

# Land at Ford Airfield, Ford, West Sussex

## RM4 (F/16/24/RES)

Design Advisor Response, 01.11.2024

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#### 1. Introduction

- 1.1. This response relates to the Reserved Matters (RM) application for RM4.
- 1.2. It follows a 10-month period of engagement with the applicant that has included two physical workshops, three virtual meetings and three reviews of emerging RM material.
- 1.3. The response is arranged in relation to different components of proposed development with a conclusion at the end.

#### 2. Quantum

- 2.1. The combined mix (RM1 and RM4) on page 16 varies slightly from the IRM mix and doesn't tally with the separate mixes.
- 2.2. The combined mix proposes 22% fewer 1 and 2-bed units and 32% more 3+ bed units compared with the recommended mix according to the SHMA. In RM4, there is a 25% deficit of smaller (1 and 2-bed) units and a 30% surplus of larger (3+ bed) units.
- 2.3. According to the Planning Statement, the variation from an SHMA recommended mix will be balanced by the provision of smaller units in subsequent phases. To meet the SHMA, approximately 81% of new homes in subsequent phases would need to be 1 or 2-bed properties. With almost 50% of the remaining residential area across the site being low and medium density, this is unlikely to provide the 650 no. 1 and 2-bed homes that would be needed to balance a SHMA compliant mix.
- 2.4. The overprovision of larger units also impacts parking provision and drainage requirements, where an additional 51 residential spaces and almost 600m<sup>2</sup> of hardstanding would be required compared to a SHMA compliant mix.

2.5. Approximately 23% of units are +15% larger than NDSS minimum standards and 10% are +20% larger. The 2 types (36 units) that are 15% and 17% larger represent an additional 500m<sup>2</sup> of floor space while the 5 types (38 units) that are over 20% larger represent an additional 1,150m<sup>2</sup> of floor space.

While the site's edge of settlement location supports some larger units, three types (25 units) are 28%, 29% and 30% larger than NDSS. Given the particular need to maximise development efficiency in order to support a less urban and more open character across the site, this is likely to be excessive. For instance, if these three types were reduced by 15%, it would generate an additional 550m<sup>2</sup>, which equates to 6 no. typical 2-bed units.

- 2.6. While distributed across the site, affordable homes are likely to be conspicuous by their predominant location on narrower mews streets.
- 2.7. It is difficult to support justifications for a 10% site-wide reduction in parking provision on the basis that the site occupies an edge of settlement location, Ford train station is located approximately 2 km away and a number of units would be further than 400m away from a bus stop. Also, the imbalanced mix (compared to the SHMA) generates an additional 51 spaces, which equates to 6% of the total residential requirement.
- 2.8. It is unclear if this relates to RM4 also, but in RM1, the proposed reduction of parking provision is applied to some affordable units but not to market dwellings.

### 3. Layout

- 3.1. The vision and layout for RM4 have evolved significantly since the outline application; there is an intent for a more contemporary character to create some variation with RM1, the block structure is clear and legible and the swales support an underlying Green Infrastructure strategy.
- 3.2. Furthermore, in general, the street network provides a clear circulation strategy, which was some challenge given the reliance on access from the primary road with no secondary connections to the south, east or west.
- 3.3. It is noted that in some locations along the southern and western boundaries, development encroaches into the area that was reserved for open space and buffer planting (Land-Use and Density Parameter Plan).



In principle, some encroachment is supported to create an irregular edge. However, the extent of encroachment is as much as 16/ 17m along the western edge and 12m along the south - the unit at plot 106 is almost fully outside of the development edge. Encroachment along the western edge is particularly significant owing to the impact on the size of Ryebank Park where it is felt that attenuation basins now dominate the space - this is referred to in greater detail in section 5. While there would have been a distance of 20m between the edges of the carriageway and the basin according to the Parameter Plan, this has been reduced to 4m before a 1-in-4/ 1-in-5 slope. For this reason, it is difficult to support the encroachment into the western buffer.

- 3.4. It is noted that the pumping station encroaches into the open space buffer – in the least, this should be shifted behind the building line to maintain an open view from the local road to the north (this is also noted in a later comment).
- 3.5. According to the Outline Environmental Statement, up to 50m deep wooded landscape buffers would be formed along the eastern boundary and between Horsemere Green and the development edge in the south of the site to maintain visual separation – the extent of this is shown on the following figure.



3.6. According to the Outline Decision Notice, gardens and habitable rooms should not be orientated towards a noise source. According to Fig. 9.2 of the Design Code (DC), this represents the eastern and western edges of RM4.

