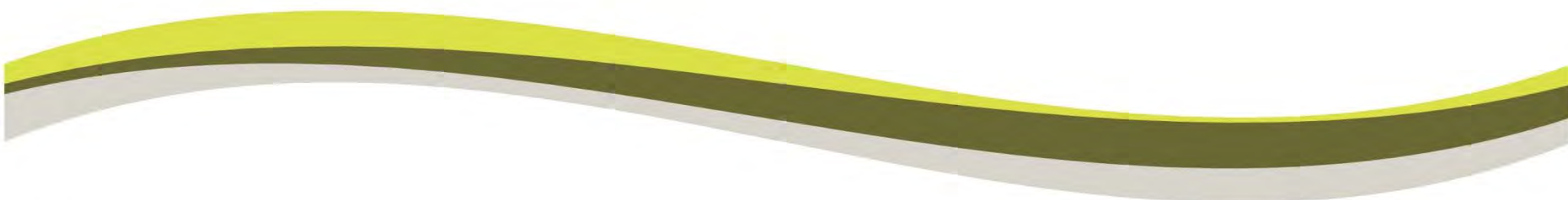


South Downs National Park Authority

# Access Network and Accessible Natural Greenspace Study

## Part 2: Supporting Information



July 2014

Produced for the South Downs National Park Authority by Associates from the Environment X Change.



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# Introduction and Background



# Introduction

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## Scope and Purpose of the Study

The South Downs National Park Authority is currently preparing both a National Park Management Plan and Local Plan for the National Park. Evidence on green infrastructure (GI) and biodiversity networks and interpretation of how this relates to the exercise of the statutory purposes and duty of the SDNPA is required to inform their policies for the period through to 2035.

This study aims to provide evidence in support of these plans by analysing the access network and elements of the green infrastructure network. It identifies areas of deficiency in provision for the populations served by the National Park, i.e. including those both within and outside of the Park. It furthers understanding of the spatial distribution of development around the study area, how the effects potentially cross local authority boundaries and the links between future development and accessible natural greenspace (ANG) provision. The main report also considers nature conservation sites which have the potential to be sensitive to recreational pressure. The report as a whole will help to inform where the GI network can be strengthened.

Since 2007 a series of studies has researched and developed information on levels of Accessible Natural Greenspace (ANG) relating to the National Park<sup>1</sup>. Building on this earlier work, this study has data-proofed

much of the previously sourced information, as well as sourcing additional data to ensure an accurate baseline access dataset. The data has been analysed to develop a series of maps that help identify key issues for the SDNPA in relation to ANG standards, health, public rights of way, public transport routes and hubs, the effects of major development areas and internationally important habitats (European Sites). The study has analysed the opportunities for connecting ecological habitats, and the inter-relationship between ANG sites and biodiverse sites (European sites) where greater ANG choice should be available to protect conservation features and bird populations from levels of access which might cause disturbance.

A high level analysis of the Green Infrastructure data for the Partnership for Urban South Hampshire (PUSH) has been carried out, and an assessment made of the extent to which this should influence decisions on strategic GI provision for the National Park.

This study contributes to a wider aim by the South Downs National Park Authority to take forward green infrastructure planning. It is one stage in the development of a GI (green infrastructure) approach or plan for the National Park.

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<sup>1</sup> McKernan, P., Grose, M., (2007), An Analysis of Accessible Natural Greenspace Provision in the South East, produced for the South East AONBs Woodland Programme, Forestry Commission, Natural England. Access Network Mapping Natural England, South Downs National Park Authority and Sheils Flynn, 2011.

## Study Area

The study area comprises the South Downs National Park, plus the entirety of the 'core area' local authority areas (see Plan 1). These are those local authority areas which contain an area of the South Downs National Park:

- Adur and Worthing;
- Arun;
- Brighton and Hove;
- Chichester;
- Eastbourne;
- East Hampshire;
- Horsham;
- Lewes;
- Mid Sussex;
- Wealden
- Winchester.

Around this core area, a buffer of 10km was also incorporated in order to identify cross-boundary issues and effects.

## Structure of this Report

This Supporting Information report provides analyses of each of the core local authorities under the following areas:

- ANG provision;
- Health;
- Development;
- The access and public transport network;

Plan 1: Study Area showing District Authorities



## Background

The Main Report provides background to the analyses carried out and reports on the findings at a strategic level across the study area. Information on the methodologies and further data are provided in the Part 3 Appendix document.

This section provides a condensed background so that this report can be read as a 'stand-alone' document.

### Accessible Natural Greenspace

Defined by English Nature<sup>2</sup> in the early 1990's, Accessible Natural Greenspace (ANG) is a category of greenspace at which a "*feeling of naturalness predominates*".<sup>3</sup>

In 1996 English Nature also developed a range of ANG Standards (ANGSt), based on the minimum distances people would travel to visit the natural environment. These standards were reviewed in 2008 and further guidance on their application published.<sup>4</sup>

The standards are based on proximity to ANG sites. ANGSt recommends that everyone should have an accessible greenspace:

- of at least 2 hectares in size, no more than 300 metres (5 minutes' walk) from home;
- at least one accessible 20 hectare site within two kilometres of home;
- one accessible 100 hectare site within five kilometres of home; and
- one accessible 500 hectare site within ten kilometres of home.

These standards are based on research into the minimum distances people would travel to visit the natural environment and seek to ensure that people have the opportunity to have a connection with nature close to where they live.

The first ANG Standard of access to greenspace of at least 2 hectares in size, no more than 300 metres (a 5 minute walk) from home reflects the need to have accessible greenspace within an easy walking distance. This standard is particularly important to link with health.

The second ANG standard requires at least one accessible 20 hectare site within two kilometres of home, which is within cycling distance and within walking distance for some.

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<sup>2</sup> The predecessor organisation of Natural England.

<sup>3</sup> Natural England (2010), Nature Nearby, Accessible Natural Greenspace Guidance

<sup>4</sup> Note 3

In addition the standard also recommends:

- a minimum of one hectare of statutory Local Nature Reserves per thousand population.

While local authorities are encouraged to work towards these standards, they have the freedom to adjust the ANGSt to meet the local conditions.

Use of ANGSt is one element of an integrated approach to green infrastructure planning.

### Health and Other Socio-Economic Factors

The links between physical and mental health and access to the countryside and green spaces are well-documented. The natural environment can help to reduce stress, anxiety and depression, can enhance social interaction and promote independent living and it can help promote and sustain increased physical activity.

In this study a range of health issues were mapped. The results were compared with the availability of natural greenspace in order to identify areas which coincide.

### Composite Health Score

Natural England has developed a Composite Health Score comprised of 5 grouped categories of health indicators. It was developed to provide a measure of the types of health issues which are linked most strongly to, or can be improved through, access to the natural environment:

- Life expectancy: Overarching health indicator;
- Physical activity Indicator: 3x30mins per week sport activity;
- Heart disease & stroke, hip fracture and obesity: Physical conditions where natural environment can help (NB diabetes information not available in the format required so not included);
- Mental health: Wellbeing issues where the natural environment can help with stress reduction / blood pressure etc., data (from IMD) showing incidence of benefit claimants.

### General Health, Census 2011

General health is a self-assessment of a person's general state of health. People are asked whether their health was, good, fair, bad or very bad. This is not based on their assessment of health over a given time period.

As plans for each of the districts are not included in this report, a strategic overview of the whole study area is shown in [Plan 2](#).

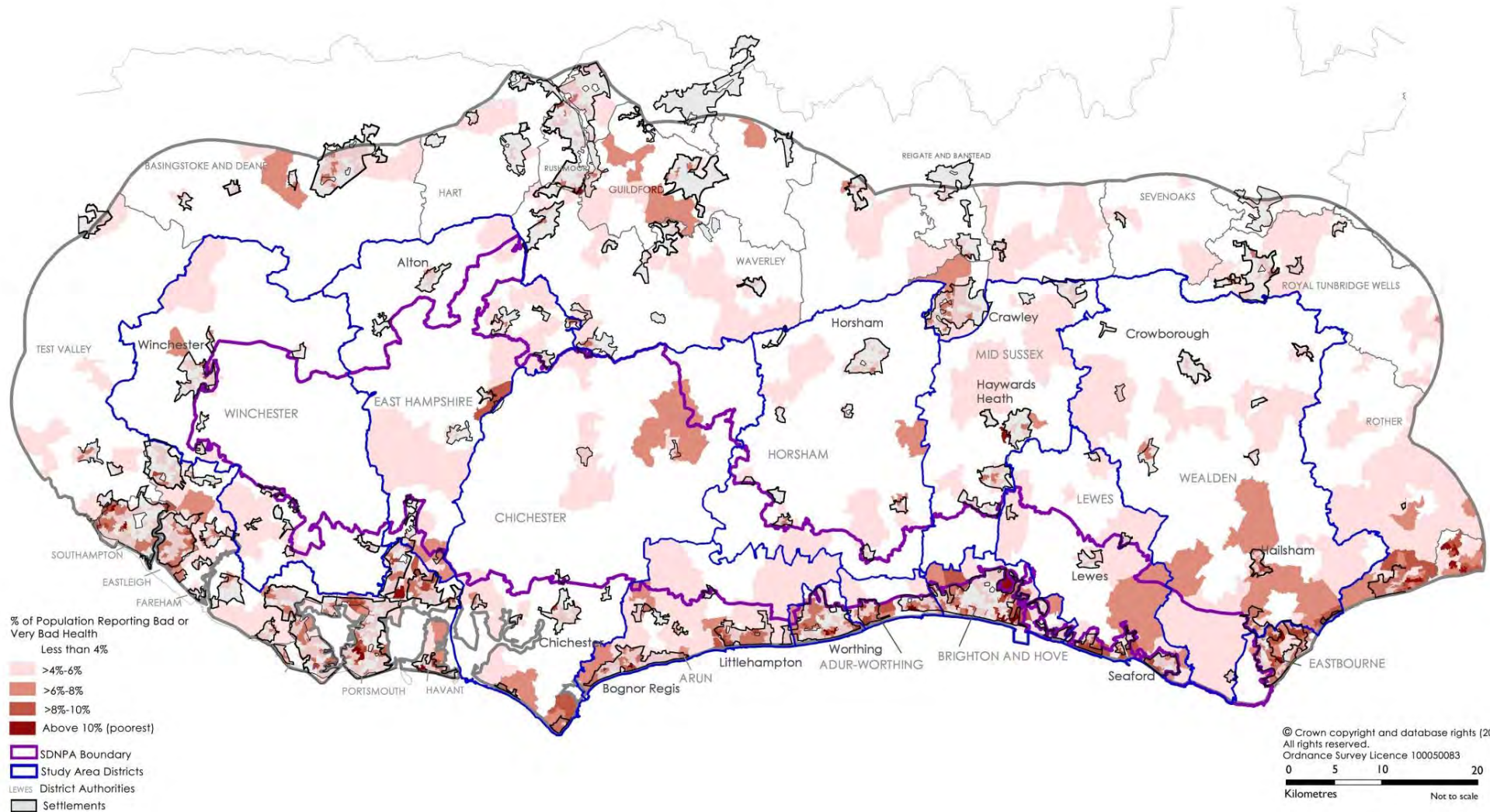
### Long-term Health Problem or Disability, Census 2011

