

# **Arundel Parish Neighbourhood Development Plan**

**State of the Town Report**

**December 2012**



*Published by Arundel Town Council*

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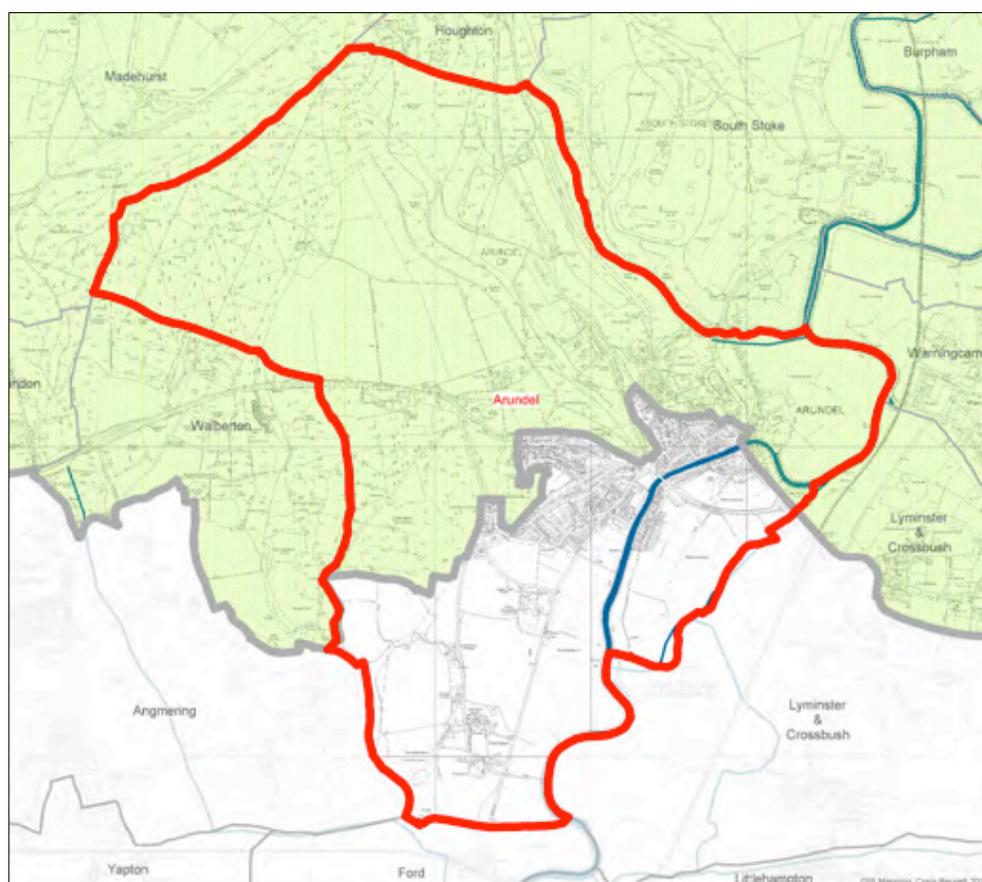
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# 1. Introduction

## 1.1 Purpose

Arundel Town Council has proposed to Arun District Council (ADC) and to the South Downs National Park Authority (SDNPA), the local planning authorities that cover the parish, that they should designate a Neighbourhood Development Plan for that part of the parish in their respective administrative areas – the ‘Arundel Parish Neighbourhood Development Plan’ (APNDP).

The plan below shows the parish boundary in relation to the administrative areas of the two planning authorities – ADC in white inside the boundary and SDNPA in green inside the boundary.



*Plan A: Arundel Parish Neighbourhood Development Plan Area*

The APNDP is being prepared in accordance with the Neighbourhood Planning Regulations 2012, the Planning & Compulsory Purchase Act 2004 and the European Directive on Strategic Environmental Assessment 2004.

The purpose of this report is twofold: to summarise the evidence base and the context within which the APNDP will be prepared; and to screen for a strategic environmental assessment, by which the draft and final versions of the APNDP will be assessed and refined.

In doing so, the report will provide the local community with a key starting point from which to embark on formulating the draft APNDP and it will provide the Town Council with a means of consulting the statutory authorities on the proposed scope of the sustainability appraisal of the APNDP.

## 1.2 Neighbourhood Development Plans

The APNDP will be amongst the first Neighbourhood Development Plans prepared in England since the 2011 Localism Act. The National Planning Policy Framework states:

*“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications; and grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order (para.183).*

*Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.*

*Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).*

*Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)”.*

## 1.3 Sustainability Appraisal

Neighbourhood Development Plans are not technically subject to a sustainability appraisal but may require a strategic environmental assessment, provided they are in conformity with the development plan of the local planning authority in terms of the scale and distribution of growth planned.

However, the land use planning process provides an important means by which sustainable development can be achieved. The APNDP will be in conformity with, and refine, the emerging Arun Local Plan and South Down National Park Local Plan. It will be adopted under the framework of the Local Plans and will comprise part of the planning policy framework for the district.

As such, the APNDP will help to achieve sustainable development by ensuring that its development policies and proposals will meet the needs of people living and working in the parish, while at the same time helping to ensure that any adverse environmental impact is minimised. The ongoing consideration of the sustainability objectives of the plan will enable alternative options for those policies and proposals be compared and evaluated.

This report identifies the sustainability issues within the parish and sets out a framework within which these economic, social and environmental issues in the APNDP will be used to determine the plan’s detailed policies and proposals.

## **1.4 The Plan Preparation Process**

The process of preparing and seeking final adoption of the APNDP is in accordance with the Neighbourhood Plan Regulations 2012 and has been agreed by the Town Council.

The intention of the Town Council is to submit the APNDP to the District Council and SDNPA for approval and then for independent examination by the end of May 2013. This will enable the two local planning authorities to consider its contents in time for the submission of the Arun Local District Plan for examination in Summer 2013 and for the preparation of the South Downs National Park Local Plan in due course.

The process up to submission comprises three main stages:

- State of the Town Report – this report summarises all the evidence on which the APNDP will be based
- Pre-Submission APNDP – this report will comprise the vision, objectives, policies, proposals and map of the plan for a six week public consultation period
- Submission APNDP – this report will take into account the representations received on the draft plan during the public consultation period and will amend as necessary its content for submission to the local planning authorities

If approved by the local planning authorities, the APNDP will then be subject to an independent examination. Any recommendations made by the Examiner will be considered by the Town Council and local planning authorities and the plan amended as necessary before being approved for a local referendum. If supported by a majority vote at the referendum, the APNDP will be adopted by the local planning authorities as planning policy for that part of the parish that falls within their respective administrative area.

## 2. Parish Character

### 2.1 An Introduction to the Parish of Arundel

Arundel Parish lies in the northern part of the district of Arun in the county of West Sussex and within the South Downs National Park.

Within Arun district, the parish adjoins the parish of Angmering to the west, Ford to the south and Lyminster & Crossbush to the east. Inside the National Park, the parish is adjoined by the parish of Walberton to the west; Madehurst, Houghton and South Stoke to the north; and Warningcamp and the remaining part of Lyminster & Crossbush to the east (see Plan A).

The parish is dominated by the town of Arundel with a current population is 3,650, which lies at an important crossing of the River Arun and where the important roads of the A27 and A29 meet. It also includes part of the former ancient parish of Tortington inside its southern boundary, the Manor and a small group of buildings. The town has traces of early Roman development. However it mainly developed as a Saxon town and is referred to in the Domesday Book in 1086, by which time Arundel had become a flourishing market town and port, with a population of a few hundred.

In 1243 Arundel Castle came to be owned by the Fitzalan family then at the end of the 16th century the castle and Earldom was passed to the Duke of Norfolk. The Dukes dominated Arundel for centuries and during that time Arundel was a busy international port, with ships sailing to and from Arundel via the river Arun to the sea 5 miles away. Arundel was also an important market town and in 1285 it was granted an annual fair where people came from a wide area to buy and sell.

In the mid 13th century the Dominican friars arrived giving Arundel its first religious building, locally referred to as 'Blackfriars', the ruins of which are located next to the Town Bridge. The parish church of St Nicholas in Arundel was built in 1380. During the English Civil War Arundel Castle changed hands three times and at the end of the war it was severely damaged and reduced to a partial ruin, then at the end of the 18th century when it was rebuilt for the first time, then at the end of the 19th century it was largely rebuilt again as it is today.

Between the Civil War and the late 18th Century Arundel was in a very poor state, however by the turn of the 19th Century it had become a small flourishing market town with a population a little under 1,900. During the 19th century Arundel grew considerably and by 1901 it had a population of over 3,000. During the early 19th century Arundel was still a busy market town and port with two flourishing breweries and timber trade. Arundel Railway Station, in the present position, was built in 1863 when the line was extended down the Arun Valley. In 1846 the Station at Ford was built along the railway along the coast from Brighton to Portsmouth, which was then known as "Arundel Station". As a result of which the port ceased to operate in the early 20th century as did the markets.

Gaslight was first seen in the town in 1838 and electricity arrived during the 1930's. In 1868 a new Catholic Church was commissioned by the 15th Duke of Norfolk and designed by a then famous architect Joseph Aloysius Hansom. This Catholic Church was built of brick clad with Bath stone, in the French Gothic style and was completed 1873 and in 1965 it became a cathedral for the Roman Catholic diocese. In the early 19th Century some parts of the high levels of the town were lost when the Park was enclosed and the new London Road was constructed.

Today Arundel is a popular tourist destination and successful market town and cultural centre. In 2001 Arundel had its first market for over 80 years in the form of a Farmers Market, which is currently a popular monthly event.

## **2.2 Selected Parish Statistics**

The following statistics are drawn from a variety of sources, most especially the Arundel Rural Community Profile published by Action in rural Sussex in January 2012. Some of the data sets used are from the 2001 Census (unless otherwise stated). However, their comparison with data for England remains relevant.

### Demographics

- 3,655 population (52% female) at 2010
- 3.0 people per hectare (v 4.0 England) at 2010
- 2,125 working age adults (58% v 65% England) at 2010
- 560 children under 16 (16% v 19% England) at 2010
- 970 older people over 65 (27% v 17% England)
- net inward migration from 2001 to 2009 in all age groups but especially aged 45-64 and aged 15-24 at 2009
- 155 employment benefit claimants (7% v 14% England) at 2011
- 270 people living in income deprivation (8% v 15% England) at 2010
- 60 income deprived children (11% v 22% England) at 2010
- 145 pension credit claimants (16% v 26% England) at 2011
- 1,860 economically active residents (82% v 77% England) at 2010
- 355 self-employed (14% v 8% England)
- 235 working from home (14% v 9% England)

### Households

- 1,635 households
- 60 lone parent households (18% v 22% England)
- 355 single pensioner households (62% v 61% England)
- no areas of the parish are in the most deprived 30% in England at 2010
- 205 housing benefit claimants (13% v 15% England) at 2005
- 205 households in fuel poverty (12% v 16% England) at 2008

### Homes

- 310 detached homes (18% of stock v 23% England)
- 425 semi-detached (25% v 32% England)
- 600 terraced (35% v 26% England)
- 270 flats (17% v 14% England)
- 1,180 owner-occupied (72% v 69% England)
- 200 social rented (12% v 19% England)
- 165 privately rented (10% v 9% England)
- 215 homes in Council Tax Bands A and B (12% v 44% England) at 2011

### Transport

- 325 households with no car (20% v 27% England)
- 520 households with 2 or more cars (31% v 30% England)
- 5 minutes average travel time to nearest employment centre by car at 2009
- 7% households travelling to work using public transport (v 15% England)
- 71 mins to nearest hospital by public transport/walking (v 39 mins in West Sussex) at 2009

- 22 mins to nearest supermarket by public transport/walking (v 9 mins in West Sussex) at 2009
- 6% travelling to work by public transport (v 15% England)
- 0.6 km to nearest GP (v 1.3km in West Sussex) at 2010
- 0.6km to nearest post office (v 1.1km West Sussex) at 2010
- 7.9km to nearest secondary school (v 3.0km West Sussex) at 2010

#### Health

- 230 people with limiting long term illness (9% v 11% England)
- 95 disability allowance claimants (3% v 5% England) at 2011

