

Introduction

Design Statements set out clear and simple guidance for the design of all development in the community, based on local character and knowledge. It is an advisory document derived from the community, for use by local authorities and the public when considering planning applications. It is there not to stop development, but to control and influence the development that will take place. Many people feel that they have little or no say over development that occurs in their community, design statements offer a constructive solution to this problematic conception. Local communities are best placed in understanding and appreciating their surroundings. Hundreds of English communities have completed design statements.

The Arundel Community partnership was formed in January 2005 in response to a national initiative from central government. In spring 2007 the ACP completed the Arundel Community Plan, which was then endorsed by Arundel Town Council, outlining and summarising the views of the residents of Arundel. The subjects addressed within the plan were, Environment, Town life, Tourism, Economy, and Access (Transport). One of the issues to emerge from the environmental issues was the preservation of the structural appearance of the Town. It was agreed that the best way to go about this was to produce a design statement. In November 2006 after a lengthy application process, a grant of £7000 was received from Awards for All (The Big Lottery Fund). This was followed by support from Arun District Council, in the form of a conservation officer representative, and acknowledgment of a final document to go to the District Council Cabinet and Full Council in February 2008. In spring 2007 a Design Statement Committee was formed, this was a broad representation of stakeholders for Arundel. This was followed by Consultation with the Arundel Community in the form of a questionnaire to every letter box in the Town. This prompted a good response achieving nearly twice the national average on return.

The intended purpose of this document is that, having been endorsed by both Town and District Councils; it can be used as a material planning consideration in regard to all future construction, alterations, extensions, conversions and developments within the town of Arundel that require planning permission. It is also hoped that residents and organisations will have regard to the planning guidelines even where the submission of a planning is not necessary i.e. Permitted Development.



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The Forming of the Town of Arundel

There are traces of early Roman development in Arundel; however it mainly developed as a Saxon town referred to in the Domesday Book in 1086, Arundel had become a flourishing market town and port, with a population of a few hundred. In 1243 Arundel Castle (IBP) 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



Arundel Castle

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'(IBP), the ruins of which are located next to the Town Bridge. The parish church of St Nicholas (IBP) 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



Blackfriars

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. The current population

is 3650. 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



Arundel Cathedral

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



Arundel Farmers Market

Church (IBP) 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



Arundel parish church

were lost when the Park was enclosed and the new London Road was constructed.

Today Arundel is a popular tourist destination famous for its

Historic buildings. In 2001 Arundel had its first market for over 80 years in the form of a Farmers Market (IBP), which is currently a popular monthly event. Further reading and reference can be found in 'A History of Arundel' by Tim Hudson.

Arun District Council Local Plan 2003

There are a number of policies in the Arun District Local Plan 2003 that relate to the Arundel and its surroundings, these are referred to below.

The Views and Setting of Arundel

Many residents feel that much of Arundel's Character derives



View to the South

from its unique hillside position creating stunning and unique views in and out of the Town. From the more elevated positions within the town fine views can be seen stretching across the river flood plain to the south (IBP). The impact of these views is considerably enhanced because they are only possible from the gaps created by the steep intersecting streets. The surprise element is therefore dramatic when coming across the vistas while passing along one of the streets that traverse the hillside. Within the town other views are mostly linear vistas along the streets. These are all important to protect but some of them particularly notable because they



View from the South

are punctuated with a view of the castle or the cathedral, as noted below. The view of Arundel from the south is well known and is probably one of the finest views of a town in its landscape in the UK (IBP). The preservation of this view requires the protection of its key elements which are the water meadows, the skyline and the evenly layered form of the buildings on the hillside in between. From many positions

south of the A27 there are far reaching views towards the Coast, and especially in winter clear views of the Castle, Parish Church and Cathedral.

As outlined in Arun District Councils' Local Plan (Policy AREA 3), 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. 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:

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



Fitzalan Road allotments

Development will not be permitted which would adversely affect the long distance views of Arundel Castle, Parish Church and Arundel Cathedral. This guidance is in place to protect the setting of historic Arundel, which is of national and local importance.

The Protection of Open Spaces and Allotments (Policy AREA 5 & 6)

There are 6 areas of Open Space and 3 Allotments (IBP) protected by the Local Plan in Arundel. The open spaces include the Lido and Arundel Football Club. The District Council will protect public and private open spaces, playing fields, outdoor sports facilities and children's play facilities, as shown on the Proposals Map, from development other than associated recreational development. The allotments are in high demand, and located in Priory Road, Fitzalan Road, and Tower House. Unrelated development will not be allowed. Exceptions to this policy will only be granted where:-

- The development materially enhances the existing facility or satisfies an essential social need that is unable to be provided elsewhere in the locality and where the



The South Downs on the outskirts of Arundel

amount of open space is not significantly reduced, or

- An equivalent or increased amount of open space can be provided or improved recreational opportunity created elsewhere in the locality by the developer and where a substantial proportion of the site is retained as usable public open space, in addition to the requirements of Policy GEN20.

