit of the community. Government grant funding has been made available to CLT's previously and they are an increasingly common way of providing local needs and benefits.

The CLT is looking to take on the running of the Community Hub and potentially other community assets such as some affordable homes and open space.




Indicative Phasing Strategy Diagram

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# NEXT STEPS

## HAVE YOUR SAY ...

Please do provide your feedback in the comments forms provided. All of these will be shared with both Ford Parish Council and Arun District Council.

We will of course keep you informed of progress and seek to work with you on the detailed design of the proposed development for each phase.

Many thanks for taking the time to view the planning application proposals.

A substantial amount of work has taken place in recent years to inform the proposals. This includes extensive dialogue and consultation with the local community.

The planning applications will shortly be submitted to Arun District Council for their consideration and approval to enable the benefits of the proposals to be realised.

As part of the planning process, Arun District Council is required to advertise the proposal for public comment. We have held this consultation event in order to help explain the proposals in more detail and answer any questions.

Once submitted, you can view and make comments on the planning applications via the Council's online planning portal or by visiting the Council offices. You can also make your comments to Arun District Council by writing to them at:

Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

### Key benefits of the proposals include:

SOCIAL

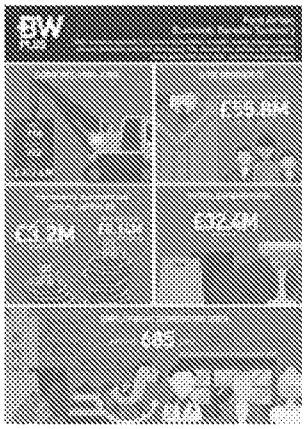
- Significant community facilities and benefits
- Education provision serving the scheme and wider District
- Mix of new housing, including 30% affordable homes

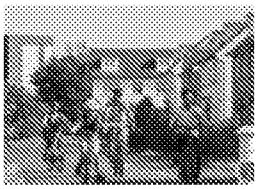
ECONOMIC

- Creation of local jobs through new employment opportunities
- Supporting existing local businesses through additional expenditure
- Investment in the local area, including a comprehensive s106 package

ENVIRONMENTAL

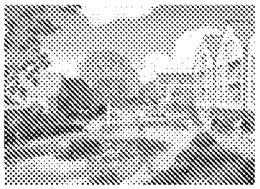
- Improved links to Ford train station
- Extensive landscaping and new planting
- Significant areas of on-site public open space

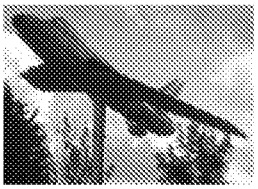


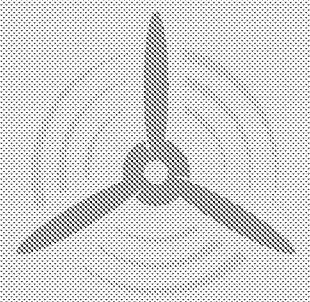








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BARTON
WILLMORE