

**From:** Nicola Oktay on behalf of Planning.Responses  
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**To:** Planning Scanning  
**Subject:** FW: F/16/24/RES

Conservation Officers response

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**From:** Martyn White <Martyn.White@arun.gov.uk> **On Behalf Of** Conservation Officer  
**Sent:** 01 November 2024 09:56  
**To:** Planning.Responses <Planning.Responses@arun.gov.uk>  
**Cc:** Jessica Riches <Jessica.Riches@arun.gov.uk>  
**Subject:** F/16/24/RES

**F/16/24/RES**

*Land at Ford Airfield Ford*

*Approval of reserved matters following outline permission F/4/20/OUT for phase reserved matters 4 (south), for the erection of 357 No. residential dwellings plus associated roads, infrastructure, parking, landscaping, open space & play areas and associated works. This application affects a Public Right of Way, may affect the setting of a Listed Building and falls within CIL Zone 1*

**Recommendation: Further information required**

A map-based assessment has identified the following heritage assets

Non-Designated Heritage Assets

- Ford Airfield
- Marchelms/Southdown Cottage, Horsemere Green Lane

Marchelms/Southdown Cottage, Horsemere Green Lane

Pair of semi-detached houses which are believed to have been constructed in 1877. It would appear that the building was in the ownership of the Christ's Hospital who built at least seven pairs of labourers' cottages in the later 19th century, some at existing centres of settlement and others elsewhere.

The property is constructed in flint, in a random style with brick quoining. It has a half-hipped slate roof With a large central chimney stack. One of the houses has been extended fairly recently and there are replacement modern windows.

The setting of the building consists of the curtilage, the neighbouring lanes and the surrounding agricultural landscape, which includes the site.

Ford Airfield

Ford Airfield was in use by the Royal Flying Corps and American forces between 1918 and 1920. It was reused for commercial purposes during the 1930s before being occupied by the Fleet Air Arm as a training site (named 'HMS Peregrine') in 1938. The RAF then occupied the airfield and used it as a base for intruder squadrons and, later in the Second World War, fighter-bomber sorties. By the end of the War, numerous buildings appear to have been ranged around the airfield. Ford Airfield returned to Navy use in 1945, after the Second World War.

The airfield was decommissioned from military use in 1956 and functioned as a civilian airfield until 1980. Since the airfield was decommissioned relatively early, most of its buildings have been heavily altered or demolished during its post-MoD history. However, most of its runways remain.

The runways and a limited number of buildings within the former airfield illustrate its history during wartime and also in the development of civil aviation. It is considered to derive its significance from its architectural, historic and archaeological interest.

## **The Proposal**

The proposal is for the approval of reserved matters for what is termed reserved matters phase 4 (south). This would be for the erection of 357 dwellings plus associated roads, infrastructure, parking, landscaping, open space & play areas and associated works.

The phase covers three character areas identified within the design code

I have reviewed the plans and note that there are 2 areas of interest:

- Ford Airfield Runway
- Southern buffer space to Horsemere Green Lane

### Ford Airfield Runway

One of the three areas covered by the reserved matters application is the runway. I am aware that a parameters plan has been approved as part of the outline planning permission. It is clear that permission has already been granted for the position of the runway to 'shift' somewhat so that some of it is to be built upon.

I note from looking at the many plans and statements that only a small part of the runway character area is actually covered by this phase of the development. I am aware that the designs for those buildings along this stretch of the runway will be replicated along the remainder of it in the future phases. Therefore, we will need to ensure that any development approved here is appropriate for the runway as a whole.

Whilst there is only a limited number of houses on the runway (and fronting onto the new runway corridor park), it is not fully clear how the designs can be considered to meet the design code reference of 'contemporary industrial'. It is not clear at this time how the line of houses relates and interacts with the runway and the new park which limits the assessment that can be undertaken at this time.

Further, it is not clear from looking at the plans whether the linear park which runs along the runway to the northern side of the spine road is actually included within the reserved matter application or not. The reason for querying this is that this area is identified by a red line on some of the plans, but it does not appear in the landscape masterplan.

### Southern buffer space to Horsemere Green Lane

To the south of the site is the locally listed buildings known as Marchelms/Southdown Cottage. These are located at the western end of Horsemere Green Lane. Whilst they are now located within a larger group of houses, they are also experienced along the lane with the field to their north, along with mature hedging/vegetation.

The site layout identifies that the closest part of the site will remain as open space, which is positive, as this will create a buffer between the non-designated heritage assets and the new houses.

This part of the lane is somewhat semi-rural in character and the introduction of further planting within the site to supplement the existing simple hedgerow is supported. However it is not clear what is meant by 'woodland structure planting'. Would this include further trees and shrubs etc, or is it just low level plants?

As with other areas of the site, I would be looking for the boundary to consist of planting of various types and heights including some trees, which would help to soften the impact of the development. This planting should be native species which are typical of the rural character of the locality. I also believe that the trees should also be more mature on planting for a more instant impact.

### Heritage Statement

Whilst a heritage statement has been provided as part of the outline application, this was prepared based on the level of information available at that time. As this current application is clearly much more detailed and includes detailed layouts, landscaping, boundary treatments and house plans. I am of the opinion that a new heritage statement should be prepared to accompany this current set of proposals. Please can one be provided so that I may prepare my final comments and conclude a level of harm.

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