From a design and security perspective, both edges present opportunities for attractive frontages facing onto open space. Additionally, an active frontage that provides passive surveillance is preferred to a closed frontage with no overlooking. At the same time, sealed openings would not be supported and I would defer to the Environment Officer whether it is possible to achieve sufficient acoustic mitigation without involving closed/ sealed openings or blank facades.

3.7. The southern secondary road terminates at the site boundary where, according to the National Model Design Code (Paragraph 59 i); '*Cul-de-sacs are only found at the tertiary level of street type*' – this is to avoid directing higher flows and speeds of traffic towards a dead-end.

This has been resolved in the DC by upgrading the loop road to the same classification of secondary route, which allows the remaining section up to the turning head to be downgraded to a tertiary route and then closed.

It is therefore recommended to amend the ROW of the loop road to accord with the DC and amend the road hierarchy plan on page 23 to follow the figure (from the DC) that is to the right of this. This includes following the same hierarchy of routes where the spine road is the primary road and not an additional classification.

3.8. The secondary road ends at the back fence and gable end of plot 121.



It is envisaged this is intended to close a view towards the employment area. However, it also prevents an open outlook and significantly, the possible reconnection of the link back to Ford Road in the future.

The secondary road was purposely aligned to create the sense of openness and retain the potential for extension, which were both strongly supported to retain physical and visual connectivity with existing Ford and reduce traffic on local roads and Yapton Road, should it ever be possible to connect the network in the future. It is therefore recommended to realign the end unit at plot 121 to maintain both of these aspects.

- 3.9. According to the DAS, any trees that have been removed were 'generally considered of low value'. At present, it is unclear if this included any Cat. A or B trees and I would defer to the Landscape/ Arboriculture Officers in this regard.
- 3.10. The legibility of the block structure does begin to fragment further from the secondary road to the south.



Ideally, the tertiary road would continue south up to the boundary. It is understood why this splits to create an additional frontage and row of units. However, in doing so, it creates a tight double bend for residents of the north-south mews streets and a more expansive area without a dedicated footpath. The arrangement also requires heavier service vehicles to use the narrow, paved mews streets in order to access the pumping station.

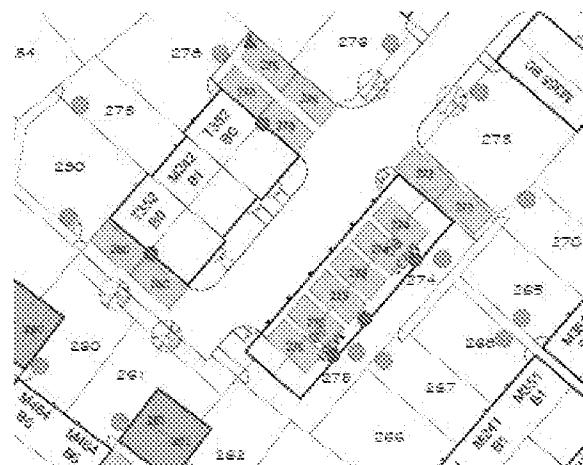
From a design perspective, it is recommended to at least upgrade the western mews to be a tertiary road with a dedicated footpath and a raised table at the end. The access to the pumping station could then be realigned to the tertiary road and the pumping station repositioned behind the building line to conceal a view of this.

- 3.11. According to the DAS, four plots have below minimal rear and side set-backs:

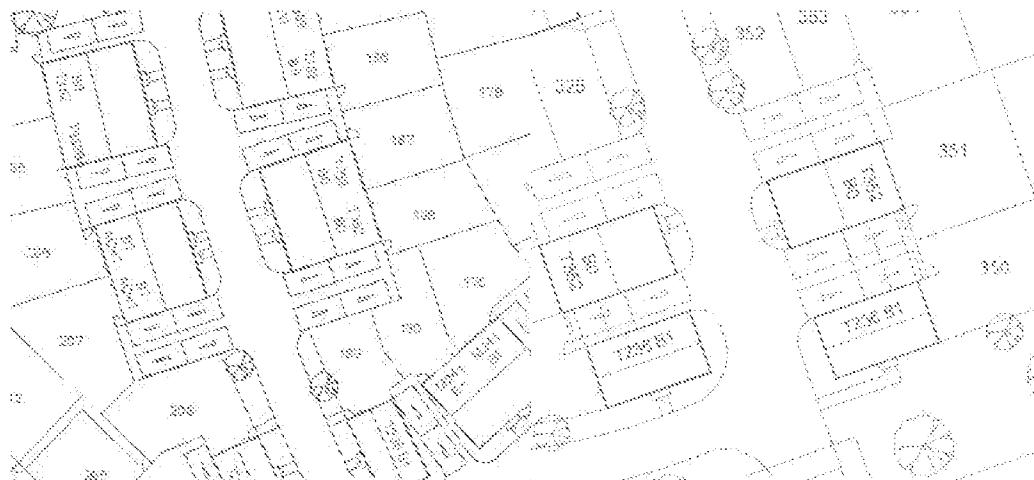
- Plot 14: although the depth of the garden is 0.9m below the required 11m, it is the wider than the unit. The side-to-rear set-back is 13.4m, 0.6m below the minimum of 14m. However, this applies to only half of the unit.
- Plot 255: although the depth of the garden is also 0.9m below the minimum, it is again wider than the unit. The minimum side-to-rear set-back for all of the unit is 0.5m below the minimum requirement.
- Plot 336: while the garden is 1.5m below the minimum of 11m, it is 3m wider than the unit. Only the corner of the unit to the rear is 2.5m below the minimum setback and as the DAS notes, there are no side openings facing onto the rear garden.
- Plot 336: the garden depth is greater than the minimum and again, while a 3m section of the building to the rear is 1.1m to 1.7m less than the minimum side-to-rear set-back, there are no windows in the elevation that overlook the unit or garden.

