

Planning Application

Looking at the plans for the market coupled with the plans for the Landings it is clear to us that a **new footpath/cycle way must be** formed to continue from the Western footway entrance to the market along the whole runway length to Ford Road. It should then continue over Ford Road across the fields to the River Arun. This allows the new residents of the Landings and other Parishioners safe travel to the proposed Cycle Way along the Arun river Arun. I believe it is essential that this connection is made now, and it conforms with the Ford Neighbourhood Development plan for good connectivity around the Parish of Ford.

Policies from Ford Neighbourhood Development Plan

East/ West footway/cycle paths are required in the Core Objectives 5.2 item 5

*5. The requirements of pedestrians, cyclists, private vehicles and public transport will be properly met and accessible to all;**

*6.3 A Spatial Plan for Ford Policy SP1 Spatial Plan for the Parish Development proposals of a minimum of 1545 new dwellings and supporting infrastructure and village centre community facilities will be supported provided that they are sited within the settlement boundary of the built up area as defined on the Proposals Map. **Proposals for the Ford airfield site must be part of a comprehensive Masterplan as required by Policy H SP2 of the Arun Local Plan.***

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

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

Justification : NPPF 6,11; Obj 1,3

Policy SA1

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

- **provide that the layout of pedestrian footways, cycleways roads should provide a sense of orientation as well as a sense of place.***
- local areas for play shall include areas designed as “village greens” as well as sports pitches.*
- the proposed community hub shall include the provision of a community hall.*
- the mix of residential units shall include accommodation for the elderly.*

- *the new healthcare facilities shall be provided on site as part of development rather than the development being expected to make a financial contribution to healthcare facilities elsewhere.*

- *the master plan shall incorporate a network of open spaces, which shall include parks and gardens, natural and semi-natural green space, amenity space (including village greens), sports pitches, children and young persons' play spaces and allotments, all connected via a network of footpath and cycleways that will link the new and existing community to new facilities.*

- *existing mature vegetation shall be retained where possible.*

- *where required, following detailed highway assessment, the development will deliver any required road improvements to Ford Lane, or Horsemere Green Lane and Yapton Road.*

The design of the detailed master plan should be prepared following community engagement

6.10 Getting Around

Policy GA1 Footpath and cycle path network Support will be given to proposals that improve and extend the existing footpath and cycle path network. The loss of existing footpaths and cycle paths will be resisted. GA1.1 There is reasonable access within the Parish to the surrounding countryside, but no direct route from the west to the east of the Parish and no cycle paths. Improving and increasing the network of footpaths and cycle paths would encourage walking and cycling for both utility and leisure purposes. If this could be more safely achieved there would be health benefits as well as a reduction in traffic levels.

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

Justification : NPPF 4, 8; Obj 5

Policy GA3 Streets and Access Ways to serve new development New residential streets and access ways must be designed with appropriate emphasis on all modes of transport, i.e. pedestrians and cyclists as well as vehicles. Quieter streets should be designed to be suitable for a range of social activities, such as children's play. Building fronts should overlook streets and other routes so that there are 'eyes on the street' and pedestrians and cyclists feel safe. 20mph will generally be the maximum design speed that is considered appropriate for new streets within the residential development.

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

Justification : NPPF 7; Obj 2