The District Council will resist the development on or around allotment sites where it is considered that a loss of amenity will occur. An exception to this may be allowed where improved facilities for allotment holders can be provided or a suitable alternative site provided.

Area of Outstanding Natural Beauty (Policy AREA 9)

As shown on the Proposal Map nearly all the land surrounding Arundel north of the A27 is part of the South Downs (IBP). The Local Plan indicates that development will not be permitted within the Sussex Downs Area of Outstanding Natural Beauty (AONB) unless:

- Development is essential for agriculture, forestry, mineral extraction or disposal of waste, quiet informal recreation, rural diversification or essential community needs; and
- It is demonstrated that it would not be harmful to the visual quality and characteristics of the AONB; or
- In exceptional circumstances, it is demonstrated that the development meets national interests; no alternative site is available; and any harmful effects are minimised.

Development outside but near to the AONB will not be permitted where it would be unduly prominent in, or detract from, views into or out of the AONB.

Strategic Gaps (Policy AREA 10)

As shown on the Proposal Map the Area between Arundel and

Littlehampton is a Strategic Gap (IBP), and will be maintained and protected. Proposals for development within a Strategic Gap will be subject to the most rigorous examination. Development will only be permitted if:

- It is demonstrated to be necessary to meet the requirements of, or is consistent with, other policies of the Development Plan; and
- It would not compromise, either individually or cumulatively, the objectives and fundamental integrity of the strategic gap; and
- Attention is given to the long term enhancement of the landscape, amenity and conservation value within the gap and, where possible, to the improvement of public access.

Sites of National Importance for Nature Conservation (Policy AREA 14)

Some of the area around Arundel Castle is a Site of Special Scientific Interest. Proposals for development in, or likely to affect (directly or indirectly) Sites of Special Scientific Interest will be subject to special scrutiny. Where such development is likely to have an adverse effect, it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites.

Where the site concerned is a National Nature Reserve, a site identified by the Nature Conservation Review or Geological



Strategic Gap between Littlehampton and Arundel

Conservation Review, particular regard will be paid to the national importance of that site.

Where development is permitted, harm to the nature conservation interest must be minimised. The use of conditions or planning agreements will be considered to ensure the protection and enhancement of the nature conservation interest, and to provide appropriate compensatory or mitigation measures and site management.

Sites of Local Importance for Nature Conservation (Policy AREA 15)

Some of the area around Arundel Castle is a Site of Nature Conservation Importance. Proposals for development in, or likely to have an adverse effect (directly or indirectly) on a local Nature Reserve, Site of Nature Conservation Importance (including ancient woodlands or wildlife corridors) or Regionally Important Geographical/Geomorphological Site will not be permitted unless it can be demonstrated that reasons for the proposal outweigh the need to safeguard the nature conservation value of the site/feature, such damage should be kept to a minimum.

Conditions or planning obligations will be used to secure necessary compensatory or mitigation measures, enhancement and site management.

Where appropriate, the authority will consider the use of legal agreements to provide appropriate compensatory measures, enhancement and site management.

Ancient Monuments and Sites of National Archaeological Importance (policy AREA 16)

The majority of the area around Arundel Castle and Arundel Cricket Ground is a scheduled ancient monument, other areas include Blackfriars Friary. There will be a presumption in favour of the preservation of scheduled and other nationally important monuments and archaeological remains. Development which adversely affects their sites or settings will



An Arundel commercial area

not be permitted.

Arundel Shopping Frontage (Policy AREA 20)

Arundel town centre is characterised by its distinctive shopping area (IBP). Therefore within the designated frontages in Arundel Town Centre, as defined on the Proposal 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.



37-41 The High Street

Historic Parks and Gardens (Policy AREA 4)

Arundel Castle and the related Park are contained in the Register of Historic Parks and Gardens maintained by English Heritage as a Grade II* feature of great historic interest. The purpose of the Register is to record the existence of historic parks and gardens so that highway and planning authorities and developers know that they should try to safeguard them when planning new road schemes and new development generally. Permission will not be granted for development



8 Maltravers Street

which adversely affects the character or setting of registered historic parks and gardens.

The Conservation Area

The Architecture

As shown on the Proposal Map about half of Arundel is in a Conservation Area, which has its own Planning Laws and



79 Maltravers Street

guidelines. Therefore the following section follows this guidance as outlined by Arun District Council. Arundel is recognised not only by residents but also visitors for its quantity, quality and variety of historic buildings within a



Quoins



Venetian Windows

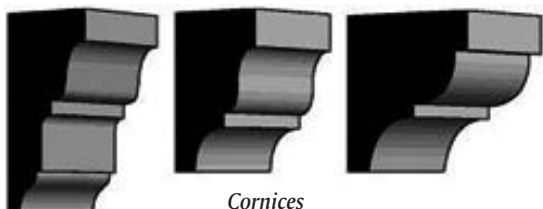


Quarried stone

relatively small area. The town still reflects much of the shape and character of its medieval footprint although most of the remaining timber framed buildings are hidden behind later



Pediments



Cornices

facades. Out of around 500 buildings in the Conservation Area, a large proportion is listed, and many of the others are of architectural or historic interest. Some of the more



Norfolk Arms Hotel

recognisable buildings are described in this section.