In three of these situations, the reduction is created by the deeper dual aspect corner unit – the other situation is indirectly related to this also. Generally, a reduction in privacy and garden depths is not supported. However, given that the situation presents as a result of maintaining passive surveillance around the corner, the reduction, in itself, is not a cause of great concern. Although, it should be noted, this is an indication of development intensity, where the reduction could be resolved through a minor increase in the depth of the neighbouring plots or, by setting the building to the rear back by a further 1m. Also, the reduction is likely to impact the value of these units through the over-shading of the rear gardens.

3.12. In the below area, front-to-front distances are a very minimal 8m – and, while noting the objective of creating passive surveillance in rear parking courts, in this instance, there is a concern that the occupants of the adjacent units will be frequently disturbed by the sight and sound of parking vehicles – particularly headlights into living rooms.



3.13. In general, front-to-front distances are consistently around 9-10m on mews streets. The objective is presumably to assert a more rural and traditional character. However, this is significantly less than the ADC and DC minimum of 16m, while the intent for a traditional character is more relevant to RM1 than RM4. Also, an informal character is unlikely to be achieved when units are regularly spaced and the building and eaves lines are consistent.



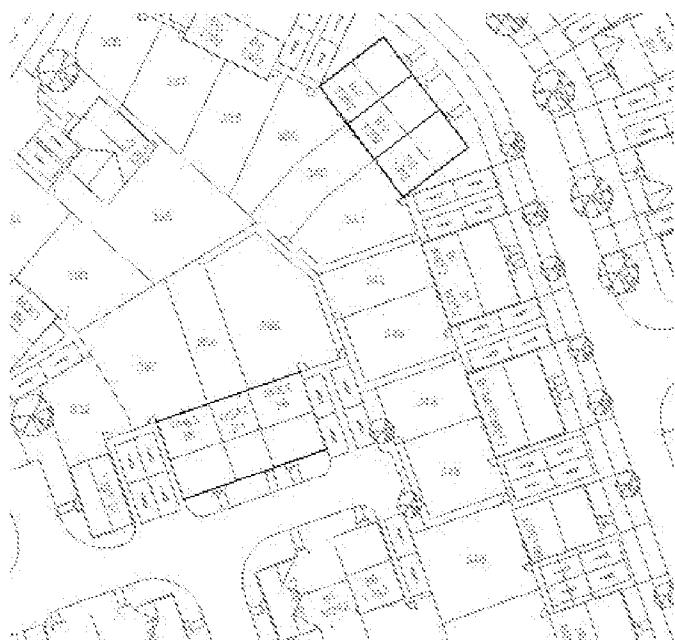
A reduced distance between frontages might be more acceptable with a single storey element on one side, denser planting in between or variation in the alignment of openings. However, none of these aspects are applicable – rather, openings into habitable rooms are directly adjacent.

Instead of supporting an informal character, the overall impact is more likely to be a high sense of enclosure with very little privacy for the residents of adjacent units.

Also, the impact is more acutely felt by residents of affordable units, the majority of which are located along mews streets. In this respect, the reduction cannot be supported as a consistent rather than bespoke treatment.

3.14. It is also noted that the ROW of the mews streets varies – although marginally – between 4.8m and 5m. Again, if the objective is for a less formal character, there is a need for greater variety in the building, eaves and ridge lines. Otherwise, it will be important to retain continuity in the ROW of the carriageway (despite the wider ROW being preferred).