#### Skills

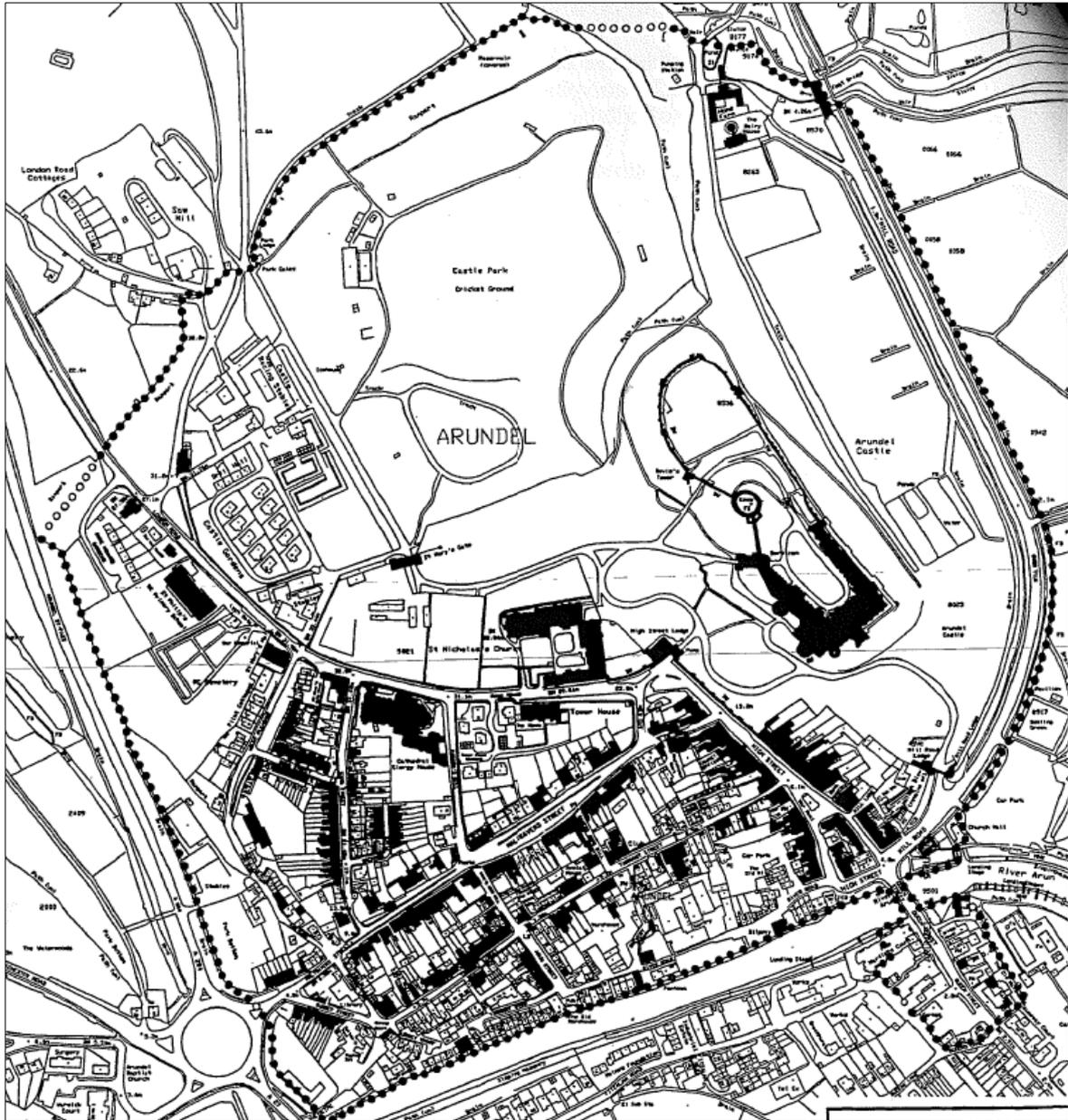
- 505 people with highest qualification (27% v 33% England) at 2010
- 295 people with no qualifications (17% v 13% England) at 2010
- 48% people working in managerial, professional etc occupations (v 42% England)
- 11% people working in administrative occupations (v 13% England)

#### Biodiversity

- one Site of Special Scientific Interest at Arundel Park
- no local nature reserves
- significant ancient woodland within the South Downs National Park boundary
- a large Site of Local Importance for Nature Conservation within the South Downs National Park boundary

#### Heritage

- 215 listed buildings and structures (including the Grade I Arundel Castle, Church of St. Nicholas, Fitzalan Chapel and Roman Catholic Cathedral of St. Philip Neri and the Grade II\* Hiorn's Tower, 22 High Street (Norfolk Hotel), 51 High Street, 61 High Street, The Priory (St. Wilfred's) and 26 Maltravers Street (The Vicarage))
- a Conservation Area comprising the majority of the town area
- a Scheduled Ancient Monument (Arundel Castle)
- a listed Park & Garden (Arundel Park)



Plan B: Arundel Conservation Area

### Economy

- there is a wide variety of independent retailers and service providers based in the town serving tourists/visitors and the local population and a number of office-based and home-based businesses
- the concentration of shops, cafés, restaurants and hotels is on High Street and Tarrant Street
- there are two industrial areas on Fitzalan Road that provide a number of small units for local businesses
- the public sector is a reasonable scale employer, with two primary schools, a fire station, an unmanned police station and the town council all based in the town

## 3. Parish Issues

### 3.1 Arundel Community Plan

The Arundel Town Council published the Arundel Community Plan in 2007 following three years of community events and meetings to discuss and agree the town's future. The final document contains a summary analysis of the key issues and a series of actions to address each issue. Of these the following observations and actions are still considered relevant to the APNDP:

- Arundel is well served with sports facilities, having football, tennis, cricket, bowls and indoor mat bowls clubs, the Lido, and outdoor playing areas at Herington Field and Millennium Park
- Improve existing and introduce additional cycle routes e.g. Arundel to Littlehampton
- Production of a design statement (Note: this has since been published)
- While there was not seen to be the need for any additional community events, many respondents welcomed the idea of a 'drop-in' centre or community centre hosting specific activities
- The potential loss of the Museum was a cause for concern - (Note: a new museum is due to open in early 2013)
- Property prices and the need for more affordable housing were also seen to be an issue
- Arundel does have a successful and well attended youth club, however young people of school age suggested a desire for improved youth facilities and support of Arundel Lido, with improvements made that would allow year- round swimming and improved sports facilities on the site.
- A drop-in centre, specifically aimed at older residents was thought to be a good idea.
- The community bus was strongly praised by senior residents who felt its use should be expanded, perhaps with an increase in the number of day trips.
- The town has a good range of small shops, offering a variety of goods from staple items to art and collectables.
- A recent trend has seen a reduction in the number of antique shops with an increase in the number of eating establishments. Many businesses are owner managed and rely on visitors for a significant part of their trade.
- Make the Town more welcoming to visitors, by landscaping entrances and providing additional seating etc
- Tourism is of major importance, and has a great impact on the town.
- The biggest concern of those surveyed related to the congestion on the Arundel By-pass, but this is outside the remit of this action plan - lobby for the Arundel By-Pass
- To avoid this congestion many cars are using the town centre
- Rail connections to Arundel are good except for the missing direct rail link from the Worthing line to the Arundel line. The station is a quarter of a mile from the town centre, which involves walkers and the disabled having to cross the A 27 by traffic lights just before the eastern roundabout.
- Investigate ways in which to increase parking availability by creating more spaces on the edge of Town.
- Many of the issues of getting around the urban area of Arundel are caused by the interaction of its largely medieval street plan with the demands of the 21st century. These are difficult, if not impossible, to reconcile - develop residents parking situational model to overcome residents parking problems, address the issue of 'Rat runs', reduce Traffic/Pedestrian interaction and improve access between the areas either side of the A27

## 3.2 Community Views

Since the launch of the APNDP, the Town Council has established a number of Focus Groups and arranged drop-in sessions for the community to learn more about the APNDP and to express their opinions on the future of the town.

The following are some general views that have emerged from most, if not all, of the groups and meetings:

- Key strengths of the town - community spirit, festivals, very pretty town, cultural centre, river, walks, Castle, Lido, WWT
- Problems - parking in town and outer town, busy A27, High Street dominated by cars, no secondary school, shops too tourist focused, 'two halves' of Arundel,
- Opportunities – protect open spaces, new leisure/community facilities, new cyclepaths
- Concerns – diversity of shops, parking, traffic, Victoria Institute, affordable housing, no land for growing enterprises

In addition, specific views were raised by the following groups:

### Chamber of Commerce

- Collaborative traders and community
- Easily accessible by train
- A 'natural' place to visit all year round
- Unique town, independent, no chain shops, few chain restaurants
- A food destination – encourage non chain restaurants, cafes, markets
- Tourism – history, new museum should boost tourism
- Needs more entertainment/night life?
- Need for pedestrianised or shared space areas in the town to improve the public realm
- Victoria Institute
- Lack of variety – too many Italian eateries
- Lack of Public Transport
- Seasonal economy
- Slow broadband
- Use empty shops for community projects
- Don't allow the old Bevin Bevin site to be developed into yet more housing. This is an important part of Arundel's heritage
- Cycleway Littlehampton Ford St. to Arundel
- Limited growth potential
- High percentage of Social Housing
- Very difficult to get staff from locality
- Lots of Older Person's housing already

### Older Persons Group

- Lorries/cars – noise, dust, pollution, speed
- Improve foot path/cycle path along river to Littlehampton
- Access to Ford Station i.e. pavement one side
- Cycle/ free foot path under bridge at Ford Road Roundabout
- There are no pedestrian precincts
- Pathway from Arundel to Ford Station and cycle route
- Car parking facilities for St Nicholas and cathedral on Sundays
- No other interest only cafes during winter

- Shops cannot stock all needs for locals and tourists.
- We could have a community shop – temp until museum opens – for tourists to have coffee, information and ‘special offers’ from shops
- Need low cost housing and there is land

#### Young Persons Group

- Use the police station for something else
- The parks are not very good, just stuff for little kids.
- Better sports facilities e.g tennis courts
- Variety of shops
- Cinema in Arundel
- Bowling alley
- Sports centre
- Needs a secondary school
- Too much traffic in Arundel
- Cycle Path to Ford Station (adult)
- Pedestrianise Tarrant St. and lower part of High St
- Make better use of Victoria Institute

#### Review of Physical Community Assets

- Arundel CoE Primary school – popular, poor parking/access, new pre-school?
- St. Philip’s Catholic Primary School – popular, poor access, no room to expand
- Library/Youth Club – potential for greater use, threatened by cuts
- Police Station – underused, reuse for community housing
- Fire Station – poor parking/access, threatened by closure
- Priory Playhouse – popular, no room to expand
- St. Mary’s Hall – popular, poor parking/access
- Museum – extended use
- Norfolk Centre – popular, redevelopment?
- Scout Hall – popular, need more space
- Baptist Hall – popular, potential to expand
- Sports Clubs – many facilities
- Lido – popular, land available to develop
- Jubilee Gardens – cherished but in disrepair
- Pontoon – under-used
- Park & Swanbourne Lake – popular, poor parking
- Herington Field – under-used, poor parking
- Stewards Copse – popular

### **3.3 Community Survey**

A comprehensive community survey has been undertaken of all households in the parish in November 2012 with a response rate of 17% (i.e. 314 responses). The greatest number of household occupants (37%) were those in the 61-80 age category. The next most common responses were households in the 31-60 age range (35%) and the 80+ age range (7%).

The response rate was not as strong as hoped but the survey followed shortly another survey of all households on parking issues in the town by the County Council. Not only may that survey have discouraged some from completing the APNDP survey but it may also have resulted in those issues having a stronger emphasis than may otherwise have been the case.

The survey is intended to provide additional information on the character of the parish and the views of its communities on what the APNDP should seek to preserve and to improve. The Town Council has published the outcome of the survey in a separate document but a summary of the key findings is included here:

- Respondents most liked living in Arundel because of its community spirit (33%), its beauty and natural setting (24%) and its heritage and character (14%).
- Respondents most disliked parking and traffic (43%), transport and access (16%) and shops and facilities (9%).
- The most commonly identified means by which respondents get around the town was walking (92%), followed by the car (51%) and cycling (17%).
- The most commonly identified mechanism for getting around outside of the town was the car (89%), the bus (24%) and walking (22%).
- The greatest concern of respondents were parking (75%); other issues identified by a the greatest proportion of respondents as being of high priority were the mix of retail types, care and upkeep of historic buildings, cars and lorries, natural space/landscape, biodiversity/wildlife, pollution/waste, flood risk and community spirit.
- Respondents (91%) identified a preference for small independent stores and services in Arundel; other significant responses identified preferences for small independent industry (66%) and businesses with a social purpose (44%).
- 38 respondents (12%) identified that they would be interested in building their own home in the town, either on their own or with others
- Most respondents (70%) thought that Arundel bordering the South Downs National Park would present new opportunities for the town.
- Most respondents (64%) identified an interest in renewable energy sources being developed in Arundel.
- Most respondents (66.4%) identified an interest in seeing community energy schemes developed in Arundel
- Most respondents (90%) identified an interest in enhancing local wildlife habitats (e.g. native trees, wild meadows etc.).
- Respondents (52%) had 1 car in their household, whilst 42% had 2 and 3% had 3.
- Households (38%) had 2 bicycles in their household, whilst 29% had 1 and 14% had 3.

### **3.4 Developments, Applications & Site Promotions**

#### Developments

There has been no significant development in the parish in the recent past. The only proposals that would have affected the parish were those of an 'eco-town' at Ford and Yapton to the immediate south of the parish made five years ago in response to a Government initiative. The Nineveh Shipyard residential scheme off River Road is now some years old and only relatively small infill schemes and the Caen Stone Court retirement housing scheme on The Causeway have been built in the town since the larger estates off Ford Road over four decades ago.