This is a self-reported assessment of whether a person's daily activities are limited by a health condition. People are asked whether their daily activities are limited, either 'a little' or 'a lot'. A long-term health problem or disability is considered to be one that limits a person's day-to-day activities and has lasted, or is expected to last, at least 12 months.

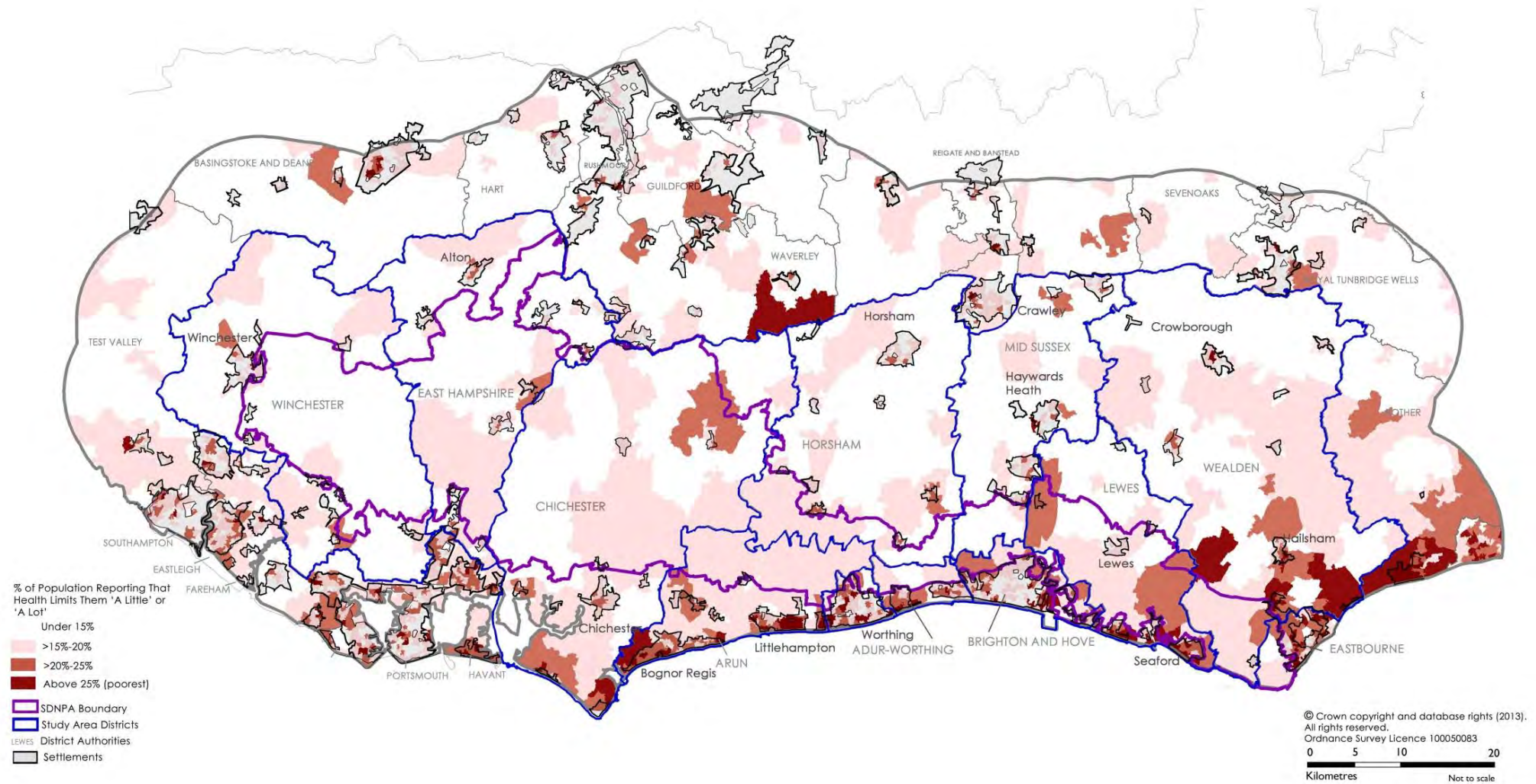
As plans for each of the districts are not included in this report, a strategic overview of the whole study area is shown in [Plan 3](#).



Plan 2: General Health, Bad or Very Bad (Census 2011)



Plan 3: Long Term Health Problems or Disabilities (Census 2011)



### Indices of Multiple Deprivation

Indices of Deprivation provide a relative measure of deprivation.

Deprivation covers a broad range of issues and refers to unmet needs caused by a lack of resources of all kinds, not just financial. The English Indices of Deprivation attempt to measure a broader concept of multiple deprivation, made up of several distinct dimensions, or domains, of deprivation.

Areas are ranked from least deprived to most deprived on seven different dimensions:

- Income deprivation;
- Employment deprivation;
- Health deprivation and disability;
- Education Skills and Training deprivation;
- Crime;
- Barriers to housing and services deprivation;
- Living environment deprivation.

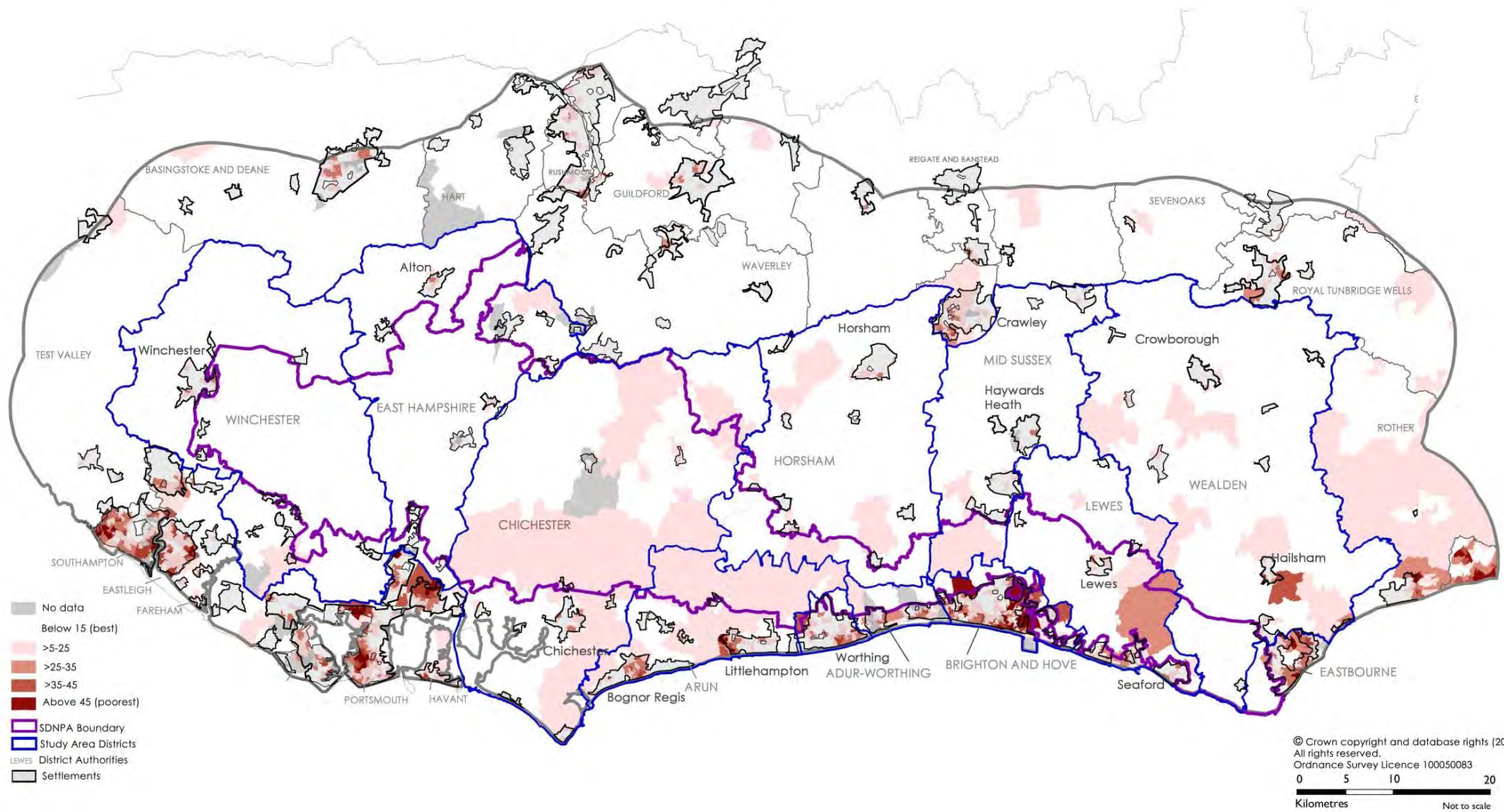
As plans for each of the districts are not included in this report, a strategic overview of the whole study area is shown in [Plan 4](#).