3.15. In general, the area to the east of the neighbourhood park looks particularly congested.



This creates:

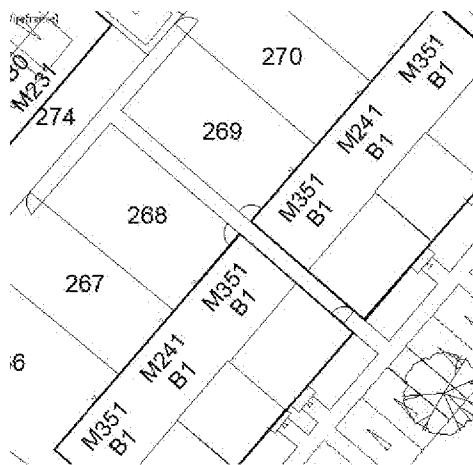
- overlapping passageways (that will appear unusual and quite urban when fenced),
- a long, narrow garden for plot 356 with a 37m travel distance to the bin collection point (max. 15m according to the DC) and,
- reduced resident's parking for the 4-bed types.

Also, ideally, a 2-bed type would not be located between two no. 4-beds, while 4-bed terraced properties are uncommon.

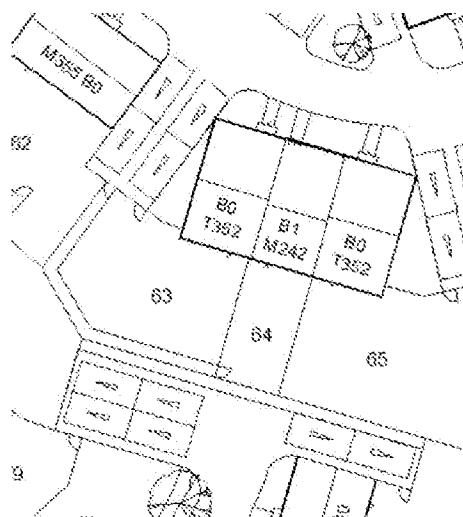
Overall, the arrangement is a further indication of development intensity, where removing the 2-bed in the middle would release enough space to resolve each of these aspects. The value of two detached/ semi-detached 4-bed properties is also likely to balance the value of three terraced types with privacy strips and reduced parking provision.

3.16. According to the DC, all passageways are to be a minimum 1m (slightly less in a number of places) and chamfered around corners to allow bikes, buggies and bins to pass.

3.17. In some locations, the drag distance exceeds the 15m minimum and it is unclear where bins would be placed for collection other than across the path or the neighbour's privacy strip (DC notes that temporary collection points shall be located to prevent bins from blocking footpaths or the highway).

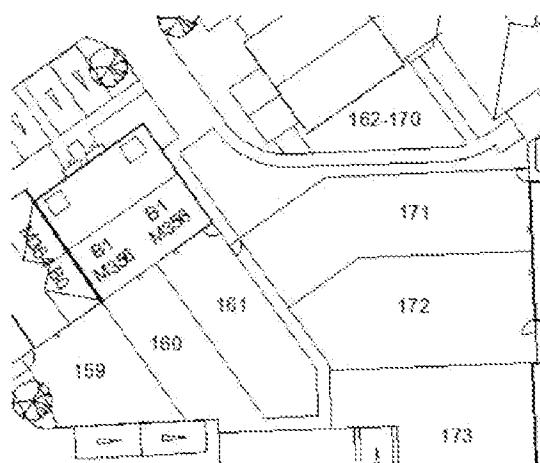


3.18. Generally, this occurs when providing rear access for mid-terrace units, particularly when, in the following case, the neighbouring unit has a wider garden. For instance, in the following configuration, the drag distance is approximately 35m. Bins would then need to be placed in a line between parking or across parking bays.

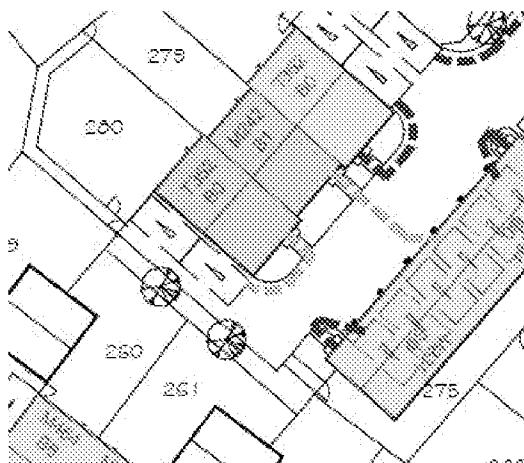


3.19. In the previous arrangement, a second passageway and fence line appear to be provided at the rear of plots 63, 64 and 65.