#### Arundel Design Statement

In 2008 the Arundel Community Partnership, an organisation formed to oversee the preparation and implementation of the Arundel Town Plan, prepared a design statement. The statement, along with others in Arun, has been adopted by ADC as a document that is a material consideration in the determination of planning applications in the parish.

### Applications

There are no current planning applications or appeals in the parish of any scale or significance for the APNDP to consider. At April 2011, there were planning consents for a net 18 dwellings on very small sites in the parish, with no site proposing more than 2 dwellings.

### Site Promotions

In addition, 22 sites in the parish were submitted to Arun District Council following its 'call for sites' to inform the Arun Strategic Housing Land Availability Assessment (SHLAA), the latest version of which was published in September 2012.

This document provides an overview of land in Arun with the potential for housing development in the short and medium-to-long terms. The District Council has reviewed each site submitted by considering its availability, developability and deliverability. Those sites that pass these three tests may be considered to meet housing supply; those that do not are rejected for re-consideration in future reviews of the document.

The current version of the document indicates that only one site – the former gas works site (erroneously named 'electric sub-station' in the SHLAA) on Ford Road (with a notional capacity of 15 dwellings) – is suitable in principle for development within the existing built-up area boundary. The assessment also considers four other sites adjoining the built-up area boundary as having potential for the development of approximately 67 dwellings in total. All the other submitted sites are rejected for one reason or another. These numbers compare with the Draft Arun Local Plan housing supply target for Arundel of 50 dwellings in the plan period.

The APNDP will provide a further opportunity to consider these sites within the context of all the detailed, local issues arising in the plan, together with any others submitted for consideration on the publication of this report.

A list and location plan of all the submitted and assessed sites is attached as Appendix B to this report.

## 4. Wider Issues

The parish is part of the Arun district, the West Sussex county and lies within the South Downs National Park. Each of these administrations has adopted and emerging policies and proposals that have a significant influence over the strategy and detailed content of the APNDP.

The National Planning Policy Framework (NPPF) published by the Government in 2012 is also an important guide in preparation of local plans and neighbourhood development plans. At examination, the submitted APNDP must demonstrate that is consistent with the policies and intent of the NPPF.

The development plan for Arun currently comprises the saved policies of the adopted 2003 Arun Local Plan and the South East Plan, the regional spatial strategy for the south east region, approved in 2009. The APNDP must be deemed by ADC to be in conformity with the development plan.

### 4.1 National Planning Policy Framework

The NPPF contains a number of key policy principles that will shape the APNDP. These are itemised below:

- The presumption in favour of sustainable development (para. 14)
- The role of NDP's (16)
- Helping achieve economic growth (18-20)
- Ensuring the vitality of town centres (23)
- Minimising journey lengths (37)
- Setting local parking standards (39)
- Boosting the supply of housing (47)
- Delivering a wide choice of high quality homes (50)
- The quality of development (58)
- Promoting healthy communities (69)
- The use of community right to build orders (71)
- The designation of Local Green Spaces (76/77)
- Meeting the challenge of climate change and flooding (100)
- Conserving and enhancing the natural environment (109-115)
- Conserving and enhancing the historic environment (126-141)
- The test of soundness of development plans (182)
- Neighbourhood plans (183-185)

The principles above are those of most relevance to the FNNDP but many other principles in the framework will have some bearing on the preparation of the document in due course.

### 4.2 Arun Local Plan 2003

There are a number of saved policies of the 2003 Local Plan that remain especially relevant to the APNDP, the majority of which have been updated in the emerging Local Plan:

- Built Up Area Boundary (GEN2)\*
- Protection of the Countryside (GEN3)
- Provision of New Residential Development (GEN5)
- The Form of New Development (GEN7)
- Tidal Flooding & Coastal Defence (GEN10)
- Inland Flooding (GEN11)
- Buildings or Structures of Character (GEN22)
- Areas of Special Character (AREA1)
- Setting of Arundel (AREA 3)\*

- Protection of Open Spaces (AREA5)\*
- Allotments (AREA6)\*
- Strategic Gaps (AREA10)\*
- Sites of Local Importance for Nature Conservation (AREA15)\*
- Arundel Shopping Frontages (AREA20)\*
- Safeguarding the Main Road Network (DEV15)\*
- Affordable Housing (DEV17)
- Criteria for Retail Development (DEV26)
- Retail Development Outside the Primary Shopping Area (DEV27)
- Tourist Accommodation & Attractions (DEV34)

It should be noted that most of the above policies are for general application across the Arun district. However, policies marked \* are shown on the Proposals Map as they relate to Arundel. The table of District Plan policies in section 4.3 below notes which of these saved policies relates to each emerging policy for ease of reference.

Specifically, the Setting of Arundel policy (AREA3) states:

*“No development will be permitted, particularly within the area shown on the Proposals Map, which would adversely affect views of Arundel or its special setting. Development will not be permitted within the town of Arundel or beyond which would adversely affect the rural views outwards from the town and in particular from the following locations:*

- (i) London Road, in the vicinity of 9 and 11 London Road (north-westerly views);*
- (ii) London Road, in the vicinity of the Roman Catholic cemetery (southerly views);*
- (iii) the northern ends of Mount Pleasant, King Street and Parsons Hill and at their junction with London Road (southerly views);*
- (iv) London Road, in the vicinity of Tower House (easterly views);*
- (v) the northern end of High Street (southerly views);*
- (vi) Bakers Arms Hill and its junction with Maltravers Street (southerly views);*
- (vii) Kings Arms Hill and its junction with Maltravers Street (southerly views);*
- (viii) Mount Pleasant, in the vicinity of the Old Poor House (southerly views);*
- (ix) the Arundel river bridge, in Queen Street (easterly views).*

*Development will not be permitted which would adversely affect the long distance views of Arundel Castle or Arundel Cathedral.*

This policy is intended to protect the setting of historic Arundel, which the Plan regards “*is of national and local importance*”.

The second, Arundel-specific policy relating to its shopping frontage (AREA20) states:

*“Within the designated frontages in Arundel town centre, as defined on the Proposals Map, the loss of commercial uses at ground floor level will not be permitted, unless it can be demonstrated that the commercial use is no longer viable.”*

The purpose of this policy is to ensure the town centre retains its viability, vitality and character.

### **4.3 The Arun Local Plan 2013-28**

The APNDP is being prepared in anticipation of the adoption of this Plan but also acknowledges some saved policies in the 2003 plan. In doing so, it is expected the APNDP will be submitted for examination – where its conformity to the development plan will be a key consideration – prior to the examination and adoption of the new Local Plan.

Once adopted, the APNDP will be the primary means by which planning applications in the parish will be judged against, where it contains specific policies and proposals that complement the Local Plan.

The analysis focuses on the forthcoming Local Plan as it will shortly (2013) be submitted for examination and it is the intention for the APNDP to match this timetable. However, where relevant, reference is made to saved policies of the 2003 Plan.

The Draft Arun Local Plan, published for consultation in September 2012, sets out the vision for the future of Arun and guides development to achieve that vision. It is a place shaping document that sets out the strategic vision, objectives, policies and proposals which affect the whole district or parts of it to 2028 and beyond.

Its vision of Arun is *“by 2028, the district will be a safer, more inclusive, vibrant and attractive place to live, work and visit. Arun’s residents will be healthier and better educated, with reduced inequalities between the most and least affluent.”*

The Plan sets out a series of strategic objectives:

- To strengthen Arun’s economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the district through the provision of appropriate employment sites, better infrastructure including road access, quality affordable accommodation and the development of business support and partnerships;
- To reduce the need to travel and promote sustainable forms of transport;
- To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;
- To plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the district’s housing requirements and the needs of Arun’s residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities;
- To protect and enhance Arun’s outstanding landscape, coastline, historic, built and archaeological environment thereby reinforcing local character and identity;
- To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities; and
- To promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population.

The Local Plan is flexible enough to enable Neighbourhood Development Plans to reflect the individual characteristics and requirements of their localities. It enables those making planning decisions to respond to changing circumstances, and take advantage of any unforeseen opportunities to promote the vision and strategic objectives of the District.

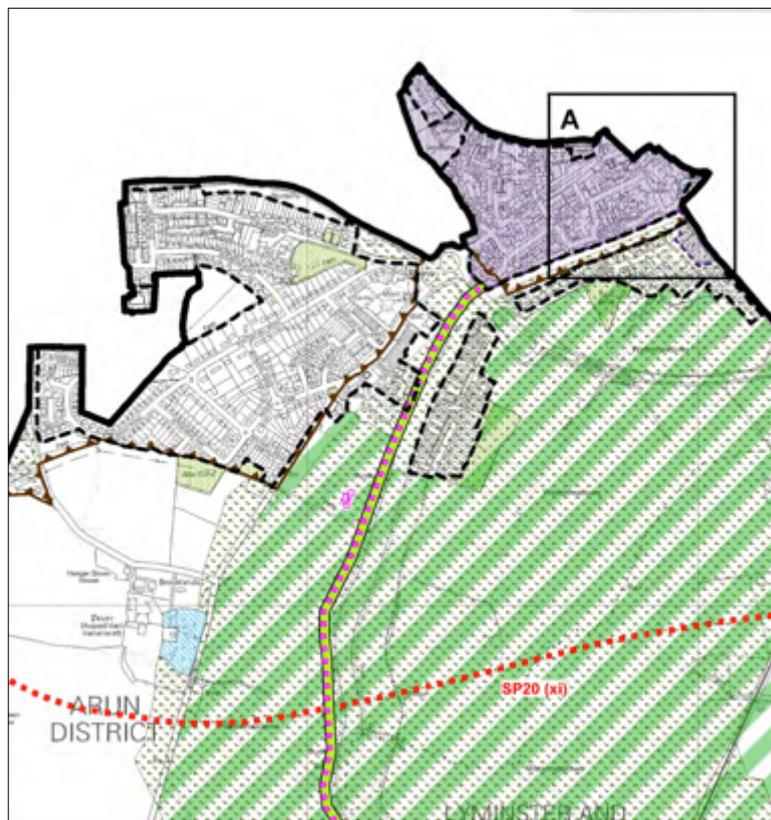
The District Council’s preference is that the location and nature of this development be identified through Neighbourhood Plans beyond the series of strategic housing allocations proposed in the Local Plan. The figure above should be seen as a floor (minimum) rather than a ceiling (maximum).

If communities wish to promote more development to achieve additional local infrastructure improvements then the Local Plan will not prevent this, provided it meets with the vision, strategic objectives and policies of this Plan.

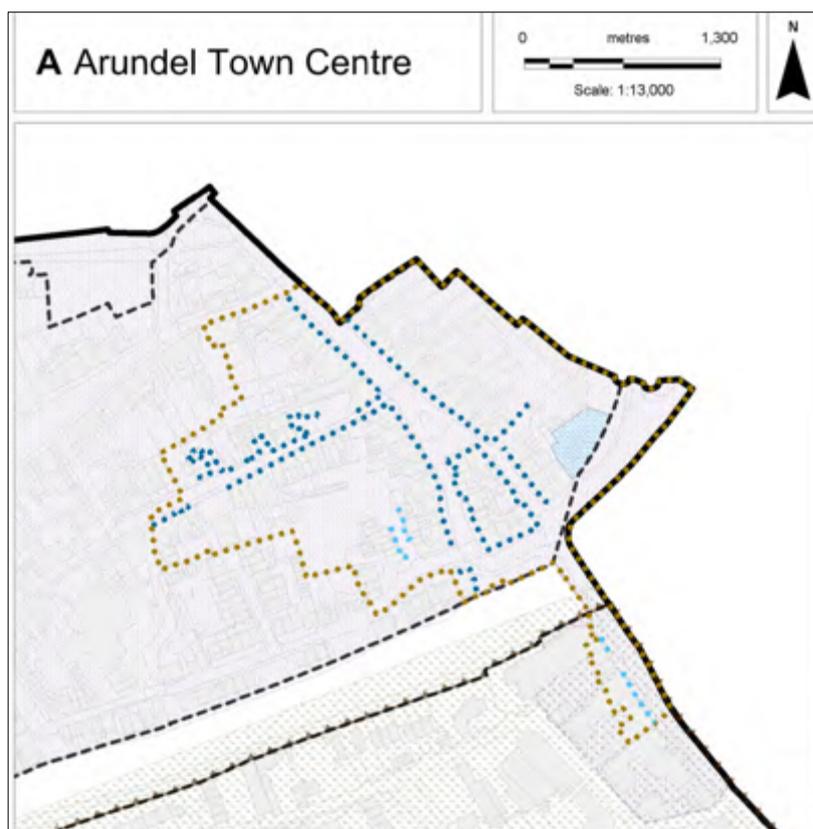
The identification in the Local Plan of where new homes will be delivered, and the subsequent detailed allocations and policies in Neighbourhood Plans, is essential to demonstrate that the new homes that Arun requires to become more self-sufficient and meet the needs of its community can be delivered. This will then protect the district from other development proposals outside of the areas identified in the Local Plan and Neighbourhood Plans. If it appears that development will not be delivered through Neighbourhood Plans, then the District Council, as a last resort, will need to consider producing its own allocations document.

