

The Landings, Ford Airfield

Phase RM4 (South)

Heritage Statement

RM1_13.A

December 2024



Vistry Group

BRUNEL DISTRICT COUNCIL FINANCIALS

The Landings Ford Airfield Heritage Statement

Wesley Blowers Limited and
Collingwood Auto Ford North Ltd
1888-1988

tor
& co



Issue / revision	1	Prepared by	SD
Reference	180641	Signature	
This document is issued for		Date	12 December 2024
<input type="checkbox"/> Information	<input type="checkbox"/> Approval	Checked by	GH
<input type="checkbox"/> Comment	<input checked="" type="checkbox"/> Submission	Signature	
Comments		Date	16 December 2024
		Authorised by	GH
		Signature	
		Date	16 December 2024
		Please return by	

© tor&co 2024. All rights reserved.

No part of this document may be reproduced in any form or stored in a retrieval system without the prior written consent of the copyright holder.

All figures (unless otherwise stated) © tor&co 2024.

©Crown Copyright and database rights 2022 OS Licence no. AC0000849698

Contains OS data © Crown copyright and database right 2022. Licensed under the Open Government Licence v3.0.

Aerial Imagery © Getmapping plc

Contents

- 1 Introduction
- 2 National and local policy
- 3 Historic context and site development
- 4 The significance of affected heritage assets
- 5 The proposals and impact assessment
- 6 Conclusions

Sources

Figures

Figure 1 Aerial photograph of the site and surrounding area
Figure 2 Designated and non-designated heritage assets in the 1km study area
Figure 3 West Sussex HER data for the 1km study area
Figures 4a-b Ordnance Survey maps dated 1888-1915 and 1937-61
Figure 5 Historic landscape characterisation

Appendices

Appendix a Gazetteer: Entries in the National Heritage List for England and West Sussex HER within the 1km study area

1 Introduction

- 1.1 This report has been produced by tor&co on behalf of Vistry Homes Limited and Countryside Abri Ford North LLP in support of three reserved matters applications (IRM, RM1 & RM4) for land at Ford Airfield, pursuant to outline planning permission F/4/20/OUT for the development known as The Landings, which was approved in July 2023. It provides an appraisal of the potential effects of the reserved matters development on the heritage value of the assets in the study area, principally on the identified historic interest of the site itself and on the closest listed buildings and conservation area.
- 1.2 The report is based on an outline of the historical context, statutory or local designation and an assessment of the significance of the affected heritage asset(s), including any contribution made by their setting. The purpose of the report is to provide sufficient information to enable an understanding of the impact of the proposals on the significance of any identified designated and non-designated heritage assets and their setting, in accordance with the requirements of the NPPF.
- 1.3 For completeness the report includes the results of a search of the West Sussex Historic Environment Record HER¹ and the information is integrated where relevant. The phased mitigation of effects of the development in the archaeological interest of the site is covered by condition 6 of the outline approval.
- 1.4 The site location is shown on the aerial photograph in figure 1, which shows the land covered by the overall outline consent and by the three reserved matters applications. The designated and non-designated heritage assets in a 1km radius study area are illustrated on figure 2 and the HER data are reproduced as figure 3. The relevant entries from the National Heritage List for England and the West Sussex HER are in the gazetteers in appendix a. Figures 4a and 4b show Ordnance Survey maps from the late 19th and mid 20th centuries to illustrate the historic context of the site and change through time. The sources consulted are listed at the end of the report.

The reserved matters applications

- 1.5 The three standalone reserved matters applications were validated on 11 September 2024. The Planning Statement and the Design and Access Statements for each application describe the proposed development, the consultation undertaken with Arun District Council and the evolution of the scheme in response. The descriptions of development are as follows:

Infrastructure RM (ref. F/14/24/RES)

Approval of reserved matters (layout, scale, appearance and landscaping) following outline consent F/4/20/OUT for Infrastructure RM, for the provision of a primary spine road and associated secondary road junctions, pavement, footpaths, cycle infrastructure and bus stops; site wide drainage infrastructure, including foul pumping stations, foul sewer infrastructure, SUDS basins, SUDS swales, surface water infrastructure; acoustic fencing; public open space, including landscape details, play areas, footpaths & associated works.

¹ Data received 18 October 2024.

RM1 (north) (ref. F/15/24/RES)

Approval of reserved matters (layout, scale, appearance and landscaping) following outline consent F/4/20/OUT for phase RM1 (North), for the erection of 341 no. residential dwellings plus associated roads, infrastructure, parking, landscaping, and associated works.

RM4 (south) (ref. F/16/24/RES)

Approval of reserved matters (layout, scale, appearance and landscaping) following outline consent F/4/20/OUT for phase RM4 (South), for the erection of 357 no. residential dwellings plus associated roads, infrastructure, parking, landscaping, open space & play areas, and associated works.

- 1.6 The revised submission made in December 2024 includes a number of changes made in response to consultee comments including those from the council's conservation officer. These are explained in the updated Planning Statement.
- 1.7 This report is one of a series accompanying the applications. It should therefore be read alongside the full set of submitted documents and drawings.

The site and planning background

- 1.8 The former Ford Airfield is now subdivided and is occupied by a mix of industrial and other uses, including the Ford and Rudfield industrial estates, the Grundon and Viridor waste management facilities and a WWTW maintained by Southern Water, and some areas in agricultural use. The neighbouring development includes the modern housing on the edges of the villages of Ford and Yapton, and HMP Ford, which uses some of the former airfield accommodation site buildings. To the north, on Ford Lane, the development form is more dispersed but also includes large areas of industrial uses, several based at the former farmsteads.
- 1.9 The Landings development of up to 1,500 homes, a 60-bed care home, employment, commercial and community/leisure floorspace, a primary school, formal and informal public open space and associated infrastructure covers a total of c.87 hectares. Two linear features within that area are identified by Arun District Council as non-designated heritage assets. One is part of the alignment of the Portsmouth and Arundel Canal, which opened in 1823 and was disused by the 1850s. The former line through the parishes of Ford, Yapton and Barnham survives in varied form, and related features include some earthworks, bridges and the former dock on the River Arun. The section across the site was levelled for the creation of the airfield, which was first established to the south of the canal in 1917 and closed after WWI, reopening in the 1930s. It was expanded for use by the Royal Navy Air Service from 1937 and operated as an RAF fighter base through WWII. The airfield was reconstructed as HMS Peregrine between 1948 and 1951, when the existing concrete runways were installed, replacing a tarmac and wood chip surface that had been constructed in 1944. The former airfield centred on the cruciform layout of the two runways was identified as a non-designated heritage asset of regional importance as part of the determination of the outline application.
- 1.10 The detailed proposals are governed by the Design Code for The Landings which was required by condition 7 of the outline consent and has been approved by Arun District Council (ref. F/10/24/DOC). Consultation as part of the process included input from the council's Principal Conservation Officer on the approach to the integration of the "heritage landscapes" of the section of the

canal alignment and the western arm of runway 07/25 as linear landscape spaces within the development layout. It should be noted that except for the points where the spine road crosses these alignments (application IRM ref. F/14/24/RES) the three current reserved matters applications do not include the proposals for these new public spaces, which will be covered by the applications for future phases.

2 National and local policy

NPPF and legislative framework

- 2.1 National policy recognises the value and significance of cultural heritage, and the public interest in the preservation of particular assets and sets out mechanisms to ensure that it is taken into account in planning decision-making. Buildings, sites and features of identified interest are protected under the Ancient Monuments and Archaeological Areas Act 1979 as amended, the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 and the Town and Country Planning Act 1990.²
- 2.2 Section 66(1) of the 1990 LBCA act states that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority or Secretary of State *“shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”*. Section 72(1) in respect of conservation areas states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 2.3 National planning policy guidance on conserving and enhancing the historic environment is contained within the National Planning Policy Framework (NPPF, 2024), the online National Planning Practice Guidance, the National Design Guide and the Good Practice Advice published by Historic England (GPA1 Local plan making, GPA2 Managing significance in decision-taking in the historic environment (2015) and GPA3 The setting of heritage assets (2017)). Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (NPPF, paragraph 202).
- 2.4 Paragraph 210 of the NPPF states that in determining planning applications, *“...local planning authorities should take account of:*
 - a) *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - b) *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - c) *the desirability of new development making a positive contribution to local character and distinctiveness.*
- 2.5 Local planning authorities are required to take the significance of an asset into account when considering proposals, in order to avoid or minimise conflict between any aspects of the proposals and the conservation of the asset

² TCPA section 58B, added by the Levelling Up and Regeneration Act, 2023.