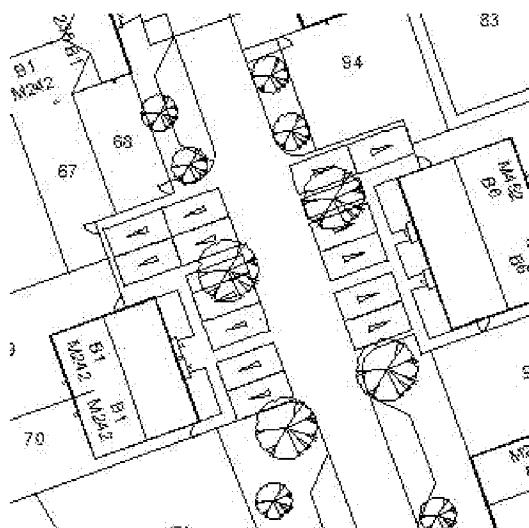
3.20. Similarly, in the below arrangement, the drag distance for plot 160 is approximately 33m, and the communal bin store is approximately 30m from the street.



3.21. It is unclear why the end of the gardens of plots 260 and 261 have been removed – see below:

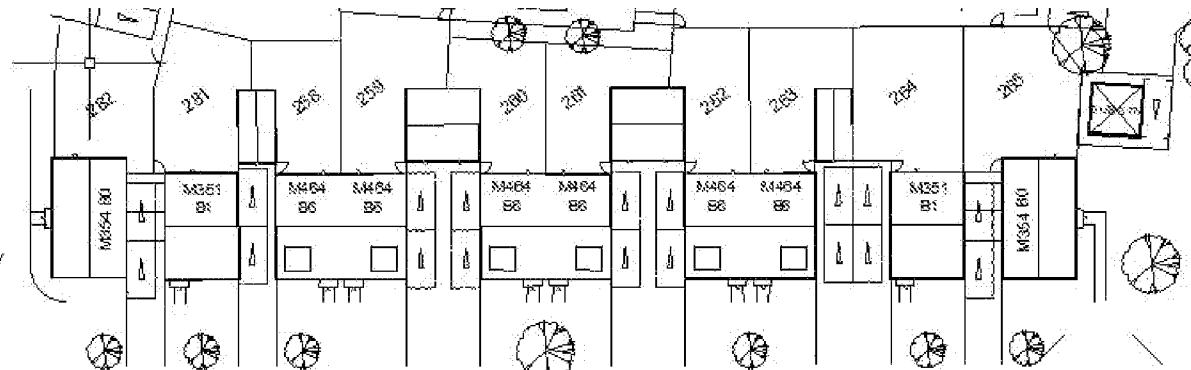


3.22. In the two instances of the following configuration, the units are in danger of being lost behind parking spaces. The impact is less apparent in the third mews street in the row – so, the situation presents when an additional two spaces for a further unit are provided. The congestion is more apparent through the amount of paths and fencing, which, while efficiently arranged, are beginning to look quite tight and urban.

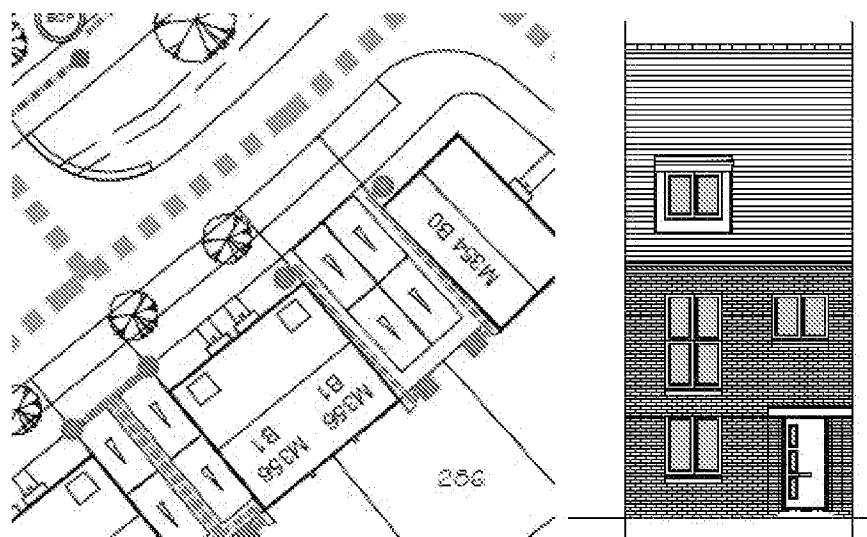


This is another indication of development intensity, where splitting the row of terraces on the perpendicular street would allow on-plot parking for plot 67, thereby reducing the need for (and impact of) parking along the mews.