The Plan contains a wide range of strategic policies that will guide the nature and quality of development in the District. These cover issues that apply to the whole District, or have implications beyond individual parish boundaries. The plan expects other parish specific policies will come forward through Neighbourhood Plans.

The plan has a specific vision for Arundel: *“Arundel will retain its unique special character as a small historic market town. It will continue to act as a significant visitor destination, and will have become a natural gateway to the South Downs National Park, offering improved facilities and wider access to the river from the town centre.”*



Plan C: Draft Arun Local Plan Proposals Map



Plan D: Draft Arun Local Plan Proposals Map: Arundel Town Centre Inset

In Table A below are listed the Draft Local Plan policies that offer an opportunity to the APNDP to refine a policy in more detail to suit local circumstances. In each case, the relevant extract from the policy is included (and a reference to the relevant saved policy from the 2003 Plan), together with a brief commentary on the scope for the APNDP to make policy in due course. All APNDP policies and proposals will be expected to be well-evidenced as a matter of course.

No.	Policy	Extract and Commentary
SP1	Sustainable Development	<p><i>“Planning applications that help to achieve the central aim of this Local Plan, which is to increase employment density and which accord with the policies in this Local Plan and/ or adopted Neighbourhood Development Plan will be approved, unless material considerations indicate otherwise”</i></p> <p>All development plans are obliged to contain a policy of this type.</p>
SP2	Built-up Area Boundary (Saved Policies GEN2 and GEN3)	<p><i>“Development will be permitted within the area defined as the Built-Up Area Boundary on the Proposals Map, subject to all other policies in this Local Plan. Outside the Built-Up Area Boundary, the countryside will be safeguarded against inappropriate development in line with the policies set out in the Local Plan.”</i></p>

		This enables the APNDP to test, confirm or amend the boundary on the Proposals Map.
SP4	Other Employment Land Provision (Saved Policy GEN6)	<p><i>“The Council will promote the sustainable growth of the district’s economy by supporting the provision of a flexible supply of land to meet the varying needs of different economic sectors. This will comprise:</i></p> <ul style="list-style-type: none"> <li><i>• The provision of land to accommodate both employment and employer generated needs;</i></li> <li><i>• Employment sites adopted within Neighbourhood Development Plans;</i></li> <li><i>• Protecting and enhancing existing employment sites and premises to meet the needs of modern business;</i></li> <li><i>• Protecting and promoting the district’s town centres as the focus for retail, office and leisure development;</i></li> <li><i>• Supporting and promoting a high quality visitor economy”</i></li> </ul> <p>This enables the APNDP to identify land for new employment uses and for protection from a change of use.</p>
DM1	Enhancement of Employment Premises & Sites (Saved Policy DEV8)	<p><i>“To promote entrepreneurialism and job security the Council will seek to protect and enhance existing employment sites and premises in order to maintain a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy. The Council will positively encourage the relocation (within Arun) of existing firms wishing to expand and locally non-conforming uses where this will improve their economic and environmental sustainability, improve the local environment for local residents and/or enhance the sustainable development potential of adjoining sites. The Council will promote the regeneration and renewal of these sites and their surroundings for housing and mixed-use development, if this assists the viability of their relocation.”</i></p> <p>This enables the APNDP to identify employment sites for enhancement as well as those for which an alternative use may be beneficial.</p>
SP6	Hierarchy of Centres (Saved Policy DEV30)	<p><i>“The hierarchy of centres in Arun will be maintained by supporting and promoting measures which reinforce their role in meeting community needs and providing a focus for a range of activities including: retail, leisure, commercial, office, tourism, cultural, community and residential development. This range of activities will promote economic resilience for the vitality of our centres. Arundel will maintain its existing role as a service centre providing both a range of shops and services for the local population and fulfilling a specialist role as a tourist and visitor destination.</i></p>

		<p><i>Primary and Secondary frontages policy apply to the District Town Centres and Large Service Centres - Criteria for Retail Development. Town Centre boundaries and frontages are shown on the Proposals Map.”</i></p> <p>This enables the APNDP to test and revise if necessary the Proposals Map and to propose appropriate policies.</p>
DM6	<p>Retail Development Saved policies AREA20, DEV26 &amp; DEV27)</p> <p>See Plan D above.</p>	<p><i>“The District Council will seek to maintain the existing hierarchy of retail centres within Arun. Along the primary or secondary shopping frontages, as defined on the Proposals Map, proposals for retail (Use Class A1) will be permitted. Proposals for financial and professional services (Use Class A2) uses and food and drink premises (Use Class A3) will be permitted provided that:</i></p> <p><i>i. the proposal would not create a concentration of non-retail uses to the detriment of the vitality of the town centre;</i></p> <p><i>ii. provision is made for a window display, appropriate to a shop front, which is in keeping with the character of the shopping area; and</i></p> <p><i>iii. there is no detrimental effect on the character or amenities of the area through smell, litter or noise.”</i></p> <p>This enables the APNDP to test and revise if necessary the mix of different town centre uses to suit Arundel.</p>
SP7	<p>Sustainable Tourism &amp; The Visitor Economy</p>	<p><i>“Sustainable tourism growth for Arun requires the protection of the features that make the district attractive to visitors. Proposals for visitor related development will be determined by Arun's capacity to absorb such growth; for Arun this means tourism growth which:</i></p> <p><i>encourages long-term visitor interest / activity;</i></p> <p><i>ensures a solvent visitor economy;</i></p> <p><i>provides benefit to local people; and</i></p> <p><i>protects and enhances the natural and built environment of Arun.”</i></p> <p>This enables the APNDP make proposals to sustain and improve the town’s tourism offer.</p>
DM7	<p>Tourism Related Development (Saved Policy DEV35)</p>	<p><i>“All proposals for development, including expansion, which are likely to attract visitors (such as leisure or cultural facilities) will demonstrate that they are in accessible locations and will be accompanied by workable and realistic travel plans as well as addressing visitor management issues and achieving good design.”</i></p> <p>This enables the APNDP to identify small scale tourism development schemes.</p>

SP8	Housing Allocations (Saved Policy GEN5)	<p><i>“Table 13.2 sets out the total Council's allocated housing units for Parishes and Towns over the life of the Plan (Arundel 50 total allocation). All Neighbourhood Development Plans shall provide for the stated number of housing units with respect to their Parish and Town Council areas. It should be noted that these are minimum allocations.”</i></p> <p>This policy requires the APNDP to allocate sufficient land for new housing to meet its supply target.</p>
SP9	Affordable Housing (Saved Policy 17)	<p><i>“For all development schemes of 1-14 residential units the Council will require 15% affordable housing to be provided on-site as part of the development, in the first instance and for all developments of 15 residential units or more the Council will require 30% affordable housing to be provided on-site as part of the development in the first instance. The Council will negotiate the affordable housing tenure mix on development sites from an initial default position of 80% rent and 20% intermediate market housing. Provision of affordable housing can be by either an Arun preferred Register Partner, an Affordable Housing Provider or the Council. All providers will be required to sign and adhere to the principles of the Council's Developer and Partner Charter Plus.”</i></p> <p>This may provide the APNDP with an opportunity to translate this standard policy into proposals that reflect the specific needs of the parish.</p>
SP13	Design (Saved Policy GEN7)	<p><i>“All development proposals within the district of Arun should demonstrate a high standard of quality design. Development proposals should have derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness and usability, health and wellbeing and climate change mitigation); and the influence these objectives have on the form of the development. The efficient use of land, layout, landscape, density and mix, scale, massing, materials, finish and architectural details are integral to a successful development which will improve the district as well as the quality of life of its people.”</i></p> <p>This enables the APNDP to use the Arundel Design Statement as a means of implementing this policy, with a refresh of its content if necessary.</p>
DM18	Housing Mix (Saved Policies GEN5, DEV21 and DEV22)	<p><i>“An appropriate mix of housing types and sizes shall be provided in all new development. These shall reflect SHMA findings. The final mix will be negotiated with the developer on a site-specific basis.”</i></p>

		This may enable the APNDP to make specific proposals for housing mix on each allocated site.
DM20	Open Space, Sport & Recreation (Saved Policy AREA5)	<p><i>“Where the development does not generate sufficient demand for one whole unit of the relevant open space, outdoor sport or recreation facility (the threshold for a new facility on-site), a financial contribution towards new provision or capacity improvements to existing facilities elsewhere will be required. Where new play areas are proposed, they shall be located along public routes and spaces where they can avail of natural surveillance and human presence.”</i></p> <p>This enables the APNDP to identify new open space, sport or recreation facilities.</p>
SP17	Allotments (Saved Policy AREA6)	<p><i>“The Council will encourage the development of sites as allotments. The loss of allotment sites to development shall only be permitted where a site of a similar scale can be provided in close proximity to the existing allotment site, subject to the above criteria.”</i></p> <p>This enables the APNDP to allocate land for new allotments.</p>
SP19	Littlehampton to Arundel Green Link	<p><i>“A new strategic Green Link is proposed between Littlehampton and Arundel, along the River Arun is shown on the Proposals Map. The main aim of the route is improved access between Littlehampton and Arundel and access to the river Arun which links the coast and the National Park.”</i></p> <p>This enables the APNDP to test and revise if necessary the definition, boundary and/or criteria for development proposals in the Green Link.</p>
DM22	Parking & Development	<p><i>“All planning applications must be considered against current West Sussex County Council guidance on parking provision.”</i></p> <p>Given the County Council is considering its parking policy in Arundel alongside the APNDP, this enables the plan to make provision for new policies and land use allocations where necessary.</p>
DM25	Green Infrastructure Corridors (Saved Policies GEN13, GEN29, AREA5 and AREA10)	<p><i>“Development schemes proposed within any of the Green Infrastructure Corridors listed below and shown on the Proposals Map shall be assessed in accordance with the criteria below and must be consistent with all other Local Plan policies. Type A Green Infrastructure Corridors (including ‘Coast to Downs’) are those undeveloped areas of land adjacent to the coastal plain and rural inland areas within the district which provide</i></p>

		<p><i>space for wildlife habitats and ecosystems. They also provide space for water in parts of the District that are at most significant risk of flooding and also protect key views of the coast and towards the South Downs National Park. These areas are characteristically tranquil as a result of their rural nature and darker night skies and also act to retain the District's distinctive landscape character and sense of place. Out of all of the Green Infrastructure Corridors, those within Type A require the highest level of protection."</i></p> <p>This enables the APNDP to test, confirm or amend the boundary on the Proposals Map.</p>
DM28	The Setting of Arundel	<p><i>"No development will be permitted, particularly within the area shown on the Proposal map, which would adversely affect views of Arundel or its special setting."</i></p> <p>The APNDP, as the primary development plan document for the parish once adopted, may include this Arundel-specific policy rather than it being included in the Local Plan. The plan may also test and revise the policy if necessary.</p>
DM30	Buildings/Structures of Character (Saved Policy GEN22)	<p><i>"The Council will continue to identify and compile a list of locally important buildings and structures which make a positive contribution to local distinctiveness."</i></p> <p>The APNDP may identify buildings/structures in the parish to be included on the list.</p>
DM32	Areas of Special Character (Saved Policy AREA1)	<p><i>"Within Areas of Special Character, as defined on the Proposals Map, planning permission will be granted."</i></p> <p>The APNDP may propose to designate an Area of Special Character on the Proposals Map.</p>
SP26	Infrastructure Provision & Implementation	<p><i>"The District Council will work to bring forward infrastructure required as a result of the Local Plan. Where new infrastructure is needed to support new development, the infrastructure must be operational no later than the completion of the development or phase of development for which it is needed. The Council may seek fair and reasonable contributions to be made by landowners or developers towards the cost of infrastructure, service or amenity provision, to meet the needs of occupiers or users of the development. Landowners may also be required to contribute towards community benefits and infrastructure through the Community Infrastructure Levy."</i></p>

		The APNDP may identify infrastructure projects on which its development proposals depend, for consideration for Community Infrastructure Levy and other funding.
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Table A: Summary of Draft Local Plan Policies

The APNDP is not obliged to address all the policies above. Where it chooses not to, then the Local Plan will be used alone to consider planning applications.

In addition, the Draft Local Plan contains other policies that are more strategic or generic in nature and will not require any further interpretation by the APNDP. They will, however, be used in determining planning applications in Arundel Parish, if adopted in the Plan. They are listed below:

- DM12 Independent Living & Care Homes
- SP14 Adapting to Climate Change
- SP15 Energy & Climate Change Mitigation
- DM19 Renewable Energy
- SP18 Transport & Development
- DM29 Listed Buildings
- DM31 Conservation Areas
- SP23 Natural Environment
- DM40 Flood Risk
- DM41 Sustainable Drainage Systems

#### Arun District Community Infrastructure Levy

In addition, Arun is preparing its Community Infrastructure Levy (CIL) Charging Schedule. The Levy will complement its Local Plan and will replace some, but not all, elements of the S106 (planning obligation) agreement mechanism to secure funding from development schemes to contribute to investment in supporting infrastructure.