### Car and Van Ownership, Census 2011

This Census data-set records the number of cars or vans owned, or available for use, in a household.



### Plan 4: Indices of Multiple Deprivation



## Development

Part of the study brief was to undertake an analysis of major development areas and the impact that this is likely to have upon ANG. At this early stage in the drafting of the SDNP Local Plan, there is no clear picture of the scale or distribution of housing development in the National Park. While major development can be viewed as sites of > 10 houses, the SDNPA was not in a position to collate data at this level of resolution. For the purposes of this study, the scale of development which has been considered was sites comprising over 100 houses, i.e. major site allocations that are under consideration or approved by Districts for which there is a potential impact on ANG.

All local planning authorities of the core districts, plus selected local planning authorities in the buffer area which were in closer proximity to the National Park, were contacted to ascertain housing allocation sites and numbers. The local planning authorities are at various stages in their Local Development Framework/Local Plan processes, and very few have approved Joint Core Strategies in place. Most are between consultation and examinations in public of their Core Strategies and most do not have agreed housing figures and locations for major housing development. The data presented here should, therefore, be regarded as the best information available at the time, but that it is likely to change.

Due to the complexity and the different stages at which the local planning authorities are at in plan development, it was not possible to include those sites which are currently being built, but rather only includes housing numbers as set out (or proposed) in Local Plans.

## The Access and Public Transport Network

A range of data was used to illustrate the strategic access and public transport network of the study area. Data on Public Rights of Way (PROW), promoted routes and public transport<sup>5</sup> were sourced from the County Highway Authorities, Sustrans, the South Downs National Park Authority and other open data sources.

Mapped data on ANG, countryside destinations<sup>6</sup> and levels of private vehicle ownership were overlaid onto the access data. The maps were then analysed to assess the effectiveness of the current network in connecting local communities and visitors to various destinations and helped to identify gaps and opportunities for future development.

As plans for each of the districts are not included in this report, a strategic overview of the whole study area is shown in:

- Plan 5: Promoted Routes and PROW;
- Plan 6: Complete Cycling Network;
- Plan 7: Promoted Cycling Network and Countryside Destinations, Attractions and Railway Stations;
- Plan 8: Promoted Walking Routes and Countryside Destinations, Attractions and Railway Stations;
- Plan 9: Countryside Destinations, Car and Van Ownership and Bus Frequency – Weekdays;
- Plan 10: Countryside Destinations, Car and Van Ownership and Bus Frequency – Saturdays;
- Plan 11: Countryside Destinations, Car and Van Ownership and Bus Frequency – Sundays.

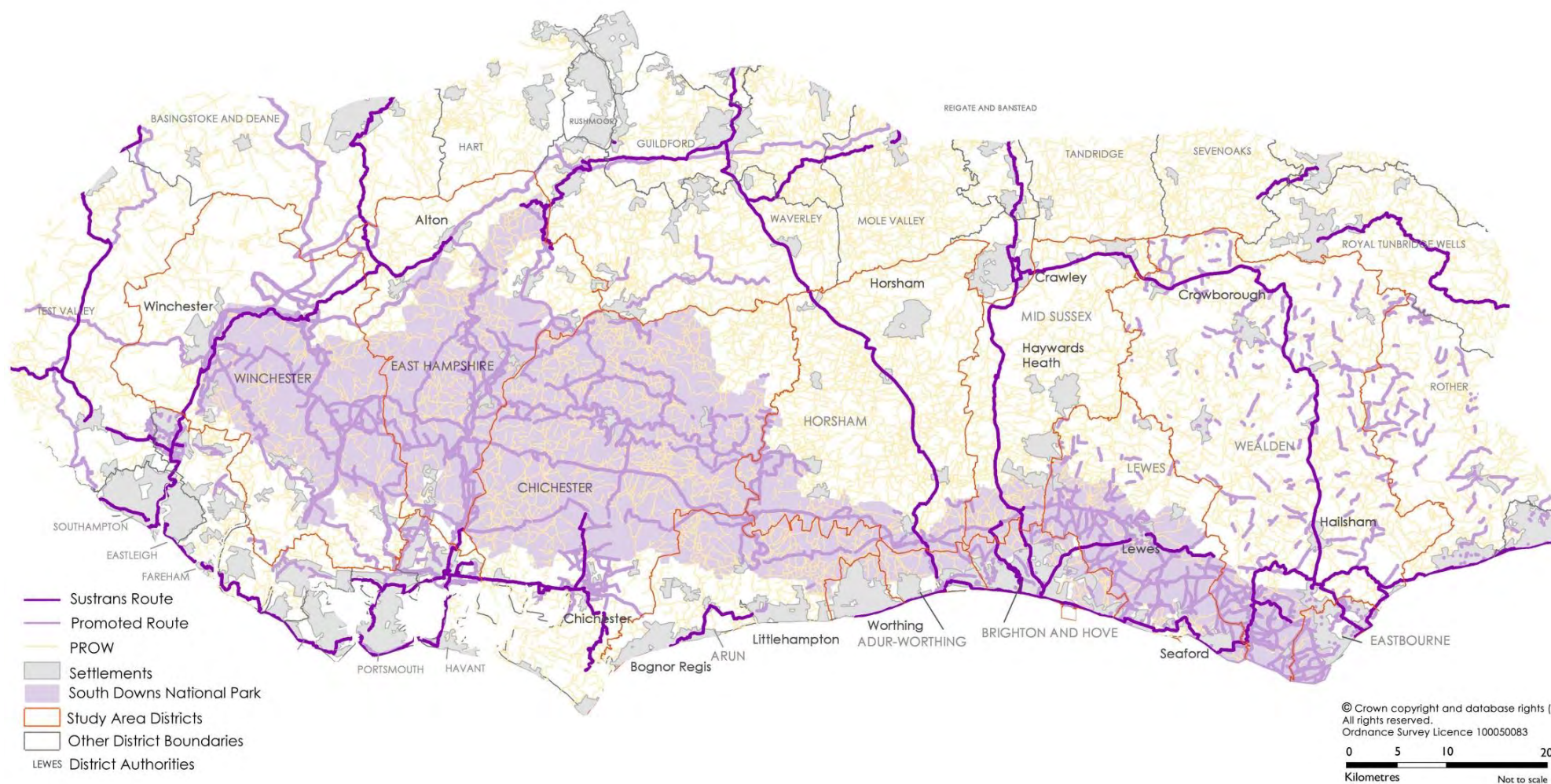
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<sup>5</sup> Sourced from the SDNPA Transport Study, MTRU (2013).

<sup>6</sup> As note 5.