3.23. The frequency of garages is increasing the overall sense of enclosure where, along some street sections, there is no openness between garages and units.



3.24. A common issue with privacy strips is that refuse bins end up being placed either in front of or underneath windows to habitable rooms – often, the main living room. The impact of this is worse in the summer when the windows are open. While this might be accommodated in units with a wide frontage, in narrow types, there is no other location to leave the bins other than next to the window to the living room.



3.25. It is recommended that a vehicle tracking plan be submitted to demonstrate the level of service of the network and the refuse collection strategy.

#### 4. Built form

- 4.1. Type 354: no variant '3' or '13' (of 14).
- 4.2. Type 466: no variant '5' (of 6).
- 4.3. Almost half the elevation of type 356 is represented by the roof. A wider building might be able to balance this, but the proposed type is less than 5m wide. As such, the roof is considered to be dominant and the house type is not supported.
- 4.4. The length of the internal garage for type 468 is less than the DC's 6m minimum in order to count towards parking provision.
- 4.5. The length of the internal garage for type 463 is (slightly) less than the DC's 6m minimum in order to count towards parking provision.

4.6. According to both the DC (8.39) and the ADG (J.09), steep roof pitches should not be used. At 51 degrees, the pitch of type H236 is considered to be steep. In general, this type is commonly used when attached to another unit to turn a corner. It is rarely used in isolation because of the economy of the construction, the blank side elevation that is created when it is detached and the narrow garden, which is, in reality, of limited value. That said, there is some precedent for a steeper pitch in the roof at Waterbury House on Ford Road. Also, the pitch does not create an overly dominant roof owing to the minimal width of the unit, while the rear garden would, assuming the minimum separation distances are maintained, be greater than the absolute minimum of 50m<sup>2</sup> (according to the Government's technical note regarding garden sizes for 1/ 2 bed properties). It is further noted that the type is used sparingly over both application areas – 6 units in RM1 and 15 in RM4. In summary:

4.6..1. Where the type is detached, the gable end windows should be centred (slightly off-centre at present) – this is significant as the feature of the unit is the front gable-end.

4.6..2. Where the type is coupled, the ridge lines of the two units should align (at present, it looks to be coupled with a slightly lower unit).

4.7. HT356: while the roof pitch is shallower than HT236 (45 degrees compared to 51 degrees), because of the front-to-back pitch, the roof represents almost half of the elevation and the dominance is greater. Overall, a limited number of attached variants is considered to be acceptable, but detached versions would not (although it does not appear that any detached versions are proposed).

4.8. In a number of types, the central window is slightly off-centre. While this would be less apparent on an asymmetrical or mirrored type, it is quite apparent on a symmetrically arranged, wide fronted unit. It is envisaged this has happened because the proportions of the unit have changed at some point. However, the slight misalignment breaks the overall balance of the elevation - could this be reviewed on all types where it is applicable.

4.9. While the same window is not aligned with the front door on a number of narrow types, this is more apparent in RM1 owing to the mono-pitched canopy, while in RM4, the door surrounds provide an opportunity to align the window with another element. In the least, the window above the door should be aligned with some component to hold the elevation.

4.10. HT231: the front elevation needs some finessing to connect the first floor and ground floor openings and reduce the expanse of brick between these.

4.11. HT452: the alignment of the right-hand, first floor window to the left of the door creates some imbalance with the continuous canopy, which might need some support if mirrored. Suggest centring the openings and reviewing the treatment of the canopy.

4.12. HT241-V3: the full height window is too dominant and close to the corner of the canopy.

4.13. HT234-V1: the style of the canopy looks ill-at-ease with the front gable end. Also, the corner is too close to the underside of the eaves.

4.14. HT234-V1: the dpc level looks particularly high here - reducing the number of brick courses might create less tension with the window opening.

4.15. HT341-V4: there is almost too much happening between the tall window and the hanging tiles, where a smaller opening allows a greater area of tiling between the two openings. For instance, in type HT351-V1, there is a greater surface area between the two openings that allows these to be independent.

4.16. HT354: the overall composition of the elevation appears imbalanced through the dominant first floor windows and the off-centred hipped roof and central widow.

4.17. HT354: while this holds on paper, there is a concern that the door surround is too dominant for the size of the opening. Consider reducing the width of the surround, or even projecting this slightly under the canopy to create some variation in the building line.

4.18. HT354-V7: similar to the previous comment, the height of the brick course creates a tension with the ground floor window, where there is only 100/ 150mm of render between the top of the brick and the underside of the sill.