In 2009 ADC published its Infrastructure & Funding Study as the first step in understanding the infrastructure needs of the new Local Plan. Its revision will inform the funding required from the CIL, the Draft Charging Schedule of which ADC intends to publish for consultation alongside its submission Local Plan in 2013.

The study identified no infrastructure requirements in Arundel.

#### Neighbourhood Development Orders & Community Right to Build Orders

The Localism Act 2011 enables local communities to make orders that grant planning permission for specified types of development. Although not essential, it is expected that the process of preparing a Neighbourhood Development Plan will provide an opportunity to the Town Council to propose, consult on and make an order in accordance with the regulations.

A Neighbourhood Development Order could identify types of development (that would require planning permission) in all or part of the parish area and grant consent. This could, for example, provide for the APNDP to propose change of uses from a retail to a business use in a village centre.

A Community Right to Build Order, which is a more specific type of Neighbourhood Development Order, could grant consent for a specific development proposal in the parish promoted by the Town Council as a qualifying body. This could, for example, enable the Town Council in the APNDP to propose a local housing scheme on land in the parish.

In both cases, the orders can only be made by the District Council as local planning authority once the APNDP has been examined, subject to a referendum and adopted.

#### **4.4 South Downs National Park**

##### South Downs National Park Local Plan

The northern half of the parish area falls within the South Downs National Park. The South Downs National Park became the organisation with the statutory responsibility of writing planning policy for the National Park Area on the 1st of April 2011.

The Authority sees planning policy affecting development in a number of ways:

- *“It can restrict certain types of development from being built in certain locations (for example a planning policy could prevent new houses being built in an area with protected species, or an area liable to flooding)*
- *It can shape development in certain locations (for example a planning policy could only allow certain numbers of a particular type of business within a town centre, in order to prevent less profitable uses being squeezed out leading to particular goods and services being unavailable)*
- *It can promote development in certain locations (for example by designating a plot of land within a settlement for business, or affordable housing designation, or any other use that is needed)*
- *It can provide funding for community facilities (for example a policy could specify that anyone wanting to build a house in an area has to contribute a certain amount to a new village hall, or playing pitch or whatever else is most needed)*

*It is therefore important that the planning policy approach that is decided upon best reflects the needs of the people who live in South Downs National Park and those who visit it, by shaping development in a manner that conserves and enhances the natural beauty, wildlife and cultural heritage of the area.”*

The mechanism through which the National Park Authority will create its planning policy is the emerging National Park Local Plan. The Local Plan will set out how the National Park will develop into the future. It is proposed that the Plan will be formally submitted to the Secretary of State in June 2015 and be adopted by June 2016. It will set the planning policy framework for the National Park for the period up to 2035. It is likely to continue to evolve over time to meet the changing needs and aspirations of the National Park.

##### South Downs Management Plan (2008)

The Plan includes a variety of policies and proposals to deliver its vision of the South Downs as *“a landscape of the highest quality where the diversity of landscape character enjoyed at the turn of the 21st century has been retained and enriched, offering people the experience of natural beauty at its very best”* that are relevant to the parish:

- Ensure all land management and development control decisions conserve and enhance landscape character (policy P1.1)
- Ensure that all regional and local planning policies take full account of the implications of development and associated infrastructure beyond the boundary of the protected landscape on the character, quality and amenity of the South Downs landscape and the Heritage Coast (P1.4)
- Provide a robust planning policy framework for the conservation and enhancement of

the South Downs through national planning policy, the South East Plan and the harmonisation of relevant planning policies within the Local Development frameworks of constituent local authorities, ensuring that they reflect the policies of this Management Plan and the principles contained in Part B of the ‘South Downs Planning Guidelines’ (1.5)

- Support established and new business activities that are/will contribute to maintaining the natural beauty of the South Downs and/or provide local services for local people (P7.2)
- Support farm diversification enterprises that help maintain the viability of farm businesses engaged in sustainable land management and that do not adversely affect natural beauty (P7.11)
- Improve opportunities for the quiet enjoyment of the countryside including those who are excluded from experiencing the countryside (P8.9)

#### South Downs Integrated Landscape Character Assessment (2011)

- The parish falls within the ‘Wooded Estate Downland’ general landscape character area, described as *“a distinctive ridge of chalk dominated by large woodland blocks and estates in the central part of the South Downs extending from the Hampshire/West Sussex border in the west to Worthing in the east.”*
- More specifically, the parish is on the edge of the ‘Goodwood to Arundel Wooded Estate Downland’ character area that comprises *“the rolling downs on the dip slope ... the southern boundary is defined by the edge of South Downs, coincident with the transition to the coastal plain. There are some views from this area ... southwards across the Coastal Plain.”*
- Key characteristics include *“a landscape transformed in the 18th century with the establishment of great landed estates of ... Arundel, with much of the downland bought up to create vast holdings and planted up with woodland for economic and aesthetic reasons ... designed parkland landscapes and remnant deerparks with important visual influences – estate walls, avenues, follies as at Arundel ... listed on English Heritage’s Register of Historic Parks and Gardens.”*
- In addition to the generic landscape management and development considerations for this landscape type, the following development considerations are specific to this character area: *“seek opportunities to reduce the visual impact of existing visually intrusive elements; pay particular attention to panoramic views ... in planning any change in this or adjacent areas, including areas outside the National Park boundary; and conserve historic deer parks and designed landscapes, and their settings, encouraging the management/ restoration of permanent pasture, parkland trees, avenues and clumps of trees.”*

#### **4.5 Other Strategies, Plans & Studies**

There are a number of other strategies, plans and studies that may influence the APNDP. All form part of the evidence base of the Draft District Plan and therefore have some relevance to the parish. Their key points of relevance to the parish are summarised here:

##### Arun Draft Leisure & Culture Strategy (2012)

This recent strategy proposes a series of objectives:

- Create direct business and employment opportunities through use of Council assets, especially in creative industries, tourism and food and beverage
- Increase the desirability of Arun as a place to operate a business and the value of development that takes place in the district.
- Increase the attractiveness of Arun as a place to visit and, therefore, increase spending by visitors in local businesses and the employment opportunities it creates.

- Use of the district’s strongest assets to create economic growth, the benefit of which will ripple to other parts of the district
- Encourage Arun residents to have regular physical activity, to benefit their health and for their enjoyment.
- Encourage, in particular, young adults to take up sport that they might enjoy for the rest of their lives, in line with government policy.
- Improve the quality and accessibility of leisure and cultural facilities so that residents have greater pleasure and benefit from their leisure time.
- Enable low income residents to access high quality leisure and cultural facilities.

The report then assess the strengths of Arun’s current leisure and culture facility offer. It states that *“Arundel is one of the most attractive heritage towns in the country. It has major attractions in the form of the Castle and the Wildfowl and Wetlands Trust. It has a concentration of interesting shops, art studios and restaurants. It has a pleasant outdoor swimming pool, a vibrant arts scene. It is very pleasant for browsing.”*

It goes on to state that *“Arundel is perceived to be one of the most attractive destinations to visit of all small heritage towns in Britain and has a particularly good image with highest spending people.”* It assesses the town as being *“a key gateway location to the (South Downs National) Park.”*

In identifying weaknesses, the report states that *“... although Arundel’s historic townscape is attractive, the quality of the public realm between the buildings is poor, below the standard that should be expected of a World-standard heritage town. Vehicles dominate, there is too much tarmac and there are some ugly gap sites. This reduces the visual appeal of the town below what it could be, and makes it less pleasant to spend leisure time there than could be. It prevents restaurants and cafés from providing pavement tables, limiting the potential of one of the most popular of all leisure activities in modern times ... (there is a) lack (of) hotels, which makes it difficult for (it) to generate high economic benefits from tourism.”*

It states that *“... there is a pleasant open air pool in Arundel – the surveys for this study showed that those who use it rate it highly ... Arundel is a cultural and heritage destination of high standard ... Arundel has a vibrant cultural scene, with hubs at the Priory Playhouse Theatre and the Victoria Institute, which is owned and run by the community. The survey for this study shows that the Priory Playhouse gets a high rating from users, matching the Festival Theatre. The Arundel Festival is of national standard ... (but) the Victoria Institute in Arundel is also in poor condition and requires major investment if it is to meet modern standards for arts activity... there is a cluster of good quality restaurants and food pubs in Arundel”*

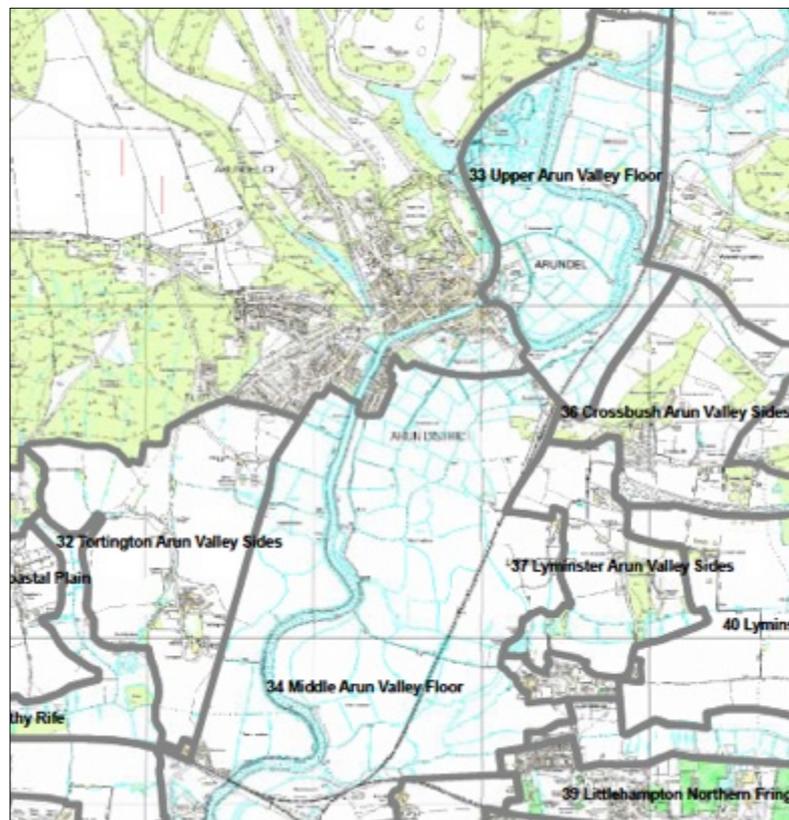
The report recommends *“investment in the streetscape in Arundel and also in a fit for purpose community arts centre could make it one of the finest small towns in the South and a principal arts and tourist destination. That could attract expenditure that would have both direct and indirect impact on the economy of the whole district.”* It identifies that *“there is particular potential synergy between Arundel and Littlehampton in terms of the type of visitor that they might appeal to. Further investment in improving Littlehampton could make it an increasingly credible partner to Arundel as a destination.”*

The report concludes with proposals for strategic projects in Arun, including *“Polish Arundel to make the most of its quality ... Arundel is one of the finest small heritage towns in the country. It is a leisure and cultural resource that a large proportion of the residents of Arun enjoy using and is a powerful attraction to potential visitors ... the quality of the realm between the buildings is not as good as would be appropriate for a town of its quality ... that reduces its effectiveness as a leisure and economic asset to the district.”*

The report estimates that the streetscape works may cost £1.5m and the enhancements to the Lido and Community Hub and Festival Town proposals may cost £900,000.

#### Arun Landscape Study (2006)

- Three landscape character areas: Tortington Arun Valley Side (No.32), Upper Arun Valley Floor (33) and Middle Arun Valley Floor (34) (see Plan F)
- Areas 32 and 33 assessed as having substantial landscape sensitivity to development; area 34 major sensitivity
- Area 32 assessed as having moderate landscape value (proximity to Arundel and moderate scenic beauty); area 33 major value; (contribution to the setting of Arundel Castle and South Downs and high scenic beauty); and area 34 substantial value (contributing to the setting of Arundel and having high scenic beauty)
- Areas 33 and 34 assessed as having negligible landscape capacity to accommodate development (two of only three areas out of 45 in the district with this assessment); area 32 low capacity



Plan E: Landscape Character Areas around Arundel

- The designated Arundel - Littlehampton Strategic Gap includes the middle and lower Arun valley floor, the eastern valley sides including adjacent areas of coastal plain and the rife landscapes to the north of Littlehampton. Roads and railway lines cross the gap.
- The majority of the gap is open, low lying agricultural land which includes small scale pasture and larger scale arable fields on the valley floor. Existing character and visual context
- The landscape is dominated by the open pastoral and arable fields within the Arun valley landscape. The lack of containment affords long distance views between Arundel and Littlehampton. The valley landscape forms a single visual compartment,

its eastern and western boundaries defined by field boundaries and roads which follow the outer edges of the corridor of visibility between the two settlements.