(paragraph 208), and “*great weight*” should be given to the objective of conserving designated heritage assets (paragraph 212). As heritage assets are irreplaceable, all harm, from demolition to harm through development within the setting, requires “*clear and convincing justification*” (paragraph 213).

- 2.6 The principal objective is to avoid harm to designated heritage assets, but detailed policies define the justification required in cases of harm. These are based on whether public benefits can outweigh the harm, taking account of the great weight to be given to conservation, and consideration of whether the conflict between the provision of such public benefits and heritage conservation is necessary (paragraphs 214 and 215). The corresponding test for non-designated heritage assets is in paragraph 216 which requires a “*balanced judgement*” to be made of the effects of development having regard to the scale of harm and the significance of the asset.
- 2.7 Case law has confirmed that the categories of harm recognised in the NPPF are no harm, less than substantial harm and substantial harm (*R (oao James Hall and Company Ltd) v City of Bradford Metropolitan District Council* [2019] EWHC 2899 (Admin)). However, applying the advice in the NPPG that within these categories “*the extent of the harm may vary and should be clearly articulated*” (Paragraph: 018 Reference ID: 18a-018-20190723), in addition to a narrative description the effects on the significance of an asset can be expressed in terms of a spectrum, such as a moderate level of less than substantial harm, or at the lowest end of less than substantial harm. In determining whether there is harm as a result of a proposed development it is the effect of the proposal as a whole, both positive and negative effects, that is considered.

Local plan policy

- 2.8 The relevant local plan policy is provided by the Arun Local Plan 2011-2031, adopted in July 2018. Policy H SP2, Strategic Site Allocations, SD8 applies to the development at Ford Airfield. The general policies concerning heritage are policies HER SP1 The historic environment, HER DM1 Listed Buildings, HER DM2 Locally Listed Buildings or Structures of Character and HER DM3 Conservation Areas. A specific policy applies to the former canal alignment, HER DM5 Remnants of the Portsmouth and Arundel Canal.
- 2.9 There are two conservation areas at Yapton, both first designated in 1994. One is at the junction of Main Road and Church Road at the south west of the village, and one is on Church Lane around St Mary’s Church at the north. There are no published appraisals but brief descriptions are given in the Conservation Areas Supplementary Planning Guidance, adopted 2000.

3 Historic context and site development

- 3.1 The following section provides a brief account of the history and development of the study area and the airfield. The HER data are shown on figure 3 for completeness. Those records that are relevant to the assessment are integrated into the following account.
- 3.2 The dispersed and sparse settlement pattern of the study area is of Saxon origin. Based on the parish boundaries, Yapton may have been part of a larger Saxon territory that also included Barnham and Eastergate to the west, and Ford and Climping were a single pre-Conquest estate. In the Domesday survey

the estate at Climping included Ford, and Yapton was also not described individually, appearing as part of the very large rape of Arundel.

- 3.3 Of the three churches in the study area, there may have been a Saxon foundation on higher land close to the river at Ford and a small section of Saxon interlace sculpture is set in the wall above the door of the present church of St Andrew (LB3, grade I, TOR25). The church originated as a two-cell building with a later chancel and there were frequent later changes, including after a fire at the end of the 14th century, when the belfry was either added or rebuilt. The distinctive south porch with the brick Dutch gable was added in 1637. The churches at Climping and Yapton are both first recorded at the end of the 11th century. The present St Mary's Church, Climping (LB5, grade I) consists of the tower of c.1170, with carved chevrons and dogtooth around the door and window surrounds. The main body of the church was rebuilt in the early 13th century for a Bishop of Chichester, and is notable for the consistent style and the lack of later alteration. The Church of St Mary at Yapton (LB20, grade I) dates to 1180-1200 and incorporates material from an earlier building. The low square tower is supported by buttresses that were added in 1671.
- 3.4 The medieval settlement at Yapton was focused on the area around the church, with a looser pattern of sporadic development around a square formed by North End Road, Main Road, and Church Road to the south. The HER identifies the site of the medieval manor house and an area of earthworks of the rectangular house plots of the medieval village to the east and south of the church (TOR30).
- 3.5 The village at Ford was located to the north and west of the church (TOR 27, 37). A stone manor house was in existence before 1273, built on a platform and surrounded by a ditch. The presence of gardens are recorded in 1284, and a park of c.80-100 acres had been created by 1297. The location of a rectory is recorded to the north of the church. The HER also notes the possible location of a medieval dock or wharf on the river (TOR35). By 1608, the settlement was deserted and the manor house had been demolished.
- 3.6 The village to the east and south of the church at Climping had been abandoned by the late 14th century. It survives as two areas of earthworks and underground remains including house platforms and a trackway (SM WS424, TOR98). The later settlement areas in the parish developed at a distance from the church, to the south on the main road at Climping Street and at Horsemere Green.
- 3.7 The locations of the former village remains at Climping are a scheduled monument and those at Yapton and Ford are both identified as Archaeological Notification Areas.
- 3.8 The open fields surrounding all three villages had been enclosed by the end of the 16th century, resulting in the process of amalgamation of holdings and the later dominance by a few large farms.
- 3.9 At Yapton the principal manor next to the church was referred to as the "great farm" in 1621 and had been rebuilt by 1775. It was rebuilt again later in the 18th century as a formal seven-bay house that was known as Yapton Place. This house was demolished in 1836, and the tithe map drawn a few years later shows no sign of its former location, which had been integrated into the adjacent field to the east. The service ranges of 17th century origin and walled

garden survive as part of the modern Church Farm and Binsted Farm, which includes the 17th century dovecote (LB21).

- 3.10 The principal farm at Ford was at Place Farm on Ford Lane (LB1, now subdivided into four, Atherington House, Ford Place, Southdown House and The Lodge). The large brick house was in existence before 1670 and was built for the London-based Garway family who had purchased the manor in 1614. The oldest part of the house is on the south side and additions were made in several phases in the 18th and 19th centuries. The high walls surrounding the garden in the south side include some reused stone that may have come from the demolished Ford manor house close to St Andrew's church. The related former farmstead to the east on the lane (TOR10. LLB1) is of 18th century date.
- 3.11 A large part of the land in the study area was owned from the beginning of 18th century until the early 20th century by Christ's Hospital, London, which had inherited the Garway estates, and the dominance of the estate is visible in the badges and datestones that appear on several buildings (LLB2. 3). The second farm in Ford parish was Newhouse Farm (LB2) which was built in the late 18th century, at a location on the corner of Ford Lane and the main road to Climping that may have been a former medieval house site. It is detached from the contemporary farm courtyard on the opposite site of the road (TOR2) and an additional 19th century courtyard to the west (TOR16).
- 3.12 Church Farmhouse, Climping (LB7) is at the probable location of the medieval manor. It was reported to have been refronted in the early 18th century and was rebuilt in 1783, and again the associated farmstead (TOR103) is at a distance from the house.
- 3.13 The study area is crossed by the Ford to Hunston section of the Portsmouth and Arundel Navigation (TOR85). The canal was authorised in 1817 and opened in 1823 as a barge canal to link the River Arun to Langstone Harbour and was intended as part of an alternative inland route between London and Portsmouth. The canal was disused by the 1830s and the Ford section closed in 1847; maps in the later 19th century showing it partially infilled and the routes crossed in places by buildings and in Yapton by a brickyard (TOR31). The majority of the canal route is now followed by public footpaths. Within the study area there is access along the section to the west of the site between Yapton and Merston (footpath ref. 200_1), between Downview Way and Barge Close (ref. 200_2) and a short section at Rodney Crescent (ref. 200_4). Related features included the dock and locks on the river by St Andrew's Church, the listed Tack Lee Bridge within the housing area at The Pines in Yapton and Burndell Bridge (BLD5, TOR60) in the play space at Navigation Drive, where a short section of the banked course of the canal remains.
- 3.14 By the mid to late 19th century much of the farmland at Ford had been amalgamated into a single very large farm of around 1,000 acres, and there were very few dwellings in the parish. The former locations of a large number of historic farmsteads and sites of outfarms that have since been removed or redeveloped were identified by a survey based on maps from the end of the 19th century, and are recorded in the HER (TOR3, 5, 6, 11, 12, 89-94, 105-7).
- 3.15 The early 19th century buildings in the study area include the farmhouses of some of the early farms that were rebuilt in a more formal style, as at Newhouse Farm, Ford (LB2) and Church Farm at Climping (LB7). Yapton was also a focus for the building of a number of new gentry scale houses in the early part of the

19th century (LB14, LB18, LB19). A similar style and materials were also used for smaller cottages such as the unlisted Church Cottages on Church Road.