4.19. HT354-V9: similar to previous comments, the top window looks marginally off centre, which is particularly apparent on a wide, symmetrically arranged elevation.

4.20. HT355: the narrow door surround of three bricks looks more comfortable than when four bricks have been used – this is because a surround of four bricks is broadly the same width as the door. In V1, there is a concern that the first floor windows will appear top heavy – the intent is clear, but without grounding these with another element, such as a stringer course at the level of the canopy, they appear to be floating. For instance, V2, without the surround, looks more comfortable.

4.21. In the same variant, the rear elevation looks unbalanced. In this case, it is better to centre the openings than align them with one side of the opening below.

4.22. In V9 and V10 of the same variant, there is a concern regarding the effectiveness of the flint panel between the window sill and the brick surround. While the change of materials might work with a bay window, or some variation in the building line, it looks a little uncomfortable in the same plane.

4.23. HT356: ideally, the window above the door would align with another element beneath this.

4.24. HT361: the rear elevation looks unbalanced, with only one side of the openings aligning. At the least, the two larger windows should be centred.

4.25. HT462: as previous comments where the central window is slightly off centre, while in V2, the height of the brick and the space between the two window surrounds looks too narrow to support a change of material.

4.26. HT466: the rear elevation presents an expanse of brickwork that would not be supported if visible from the public realm.

4.27. HT466-V6: similar to a previous comment, where there are concerns for the effectiveness of a flint panel in the same building line and beneath or above a brick surround.

4.28. HT467: similar to previous comments where the central window needs anchoring with an element below.

4.29. HT467-V2: there is perhaps too much happening with the brick panel set within hanging tiles.

4.30. HT468-V1: as the previous comment regarding the brick panel within hanging tiles, while the rear elevation would benefit from some finessing to balance the openings.

4.31. HT473: ideally, the garage door and the window above this would be centred on the elevation.

4.32. HT481: ideally, the central widow would be centred on either the door or the door plus the panel to balance the symmetry.

4.33. HT581: at the moment, there is a slight imbalance in the proportion of the top panel. Suggest realigning the centre window with the right side of the door (and above the sink), where the weight of this can be balanced by the door. Otherwise, suggest centring the window and separating the openings.

4.34. FLATBLOCK 162-170: the width of the front gable appears to be creating a particularly high ridge line and consequently, a dominating roof on the side elevations. Additionally, the front elevation involves four different ridge heights that could be balanced if connected to vertical elements but look a little imbalanced either side of the gable end.

4.35. FLATBLOCK 214-221: with a narrower gable, the roofscape looks better balanced than 162-170. Suggest connecting two windows (per floor) on the gable end to break the repetition of openings.

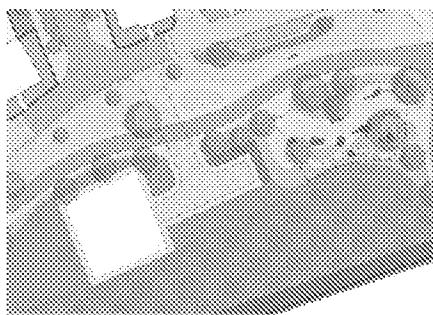
4.36. The use of one type of canopy and front door for over three hundred dwellings is likely to result in a sense of repetition and uniformity; with so many units, greater variety is needed.

4.37. The RM1 DAS notes the provision of 'closed windows' where units are facing a noise source and clarifies that these would not be sealed openings but rather, instances where additional mechanical ventilation would be provided should residents prefer to keep their windows closed. It is unclear if such windows are also intended in

RM4. In general, the installation of purposely closed windows is not supported where intended to provide a solution to a situation that could otherwise be resolved through design, layout or building orientation.

## 5. Open space

- 5.1. Generally, from a design perspective, the site-wide landscape strategy is considered to be a strong feature of proposed development and underpins the drainage and circulation strategies.
- 5.2. While noting that this relates to the IRM application, the dominance of the basins in Ryebank Park has been a constant concern through pre-application discussions and the proposed arrangement is not supported owing to the visual impact and the lack of space remaining around these for planting and circulation.
- 5.3. Ideally PROWs would be redirected through open space rather than along public highways. In this case, the PROW to the employment area and Climbing could be redirected through Ryebank Park and the woodland planting at the southern boundary, or, along the runway and through Runway Park. Further advice is sought from the PROW officer in this regard.
- 5.4. The straight path through the middle of Runway Park is a strong feature – and supported in recognition of the former airfield. Having set up such an axis, it will be important to close the view in a subsequent development phase – potentially, at the intersection with the east-west path that defines the edge of the former runway.
- 5.5. It is acknowledged that robust boundaries are required around utility sites. However, the proposal of 1.8m high steel palisade fencing around the pumping station on the southern boundary is not supported at such a prominent and sensitive edge of settlement location.
- 5.6. An earlier comment in the ‘Layout’ section relates to the relocation of the pumping station behind the building line (presently, it closes a view from along the mews).