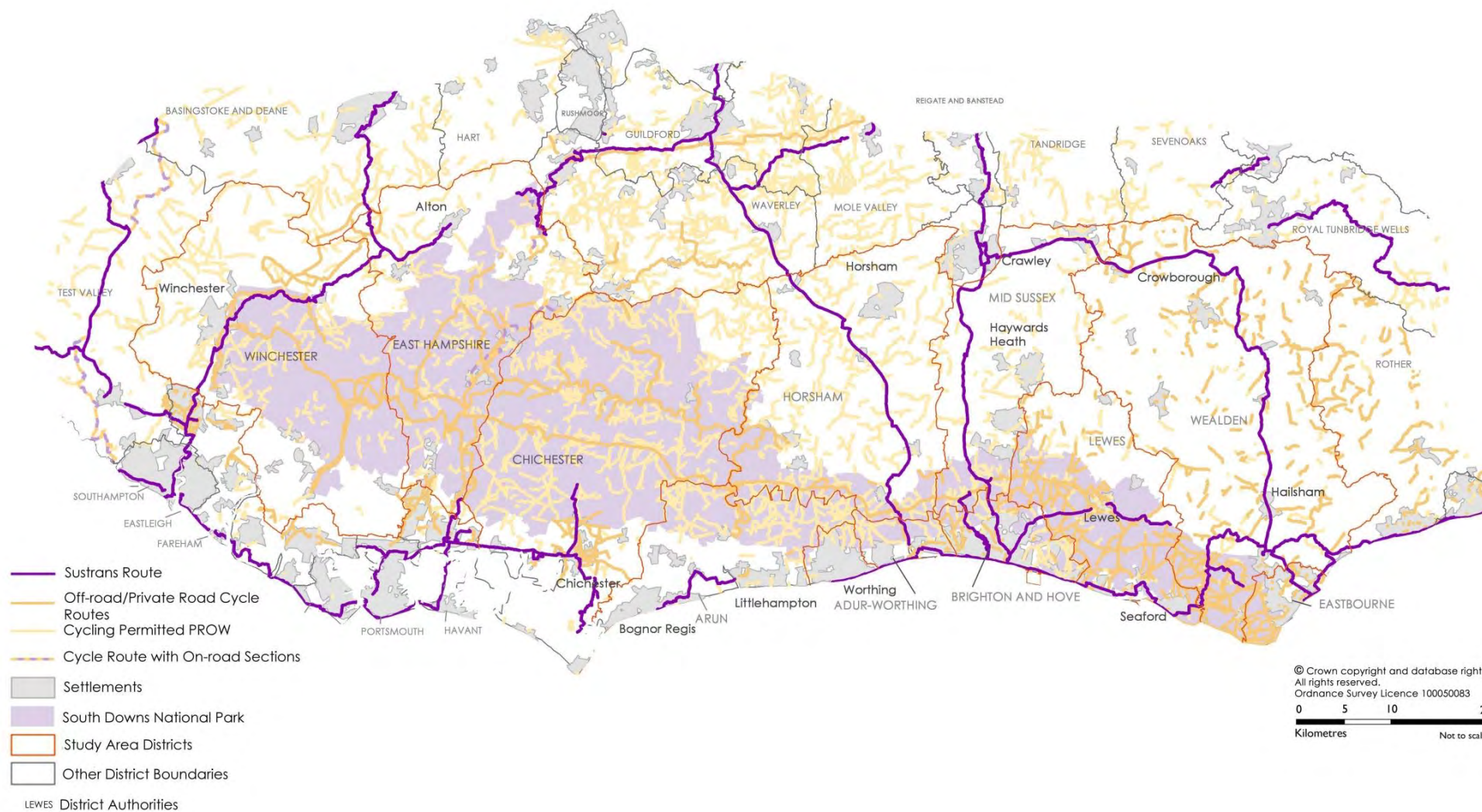


## Plan 5: Promoted Routes and PROW

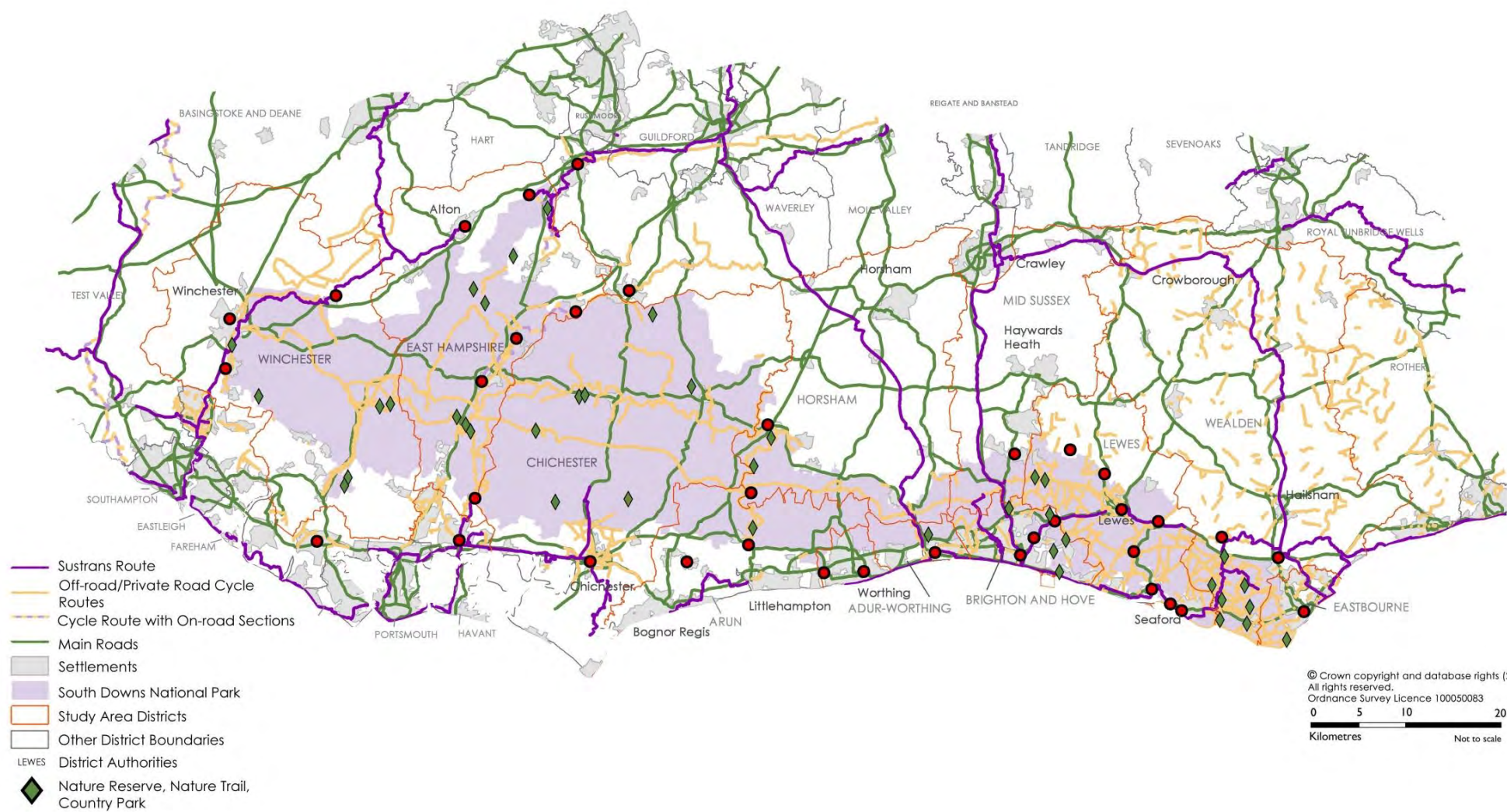




## Plan 6: Complete Cycling Network

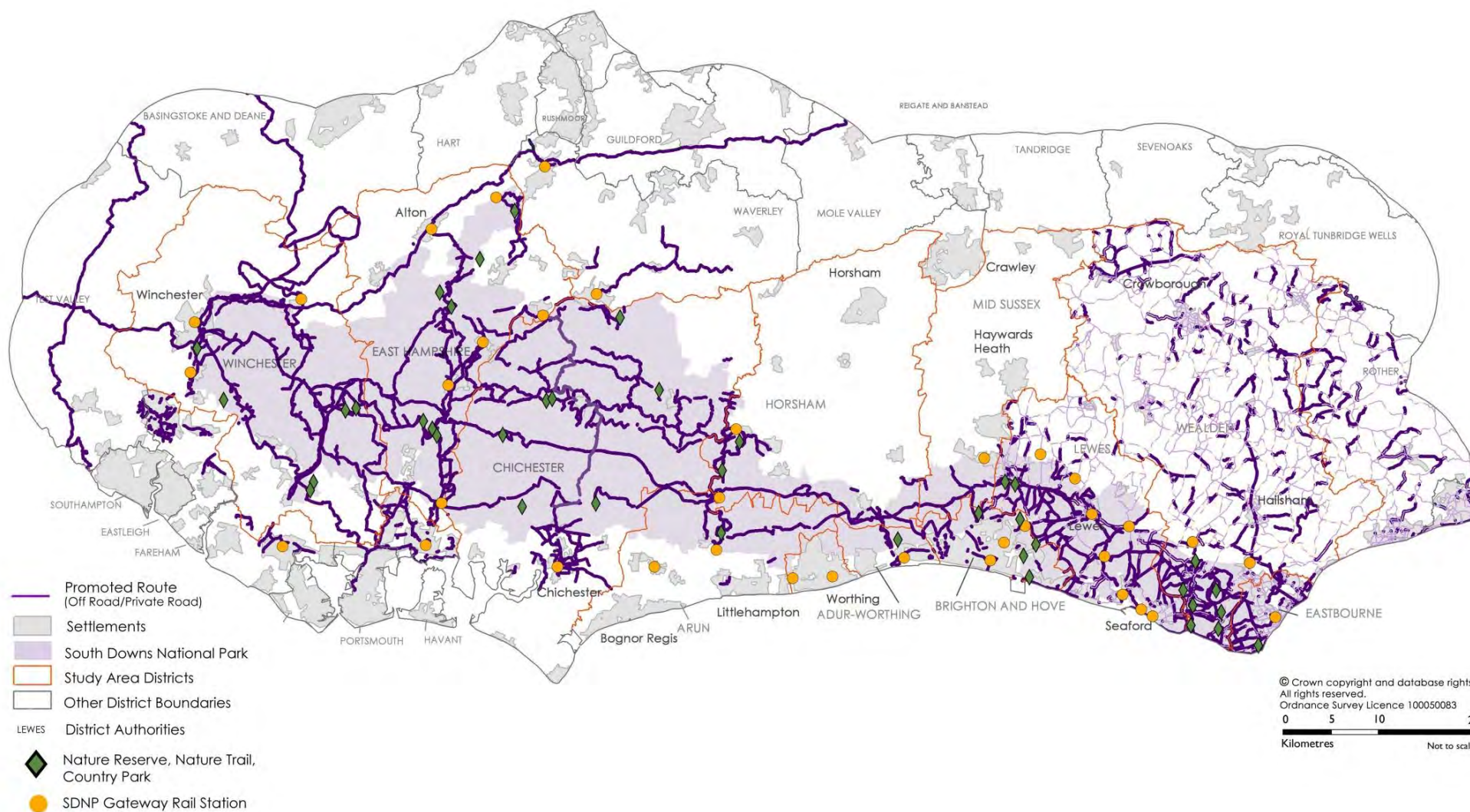


Plan 7: Promoted Cycling Network, Countryside Destinations and Railway Stations

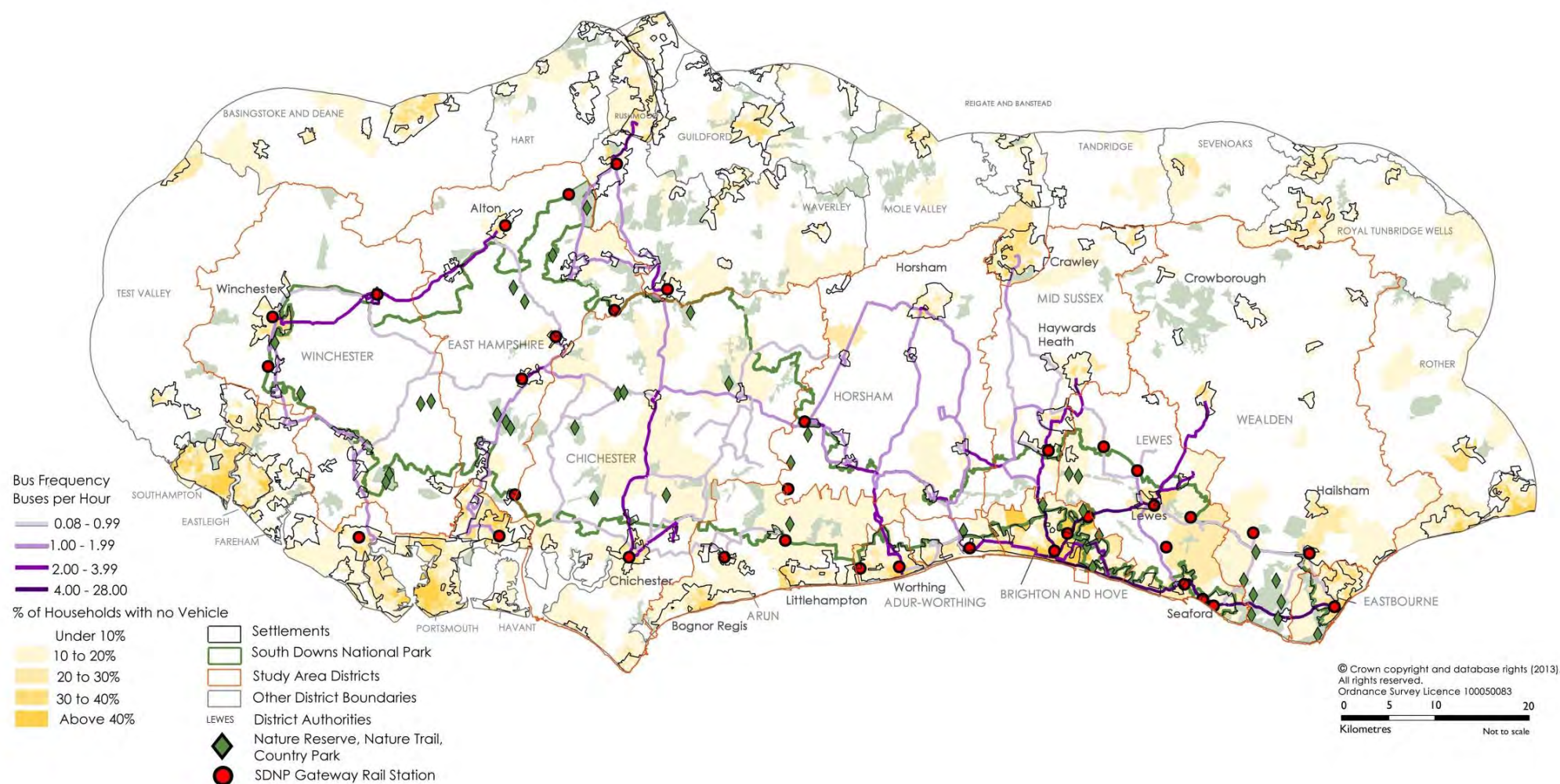




Plan 8: Promoted Walking Routes, Countryside Destinations and Railway Stations

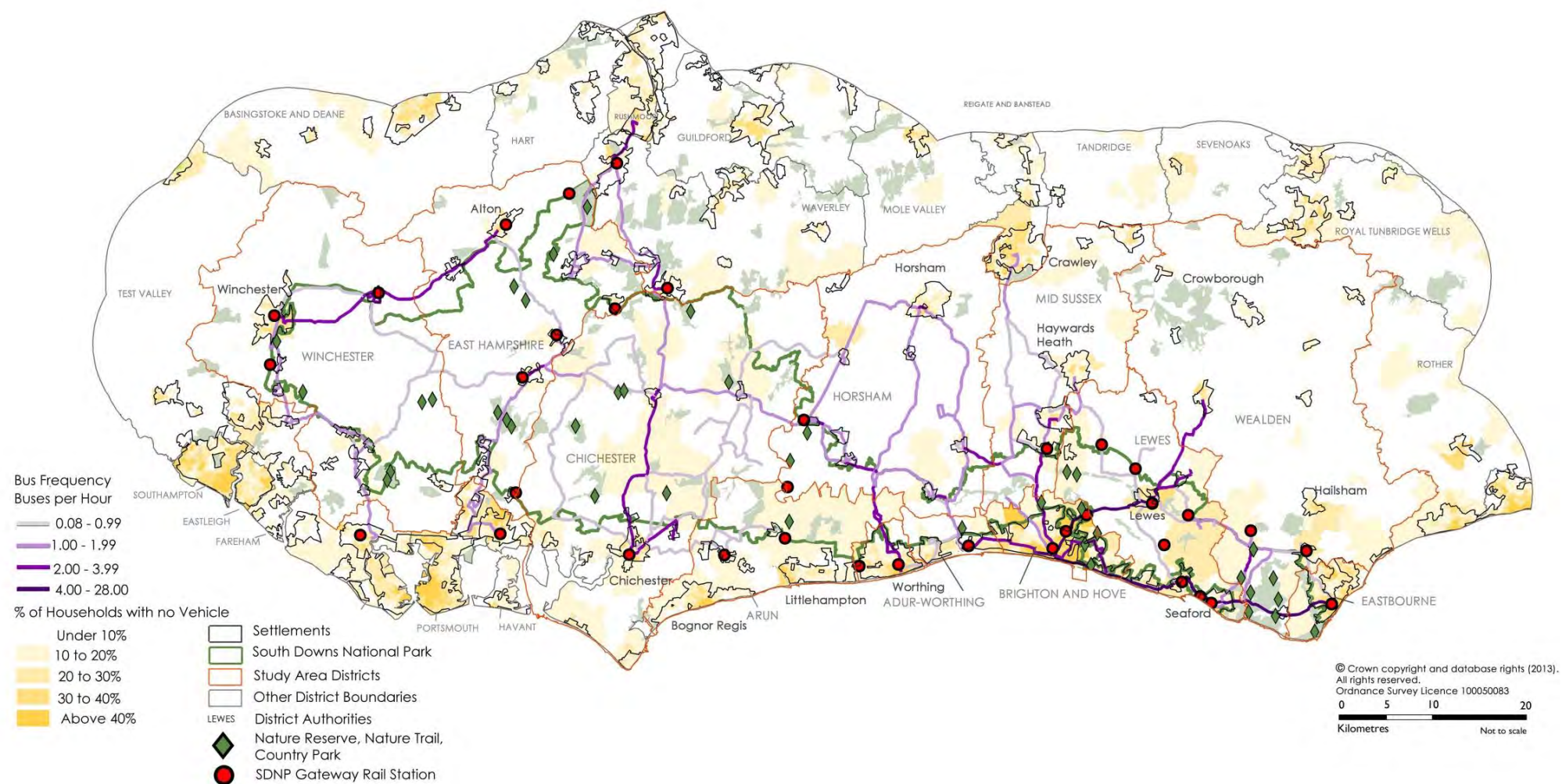


### Plan 9: Countryside Destinations, Car and Van Ownership and Bus Frequency – Weekdays



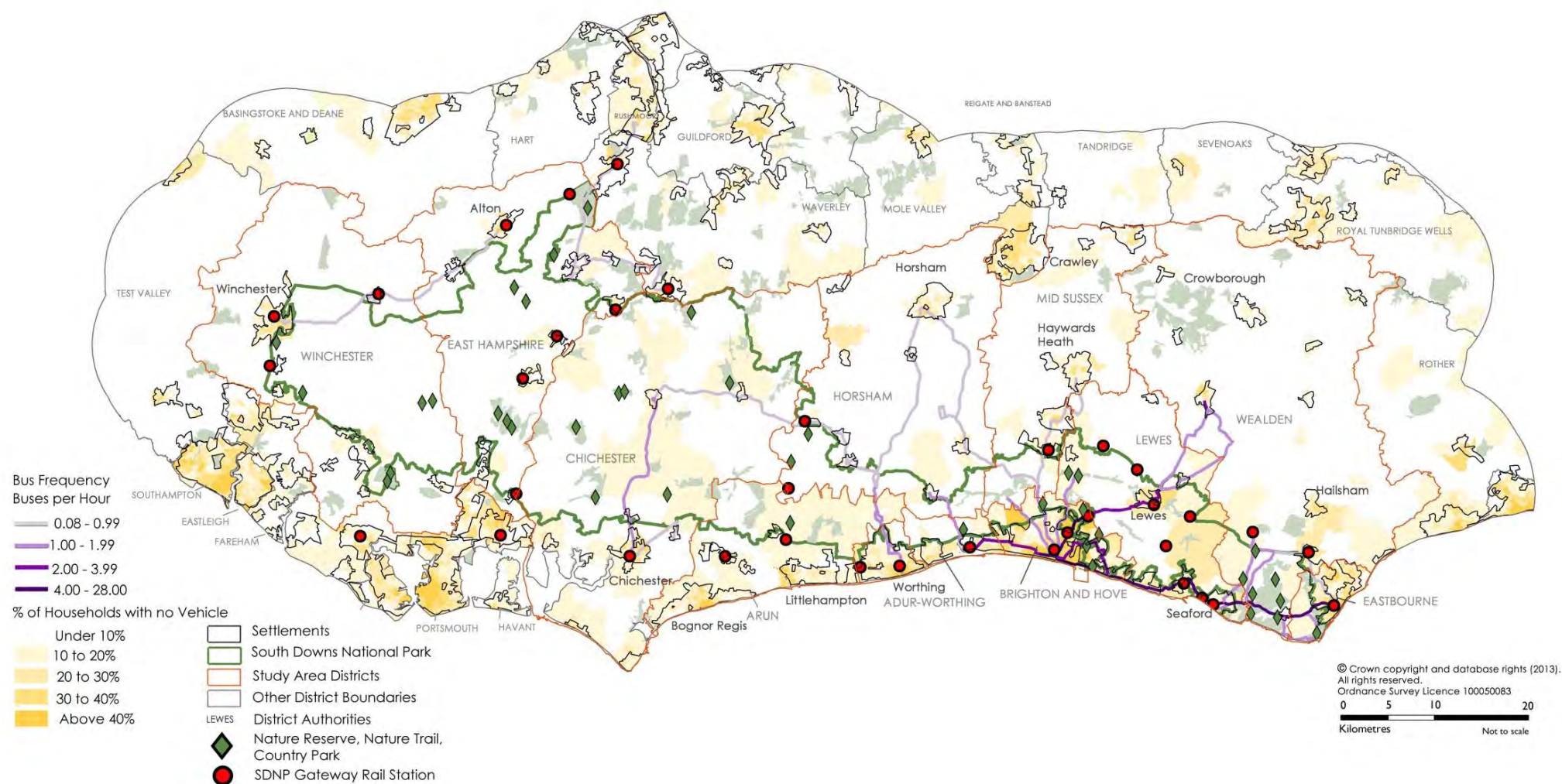


**Plan 10: Countryside Destinations, Car and Van Ownership and Bus Frequency – Saturdays**





**Plan 11: Countryside Destinations, Car and Van Ownership and Bus Frequency – Sundays**



# District Analyses

## Adur and Worthing

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### Introduction

The two coastal districts of Adur and Worthing share services. For the purposes of these analyses, these two districts have been combined due to their small size and similar issues, along with the combined services.

From the 2011 Census, Adur and Worthing have a population of 165,822 people, making them together the second most populated of the districts. The population is concentrated in the coastal towns of Worthing, which makes up the majority of the area of Worthing Borough and, in Lancing and Shoreham-by-Sea. Coombes and Sompting village are the only settlements in the limited rural areas of the two districts,

The northern part of the district is within the National Park, making up 41% of the area. However, less than 1% of the population, around 277 people, live within the National Park, with the vast majority living in the coastal towns.