3.16 The HLC data, figure 5, illustrate the surviving influence of historic patterns alongside the fragmentation resulting from the creation and expansion of the airfield and the subsequent redevelopment. Areas of older patterns survive in the group of fields to the north of Ford Lane which retain the layout of shared alignments of medieval and later planned enclosure. Smaller areas of the informal field patterns also survive around St Andrew's Church at Ford and along the river towards Climping. Modern amended fieldscapes are shown across much of the centre of the study area, and a small areas of planned enclosure types at Yapton.

The airfield

3.17 Ford Airfield was established in 1917 as a training airfield, which was initially known as Ford Junction Aerodrome after the railway station to the north. The grass flying field was laid out to the south of the alignment of the former canal, and the group of airfield buildings and seven general service hangars were established on Yapton Road. The airfield was closed in 1920 and the land returned to agriculture. It reopened 10 years later as a private civilian airfield and was used by a variety of companies and for display flying.

3.18 The site was acquired by the Air Ministry in 1937 for use by the Royal Navy Air Service and the airfield was expanded and the new hangars, the technical buildings and huttied accommodation site were laid out on the east side of the airfield on Ford Road. The airfield opened in 1939 as HMS Peregrine, then was transferred to the RAF in late 1940 and operated as a night fighter and intruder station.

3.19 The base reverted to the Navy at the end of the war and was reconstructed between 1948 and 1951. The airfield was extended and the runways were replaced by the two 50-yard wide concrete runways, 07/25 at 2,000 yards long and 16/34 at 1,600 yards long.³ The group of hangars were supplemented by the addition of three large type B1 hangars; one at the main building group by the control tower, and two at an expanded workshop area in the north of the airfield, which partially obscured part of the former layout of the aircraft standings and fighter pens. The station was decommissioned at the end of 1958 but the airfield continued in use for civil aviation until 1980.

3.20 In 1960, the accommodation site and some of the technical site buildings on either side of Ford Road were converted to use as an open prison. The rest of the former airfield was developed from the early 1960s as industrial estates and by 1973 the two large B1 hangars at the north of the airfield were being used for the manufacture of concrete blocks by Tarmac. Several sections of the runways were removed, to reinstate the B2233 Yapton Road which had been severed by part of runway 07, and to allow the resumption of agriculture.

3.21 More recent change has included the redevelopment of the former WWI airfield buildings on Yapton Road as the Peregrine housing estate in the 1980s, the establishment of the Grundon and Viridor waste management sites in the

³ A plan of the airfield and an aerial photograph showing the new concrete runways can be viewed at <https://www.royalnavyresearcharchive.org.uk/FAA-Bases/Ford.htm>

former workshop hangars, the Southern Water WWTW, and the use of the east and south runways as a market since the late 1980s, where dense belts of planting have been established alongside the trading areas.

3.22 In addition to the runways, extant military features include the concrete surfaces and the two B1 type hangars at the waste facility to the east of The Landings site, the airfield buildings that remain in use as part of HMP Ford and the industrial estates, a blister hangar in the south at Horsemere Green (BLD2) and a number of alignments that remain in use as service roads. The former locations of some of the WWII aircraft standings, fighter pens and taxiways are visible on aerial images and recorded in the HER (TOR66-72), which also records the locations of several aircraft crash sites (TOR73-84). Memorials relating to the airfield are the commemoration in Climping church of the 28 people killed in the air raid on HMS Peregrine on 18 August 1940, and the airfield memorial garden on the corner of Yapton Road and Rollaston Park.

4 The significance of affected heritage assets

Standards and guidance

4.1 The categories of heritage values that may be attached to a place are summarised in the NPPG (Paragraph: 006 Reference ID: 18a-006-20190723, revised July 2019):

“The National Planning Policy Framework definition further states that in the planning context heritage interest may be archaeological, architectural, artistic or historic. This can be interpreted as follows:

- archaeological interest: As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.*
- architectural and artistic interest: These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.*
- historic interest: An interest in past lives and events (including prehistoric). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.”*

4.2 The approach to identifying those heritage assets likely to be indirectly affected by a development proposal is given in the setting guidance published by Historic England, which states that, *“The setting of a heritage asset is ‘the surroundings in which a heritage asset is experienced’ (NPPF, Annex 2: Glossary). Where that experience is capable of being affected by a proposed development (in any way) then the proposed development can be said to affect*

the setting of that asset." (Historic England, The Setting of Heritage Assets (GPA3, 2nd edn 2017), para. 20).

- 4.3 Setting is not a heritage asset or a designation in itself, and its importance lies in what it contributes to the significance of the heritage asset. The guidance aims for a consistent approach to the assessment of setting and the range of historic, visual and functional relationships that can define the contribution of adjoining land to the significance of any single asset or group of assets. These include physical attributes and perceptual values, depending on the nature of an asset and its past and present surroundings. Potentially significant views can be deliberately designed or incidental, or the result of later changes.
- 4.4 Based on the approach given in the Historic England guidance, the assessment of effects in this report first considers which heritage assets and their settings are affected and then the degree to which these settings contribute to their significance. Third, an assessment is made of the effects of the proposed development, whether beneficial or harmful, the significance or on the ability to appreciate it. Where relevant, ways are suggested to maximise enhancement and avoid or minimise harm.
- 4.5 For those assets that will be directly, physically affected by the proposed development their interest is fully outlined, while for those that will be affected through development within their setting the contribution of the setting to their significance, including any value of the site, is set out to enable an understanding of potential impacts. This is a qualitative assessment, based on professional judgement, which is expressed on a scale of exceptional, high, moderate, low or negligible.
- 4.6 A number of the assets in the study area have been scoped out of the assessment at this point because the site does not currently form part of their setting or contribute to their significance, and it is considered that there is no potential for effects as a result of the proposed development. This is because of the absence of direct historic or functional connections to the site area, the distance from the site, and the spatial, physical and visual separation created by the topography and the intervening vegetation or built development. The assets that are not considered further in the assessment for these reasons are the listed buildings at Ford (LB2-4), at Climping (LB5-10, in the centre of Yapton LB11-19, 22, 23) and at the north edge of the study area (LB24). The locally listed buildings within the built up areas of the villages are also scoped out of the assessment.
- 4.7 There is also no potential for effects on the sites of the airfield structures beyond the site boundary (BLD1, 3, 4). The removal of the blister hangar (BLD2) within the RM4 area was approved as part of the outline consent so this building is also not considered further.
- 4.8 The assets that are taken forward in the next sections of this report are:
 - Atherington House, Ford Place, Southdown House and The Lodge, Ford Lane (LB1)
 - St Mary's Church, Yapton (LB20, grade I)
 - Manorial dovecote at Church Farm, Yapton (LB21)
 - Church Lane, Yapton, conservation area
 - The Portsmouth and Arundel canal (non-designated)
 - The western arm of runway 07/25 ((non-designated)

- The locally listed cottages on the site edges (LLB1-3)

Designated heritage assets

4.9 The large 17th and 18th century house at Place Farm, now Atherington House, Ford Place, Southdown House and The Lodge (LB1), was the centre of the principal farm that dominated Ford parish until the early 20th century. The house has been subdivided into four and the former farm courtyard (TOR10) has been converted to commercial uses, but the connection between the components of the historic farmstead group remains legible.

4.10 The heritage value of the listed building lies principally in the architectural and historic value of the fabric and the high status appearance. The setting is enclosed by the boundary vegetation and is defined by the relationship to Ford Lane to the north and to the immediate domestic setting of the walled garden (which connects to the earlier history of the parish in the probable reuse of material from the medieval buildings at Ford). The functional connection to the landholding of the farm has been lost, though the wider setting of the open fields either side of the house is of value in allowing appreciation of the agricultural history of the area and the origin of the house. The airfield, its large scale buildings and activity and its redevelopment for industrial uses, is a long established and visually prominent aspect of the experience of the house and its setting.