The same comment is included in the response to the IRM application. This would also allow the play area to shift across to the west, where it would create a view from along the mews.

## 6. Conclusion

- 6.1. It should be noted that there are a number of positive aspects to the proposed arrangement. It weaves a complex circulation network around the landscape and drainage strategies and the various development constraints. There is a strong overarching framework and an attempt to assert a character that relates to the site's history and creates a distinction with the traditional character of the northern neighbourhood.
- 6.2. The greatest concern involves the privacy distances on mews streets - in some instances, these are as low as 9m, where, according to both the ADG and the DC, the minimum distance between habitable rooms is 16m. Ultimately, it is difficult to support such a reduction as a typical treatment.
- 6.3. Additionally, there are a number of specific and general examples of development intensity. Particular examples include overlapping passageways, long drag distances to an undefined bin collection point, some parking dominated street sections and encroachment beyond the development edge. Generally, minimal front and rear garden depths are adopted. Collectively, these aspects are generating a tight layout with a high sense of enclosure that is more urban in character than the site's semi-rural, edge of settlement context.
- 6.4. A statement in the DAS highlights the value of compact development (according to the National Design Guide). However, this should be considered in relation to the character of the surrounding context, which, in this instance, is informal with a high sense of openness. In this respect, development efficiency would be a more accurate objective.
- 6.5. Although the layout is tight and efficient, the overall development efficiency is reduced through the provision of 30% more larger homes, of which, approximately 23% are more than 15% larger than the NDSS, coupled with the requirement of an additional 6% in residential parking provision.
- 6.6. The compactness that is presenting in the layout is therefore likely to be the impact of the overprovision of larger homes, where a mix that is more aligned to the SHMA would allow a more generous public and private open space provision and consequently, a more open and informal character.
- 6.7. It is acknowledged that the site's history, coupled with the neighbouring light industry activities on one side, supports a less rural character and a tighter grain – particularly given the objective of differentiating from the traditional character that is proposed for RM1. However, this shouldn't be at the expense of privacy distances, development encroachment and deviations from the DC and the ADG.

6.8. To resolve these aspects, it is likely that a review of either the proposed mix, quantum or the size and form of some typical units will be needed in order to release some space and congestion across the site.

6.9. Additionally, removing some garages will reduce the extent of enclosure and allow a greater sense of openness.

6.10. For various reasons, the intent for a more contemporary character of built form in RM4 is supported. Additionally, the use of vertical elements with some variation in the arrangement of glazing bars to perhaps reflect a 1920's, Art Deco or aviation character is also welcomed. However, at times, the attempt to create greater distinction in elevation can appear a little forced without some adjustment of the proportions of the plan and elevation to balance this.

6.11. Similar to RM1, in a number of types, the central window is out of alignment with the elements below – this is particularly significant on symmetrically arranged, wide unit types. Equally, in some types, openings on the rear and side elevations might be centred on the internal wall but can appear imbalanced in elevation. While, in some types, the combination of panels, openings and surrounds leaves little space in between elements to support the change of materials.

6.12. A review of the typical units is recommended to align openings, particularly on symmetrically arranged elevations, simplify the elevations of some variants and resolve instances where units of marginally different heights are coupled in order to marry the ridge lines. This might involve introducing stringer courses at the height of the canopy to balance vertical elements and group openings or, creating some variation in the building line through projecting the door and surround under the canopy.

6.13. It is also recommended to develop a couple of bespoke units that would be specific to RM4 and can be located in particularly prominent locations, such as around the runway and some key nodes. Whether this involves altering the plan and proportions of a typical type or developing a bespoke type that could be based on the 1920's/ aviation character. For instance, the linearity of the runway supports a town house style with perhaps a mansard or parapet roof.

6.14. A greater variety of canopy and door types is needed to create some variety in the street scene.

6.15. Overall, the aviation connection provides a fantastic opportunity to shape a truly unique development that plays to the strengths of the site and creates a distinction with new homes in the northern neighbourhood. However, to achieve this, greater variation of typical unit types is likely to be needed, together with the introduction of some components that will be bespoke to the southern area.

Arun District Council, Civic Centre, Maltravers Rd  
Littlehampton, West Sussex, BN17 5LF

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## Strategic Development Team, Planning

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