There are two complete late medieval buildings in the High Street, 37–41 (IBP) and No. 71 the High Street which is an example of a Wealden type house.



44-49 Maltravers Street

No.8 Maltravers Street is the remaining part of a three bayed hall house with crown post roof (IBP), while No.79 has part of a crown post roof (IBP).

Other examples of 16th and 17th century buildings have survived. Characteristically they are of timber frame construction, often jettied, fairly low and hip-roofed with

variety provided by the materials used to infill or clad the frame.

Both No. 25 High Street and Little House Maltravers Street have brick-noggin in-fill. Painted brick is used to face 17–19 High Street and 13, 15 Tarrant Street, 13 and 15 also have weatherboarding. Red brick and rendering face 10 and 20 Queen Street respectively.

In the 18th Century the use of brick became prevalent, even being used to face existing buildings. Classical features including quoins (IBP), Venetian windows (IBP), pediments (IBP) and cornices (IBP) were fashionable as were porches and bay windows.

The red brick buildings in the High Street 30-34, the back range of 55–57, 61 and those in the island are typical. 14, 16, 26, 51 and 50-54 Maltravers Street also exhibit good features. Of note is the side facade of 50-54 which unusually for Arundel



Victoria Institute

is in Portland stone. This may have been salvaged from the castle. Even the smaller streets have notable examples exhibiting brick voussoirs and cornices. However the majority of houses in such areas as Arun Street are of small brick or flint houses and cottages. More contemporary buildings in Tarrant Street are the three storied red brick houses, some with fine porches.

One of the most imposing buildings though is the Norfolk Arms Hotel, High Street (IBP) with its original arched carriage entrance. Other materials used in the grander houses are stucco as at 18 and 45-49 Maltravers Street (IBP), and yellow brick at 55-57 High Street. Humbler buildings have used field flint and beach pebbles as well as brick in King and Bond Streets, Orchard Place, and Mount Pleasant, galleted flint (shards of flint set into the mortar) in Arun Street, and quarried stone (IBP) in Surrey Street.

The town's public and commercial buildings are almost all 19th century and imitate various historical styles. One of the earliest is the Victoria Institute, Tarrant Street (IBP), which boasts a



Post Office block



Tower House



66-70 Maltravers Street



Arundel Town Hall

classical style.

The majority of buildings after this period adopt a Tudor revival (Post Office block, at the bottom of the High Street, IBP) or medieval style. The Duke of Norfolk adopted a castellated gothic style for Tower House (IBP), in London Road and Norman style for the Town Hall (IBP). Later interpretations were more picturesque Barge boards and tall chimneys amongst other details create a Tudor style employed at 81-83 Maltravers Street (IBP), north side of Bond Street and London Road. Half timbering and jettying at 66-70 (IBP), and 2-4 Maltravers Street are reminiscent of the buildings' medieval ancestry. Lloyds Bank has a Norman Shavian half-timbered and gabled style (IBP) and the old office of the West Sussex Gazette



Lloyds Bank

has an even more elaborate gabled and timbered style (IBP)

Architectural Details and Features

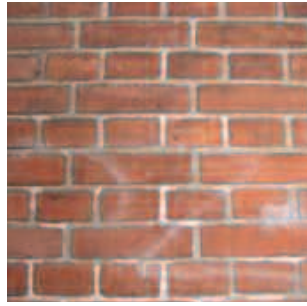
Most houses are brick or flint or a mixture of the two, and in a few cases, sandstone is used. A variety of brick colours are found of which red is probably the commonest, but blue bricks combined with red brick in geometric patterns are to be seen on several buildings. Flemish bonded brickwork is the



81-83 Maltravers Street



The old West Sussex Gazette office

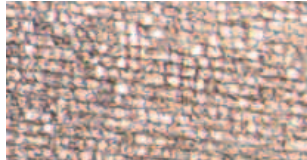


Flemish Bonded and English Bonded brickwork

commonest and sometimes it is juxtaposed with English bond (IBP) to provide a decorative feature. Other brick features are the quoins, emulating stone ones by repeating three long



Modillion Eaves Cornices



Mixed Flint

bricks followed by three short bricks and so on up the corner of a building, brick lintels and arches to windows, and modillion eaves cornices (IBP). Flints are found in three forms; unknapped seastone, knapped and square knapped (IBP). Some



Pillared porch

buildings have stuccoed or rendered walls (IBP), generally painted white or cream. Roofs are pitched and hipped and covered in hand made tiles or slate. Many doorways are pedimented. The designs range from simple unsupported ones to grandiose pillared porches (IBP). Windows are generally painted sash timber, although there are a reasonable number of timber casements. In both, glazing bars are used to divide up the glass areas into smaller panes.