- The report assesses the gap forming “*a single visual compartment which provides the separation between settlements, the setting to Arundel and the context for views towards the castle and cathedral in Arundel. The gap extends both east and west to include the areas of landscape which give the essential context to the setting of both settlements; Boundaries follow logical features on the ground.*”

#### Arun PPG17 Assessment (2009)

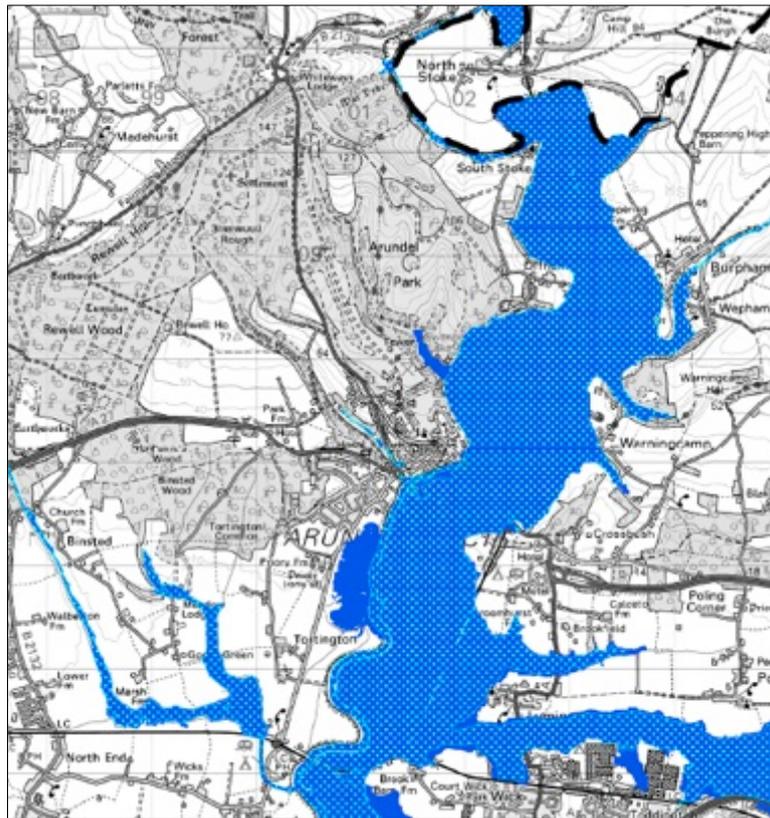
- Parish well serviced by parks and gardens, i.e, Arundel Castle and Park
- Little access to natural and semi-natural green space other than the wider South Downs National Park
- High levels of amenity green space in the parish
- Good level of outdoor sports facilities in the parish
- Two children’s play areas within a 10 minute walk of almost all the population of the town of Arundel
- The Canada Road playground services the south western area of the town well (with high satisfaction ratings) but the remainder of the town is not well served in terms of older children play facilities
- The parish is well served by its two allotments

#### Arun Strategic Flood Risk Assessment (2008)

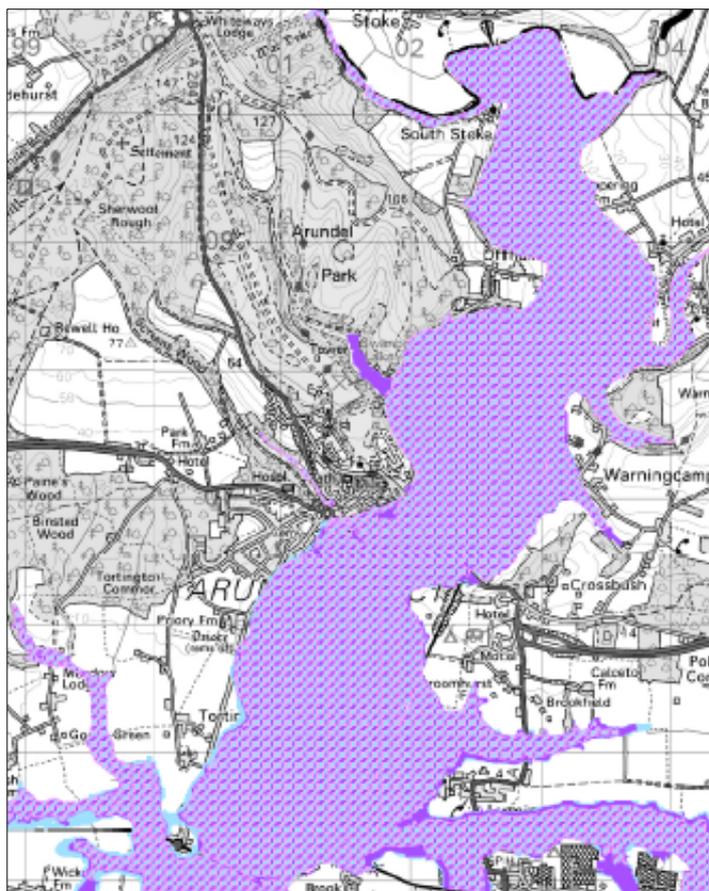
- The key river flood defences in Arun District include raised barriers such as walls or embankments; online storage areas which act to reduce flood peaks; diversion of flows from high risk areas, or increasing channel capacity to carry greater flow through high risk areas (e.g. widening, deepening and straightening of channels); other structures that modify the natural flow of rivers, including weirs, sluices, culverts and bridge crossings and bank protection works.
- The main raised defence structures run along the River Arun and consist of earth embankments along the middle and lower reaches to protect against river and sea flooding. At Arundel, sections of concrete and sheet pile wall provide protection.
- The majority of the areas in Arun within Flood Zones 2, 3a and 3b lie along the banks of the River Arun and its tributary the Black Ditch. The area of floodplain is larger where river flows are larger and where the ground adjacent to the river is flat, allowing flood flows to spread out. The largest areas of Flood Zones 2 and 3a are therefore the lower extents of the River Arun. The floodplains of many of the rivers in Arun are well defined and for this reason the flood outlines for different events do not change significantly. Most of the flood zones cover rural areas although areas of Arundel are included in flood zones 2 and 3a, where a number of properties will be affected.
- The hazard of breach and failure was considered during the production of the SFRA. Several possible breach or failure scenarios were identified including a breach of flood embankments/walls at Arundel – the Arun east bank has been highlighted as potentially at serious risk of flooding. Whilst there is no specific concern about the condition of the flood defences, the flood embankments are high and as such failure could result in hazardous flows into Littlehampton.
- Drainage of the River Arun catchment has caused ground levels to lower below current high tide levels. Coastal and river embankments are used to protect against flooding from the sea. These embankments are at risk of overtopping during exceptionally high tides or when a high tide coincides with high river flow. Arundel has experienced this type of flooding in the past.
- Flood Zone 3b (the functional floodplain) is identified in the SFRA as the extent of the 5 per cent Annual Probability of Exceedance (AEP) flood. The flood extent

includes the impact of flood defences. An area of functional floodplain lies to the west of the River Arun, near the outlet and at Arundel (see Plan F)

- Residual risk is the flooding caused by an event bigger than an event for which the flood defences were designed. With an allowance for a climate change and wave action, most of the major sea defences are designed for a flood event with a 0.5 per cent AEP. For the SFRA the extreme event was a 0.1 per cent AEP flood. The areas that were shown to flood in this scenario included land along the River Arun (including Arundel) (see Plan G)



Plan F: Fluvial Flood Risk Map



Plan G: Climate Change Fluvial Food Zones Map

#### Lower Tidal River Arun (2010)

The Environment Agency is currently developing a long term plan to manage flood risk from the River Arun from north of Pulborough through Arundel to Littlehampton. This area has flooded in various locations, including around Arundel, because of high river flows following significant periods of rainfall and of high tide levels.

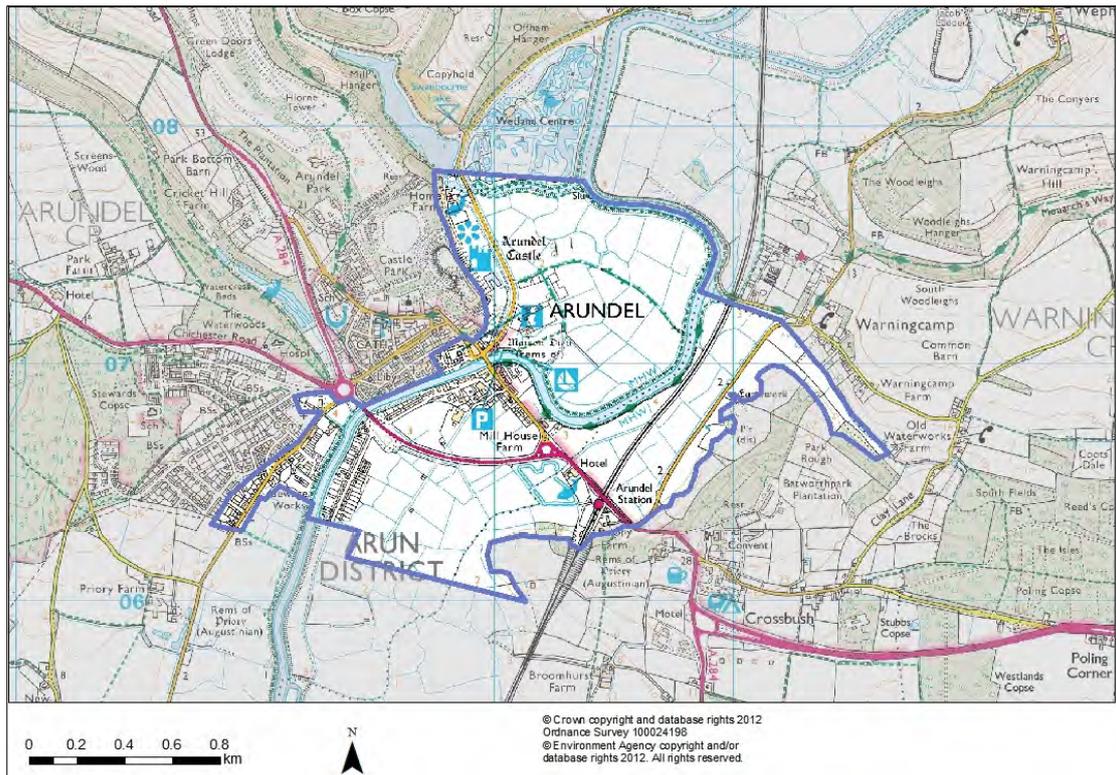
Its briefing, published in 2010, stated that *“the lower River Arun is defended by aging embankments which require regular maintenance and repair. Ongoing maintenance is expensive. This plan will look for more sustainable ways to manage flood risk, which may include allowing the river to flood in places. The plan will define how best to manage flood and erosion risk to people, property, infrastructure and the environment over the next hundred years. The plan will also work out the relative benefits of carrying out flood risk management works in the strategy area compared to other projects around the country. By doing this, we can assess the priority of the lower River Arun for gaining national funding for carrying out this work.”*

The draft recommendations have recently been published for public consultation. The parish falls in two areas of the strategy: ‘SU5 Arundel (from Swanbourne Lake Stream to downstream of Arundel)’ and ‘SU6 Downstream of Arundel to A259’ (see Plans H and J below).

The draft recommendations for the SU5 area are to *“sustain flood defences to 1 in 75 year standard with new inland defences built on the outskirts of Arundel town centre, firstly in 20 years time and then again to make them higher and, in new areas, in about 50 year’s time. This would create a consistent standard of protection throughout Arundel. The new inland*

*defences would protect Arundel from flood water that comes out of bank downstream.”*  
 The report goes on to state that “*we currently recommend that work is carried out to ensure that flood risk does not significantly increase in Arundel over the next 100 years. If we do this work, it will mean that the standard of protection will not fall below 1 in 75 – this is the standard that is currently needed to get insurance against flooding. We recommend replacing the flood defence wall on Fitzalan Road, starting planning for the work in 2015. The work in Arundel will not qualify to be fully funded by central Government. We will work with you to help raise the money so these works can all go ahead within our recommended timescales. If not enough money is raised we will work with you to adapt to changes in flood risk.*”

It estimates the total cost of the recommended works at £23m.