Relevant strategies for Adur District include:

- Green Infrastructure Wildlife Corridors Study (December 2009);
- Landscape and ecological surveys of key sites within the Adur District (2012);
- Open Space, Sport and Recreation Study (2005);
- Shoreham Harbour Joint Area Action Plan (Assessment of Open Space and Recreation) (2009).

Relevant strategies for Worthing Borough include:

- Open Space, Sport and Recreation Study (2006);
- Summary Note, Open Space, Sport and Recreation, Proposed Submission Core Strategy (2009);
- Submission Core Strategy, Appropriate Assessment/Habitat Regulations Screening Report (2010);
- Desktop Biodiversity Report (2009);
- Biodiversity Annual Monitoring (2011);
- Biodiversity Annual Monitoring (2012);
- Worthing Gap and Landscape Capacity Study (2007).

### Accessible Natural Greenspace Provision

There is very little ANG provision within the local authority areas of Worthing and Adur themselves, see [Plan 12](#). Most of the ANG sites are located in the north of the district outside of the urban area. The provision of ANG within the South Downs National Park is particularly important for these two districts, with sites in the districts of Arun, Horsham, Mid Sussex and Brighton and Hove providing Worthing and Adur residents with the majority of their local ANG sites.

Around 92% of the population does not have access to local ANG within 300m, ranking Adur-Worthing 11<sup>th</sup> (or worst) of the districts in the study area, see [Plan 13](#). The situation is improved when considering ANG within 2km, see



[Plan 14](#), but 52% of the population do not have access to ANG even within 2km. This ranks Adur-Worthing 10<sup>th</sup> out of 11 districts.