Planning Guidelines

Alterations and Conversions

The alteration and conversion of historic buildings in a visually sensitive area affect both the buildings themselves and the area as a whole. In this section we deal with the impact on the fabric and integrity of the buildings.

- Inappropriate changes to a historic building should be resisted. Following extension or conversion it should be possible to appreciate the structure and appearance of the original building.
- The architectural details referred to previously highlight the character of the conservation area and the need for the sympathetic repair and alteration of the old buildings of this area.
- It should be noted that important internal features and

the historic layout of listed buildings should be protected.

- Any alterations should be in-keeping with these original features as they contribute to the character of the Town.
- Any alterations should be in-keeping with the adjacent street scene, the materials, fabric and colour schemes should be sympathetic with those of the adjacent buildings.
- Contemporary UPVC and aluminium double glazing will not be allowed.

External Fittings

Pipes, wires and aerials can detract significantly from the external appearance of the buildings, and particularly those in an historic setting.

- It is often possible for plumbing to be kept within a building. Where this is not possible it should be located



Rendered Walls

in the most inconspicuous positions, and not on the front elevation.

- External plumbing and rainwater pipes should be painted black on brick buildings, and a colour to match the rest of the building where they are stuccoed or rendered.
- Many wires can be kept internal and those that have to be external can be run along the building features to reduce their impact on the lines of the building.
- Satellite dishes are potentially the most visually detracting items to be attached to historic buildings. They should not be permitted on front elevations and extreme care should be exercised in positioning them elsewhere on buildings. In the conservation area their impact could be significant due to the high visibility of houses' rear elevations and roofs. See Policy AREA 3 in Arun District Local Plan.
- Meter boxes and burglar alarms can be particularly unattractive features, mainly due to their deterrence role, burglar alarms are often brightly coloured and prominently located. Owners should be encouraged to site them less prominently, preferably on the side walls where they will still fulfil their function.

New Buildings and the Townscape, Street Scene

Townscape includes the form and nature of the spaces created by the buildings and landscape and also the details found within those spaces i.e. street furniture. An understanding of the townscape of a place provides an important base from which to assess future development and how new additions should or should not be fitted into the town.

- In the conservation area the pattern of building has

been largely determined by the shape of the hillside on which it sits.

- The buildings step up the hillside along four axes, with steep streets up and down the slope intersecting these (IBP).
- A feature of these streets is that, with few exceptions, buildings or high walls sit close to the edges (IBP). There are very few buildings with forecourts or front gardens. The feeling of enclosure is further enhanced by the continuity of these structures. The few gaps between buildings are mostly filled by high brick or stone walls (IBP). Open spaces are not a significant characteristic of the street scene in the conservation area.
- It is important that new development respects this strong characteristic of the conservation area, with buildings close together, close to the roadside and not set in large expanses of open space.
- The design, materials and detailing of new buildings need to be of very high quality

Roofscape

Due to the conservation area's hillside topography the roofs of its buildings are highly visible both from within and without the conservation area (IBP). There are a number of roof extensions dormers and roof lights, but on the whole the rooflines have remained reasonably intact.

- They should continue to be protected and proposals for significant roof alterations should be resisted.
- In other situations roof lights are generally permitted on the rear roof slopes, but in the conservation area, rear



Steep streets

elevations are often as visible as the front ones so this should not always apply. For this reason it is recommended that applications for rear extensions in the conservation area should also be examined with particular care.

- Where an alteration is likely to be widely visible it should not be permitted unless it can be demonstrated that it complements and is in keeping with the original design of the building or group of buildings.
- Where roof alterations are permitted the use of Conservation style Roof-lights should be enforced.

Street Furniture

The functional features in a street such as railings and lamps can be decorative and make a positive contribution to the street scene. This is demonstrated by some of the surviving original examples in the conservation area. Public and domestic railings are found throughout the town with good examples of Victorian and earlier railings seen in Maltravers Street and London Road in particular (IBP).



High walls close to the edges



Narrow gaps with high brick walls

- New railings should be encouraged to draw on the abundance of good historic designs available.



Hillside topography from Ford Road

Most of the original street lamps in the conservation area were installed in the last 40 years or so and were visually uninspiring. There has been over the past decade a street lighting improvement scheme which has improved the image of the conservation area (IBP).

- Pressure should be exerted on all levels of local government to fund the continuation of this project.

Directional signs, traffic information signs and parking signs add to the paraphernalia cluttering the street scene.

- The number of posts used should be minimised by combining uses (IBP) and by removing those posts which have been left with no signs on them.



Street lighting in Arundel



Railings in Maltravers Street

Footpaths and Road Surfaces

There are few remaining examples of original paving in the conservation area, which should be retained and protected (IBP). The York stone, Purbeck stone, and granite sets that do survive provide evidence of the traditional surfaces, but it is unrealistic to require such materials to be used extensively today

- Opportunities should be taken to move away from tarmac and concrete slabs.
- Developers should be encouraged to use more suitable materials.
- The use of bollards to prevent vehicles parking on pavements should be limited to essential areas in order to protect the overall street scene.