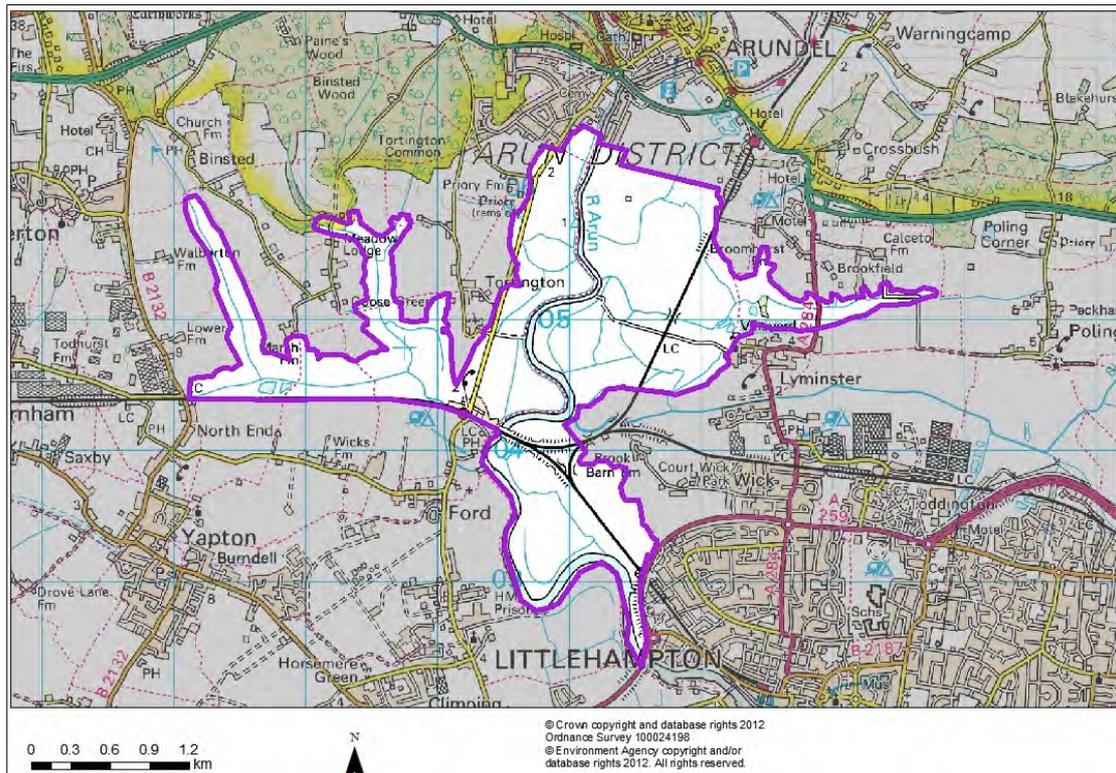


Plan H: Map of Strategy Unit 5

In the SU6 area, the draft recommendations are to “*maintain flood defences for 50 years. This option includes the routine maintenance that we currently carry out, as well as occasional repair of the concrete protection, maintenance and repair of outfalls.*”

It goes on to state that “*we recommend carrying on with the work that we are doing now to ensure that the flood defences remain in good condition for the next 50 years. If we don’t maintain this section of river, flooding from here would find its way into homes and businesses in Arundel and the Lyminster area. The work in this strategy unit will not qualify to be fully funded by central Government. We will work with you to help raise the money so these works can all go ahead within our recommended timescales. If not enough money is raised we will work with you to adapt to changes in flood risk.*”

It estimates the total cost of the recommended works at £1.67m.



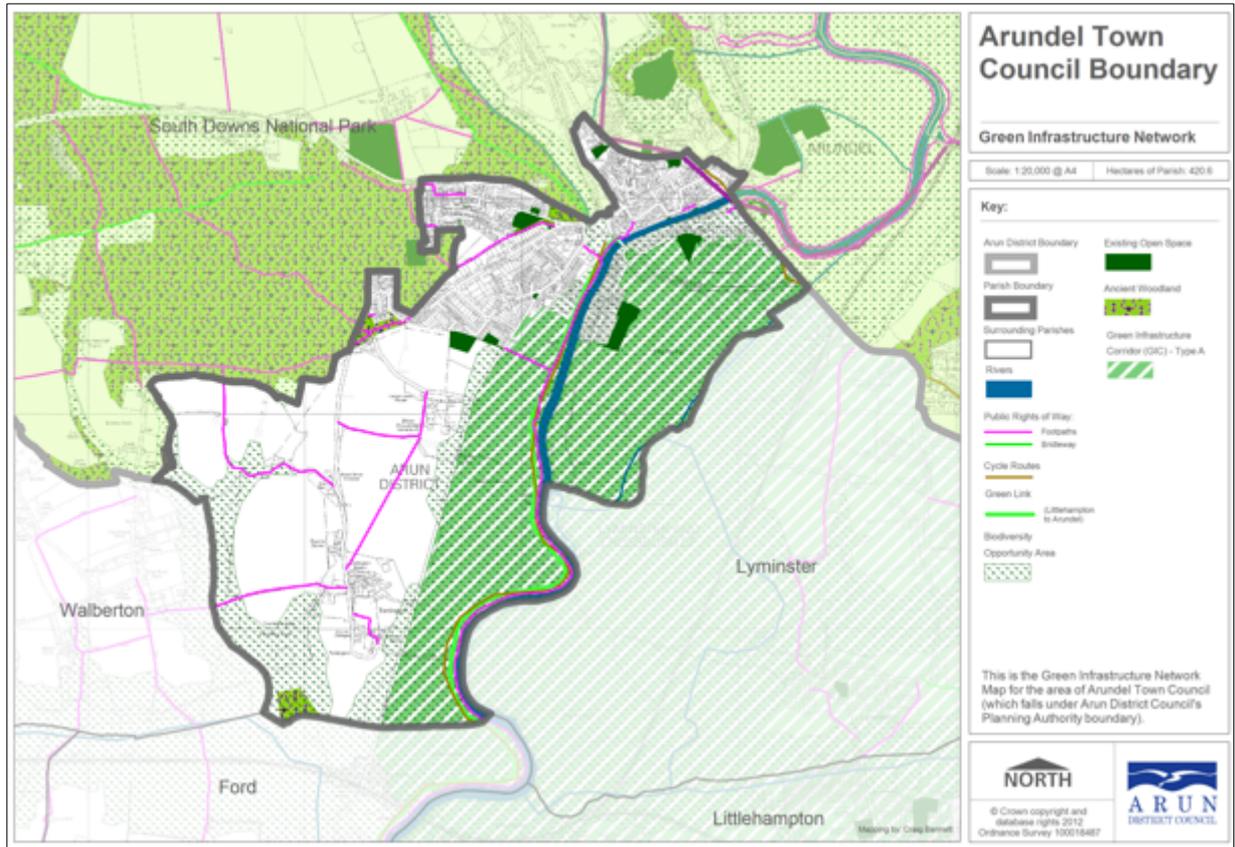
Plan J: Map of Strategy Unit 6

Arun Green Infrastructure Study (2012)

- Two sites identified as being Green Infrastructure Assets over 50Ha in size: Arundel Castle park and gardens (No.137) and Arundel Park SSSI (179)
- Arundel Park and part of an area between Climping and Houghton within the parish are identified as Biodiversity Opportunity Areas
- Identifies fragmented walking and cycling access along the River Arun between Arundel and Littlehampton but also the important views to Arundel from the Littlehampton conurbation
- Proposes the Coast to Downs Strategic Green Infrastructure Corridor as one of four priority projects in the district to address this:
  - Enhance access provision and habitats using the existing public rights of way on the top of the western flood bank of the river (on land owned by the Environment Agency).
  - The existing path, which stretches from Littlehampton to Amberley should be upgraded to a multi-user route which provides access for all.
  - There is potential to create both a local (including travel to work) and regional trail (Castle to the Coast) which links with rail connections at Arundel and Ford stations.
  - This path could then extend north of Arundel to Amberley and beyond to connect with the South Downs Way. Additional wetland habitats could be created to the north of Littlehampton to capture storm waters, increase biodiversity and provide opportunities for informal recreation. Impact on the Climping Beach SSSI would need to be assessed. This project could also provide increased access to the water for recreational activities such as sailing and canoeing.
  - There would also be opportunities to promote cycle hire shops in

Littlehampton and Arundel.

- This project could fit with existing schemes including the Arun and Rother Connections Project and should be developed with the support of Sustrans.
- The project has an estimated capital cost of £4.5m and ongoing management costs of £130,000



Plan K: Arundel Green Infrastructure Map

#### Arun Employment & Economic Land Assessment (2010)

- Fitzalan Road West (0.3 ha) site in Arundel is a collection of small light industrial workshops with ancillary offices located only 600m to the A27. The site is located along a residential street along the southern bank of the river which separates it from the centre of Arundel. It is a physically constrained site lying within Flood Zone 3 and has adjacent dwellings to the south, east and west. This is a low profile site from the primary road but highly visible along the banks of the river. Units are small and of average although a number are currently vacant. The site falls within a Local Plan designation which restricts development that would affect the setting of Arundel and the views of the Castle and Cathedral. Overall this is a lower-scoring average quality site, suited to small-scale employment uses.
- Fitzalan Road East (0.3 ha) is currently occupied by an ironsmith and comprises a two storey unit with a lot of open storage of materials and finished goods. The site is physically constrained by adjoining residential uses and there is no potential for infill development. The site is not located along the river frontage and therefore has a lower profile than the western site. It also falls within a Local Plan designation which restricts development that would affect the setting of Arundel and the views of the Castle and Cathedral. This is a single occupier site which ranks as a lower-scoring average quality site, suited to small-scale employment uses.

#### Arun Infrastructure & Funding Study (2009)

- Wide range of community facilities for a town of its size
- No secondary school
- The A27 through Arundel is the only section of the road that is single carriageway between Worthing and Ferndown, in Dorset. There are congestion and safety issues, particularly around the Causeway and Ford Road junctions. Arundel also suffers from severance as the A27 bisects the town. Several rounds of consultation were undertaken in the early 1990's to try and identify a scheme that would address the issues and a bypass was suggested as a possible solution. The preferred option for a bypass was the 'pink/blue' route to the south of the town from the Crossbush junction to the A27 to the west of Arundel. This route was endorsed in 2002 but the Secretary for State rejected the recommendations for a bypass on the basis that it would be too damaging to the environment. Cost was also a concern, with feasibility studies estimating the scheme to cost in the region of £100m.
- Since that time the HA has investigated alternative schemes that would be less damaging to the environment. This includes options for online improvement measures and junction improvements at Crossbush and Ford Road. So far none have been found to satisfactorily address the issues.
- Given the environmental and political issues and concern about the cost of a potential bypass scheme there is uncertainty about A27 improvements at Arundel. Following a prioritisation exercise, the RTB decided that improvements were unlikely to be considered until after 2016 and would be the subject of further study work.

#### West Sussex Local Transport Plan (2011): Arun District Extract

- The Plan states *“ensuring the Strategic Road Network is fit for purpose is a high priority for us. If improvements are not delivered, above all to the ... A27, then progress towards our vision, and in particular growth of the economy, will continue to be severely inhibited.”*
- It goes on to state *“the A27 is the most unreliable all purpose trunk road in England and experiences significant amounts of delay along the length of the route. In West Sussex, the most significant problems are at Chichester, Arundel, Worthing and Lancing where bottlenecks cause congestion, high accident rates, severance and diversion onto unsuitable routes. The A27 fails to meet the current needs of the area, which is also in need of regeneration in the coastal towns. We have long held aspirations to improve the section of the A27 at Chichester and the remaining unimproved sections at Worthing and Arundel. Successive studies, including the South Coast Multi Modal Study and the more recent West Sussex Coast Delivering a Sustainable Transport System (DaSTS) Study have highlighted the problems which exist on the A27. Delivery of effective improvements is something that we, stakeholders, local businesses and residents consider a high priority.”*
- It acknowledges *“Arundel experiences congestion during peak hours on weekdays and is a honey-pot destination at weekends, causing off-peak congestion on the edge of the SDNP. The unimproved section of the road was designed to be used by around a third of current traffic flows, the majority of which is through traffic. In addition to causing significant congestion at Arundel, this also leads to heavy traffic flows through nearby villages as vehicles divert to avoid the queues. The town is severed by the alignment of the A27 which passes through the south of the town with few crossing points. This has led to a number of casualties, including some killed or seriously injured, which have contributed to a poor safety record on this section.”*
- The Plan identifies Arundel as *“a thriving market town made up of independent retailers and attracting thousands of visitors each year. However, it suffers greatly from access issues and is often congested due to rat-running through the town centre as a result of severe congestion on the A27, which itself runs through the south of the town. Traffic levels on The Causeway, adjacent to Arundel Railway Station, generate*

*high pollution levels affecting local residents that may require air quality mitigation measures.”*

- The report states that *“road congestion during peak periods affects many parts of the highway network, especially the A27 at Arundel ... disrupting journey times and causing poor air quality. The lack of safe crossing points ... also causes community severance.”*
- It proposes *“major improvements to the A27 at Arundel, such as a bypass, to reduce congestion and rat-running, and to improve the safety record and community cohesion.”*
- It also proposes to *“manage on-street parking in ... Arundel and introduce controlled parking zones, where appropriate, which balance the needs of residents, visitors and businesses.”*

### Parking

Following the reference in the Local Transport Plan 3, West Sussex County Council has recently undertaken a survey of town residents and businesses to assess the current vehicle parking issues. The key findings of the survey will be published in time for the Draft APNDP to consider any land use and development implications.