When considering access to ANG of any size, applying the appropriate catchment area for the size of ANG, areas of Worthing town and Lancing do not have access to ANG at all, see [Plan 15](#). These areas are those furthest from the National Park and the concentration of ANG provision.

Unsurprisingly, given low ANG provision, residents of Adur-Worthing have a very limited choice of ANG sites. There are no areas in the coastal towns where residents have the choice of more than three ANG sites and only two isolated rural locations within the National Park where there is a greater ANG choice.

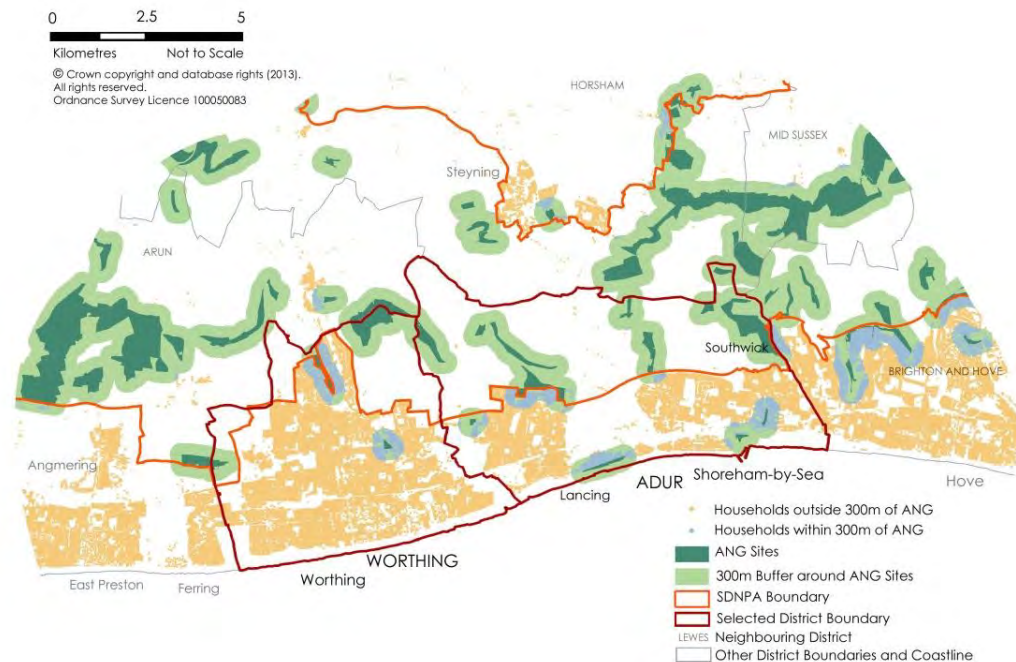
Residents of Adur-Worthing also do not have access to the largest size class of ANG, those greater than 500 hectares. Of all residents in the study area they are the furthest from any of these larger sites.

Within the South Downs National Park 74% of the population of around 22,470 people have no access to ANG within 300m. However, 94% have access within 2km, due to the higher provision of access land ANG within the National Park.

**Plan 12: Adur-Worthing - ANG Sites with 300m Buffer**



**Plan 13: Adur-Worthing - Households with and without Access to ANG within 300m**

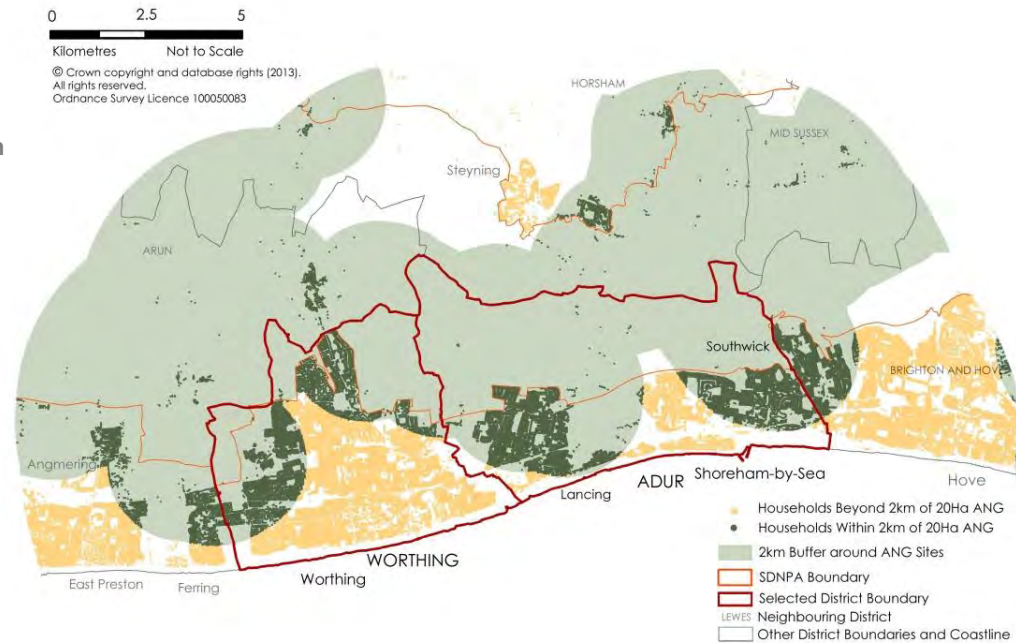


## Summary of ANG Provision

The ANGst analysis for Adur-Worthing shows that:

- 8.14% households meet the 300m:2ha ANGst
- 46.2% households meet the 2km:20ha ANGst
- 45.9% households meet the 5km:100ha ANGst
- 0% households meet the 10km:500ha ANGst
- 38% households with no access to any ANG
- 35.6% households within 2km of a LNR;
- 0.5 hectares of LNR per 1000 population (standard failed);
- 4 LNR's, totalling 77hectares.