Shop Fronts and Signs

In all historic towns shop fronts can enhance or destroy the appearance of the town's main streets. Modern commercial criteria do not naturally coincide with those of preserving



Combined use of post

historic architectural details and it is therefore good that the conservation area retains many of its older shop fronts.

- Names and signs should fit within the existing horizontal spaces, and not overlap moulding details, cornices etc.
- Name boards that are separate structures should be designed with attention to Historic details such as edge mouldings. Internally illuminated signs should not be permitted. External illumination by means of spot lights may be acceptable.
- Secondary signing and pavement advertising should be restricted. Provision for A-boards should be managed and controlled; there should be a balance between visual impact on the street scene, pedestrian access/safety and commercial necessity, with awareness of narrow pavements with restricted passing space.



Original pavement

- Plastic facades should be avoided in the Town retail areas
- On the other hand there are plenty of traditional hanging signs in the town and unless they give rise to a cluttered appearance of the building these would be a

more acceptable form of secondary sign, providing they are no danger or risk to pedestrians (IBP).

- Glazing should follow the original proportions and subdivisions. Large expanses of plain glass can sometimes be appropriate but not if they are covered in brightly coloured stickers and signs.
- Awnings are a traditional shop feature, but should not be too elaborate or bulky. Where possible, new awnings should use a similar mechanism to the original for the building concerned, or use a surviving one nearby.



Traditional hanging signs

The Non-Conservation Area

Over half of the dwellings in Arundel are located outside the Conservation area. Using the questionnaire results and characteristics of the non-conservation area, seven main character areas have been identified

Character Area 1: Fitzalan road Numbers 1-50, Queens Lane, The Causeway.

There seem likely to have been at least some buildings by the early 13th century. More houses were built there later; three or four are mentioned on one occasion in the early 15th century. By 1785 there were 15–20. During the succeeding 50 years industrial firms settled on the south bank of the river: By about 1841 there were a brewery and maltings on opposite sides of the Brighton road, (both of which would have been within the current conservation area) together with a timber yard, coal yards, and a soap factory to the west. The unsuitability of the adjacent ground for building restricted southwards expansion, though by around 1875 the advent of the railway had brought a few scattered villas between the Causeway roundabout and the station, these houses and



Fitzalan Road overlooking Fields

Railway Station are outside the Arundel Parish boundary (Map2); more were built before 1910, together with six cottages south of Queen Street. There were a few houses along the river to the south-west by 1841 in the part of the parish already called the south marshes: by the 1870s there was one terrace, more were built by 1896, and there was further building in the early 20th century in what by the 1930s was called Fitzalan Road, six council houses were built there in 1935.

Fitzalan Road Numbers 1-50

This part of Fitzalan Road is characterised by mixed style Post-War semi detached bungalows (IBP), some were demolished when Fitzalan Road was cut in two by the temporary relief road of 1973. These bungalows are set back off the road with ample off road parking. The bungalows are only found along the North-West side of the road. The other side is farmland and



Westbury Lodge

floodplain (IBP) uninterrupted until it reaches the temporary relief road (A27). This farmland is currently used for livestock grazing and as shown on the Proposal map there is a playing field with access from Fitzalan Road. The Bungalows have long gardens that back onto the river Arun. This stretch of the riverbank is the dividing line that is used in the Local plan for the Setting of Arundel (Policy Area 3).



Fitzalan Road town side of A27 Bridge

Queens lane

For a small lane, Queens Lane is one of the most mixed building types (IBP) area in Arundel, it has old cottage style houses, Victorian terraced houses, bungalows, semi-detached houses, access to an Angmering Park Estate farm and modern flats (Westbury Lodge, IBP). It is a narrow lane with the older properties right on the road, while the more modern houses are set back with large front gardens.

The Causeway

The Causeway (Originally Brighton Road) is characterised by mainly isolated and linear areas of settlement pattern. There



Queens Lane

are the modern two storey flats (Causeway Court, IBP) located directly behind the Lido car park. The Lido is an open air swimming pool with grass areas surrounding two pools. On the opposite side of the road are mixes of modern semi detached houses, some of which are ex-police houses found behind a large brick wall. The main types of houses are Victorian town houses (IBP) and the area is very much urban in character. Further down towards the roundabout is a bed and breakfast called Portreeve Acre, set back off the road with a half-hipped roof (IBP). There is a cluster of rendered Victorian town houses and a Hotel (Arundel Park Hotel) next to the train station.

The following Character areas are located South of Chichester Road and the temporary relief road (A27).



Causeway Court

Arundel's main expansion in the early 20th century was south of Chichester Road in what before 1902 was part of Tortington parish. Red or brown brick terrace houses, some belonging to the Norfolk estate, were built in Ford Road and Wood View by 1896 and in Kirdford Road by 1910. The higher-lying land to the west around Torton Hill Road was developed by the town



Victorian town houses



Portreeve Acre

council from about 1913 as an estate chiefly of large detached houses in various styles. Between Torton Hill and Chichester Roads many dwellings, including some council houses, were



Farmland towards Arundel Railway Station

built from the 1950s; by 1991 the area south of Chichester Road had become twice as populous as the older part of the town.