4.11 Identified outward views across the setting that maintain the connection to the former agricultural holding are directly to the south of the house and across the field to the west seen from the house and alongside in views from Ford Lane. There are views towards the house from the sections of footpath ref. 366_1 that runs south from Ford Lane and towards the gardens and back of the buildings from the section along the access road from Ford Road that serves the waste site and partially coincides with the former canal alignment.

4.12 The reserved matters site IRM includes the western part of the field, at c.200m distance from the listed building at its closest point. Beyond is a strong wooded boundary that extends south along the access to the Highways England compound from Ford Lane and prevents longer views to the west, and a further landscape division is created by the tree line along the north of the waste management site at former airfield workshops. The value of the fields within the IRM site as part of the wider setting that contributes to the significance of the listed building, is a positive contribution of low importance.

4.13 St Mary's Church, Yapton (LB20) is listed grade I for the exceptional historic and architectural value of its fabric. The immediate setting of the walled churchyard allows appreciation of the aesthetic and scenic values of the church and is enclosed by mature trees and the high flint and cobble walls of the adjacent properties. The value of the setting is restricted to the close views on Church Lane and the legible association with the former location of the manor house to the east, and the church has a limited spatial or visual relationship to the farmland beyond the buildings of Binsted Farm, though the connection to the wider agricultural landscape remains appreciable. The wooded garden and boundaries of Church Farm House and Church Farm Mews and two field parcels separate the closest edge of the IRM works at a distance of c.570m from the churchyard, and the reserved matters site is not currently experienced as part of the setting of the listed building.

4.14 The 17th century dovecote at Binsted Farm (LB21) is one of the surviving buildings of the earlier manor house and farm at Yapton that was replaced in the late 18th century by a formal house that was itself demolished in the mid 19th century. The retained ancillary buildings were later divided and developed into two separate farms. The principal value is the historic interest of the vernacular building type, and the setting is restricted to the modern farm that closely surrounds it. The reserved matters site is not currently experienced as part of the setting of the listed building. Given the nature and small scale of the building and its setting it is not considered further in this assessment.

4.15 The Church Lane, Yapton conservation area covers a small and tightly defined area around the building group at the church. It coincides with the former manor and medieval village location, but excludes Binsted Farm and covers only part of the ANA identified as the former village remains. The designation includes the former Church Farm, the large early 19th century houses on Church Lane and several cottages of similar date and formal appearance. The nature of the village means the historic areas are now a relatively small proportion of the settlement, and the older buildings are seen in close juxtaposition with the modern houses and bungalows on the north side of Church Lane.

4.16 The significance of the conservation area derives from the fabric of the buildings and their visible timelength, the boundaries (including the distinctive high flint walls) and the dispersed layout of the older buildings on the intricate pattern of roads and within the mature landscape setting. The conservation area is enclosed and defined by the property boundaries which restrict views across the wider landscape of modern agriculture, though the connection to the wider agricultural landscape remains appreciable. The edge of the IRM works is at a distance of c.520m from the wooded edge of the conservation area and the reserved matters site is not currently experienced as part of its setting.

Non-designated heritage assets

4.17 The c.350m of the alignment of the Ford to Hunston section of the Portsmouth and Arundel canal that crosses the site was levelled to allow the construction of the airfield and the NW to SE aligned runway 16/34 and is not apparent on the ground. Part of the concrete runway surface has itself also been removed to allow cultivation of the field but is visible as a cropmark on aerial photographs and both the airfield features and the canal were identified by the archaeological surveys undertaken as part of the outline application. Elsewhere in Arun district the canal survives in varied form and a large proportion is followed by public rights of way, including the short sections of the embankments that are visible in the study area, to the north close to Rodney Crescent at Ford and to the south east at Navigation Drive, Yapton, where one of the remaining bridges has been repaired and is a feature within the play area (BLD5, TOR60).

4.18 The significance of the alignment of the former canal as a non-designated heritage asset is recognised by local plan policy HER DM5 policy and the Arun district local list and has been considered through the requirements of the approved Design Code for The Landings. The detailed proposals for the canal linear park itself will form part of later phases of reserved matters, but relevant requirements for the IRM application include the definition of the route (including crossing of the proposed spine road) and the location of public art celebrating the canal.

4.19 The value of the former military airfield as a historic landscape was recognised as part of the determination of the outline consent. The section of runway 07/25 that falls within The Landings site is part of the layout of the airfield as revised by the reconstruction that took place between 1948 and 1951 for the RNAS, which overlaid and incorporated some of the buildings of the earlier WWI and WWII airfields. The buildings of the former technical site were reused soon after the military station was decommissioned and the runways have been shortened to allow the roads to be reinstated and the return of the land to agriculture. The concrete surface and some of the former taxiways extend beyond Yapton Road and are used by various companies including the Ford Air Rifle Ranges and as access to Northwood Farm. Despite some fragmentation and the location of buildings across the former runways, the overall cruciform shape survives and the historic associations of the remaining airfield buildings and connections to other recorded features remain legible.

4.20 The removal of the western arm of the runway was secured as part of the outline permission (F/4/20/OUT) and the alignment of the western arm of runway 07/25 will be provided as a linear public open space feature through the proposed development. This has been considered through the requirements of the approved Design Code for The Landings and will form part of later phases of reserved matters. The point where the spine road crosses the linear public space and the first development defining the southern edge are covered by applications IRM and RM4.

4.21 The extended building group of Ford Lane at the former Place Farm, includes one locally listed cottage (LLB1) on the road frontage at the entrance to the courtyard (also now residential). The agricultural origin and relationship to the principal farmstead remain legible, though connections to the former agricultural land to the south are limited by the vegetation on the boundaries. The reserved matters site is not currently experienced as part of its setting. Given the scale and nature of the asset, the character of its setting and the absence of visual connections it is not considered further in this assessment.

4.22 The pair of Christ's Hospital estate cottages on Ford Lane (LLB2) are at a greater distance from the site which is not experienced as part of its setting, which is defined by the lane and the immediately adjacent fields. This asset is not considered further in this assessment. The examples on the corner of Horsemere Green Lane and Yapton Road (LLB3) are more altered, one having been recently extended, and the setting is mixed, including the open airfield to the north and recent housing to the east, but the agricultural origin and connection to the surrounding fields remains legible. The reserved matters site currently makes a neutral contribution as part of the setting of these assets.

5 The proposals and impact assessment

Summary of proposals

5.1 The reserved matters proposals are described in detail in the respective DAS, which include supporting Code Compliance Statements, that explain how the RM1 and RM4 parcels have been designed in accordance with the approved Design Code. The IRM proposals for the public open space, spine road and the connecting secondary and tertiary streets, including footpaths and cycle paths within the RM1 and RM4 phases, and compliance with the relevant sections of the Design Code are described in the Planning Statement.

5.2 The Design Code divides the overall site into character areas and provides detail on the requirements for each. As outlined in the Planning Statement and Design and Access Statements, those covered either in full or in part by the present suite of reserved matters applications are Ford Lane and St Mary's Meadow (RM1 and IRM); Arun Way and Landings Green (RM1 and IRM); and Runway, Runway Park and Ryebank Park (RM4 and IRM).

Impact assessment

Atherington House, Ford Place, Southdown House and The Lodge, Ford Lane (LB1)

5.3 The section of the reserved matters development closest to the former Place Farm is the large new public park at Landings Green that extends north from the boundary of the waste management facility to Ford Lane. The eastern boundary of the park is designed as a new informal boundary of hedgerows planted with sporadic trees and a further belt of scrub planting and grass margins alongside the open space beyond. No lighting is proposed along the paths on the eastern edge of the park.

5.4 The fields beyond the immediate garden setting of the former farmhouse will remain unchanged and there will be no loss of the open aspect or remaining rural context that allow the agricultural history of the building to be understood. The new park boundary visible from Ford Lane and from the house at c.200m distance will have the appearance of an additional field boundary (and is close to the former alignment of a boundary visible on late 19th century maps) and there will be no increase in the built development visible from the house or its setting. Views east from footpath ref. 366_1 will remain unchanged and to the west will be of the new landscaped edge of the park. The contribution of the wider setting to the significance of the listed building will be maintained and no effects are predicted as a result of the detailed infrastructure proposals.