### Coastal West Sussex Strategic Housing Market Assessment Update (2012)

- Coastal West Sussex forms part of a Sussex Coast Housing Market, which stretches from Seaford in the east along the South Coast to East Wittering, and extends inland into the South Downs National Park to settlements such as Lewes and Midhurst.
- Within the sub-regional housing market there are a number of inter-connected sub-markets focused on Chichester and Bognor Regis; Worthing; and Brighton and Hove. There are also important inter-relationships with surrounding areas including Northern West Sussex and South Hampshire.
- There are a total of 199,500 dwellings in Coastal West Sussex in 2011 and 368,200 across the Sussex Coast Housing Market. Growth in the housing stock over the previous decade has been below average in all of the local authorities across the housing market, besides Chichester District. This reflects strategic development constraints in the sub-region.
- Affordable housing made up 13% of the housing stock across the Sussex Coast Housing Market in 2011 compared to 14% across the South East and 18% nationally. The level of affordable housing has fallen slightly across Coastal West Sussex since 2007. The majority of housing is in private ownership.
- Effective market demand for homes (to purchase) is 41% down on pre-2008 level in mid 2012 – a substantial reduction (but consistent with the South East region as a whole). A key influence here is that many young households have insufficient savings to put down a deposit. A 20% deposit is currently required to secure most competitive mortgage deals.
- House price trends reflect the balance between supply and demand. House price growth over the last three years (2008-11) has been moderate. Average prices have increased by 3.6% across the South East. In Coastal West Sussex performance has been mixed, with growth of above the regional average in Worthing (6.3%) but falling house prices in Arun District (-4.5%). Taking account of inflation, house prices in real terms have been virtually static.
- The demand profile in Arun District is also relatively weak with sales 39% down on long-term trends however this appears more related to wider market drivers such as economic performance.
- The weak sales market has helped to fuel demand for rental accommodation. Across the South East this has been a key growth sector in the housing market, with the number of households living in the sector increasing from 10% of all households in

2000 to 17% in 2010 (growth of 70%). The evidence points to rising rental levels over the last few years as demand exceeds supply. Moving forward institutional investment in the sector together with the availability of buy-to-let mortgage finance will be important in influencing growth in the supply of properties. There is a clear prospect that the sector may continue to be the key growing tenure within the market over the next decade.

- It appears highly unlikely that identified development needs can realistically be met within the Sussex Coast Housing Market over the period to 2031. Across the sub-region land availability is significantly affected by the geography of the area. There is a limited capacity for development within existing urban areas. The potential for development in the sub-region is affected by key constraints including flooding, environmental designations and the restrictions on development imposed by the South Downs National Park. Infrastructure provision may also limit development potential, with particular issues associated with the A27 junctions and links, together with sewage treatment capacity around Chichester, which may impact on the level, location and phasing of development.
- There is a strong case to seek to attract and retain more younger households across the Sussex Coast Housing Market in order both support the local economy and business base, help shift the economy towards higher value-added activities and maintain a balanced population profile. This will require intervention both in attracting and retaining economic investment, continuing to improve the skills profile and levels of enterprise and innovation, and in developing the housing offer to attract/retain younger households.
- Across Coastal West Sussex market demand will continue to be focused towards two and three-bedroom properties. Continued demand for family housing can be expected from people moving out of Brighton and Hove. In Arun, provision of two and three bed properties should predominate.
- There is however also likely to be an increase in requirements for specialist housing solutions. The analysis above suggests a 68% growth in older population with dementia, and 58% increase in the older population with mobility problems. From a planning point of view, some of these people will require specialist housing such as sheltered or extra care provision. The analysis also suggests that the care home population can be expected to increase by around 3,800 persons between 2011 and 2030.

#### Arun District Shopping Survey (2006)

- 126 units
- large number of restaurants and cafes and drinking establishments (25)
- historically low vacancy levels

### **4.6 Summary of Key Issues for the Parish of Arundel**

An analysis of the parish and wider issues indicates a series of actual or perceived ‘strengths’ or ‘assets’ or ‘advantages’, relative to other places. It also indicates the parish has actual or perceived ‘weaknesses’ or ‘disadvantages’.

In both cases, they present a combination of opportunities and challenges for the APNDP to address, given there is likely to be a direct influence of land use planning and development decisions.

### Strengths

- very special heritage asset value of the town on a national scale
- attractiveness of the town for tourists, visitors and residents
- range and quality of community and cultural facilities
- community identity and spirit
- good connectivity by car and train to the coast and major conurbations

### Weaknesses

- traffic congestion and car parking
- no secondary school
- lack of housing affordability
- separation of 'old' town from 'new' town
- most shops targeting tourist and visitor spend so relatively weak convenience and comparison retail offer for residents
- lack of easily developable land to support household or population growth due to environmental designations and flood risk

### Opportunities for the APNDP

- to bolster the strengths of the parish in respect of shaping the future use and development of land
- to shape and control future planning decisions by refining District-wide policies to suit the parishes circumstances
- to secure planning-related funding to invest in supporting infrastructure
- to maximise the benefits of new housing in the parish to meet both local affordable needs and the demands in the open market for specific housing types and tenures
- to identify viable community assets to protect from inappropriate development proposals

### Challenges for the APNDP

- to identify suitable and acceptable sites to deliver at least 50 dwellings
- to resolve how the town's shopping offer can better meet the needs of the local population
- to better 'connect' the two halves of the town

## **5. Towards a Vision & Objectives for the Plan**

The APNDP will need to establish a vision of the parish in 2028 and identify a series of objectives through which the vision will be achieved by the plan. The process of defining the vision will begin as the local community considers the content of this report with a view to preparing the draft APNDP.

Importantly, these objectives should fulfil two functions: to demonstrate that the APNDP is in conformity to the emerging Local Plan and to enable its sustainability performance to be assessed. They should also, however, reflect the extent to which the APNDP can directly affect change and create, avoid and mitigate the impacts of its policies and proposals.

At this stage in the process, there should be an indication of which objectives in the Local Plan (and its Sustainability Appraisal) are considered to be most relevant for the scale and scope of the APNDP.

From an analysis of the evidence comprising this report, the following selection of objectives, derived from the emerging Arun Local Plan, are considered the most relevant to the APNDP:

- to achieve successful and inclusive communities
- to ensure Arun delivers high quality housing and provides excellent social infrastructure
- to ensure a diverse and thriving economic base to support Arun's growth
- to improve the vibrancy of Arun's town centres
- to ensure efficient and sustainable movement within and beyond Arun
- to enhance Arun's environmental integrity
- to maximise natural resource efficiency

The Draft APNDP will develop policies and proposals that seek to apply these objectives to Arundel Parish.

## **Annex A – Evidence Base**

The list below contains all those documents collected and reviewed in the process of preparing this report. All are available to view via the Arundel Town Council website's neighbourhood plan pages.

Community Profile for Arundel Parish (2012)  
Arundel NDP Focus Group Notes (2012)  
Arundel SHLAA (2012)  
Arundel NDP Community Survey (2012)  
Arundel Community Plan (2007)  
Arundel Design Statement (2008)  
Arundel GI Network Map (2009)  
Arundel Parking Review (2012)  
Arun Note on 5 Year Housing Supply (2012)  
Arun Locally Generated Housing Needs Survey (2010)  
Arun Affordable Housing Options Viability Study Update (2010)  
Arun Employment & Economic Land Assessment 2010  
Arun District Shopping Centre Survey (2006)  
Arun Settlement Sustainability Study (2007)  
Arun Infrastructure & Funding Study (2009)  
Arun District Strategic Transport Study (2006)  
Arun Strategic Flood Risk Assessment (2008)  
Arun Landscape Study (2006)  
Arun PPG17 Assessment (2009)  
Arun Green Infrastructure Study (2012)  
Arun Draft Local Plan Consultation Draft (2012)  
Arun Habitat Survey (2008)  
Economic Impact of Tourism in Arun (2008)  
Arun Local Plan Sustainability Appraisal (2012)  
Arun Core Strategy Habitats Assessment (2010)  
Arun Economic Strategy (2009)  
Arun Draft Leisure Strategy  
Lower Tidal River Arun Strategy (2010)  
South Downs National Park Management Plan (2008)  
South Downs National Park Housing Requirements (2011)  
South Downs Landscape Character Assessment (2011)  
South Downs National Park Employment Land Review (Oct 2012)  
South Downs National Park 'State of the Park' (2012)  
West Sussex Strategic Housing Market Assessment: Arun (May 2009)  
West Sussex Sustainable Energy Study (2009)  
West Sussex Local Transport Plan 2011-26  
A Revision of the Ancient Woodland Inventory for West Sussex (2010)

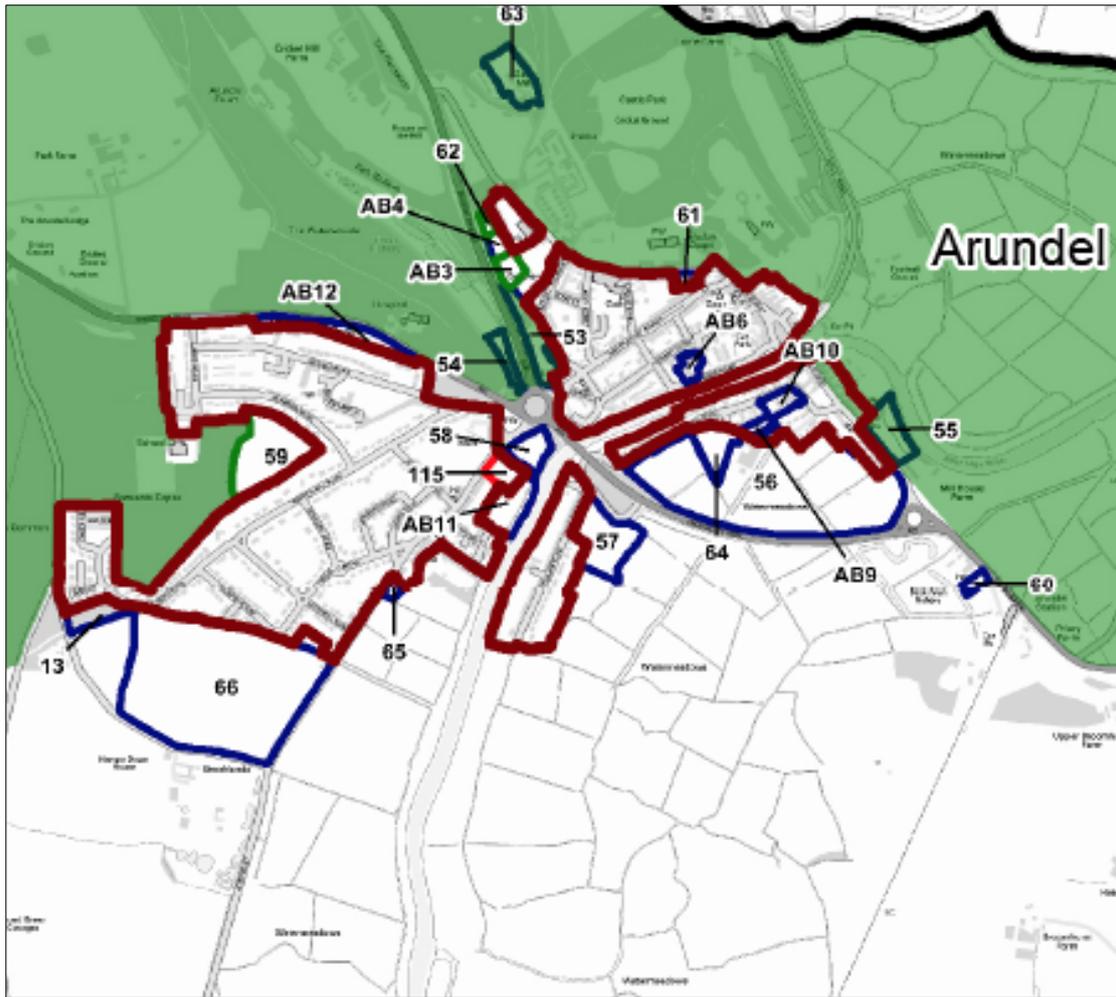
## Annex B – Strategic Housing Land Availability Assessment

The table below contains a list of all the sites in the parish submitted to, and assessed by, ADC for consideration in the SHLAA for the emerging District Plan. A plan of all the sites is below (see Plan L).

Site Code	Site Name/Location
115	Electric Sub Station, Ford Road** ( <i>note: incorrectly described</i> )
59	Horse Field, Torton Hill Road***
62	Paddock, Anne Howard Gardens***
AB3	Land at Cemetery, London Road***
AB4	Land South West of St. Philip Catholic Primary School***
13	Land at Dalloway Road*
53	Riding Stables, Park Place*
54	Land west of Riding School, A284*
55	Land at The Causeway*
56	Mill House Farm*
57	Land off Fitzalan Road*
58	Gas Board site, Ford Road* ( <i>note: incorrectly described</i> )
61	Tower House Allotments, Maltravers Street*
63	Sawmill, Arundel Park*
64	Allotment site, Fitzalan Road*
65	Garage site, Ford Road*
66	Land SW of Torton Hill*
AB6	Warehouses/Barn, River Road* ( <i>'Bevin &amp; Bevin' site</i> )
AB9	Telephone Exchange, Fitzalan Road*
AB10	Blastreat Ltd, Fitzalan Road*
AB11	Land south of the A27 Roundabout*
AB12	Land south of the A27/north of Canada Road*

### Notes

- \* *site rejected as being suitable for housing development*
- \*\* *site within the built-up area boundary with potential for housing development*
- \*\*\* *site outside the built-up area boundary with potential for housing development*



Plan L: Plan of Strategic Housing Land Availability Assessment sites in Arundel