Character Area 2: Fitzalan Road (Even Numbers 68-200, odd Numbers 1-55), Daltons Place, Malthouse Close

This area of Fitzalan Road is characterised by open space, with views extending across farmland towards Arundel Railway Station (IBP). Housing is mainly mixed terrace and semi-detached (IBP), with long gardens extending to The River Arun. Towards the Southern end of Fitzalan road semi-detached bungalows and chalet style houses are found (IBP). 2 storey buildings are the highest in this area, however there is the old windmill located down the southern end which is a considered a distinctive feature on the landscape and is visible from as far as Ford Railway Station (IBP).



Fitzalan Road



Fitzalan Road

Character Area 3: Ford Road, Kirdford Road, Woodview

Kirdford Road is characterised by 2 storey Victorian terraced housing (IBP). They have side alleys with access through other gardens, and no off street parking. Woodview (IBP) is very similar down the Kirdford road end, but more bungalows are present towards the other end. Ford Road (IBP) has different



The old windmill

style semi detached Victorian houses, overall much larger dwellings with private side access on most. Ford Road has to cope with heavy traffic throughout the day, which is not ideal for a road with little off road parking. Ford Road is the most mixed in its character because of its past and present mixed use. Arundel Fire Station (IBP) and a Water Treatment Plant are located along the Road. There used to be shops on both sides of the road, but now they have been converted into residential. Towards the A27 end of Ford Road there is a cemetery that actually backs onto Kirdford Road and Torton Hill Road. By the A27 roundabout there is a large set of flats called Warwick Court, on the opposite side there is a derelict gasworks site that is understood to have a degree of contamination from its former use.



Kirdford Road



Woodview

Character Area 4: Penfolds Place

Penfolds Place (IBP) is located off Ford Road near the Fire Station; it has direct footpath access to the banks of the river Arun. The properties were built in 1991 as a whole development, (on a former garage site) containing 42 dwellings. They are mainly semi-detached modern buildings, with mixed wall and roof materials. This is also one of the biggest housing developments in Arundel in the past 20 years.

Character Area 5: Jarvis Road, Canada Road, Pearson Road, Ellis Close, Dukes Close, Herrington Road and Green Lane Close

This area is characterised by Local Authority housing consisting of large terraces of houses (IBP), terraced bungalows, and flats. The scout hall, doctor's surgery (IBP) Mace newsagent/convenient store, (IBP) and Church of England



Ford Road

Primary School are located in this area. Much of the terracing is linear following the road lines, and characterised by the topography (IBP). All of the housing is a maximum of 2 storeys however due to the topography of steep slopes; some of the buildings appear higher. There is a feeling of open space, for



Arundel Fire Station



Penfolds Place

example large verges in front of the housing and around the area as a whole, including the Recreation Ground/Playground (IBP). The majority of the housing is 1950,s council housing, in some areas the path is set back off the road. The further you go up the slopes the less steep the roofs become on the houses; (for example the newer houses next to the shop), the majority of roofs in Dukes Close (IBP), and Herrington Close (IBP) are on a 22 ? degrees pitch. Jarvis Road is main vehicular access from the A27, and is a bus route.

Character Area 6: Torton Hill Road, Howard Road, Bernard Road, Maxwell Road and Priory Road

This area is suburban in character and was initially developed after the Second World War, followed by later development in the Dalloway Road area. It is characterised by mainly detached houses of mixed style, materials and age (IBP). They generally



Canada Road

have large gardens, with space all around the houses. Many of the houses are even not fully visible from the road due to trees and bushes in the front gardens (IBP). There are also trees lining the pavement in most of the roads, and off road parking



Mace Convenient store



Arundel Surgery

is prevalent (IBP). The West end of Priory Road (IBP) is characterised by mainly semi-detached houses with little off-road parking. This area also contains Jubilee Park, allotments, and access to public footpaths behind Torton hill Road that lead to the school and shop. There has been some development of individual houses in some of the larger



Topography

gardens but the general feel is of tree lined suburban roads, with views to the Cathedral, Castle and out onto the river Arun floodplain. The bus route passes through this area from Pearson Road.

Character Area 7: Stewards Rise, High Ridge Close, and Dalloway Road, Birch Close, Oak End Close

Stewards Rise is characterised by Semi-detached and detached mixed style bungalows (IBP). The road is on a steep slope with off road parking. High Ridge Close is just off Stewards Rise and contains all bungalows with rendered walls (IBP). Dalloway Road is a tree lined avenue (Cul-de-sac) with off road parking and detached 2 storey houses (IBP). Birch Close is more chalet style properties, with open spaces and random settlement patterns (IBP). The roof pitches are not as steep as Dalloway and surrounding streets, many being half-hipped (IBP). Oak End Close is linked housing with off road parking. This area was developed relatively recently, and is bounded by woodland, with footpath access from Dalloway Road.