St Mary's Church, Yapton (LB20, grade I)

5.5 The development edge of parcel RM1 is at a distance of approximately 570m from St Mary's Church on the periphery of the modern settlement at Yapton. The St Mary's Meadow character area has been designed to have a semi-rural edge where it faces onto the fields that separate The Landings from Yapton, with an area of landscaped open space along the western boundary that connects to the green link at Arun Way.

5.6 The setting of the church, comprising the churchyard and Church Lane and the buildings of the modern farms at the site of the former medieval manor, is enclosed and defined by the mature trees on the property boundaries that create some separation from the area of agricultural land to the east. In wider views the building group is identifiable by the surrounding trees and there is some visibility of the roof of the low tower within the group of trees, for example in the glimpses from the north on Ford Lane.

5.7 There will be no loss of legibility of the connection of the church to the adjacent agricultural land, and the spatial and visual separation from the development edge at St Mary's Meadow will be maintained by the retained buffer of fields and intervening layers of vegetation. The experience of the church and its setting will not be altered and no effects on the significance of the asset are predicted as a result of the reserved matters proposals.

Church Lane, Yapton, conservation area

- 5.8 The Church Lane conservation area is tightly defined around the church, Church Farm and the group of late 18th and early 19th century houses, and the fields to the east provide a rural context to the enclosed conservation area, maintaining the association with the rural origins of the historic settlement.
- 5.9 The connection of historic group on Church Lane to the agricultural land to the east will remain unchanged and the spatial and visual buffer between the closest development edge at St Mary's Meadow will be maintained. This western edge has been designed to have an informal, semi-rural character to preserve the rural aspect of the gap between the settlements. There will be no change to the contribution of the setting of the conservation area to its character and appearance as a result of the reserved matters proposals, and no effects on the significance of the asset are predicted.

The Portsmouth and Arundel canal (non-designated)

- 5.10 The detailed proposals for the canal corridor linear park are not part of this set of reserved matters applications. The point where the primary spine road crosses the canal alignment on the western edge of the overall site was set by the outline consent and refined by the approved Design Code.
- 5.11 The proposals for the spine road include several details that mark the canal alignment through the site and are intended to signify the connection to the other sections that survive to the west within Yapton. The point where the road crosses the canal is differentiated from the rest of the route by the alteration in the paving materials used and roadside planting for the 4m wide former course of the canal, which will integrate into the future design of the linear park. This line extends west into the proposed woodland planting at the edge of the site, where a location is identified for canal-related public art. It is anticipated that the form and appearance of this would be approved by a condition on any approval.
- 5.12 The proposals for the spine road avoid fragmenting the c.350m section of the canal alignment that runs through the site and the IRM proposals do not prejudice future proposals to integrate the canal into the development as part of later phases. No effects on the non-designated heritage asset are predicted.

The western arm of runway 07/25 ((non-designated)

- 5.13 The proposals for the runway linear park are not part of this set of reserved matters applications. The point where the primary spine road crosses runway 07 was set by the outline consent and refined by the approved Design Code. The removal of the present runway hardstanding was approved under the outline consent.
- 5.14 A similar design approach is taken to differentiating the point where the spine road crosses the runway as is used for the canal alignment. The width of the road across the linear park is identified by a raised table traffic calming feature in different materials and the runway centre line is highlighted by a line of paving in a different colour. The low density and medium scale of the trees proposed on this section of the spine road is intended to avoid any impression of fragmentation or division of the space and to maintain the continuity of the linear views along the entirety of the runway within the development.

5.15 The reserved matters proposals do not prejudice future proposals to integrate the runway alignment into the development as part of later phases. No effects on the significance of the former airfield as a non-designated heritage asset are predicted.

Locally listed buildings

5.16 The former airfield is currently a neutral element of the setting of the estate cottages on Horsemere Green Lane (March Elms, Southdown Cottage, LLB3). The reserved matters proposals provide detail of the area of buffer planting along the south of the site approved as part of the outline consent, which is intended to provide visual screening and maintain the rural context of the cottages and their setting. There will be no change to the contribution of the setting of these assets as a result of the reserved matters proposals, and no effects on their significance are predicted.

6 Conclusions

6.1 The assessment of the effects of the proposed reserved matters IRM, RM1 and RM4 has concluded that the detailed proposals will not result in harm to the significance of any of the designated or non-designated heritage assets considered.

6.2 The proposals also do not obstruct or prevent connections or otherwise undermine the Design Code and the intentions for the two non-designated heritage assets within The Landings site as part of later phases of reserved matters.

6.3 No effects are predicted and there will be no harm to the significance of any of the heritage assets and so paras. 2015 and 216 of the NPPF are not considered to be engaged.

Sources

Arun District Council, 2001 Conservation areas SPD
Arun District Council, 2005, Buildings or structures of character SPD
Arun District Council, 2018, Arun Local Plan 2011-2031
Historic England, 2017, Conservation principles for the sustainable management of the historic environment, consultation draft.
Historic England, 2015, GPA2 Managing significance in decision-taking in the historic environment.
Historic England, 2017, GPA3 The setting of heritage assets.
Historic England, 2021, HEAN 7, Local heritage listing: identifying and conserving local heritage.
Historic England, 2019, HEAN 12, Statements of heritage significance: analysing significance in heritage assets.
Ministry of Housing, Communities and Local Government, 2024, National Planning Policy Framework
Ministry of Housing, Communities and Local Government, 2024, Planning Practice Guidance (online)
Ministry of Housing, Communities and Local Government, 2019, National Design Guide; Planning practice guidance for beautiful, enduring and successful places
Nairn, I & Pevsner N, 1973 Buildings of England: Sussex
Sussex Industrial History, 1973, J A Bagley, Shoreham and Ford: A history of two Sussex Airfields
Sussex Industrial History, 1990, P Chaplin, The Ford Trimotor and Ford Aerodrome
Sussex Local, 2019, A Misselbrook, Sir William Garway, MP of Ford Place

Websites:

<https://historicengland.org.uk/listing/the-list/> for the National Heritage List for England.
www.british-history.ac.uk for the Victoria County History and the RCHME Inventory.
<https://yaptonhistory.org.uk> Yapton and Ford Local History Group

Figures



- The outline consent F/4/20/OUT
- Reserved matters applications:
 - Infrastructure RM (ref. F/14/24/RES)
 - RM1 (north) (ref. F/15/24/RES)
 - RM4 (south) (ref. F/16/24/RES)
- 1km study area

Notes/Revision

The Landings, Ford Airfield
Vistry Homes Limited and Countryside Abri
Ford North LLP

0 250 500 m



Figure 1: Aerial photograph of the site and surrounding area

Status:	Drawn by:	Checked by:
	JC	SD
Project number:	Scale @A3:	Date created:
180641	1:14,000	2024/12/17
Drawing number:	Revision:	
TOR-H001	-	

Contains OS data © Crown copyright 2024
Copyright tor&co, 2024

HER data source: Kent County Council
© Historic England copyright. Contains public sector information licensed under the Open Government Licence v3.0.

tor
&co

Everdene House
Deansleigh Road
Bournemouth BH7 7DU

0202 3664 6755
enquiries@torandco.com
torandco.com



Reserved matters applications:

- RM1 (north) (ref. F/15/24/RES)
- RM4 (south) (ref. F/16/24/RES)
- Infrastructure RM (ref. F/14/24/RES)

Dashed line: 1km study area

Dash-dot line: The former alignment of the Portsmouth and Arundel Canal

- ▲ Buildings from HER
- Listed buildings
- ★ Locally listed buildings
- Scheduled monuments
- Conservation areas

Notes/Revision

The Landings, Ford Airfield
Vistry Homes Limited and Countryside Abri
Ford North LLP

0 250 500 m



Figure 2: Designated and non-designated heritage assets in the 1km study area

Status:	Drawn by:	Checked by:
	JC	SD
Project number:	Scale @A3:	Date created:
180641	1:14,000	2024/12/17
Drawing number:	Revision:	
TOR-H002	-	

Contains OS data © Crown copyright 2024
Copyright tor&co, [%format_date(now(), 'yyyy')%]
HER data source: Kent County Council
© Historic England copyright. Contains public sector information licensed under the Open Government Licence v3.0.

**tor
&co**

Everdene House
Deansleigh Road
Bournemouth BH7 7DU

0202 3664 6755
enquiries@torandco.com
torandco.com





**The Landings, Ford Airfield
Vistry Homes Limited and Countryside Abri
Ford North LLP**

0 250 500 m

A compass rose with a vertical line pointing upwards, labeled 'N' at the top.