**Plan 14: Adur-Worthing - Households with and without Access to ANG within 2km**



**Plan 15: Adur-Worthing - Areas with Access to any ANG/no ANG**

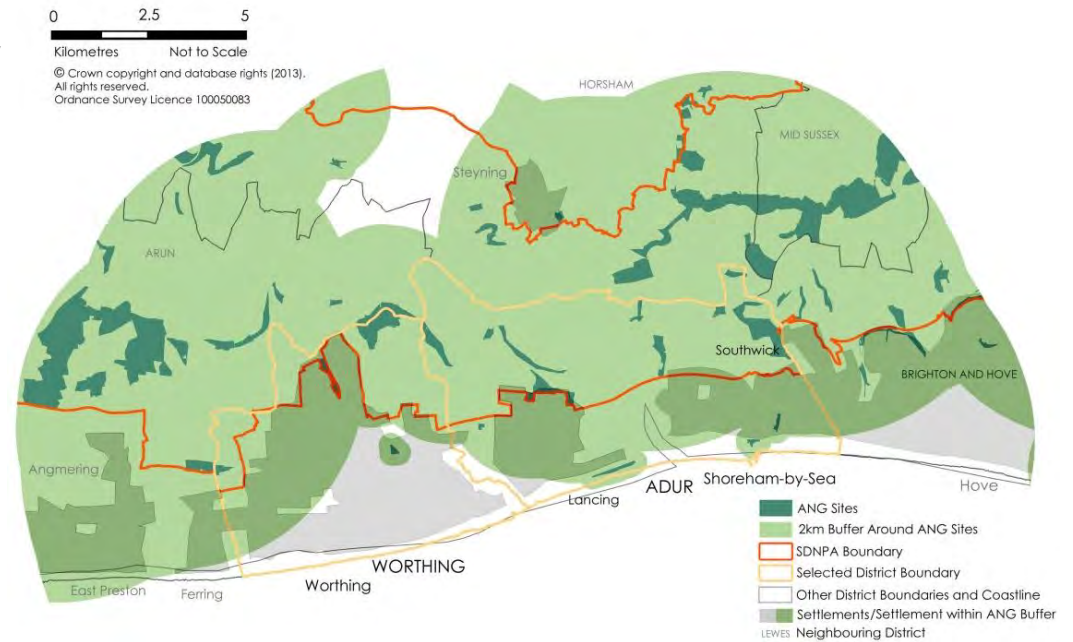


Table 1: Adur-Worthing - Summary of ANG Provision

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire Adur-Worthing Local Authority Areas					
% of Households	8.14	46.2	45.9	0	38
Households (total 60,805)	4,954	28,092	27,883	0	23,113
Population (total 165,822)	13,510	76,610	76,040	0	63,032
Entire Adur-Worthing Local Authority Areas within SDNPA					
% of Households	26.1	97.8	73.9	0	0
Households (total 92)	24	90	68	0	0
Population (total 251)	65	245	185	251	0

### Cross-Boundary Influences

Existing larger settlements with a population greater than 50,000 people within 10km of Adur-Worthing are:

- Littlehampton and associated settlements of East Preston, Rustington, Angmering and Ferring within Arun district;
- Brighton and Hove to the east.

Adur-Worthing is situated within a string of coastal settlements from Bognor Regis to

Brighton and Hove. Although there are gaps between settlements, together these settlements form a significant urban area along the south coast. There are ANG deficiencies in all of these coastal towns within the urban and coastal areas.

Horsham District to the north has significant areas of ANG deficiency. The combination of areas lacking in ANG in Horsham to the north and Adur-Worthing to the south places pressure on the ANG sites in the National Park in between the two districts.

### Summary of Key Points – ANG Provision

There is very little ANG in these two local authority areas and residents have to rely on areas beyond their boundaries, and notably the National Park. Some areas of the districts have no access to any ANG.



Residents have no access to larger ANG sites within a 10km catchment.

The area of the districts within the National Park has good local (2km) ANG access due to access land on the downs.

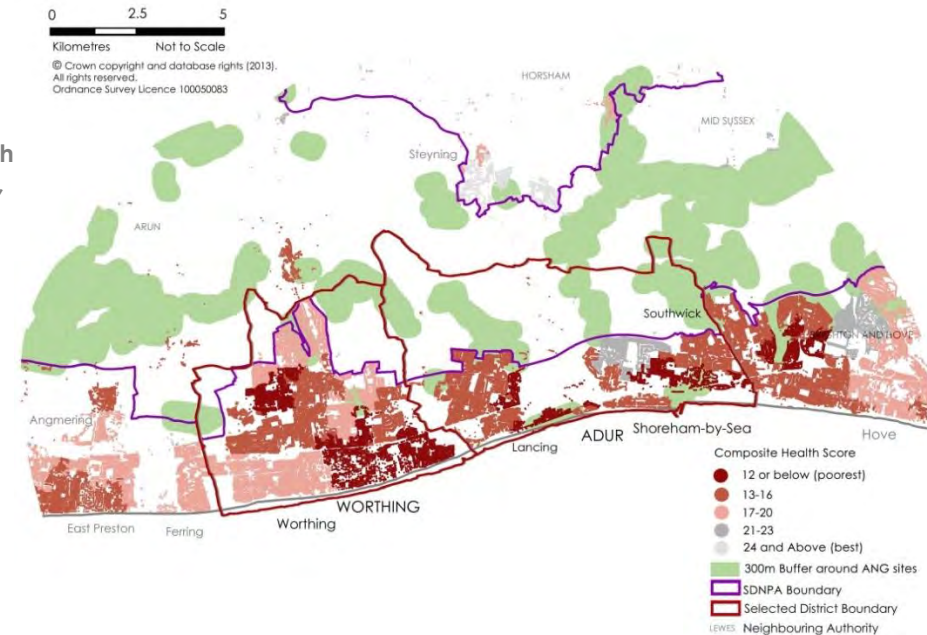
The National Park ANG sites are the only available sites for many residents of Adur-Worthing and Horsham districts.

## Health and Socio-Economic Factors

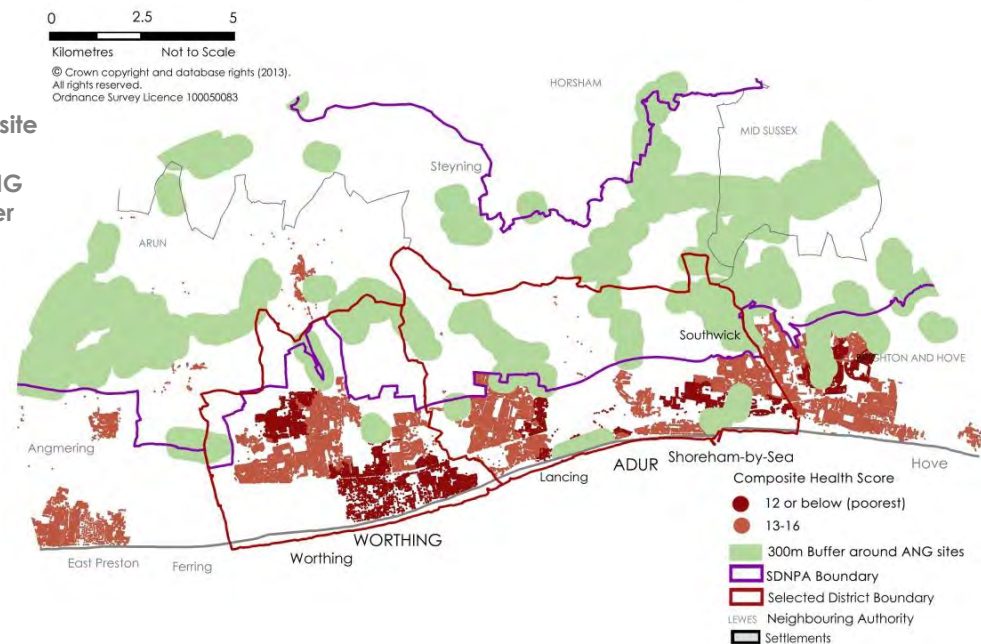
The Composite Health Score, Plan 16, reveals that only one area, North Lancing, scores above 20 (where 24 or more indicates the best health and 12 or below indicates the poorest), with significant areas of poor health across the urban area. Some areas score in the highest category, i.e. the poorest health, these being the west of Worthing, Worthing town centre, an area of Lancing and areas of Shoreham.

Very few of the areas within the ranges of the two lowest Composite Health scores are within the catchment of a 300m local ANG site, see Plan 17.