Planning Guidelines

Alterations and Conversions

The alteration and conversion of buildings affects both the buildings themselves and the area as a whole. In this section we deal with the impact on the fabric and integrity of the area.

- Inappropriate Changes to the essential character of the buildings should be resisted. Following extension or



Recreation area

conversion it should be possible to appreciate the structure and appearance of the original building.

- The architecture of the non-conservation area is very varied but it is possible to characterise the nature of the smaller areas identified. Changes of use or new



Herrington Close leading to Dukes Close

developments must respect the inherent character of the locality.

- Any alterations should be in keeping with these original features as they provide the character of the area.
- Any alterations should be in-keeping with the immediate environment.
- Materials, and colour used on alterations, redecorations, extensions and new developments should reflect and be sympathetic with the appropriate surrounding buildings.

New Buildings, Townscape/Street Scene and Gardens

Townscape includes the form and nature of the spaces created by the buildings and landscape and also the details found within those spaces, the street furniture etc. An understanding of the townscape of a place provides an important base from which to assess future development and how changes of use or



Detached houses



Trees and bushes

new additions should or should not be fitted into the town.

- In the non-conservation area the pattern of building has been largely determined by development occurring at various times throughout the 20th century. The buildings are mainly linear, following existing and new road patterns; however there are many mixed clusters and groups of buildings.
- A feature of these streets is that, with few exceptions, buildings, gardens and walls are set back from the roads and pavement. The spacious feeling is further enhanced by space all around the majority of structures. The



West end of Priory Road

feeling of space is a major characteristic of the non-conservation area.

- It is important that new development recognises the character of the particular locality and is sympathetic to the scale, types of existing development, use of materials and public amenity of individual areas.
- Whilst falling outside planning control rear garden outbuildings, because of the configuration of land, are often visible. Therefore special care needs to be given to style and design of structures, to reduce their visual impact.



Off road parking



Stewards Rise

- The use of Brownfield sites for new development should be encouraged. The Gasworks Site is considered Brownfield and if ever developed should be appropriate to its locality. The main issues (as well as others) to be considered would be sympathetic design, heights, scales, and access/infrastructure.
- In many of the character areas in the non-conservation area especially Torton Hill Area, there is important space in front of, around and behind houses. This space should be maintained where possible as it is a feature of the character of this area. Where development does occur in these areas, its size and impact on the street scene



High Ridge Close

should be minimal, existing trees protected and new tree planting encouraged.

- Any new development must also meet the general policies of the Local Plan, three of these policies that are relevant to new development in Arundel are found below. Arun District Council has set sustainability at the heart of the Local Plan. This is considered as,

“Development that meets the needs of the present without



Dalloway Road

compromising the ability of future generations to meet their own needs.”

- 1 Control of the scale, location and form of new development, whilst ensuring that the future economic and housing needs of the District are met and addressed.
- 2 Ensuring that adequate infrastructure provision is secured to serve new development
- 3 The protection, conservation and enhancement of the natural and built environment

Roofscape and views

Due to the non-conservation areas hillside topography the roofs of its buildings are highly visible both from within and without the area. There are a large number of roof extensions



Birch Close

dormers and roof lights. Most roofs are 45 degree pitched tile; however in areas 5 and 7 there are many lower pitched roofs, and several half-hipped roofs.

- Any alterations to roofs should be in-keeping with styles and pitches of adjacent properties, where appropriate
- Views towards the Castle and Cathedral are an important feature from a distance, and could be enhanced in any new development
- Policy Area 3 applies, any development that would adversely affect the long distant views of the Castle or Cathedral, will not be permitted.



Half-hipped roofs

Street Furniture and access

Directional signs, traffic information signs and parking signs add to the paraphernalia cluttering the street scene.

- The number of posts required should be minimised by combining uses and by removing those posts which have been left with no signs on them.

- The two temporary relief road roundabouts should be subject to maintenance and tidiness, in the event of them being adopted by private companies the size of the signing should be kept to a minimum.
- Wherever possible, pedestrian access to the river Arun should be encouraged and new footpaths/cycle routes created, aiming to improve connections between the various parts of the town, but particularly between the Conservation area and Non-Conservation area.
- The Bus routes are important assets to be encouraged/developed



Arundel Boatyard

Other Important areas in and around the Parish

Tortington Manor, is short distance South of Arundel, Several years ago it was converted from an 18th century manor house into 53 homes. Set in 19 acres of mature communal gardens, it is a mixed development of 2-4 bedroom town houses, apartments and cottages. The manor house, Tortington Place, was completed in 1738 and extensively remodelled around 1809. It remained a private house until the beginning of the 20th century when it became a girls' school, and in 1971 it became the New England College, but closed in 1996.