Figure 4a: Ordnance Survey map dated 1888 to 1915

Status:	Drawn by: JC	Checked by: SD
Project number: 180641	Scale @A3: 1:14,000	Date created: 2024/12/17
Drawing number: TOR-H004a		Revision: -

Contains OS data © Crown copyright 2024
Copyright tor&co, 2024

tor
&co

Everdene House
Deansleigh Road
Bournemouth BH7 7DU

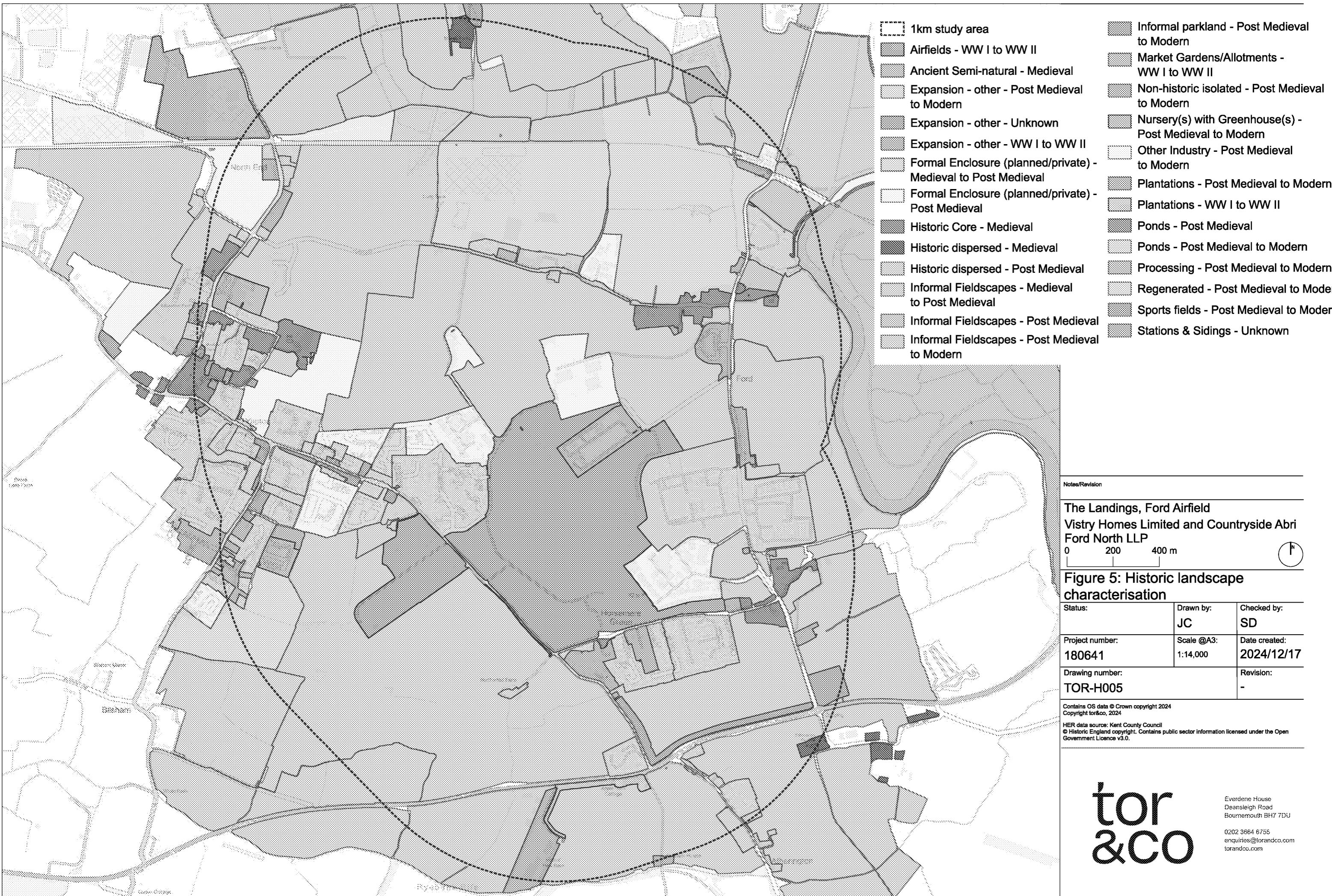
0202 3664 6755
enquiries@torandco.com
torandco.com



tor
&co

Everdene House
Deansleigh Road
Bournemouth BH7 7DU

0202 3664 6755
enquiries@torandco.com
torandco.com



Appendix a : Gazetteer: Entries in the National Heritage List for England and West Sussex HER within the 1km study area

Entries in the National Heritage List for England for designated heritage assets within the 1km study area

TOR ref.	Description
LB1 NHLE ref: 1233927	Atherington House, Ford Place, Southdown House and The Lodge, Ford Lane II Large L-shaped house, now sub-divided. The interior may contain some C17 work but the exterior is C18. Two storeys and attic. Four windows facing west, four windows facing north. Modern dormers. Red brick and grey headers with some panels of squared knapped flints. Brick stringcourse. Eaves cornice with heavy brackets. Hipped tiled roof. Glazing bars intact. Porch in angle of the L.
LB2 NHLE ref: 1027630	Ford Lane, New House Farmhouse II C18. Two storeys. Three windows. Faced with flints with red brick dressings and quoins. Hipped tiled roof. Casement windows. Glazing bars intact. Two curved bay windows on ground floor. Doorway with pilasters, pediment-shaped hood and door of six fielded panels.
LB3 NHLE ref: 1233989	The Parish Church of St Andrew, Ford I Chancel and nave with south porch and western bell-turret faced with white weather-boarding and with hipped roof. Mainly Norman with later windows. South porch in red brick with shaped gable over, added in 1637. Very attractive small church, little restored.
LB4 NHLE ref: 1222219	The Arundel Arms Public House at Ford Station II L-shaped mid C19 building. Two storeys and attic. Three windows. One gabled dormer. Red brick with stuccoed window surrounds and long and short quoins. Tiled roof. Casement windows with dripstones over. The north west wing has a gable containing an attic window with scalloped bargeboards. Gabled porch in the angle of the L and another at the south end of the front.
LB5 NHLE ref: 1027640	The Parish Church of St Mary, Climping I Cruciform building with tower to the south of the south transept, also a south porch. The tower and the doorway to the west of it late C12, the remainder early C13.
LB6 NHLE ref: 1027641	The Vicarage, Climping II 1833 circa. Architect W F Pocock. Rudimentary Gothic. Two storeys. Three windows. The front cemented, the sides flints. Hipped slate roof. Casement windows with obtusely-pointed windows of Gothic type. The centre window-bay projects with a crow-stepped gable over it and a projecting porch on ground floor of red brick and grey headers with obtusely-pointed archway.
LB7 NHLE ref: 1027643	Church Farmhouse East and Church Farmhouse West, Climping II L-shaped C18 house. Two storeys. Two windows facing east, four windows facing south. Red brick, the first floor of the south front tile-hung. Eaves cornice with modillions and brackets. Tiled roof. Glazing bars intact. Modern porch.
LB8 NHLE ref: 1027642	Barn to the west of Nos 1 &2 Church Farm Cottages, Horsemere Green II C18. Faced with flints with red brick quoins. Hipped roof of corrugated iron, painted green. Ventilation holes edged with red brick. Central wagon entrance on south side.
LB9 NHLE ref: 1353859	The Cottage, Climping Street II Built in 1812. Two storeys. Three windows. Faced with flint cobbles with brick dressings, quoins and modillion eaves cornice, all now painted. Tiled roof. Glazing bars intact.
LB10 NHLE ref: 1233449	Dove Cottage II C18. Two storeys. Two windows. Faced with cobbles with red brick dressings, quoins and modillion eaves cornice. Tiled roof. Casement

TOR ref.	Description
	windows. Modern addition in red brick and flints at north end, two window-bays.
LB11 NHLE ref: 1237759	No. 19 Burndell Road, II C18 cottage. Two storeys. Two windows. Faced with flints with brick dressings, quoins and modillion eaves cornice, all now painted. Hipped thatched roof. Casement windows.
LB12 NHLE ref: 1274596	Rose Cottage, Church Road, grade II C18. Two storeys. Two windows. Faced with flints with brick dressings and quoins, all now painted. Slate roof, turnerised. Casement windows. Modern addition to east.
LB13 NHLE ref: 1274486	Willow Cottage, Church Road, II L-shaped cottage. C18 or earlier. Two storeys. Two windows. Red brick, south front stuccoed. Steeply-pitched tiled roof. Casement windows
LB14 NHLE ref: 1222554	Yew Tree House, North End Road, II Early C19. Two storeys and attic. Three windows. Two dormers. Stuccoed. Stringcourse. Eaves cornice. Slate roof. Glazing bars intact. Later C19 square porch.
LB15 NHLE ref: 1237934	The Homestead, and attached outbuildings, North End Road, II House with attached outbuildings. Dated 1734 but possible earlier core, extended in C19. Brick, covered in roughcast with tiled roof with end brick chimneystacks. Two storeys, two windows. C19 casements with canted bay on ground floor and central doorcase with mid C19 door. Catslide roof to rear and L-wing with casement windows. Interior has open brick fireplace, the lower part of an C18 winder staircase, original floorboards, C18 roof including staggered purlins, three plank doors and an C18 wooden fireplace. The fireplace and one of the doors was not in situ at the time of inspection. The attached outbuildings were probably a small barn and stable with hayloft over. Barn of cobbles partly rendered with thatched roof and C20 shopfront. Probable stable building of cobbles with brick lacing courses, slate roof and brick external chimney. Cambered entrance to ground floor and cambered loft door to rear. Formerly a butcher's shop.
LB16 NHLE ref: 1222547	Coachman's Cottage, Church Lane, II C16 timber-framed building with painted brick infilling and diagonal braces on first floor. Thatched roof. Casement windows. Two storeys. Three windows.
LB17 NHLE ref: 1274595	The Twelfth of Never, Church Lane, II C18 cottage. Two storeys. Two windows. Faced with flints with brick dressings and quoins, all now painted. Thatched roof. Casement windows.
LB18 NHLE ref: 1237777	Park Lodge, Church Lane, II Early C19. Two storeys. Four windows. Stuccoed. Slate roof. Two C19 bays three windows each on ground floor. Glazing bars intact in the other windows. Doric porch between the bays.
LB19 NHLE ref: 1222545	Church House, Church Lane, II Early C19. Two storeys. Five windows. Stuccoed. Eaves cornice. Hipped slate roof. Windows with Venetian shutters and glazing bars intact on first floor only. Doorway with flat hood on brackets and door of six fielded panels.
LB20 NHLE ref: 1237782	The Parish Church of St Mary, I Chancel, nave with aisles and tower to the south west of the nave. Nave and tower C12. The nave has lean-to roofs with later dormer windows inserted. The tower has red brick buttresses and a hipped shingled roof. Chancel C13. Very attractive unrestored medieval church.
LB21 NHLE ref: 1274460	Manorial Dovecote at Church Farm, II Dove cote. C17. Circular structure of flint with red brick quoin-shaped patterns at regular intervals and cornice of 3 courses of brick. Conical tiled roof with 2 hipped dormers. Cupola for bird entry missing. The small

TOR ref.	Description
	size of the dovecote indicates use solely for the Lord of the Manor. This dovecote appears to be identified in MSS 12894 of the West Sussex Record Office, a lease dated 17 October 1667 for a 'capital messuage with dove house, in Yapton'.
LB22 NHLE ref: 1274455	The Old Cottage, North End Road, II C18. Two storeys. Two windows. Stuccoed. Tiled roof. Casement windows in moulded architrave surrounds. Modern gabled porch.
LB23 NHLE ref: 1274602	The Thatched Cottage, North End Road, II C18. Two storeys. Two windows. Faced with knapped flints with red brick dressings and quoins. Thatched roof. Casement windows.
LB24 NHLE ref: 1221995	Marsh Farmhouse, Tortington II C16. Two storeys. Three windows. Chequered work of knapped flints and stone with red brick dressings. Stepped brick chimney breast on base of stone and flints at both ends. Gable above the chimney breast with the chimney running through the centre of it. Square-headed casement windows with brick mullions. Tiled roof. C19 wing of flints to south east. Modern addition to west.

Arun DC Local list of non-designated heritage assets

TOR ref	Description
-	Remnants of the Portsmouth and Arundel Canal (Ford, Yapton, Barnham)
-	Burndell Canal Bridge, Navigation Drive, Yapton
LLB1	The Cottage, Ford Lane
LLB2	1 & 2 Ford Cottages, Ford Lane
LLB3	March Elms, Southdown Cottage, Horsemere Green Lane, Climping

Buildings Included in the HER

TOR ref	MonUID	Description
BLD1	MWS7518	Royal Observer Corps Monitoring Post (Cold War) - Littlehampton (Ford)
BLD3	MWS8121	Stanton shelters - Ford
BLD2	MWS8137	Blister hanger - Ford
BLD4	MWS8295	Nissen huts – Ford
BLD5	MWS7928	Burndell Bridge on the Portsmouth & Arundel Navigation, Yapton

West Sussex HER entries

TOR ref	MonUID	Description
1	MWS11717	Site of a Duck Decoy Pond, Tortington.
2	MWS12588	Newhouse Farm Historic Farmstead, Ford
3	MWS12641	Northwood Farm Historic Farmstead, Ford
4	MWS1266	Stone Axe, Yapton
5	MWS12743	Outfarm Historic Outfarm, Climping
6	MWS12750	Site of Outfarm Historic Outfarm, Climping
7	MWS13020	Land at Fellows Gardens, Yapton - Archaeological Evaluation
8	MWS13032	Historic Outfarm North East of Yapton
9	MWS13255	Site of Parkers Barn Historic Outfarm, Climping
10	MWS13333	Place Farm Historic Farmstead, Ford
11	MWS13958	Site of Westground Barn Historic Outfarm, Climping
12	MWS13998	Wicks Farm Historic Farmstead, Ford
13	MWS14057	Yard adjacent to Boundary Cottage, Ford
14	MWS14084	Yard East of the Church, Climping
15	MWS14085	Yard East of Wicks Farm, Ford

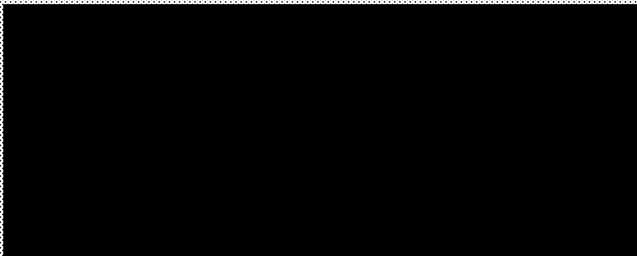
TOR ref	MonUID	Description
16	MWS14154	Yard West of Newhouse Farm, Ford
17	MWS14569	Felpham to Climping Cycle Path (A259) - Watching Brief
18	MWS2397	Bronze Age Hoard - Yapton
19	MWS2398	Syrian Coin - Yapton
20	MWS2405	Yapton Place
21	MWS2406	Dovecot - Yapton Place
22	MWS2410	Mesolithic Flints - Tortington
23	MWS2412	HMP Ford, (Ford Airfield (Disused)), Ford
24	MWS2423	Parkscape - Yapton
25	MWS3102	Anglo Saxon Sculpture - Ford
26	MWS3221	Neolithic Axe and Stone Rubber - Ford
27	MWS3222	Castle or Moated House - Ford
28	MWS3301	Ford Hospital Railway
29	MWS3301	Ford Hospital Railway
30	MWS3369	Yapton DMV
31	MWS4706	Brickfield between Burndell Road and the Canal
32	MWS4707	Brickworks
33	MWS4711	Brickworks on the site of Ford Aerodrome
34	MWS5224	Ford Gun Emplacement
35	MWS5760	Dock - Ford
36	MWS6290	Burials - Ford
37	MWS6291	Ford Shrunken Medieval Village
38	MWS6292	Palaeoliths - Ford
39	MWS6683	Roman Pottery, Ford
40	MWS6773	Bognor Regis & Littlehampton Transfer Pipelines - Segment 25
41	MWS6774	Bognor Regis & Littlehampton Transfer Pipelines - Segment 26
42	MWS6775	Bognor Regis & Littlehampton Transfer Pipelines - Segment 27
43	MWS6776	Bognor Regis & Littlehampton Transfer Pipelines - Segments 28-30
44	MWS6777	Bognor Regis & Littlehampton Transfer Pipelines - Segment 31
45	MWS6980	Ford Water Treatment Works
46	MWS6981	Ford Water Treatment Works - segment 2
47	MWS6982	Ford Water Treatment Works - segment 3
48	MWS6983	Ford Water Treatment Works Area A
49	MWS6985	Ford Water Treatment Works
50	MWS6992	St. Mary's School, Climping - Watching Brief
51	MWS6998	Bronze Age Activity, Horsemere Green Lane
52	MWS6999	Bronze Age, Roman Post-medieval Activity, Waterford Gardens
53	MWS7001	Bronze Age and Post-medieval Activity, Crophorne
54	MWS7003	Mushroom Farm, Climping
55	MWS7089	House opposite Ford Church
56	MWS7129	Heavy Anti-Aircraft Battery Littlehampton L3 - Ford
57	MWS7313	Earthworks, Todhurst Crossing
58	MWS7642	Geophysical Survey at Ford Airfield
59	MWS7704	Iron Age Copper Alloy Harness Fitting
60	MWS7928	Burndell Bridge on the Portsmouth & Arundel Navigation, Yapton
61	MWS8031	Air Raid Shelter, Climping
62	MWS9178	Memorial Garden, Ford
63	MWS9245	War Memorial within the grounds of St. Mary's Church, Climping
64	MWS14976	Land at Wicks Farm, Ford - Archaeological Strip-map-assess-sample-recording
65	MWS15072	World War II Anti Tank Cylinders, Ford
66	MWS15174	Site of a World War II Aircraft Dispersal Pen, Climping
67	MWS15175	Site of a World War II Aircraft Dispersal Pen, Climping
68	MWS15180	Site of a World War II Aircraft Dispersal Pen, Ford
69	MWS15181	Site of a World War II Aircraft Dispersal Pen, Ford
70	MWS15182	Site of a World War II Aircraft Dispersal Pen, Ford