Arundel Wetland Centre is located in Mill Road; it has 26 hectares of natural landscape and wetland habitats holding many hundreds of exotic wildfowl from around the world, it contains one of the widest and diverse habitats in England. Mill Road is the only access to road to the Wetland Centre, the Black Rabbit pub, Swanbourne Lake, Mill Road Leisure Park, Mill Road Trout Farm, and the villages of South Stoke and Offham.

A major West Sussex watercourse, the River Arun (IBP) flows for 25.5 miles between the south coast and Pallingham. It has



The River Arun from A27 Bridge

always been important to Arundel; currently the old port area (IBP) next to the historic town bridge is a Boatyard, Cafe, and communal area, with commercial and social importance. Access including footpaths to and from the river should be maintained, protected and encouraged in any riverside developments. The surrounding floodplain is controlled by the Environment Agency, and falls under Policy AREA 3 in the Local plan. It should be noted that if the proposed route for the A27 is used, then it should be unlit and it is important that in its design and configuration it has minimal impact on the special setting and views of Arundel as possible.



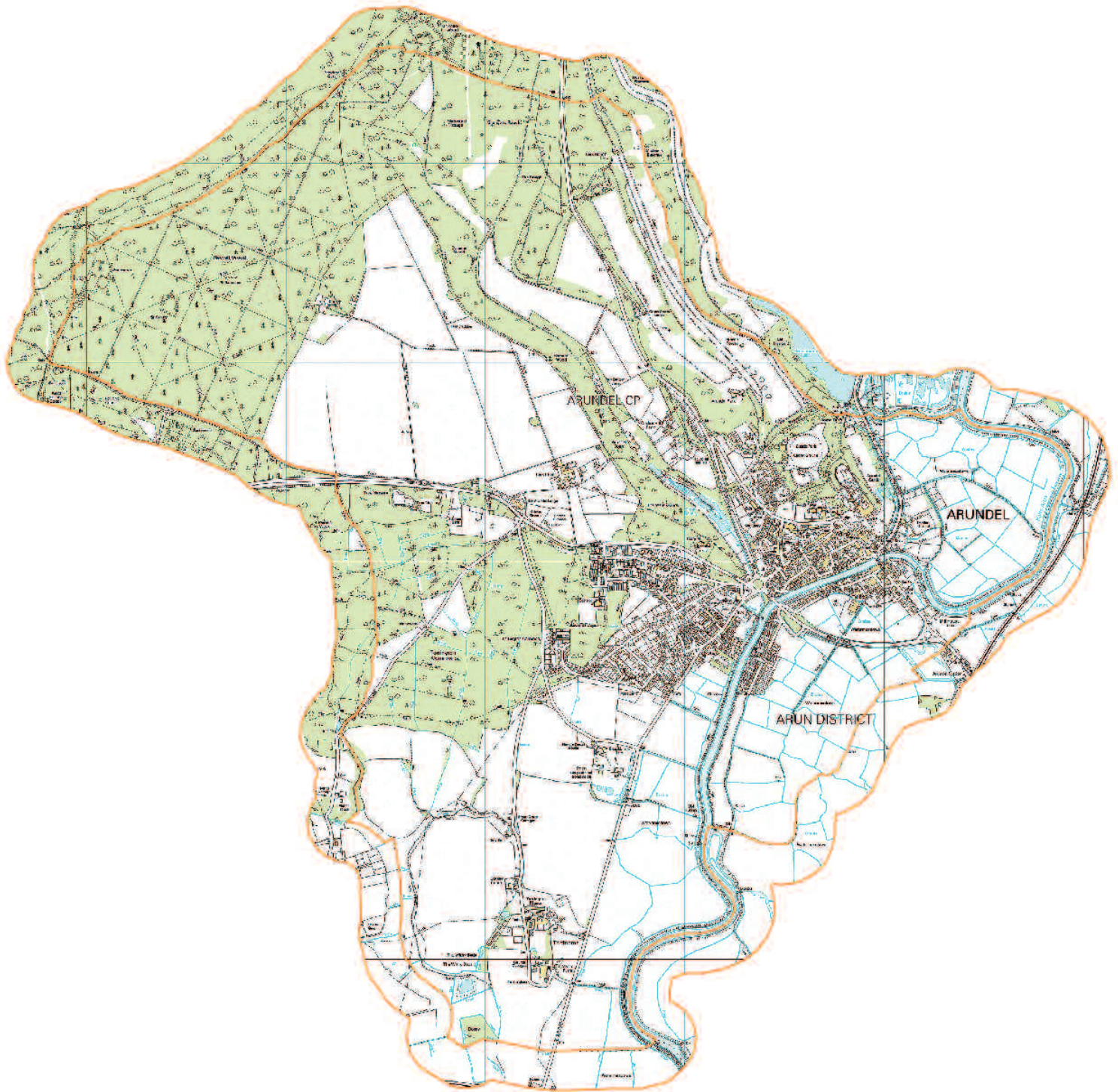
Map 1 (Proposal Map)

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Map 2 (Parish of Arundel)

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Aerial Photograph of the Parish of Arundel

RGB Aerial Photography – ©GeoPerspectives



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