TOR ref	MonUID	Description
71	MWS15183	Site of a World War II Aircraft Dispersal Pen, Ford
72	MWS15184	Site of a World War II Aircraft Dispersal Pen, Ford
73	MWS15539	Aircraft Crash Site in a field to the north of Grevatts Lane, Climping
74	MWS15540	Aircraft Crash Site in the Garden of Langford House, Climping
75	MWS15560	Aircraft Crash Site , West Bank of the River Arun, Ford
76	MWS15561	Aircraft Crash Site, Ford Aerodrome, Ford
77	MWS15562	Aircraft Crash Site, Ford Road, Ford
78	MWS15563	Aircraft Crash Site, South West Corner of Ford Aerodrome, Ford
79	MWS15573	Aircraft Crash Site, Ford Aerodrome, Ford
80	MWS15574	Aircraft Crash Site, RAF Station, Ford
81	MWS15575	Aircraft Crash Site, Ford Aerodrome, Ford
82	MWS15577	Aircraft Crash Site, Junction of Ford Road and Station Road, Ford
83	MWS15579	Aircraft Crash Site, Ford Aerodrome, Ford
84	MWS15580	Aircraft Crash Site, South of Ford Lane, Ford
85	MWS5754	Portsmouth - Arundel Canal
86	MWS14871	Ford Waste Water Treatment Works, Ford - Archaeological Investigations
87	MWS15696	Rampion 2 Onshore Geophysical Survey Field 9, Climping
88	MWS8292	Negative evidence- Climping
89	MWS11537	Hobbs Farm Historic Farmstead, Climping
90	MWS11538	Hobbs New Barn Historic Outfarm, Climping
91	MWS12035	Site of Long Barn Historic Outfarm, Ford
92	MWS12220	Site of Lower Farm Historic Outfarm, Ford
93	MWS12341	Marsh Farm Historic Farmstead, Walberton
94	MWS12473	Site of New Barn Historic Farmstead, Ford
95	MWS13106	Land at Lower Farm, Binsted - Archaeological Investigations
96	MWS14177	Land off Burndell Road, Ford - Archaeological Evaluation
97	MWS14362	Deliberate deposition in an Early Neolithic tree-throw hollow at Burndell Road, Yapton
98	MWS3371	Site of a Deserted Medieval Village, Climping
99	MWS6921	Former Ford Airfield, Yapton - Excavations
100	MWS7709	Land rear of the 'Oystercatcher' Public House and Restaurant, Climping
101	MWS9604	Site of Burndell Farm Historic Farmstead, Yapton
102	MWS9678	Land at the Former Ford Airfield, Ford - Archaeological Investigations
103	MWS9757	Church Farm Historic Farmstead, Climping
104	MWS14655	Land at Ford Airfield, Ford - Archaeological Surveys
105	MWS10202	Site of Farm Barn Historic Outfarm, Ford
106	MWS10401	Site of Historic Farmstead to the West of Burndell Farm, Yapton
107	MWS10605	Site of Fordground Barn Historic Outfarm, Ford
108	MWS15012	Ford Airfield Industrial Estate, Ford - Watching Brief
109	MWS15226	Maypole Lane, Yapton - Geophysical Survey and Evaluation
110	MWS15227	Land at North End Road, Yapton - Multi-Period Activity
111	MWS15243	Land North of Yapton School, Yapton - Evaluation
112	MWS6993	Medieval and Post-medieval Activity at a Cottage at Church Farm, Climping
113	MWS15430	Land East of Bognor Regis - Geophysical Survey
114	MWS15473	Iron Age and Roman Settlement at Church Lane, Climping
115	MWS15658	Land East of Yapton - Geophysical Survey
116	MWS15677	Rampion 2 Wind Farm Onshore Geophysical Survey

West Sussex HER – Archaeological events records

TOR ref	MonUID	Description
EV1	EWS1916	Ford Waste Water Treatment Works, Ford - Archaeological Investigations
EV2	EWS769	Geosurvey at Ford, West Sussex
EV3	EWS717	Ford Airfield - Geotechnical test Pits
EV4	EWS1642	St Mary's Church, Climping - Archaeological Investigation
EV5	EWS1847	Church Lane, Climping - Desk Based Assessment
EV6	EWS1848	Felpham to Climping Cycle Path (A259), West Sussex - Watching Brief
EV7	EWS36	Land at Wicks Farm, Ford - Desk Based Assessment
EV8	EWS397	Land off Burndell Road, Yapton - Archaeological Investigations
EV9	EWS715	Land at Former Ford Airfield, Ford - Archaeological Investigations
EV10	EWS716	Ford Airfield - Fluxgate Gradiometer Survey
EV11	EWS787	Land rear of the 'Oystercatcher' Public House and Restaurant
EV12	EWS1874	Land at Ford Airfield, Ford - Desk Based Assessment
EV13	EWS1875	Land at Ford Airfield, Ford - Archaeological Survey's
EV14	EWS1892	St. Mary's C of E Primary School, Climping
EV15	EWS1945	Land at Wicks Farm, Ford - Archaeological Strip-map-assess-sample-recording
EV16	EWS1980	Ford Airfield Industrial Estate, Ford - Watching Brief
EV17	EWS2003	Land at Ford Airfield, Ford - Geoarchaeological Desk-Based Assessment
EV18	EWS2076	Maypole Lane, Yapton - Geophysical Survey and Evaluation
EV19	EWS2078	Land at North End Road, Yapton - Archaeological Investigations
EV20	EWS2082	Land North of Yapton School, Yapton - Evaluation
EV21	EWS2104	Church Lane, Climping - Geophysical Survey and Evaluation
EV22	EWS2118	Church Farm Cottage, Climping - Watching Brief
EV23	EWS2201	Land East of Bognor Regis - Geophysical Survey
EV24	EWS2272	Land East of Yapton - Geophysical Survey
EV25	EWS2279	Rampion 2 Wind Farm Onshore LiDAR and Geophysical Survey
EV26	EWS1824	Land at East Yapton - Desk Based Assessment
EV27	EWS1774	Land off Burndell Road, Ford - Archaeological Evaluation
EV28	EWS1664	Land at Lower Farm, Binsted - Archaeological Investigations
EV29	EWS1655	Land at Fellows Gardens, Yapton - Evaluation
EV30	EWS1149	Excavations at Ford Airfield, Yapton, West Sussex

London
Birmingham
Bournemouth
Bristol



All rights reserved.

No part of this document may be reproduced
in any form or stored in a retrieval system
without the prior written consent of the
copyright holder

©tor&co 2024