**Plan 16: Adur-Worthing - All Composite Health Scores with ANG, 300m Buffer**



**Plan 17: Adur-Worthing - Two Lowest Composite Health Score Categories, ANG with 300m Buffer**



From the 2011 Census, levels of people self-reporting 'bad' or 'very bad' health is higher than average when compared with the rest of the study area. [Plan 2](#) reveals that a few areas fall within the lowest category (below 4% of the population) but most areas fall within the second category or above (6-10%). Some small areas of Worthing and Shoreham fall within the highest category of over 10% of the population reporting 'bad' or 'very bad' health. Some areas of the National Park north of Sompting and Southwick record levels of poor health in up to 4% of the population.

Those reporting in the Census that their illness limits them in some way, either 'a lot' or 'a little', mirrors the results from both the Composite Health Score and the results of general health with concentrations in the coastal settlements, although there are slight variations in the precise locations of the highest scoring areas. In this case (see [Plan 3](#)) there are smaller clusters of higher and lower scoring areas across the towns. Lancing, Sompting and parts of Worthing record the highest levels.

## Development

### Housing Allocations and Development

Consultation on the revised draft of the Adur Local Plan 2013 was about to commence at the time of drafting this report. The draft proposals include new housing developments totalling 3,150 homes.

In Worthing, the adopted Core Strategy proposes a total of 4,000 new homes by 2026.

Current proposals indicate the housing growth totalling 7,150 dwellings will be spread across 10 sites.

These developments could also have a significant impact on neighbouring coastal areas which themselves are lacking in ANG. In addition the pressure on the National Park to the north of these development areas could also face additional recreational pressure. Development areas outside of the district also fall within 5km of the districts' boundaries. A number of development proposals in Arun and in Brighton and Hove fall within 10km of the districts, and could add further pressure to these areas, see [Plan 18](#).

### Population Projections

The Census 2011 population predicts that the population of Adur District and Worthing Borough combined will increase by around 17,000 people, or an increase of 10% on current levels.

## The Access and Public Transport Network

### Public Rights of Way

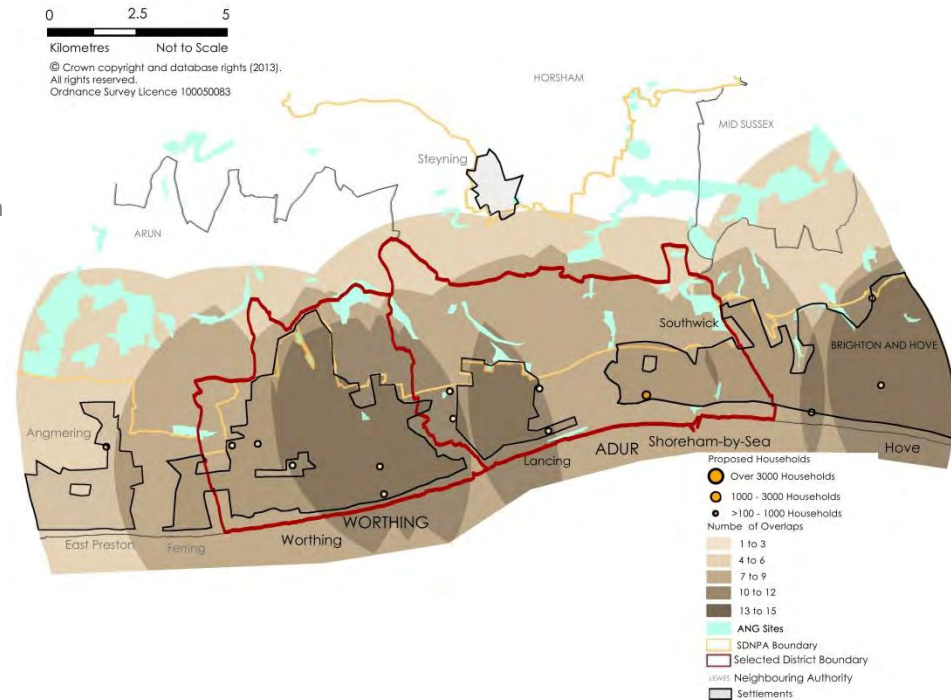
Within the largely urban areas in the coastal plain outside the National Park the densities of PROW are very low; mostly less than 1km per km<sup>2</sup>. The densities are higher in areas close to the National Park boundary and the River Adur, where they are as high as 2km per km<sup>2</sup>. In the National Park the densities are higher, although provision of public rights of way is not as good as in some other areas of the National Park. Within the National Park most of the area of Adur-Worthing local authority areas falls within 1.5 – 2.5km per km<sup>2</sup>.



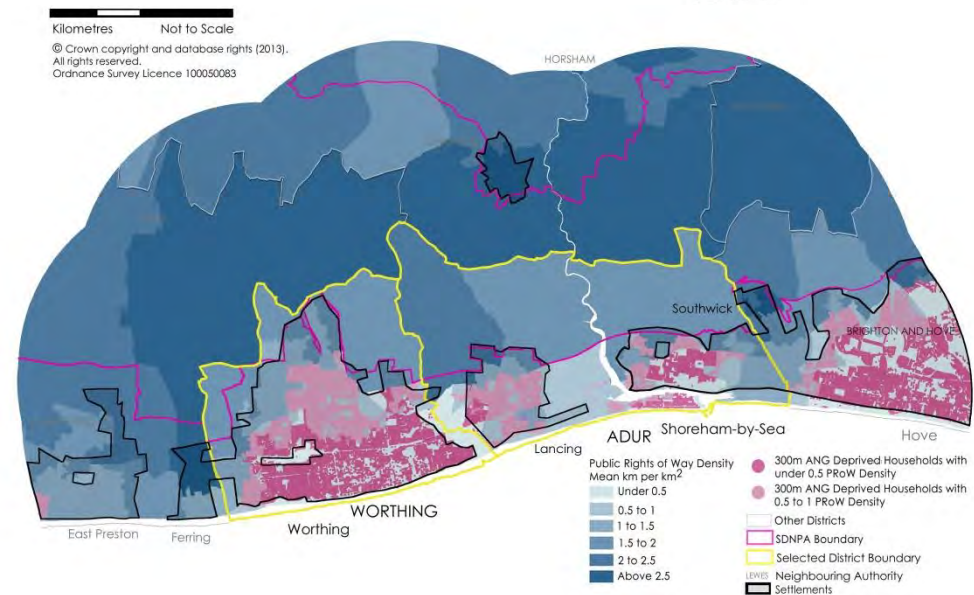
**Plan 19** shows the majority of households in the urban area do not have access to ANG within 300m and also have lower (or no) provision of rights of way. Areas particularly affected are in Worthing, with the worst affected areas furthest away from the National Park. It is a similar picture for parts of Lancing, Sompting and Southwick/Shoreham. The exceptions are households situated close to the National Park boundary and the upper stretch of the River Adur.

Analysis of the provision of PROW against ANG sites at a distance of up to 2km from homes reveals results similar to Plan 19 in highlighting the ANG-deprived area along the coastal stretch in Worthing and in Shoreham. In stark contrast the part of the district within the National Park shows no areas of ANG deficit plus low density PROW at either 300m or 2km distances.

**Plan 18: Housing Allocation Sites with Weighted 5km Buffer**



**Plan 19: Adur-Worthing - Density of Public Rights of Way and Households outside of 300m ANG Buffer**



## Accessible Woodland

There is marked difference between woodland coverage in the South Downs National Park in the north of the districts and the urban and coastal areas outside the National Park; see Plan 20. There is virtually no woodland on the coast plain, with only around 3 small, inaccessible woodland sites in the Goring and Durrington areas of Worthing. Within the National Park, the only accessible site is found at Southwick Hill in Adur. However, there are small woodland sites scattered across the downs, and a more substantial woodland area in the far west of the National Park in the Worthing Borough at Clapham/Castle Goring.

The total woodland coverage of 270 hectares, only 7% or 20 hectares is indicated by the Woodland Trust to be accessible.

**Plan 20: Adur-Worthing - All Woodland**



## Cycling

[Plan 5](#), [Plan 6](#) and [Plan 7](#) show the cycling network in Adur-Worthing local authority areas and the 'gateway' railway stations and attractions.

The key cycle routes approaching the area are two National Cycle Network (Sustrans) that enter Adur District along the River Adur to Shoreham and the coastal route that enters at the eastern boundary with Brighton and Hove and runs as far as Worthing.

There is a promoted cycling route in Shoreham which appears to join with the Sustrans coastal route and routes in Brighton and Hove. Additionally there are PROW in the National Park where cycling is permitted, but apart from an area in the east of Adur District around Shoreham these routes are not connected into the urban areas on the coastal plain.

The Sustrans routes and the local promoted cycle route link with the gateway railway station at Shoreham and with some local attractions. However, the other railway stations in the district that run along the coast are not connected to cycle routes.

## Links with Public Transport

[Plan 9](#), [Plan 10](#) and [Plan 11](#) show the gateway railway stations, attractions and bus routes. The weekday and Saturday bus services provide routes north through the National Park from Worthing and Shoreham, and eastwards from Worthing to Lancing and Shoreham and to Hove and Brighton. The routes do not continue westwards from Worthing.

There is a reduced service on Sunday, with no coastal link between Worthing and Shoreham and the Shoreham service north only reaches as far as Steyning. However, both the Worthing and Shoreham services go through the National Park, and they link with two coastal gateway railway stations.

The incidence of households without access to a vehicle is high in the urban areas in the coastal plain, particularly in and around the town centre of Worthing where over 40% of households have no access to a vehicle, see [Plan 21](#).

Analysis of levels of car ownership alongside ANG provision shows there are extensive areas within Worthing Borough that have limited access to a vehicle and no access to any ANG; more than 40% of households in the town centre, see [Plan 22](#).

## Summary and Opportunities

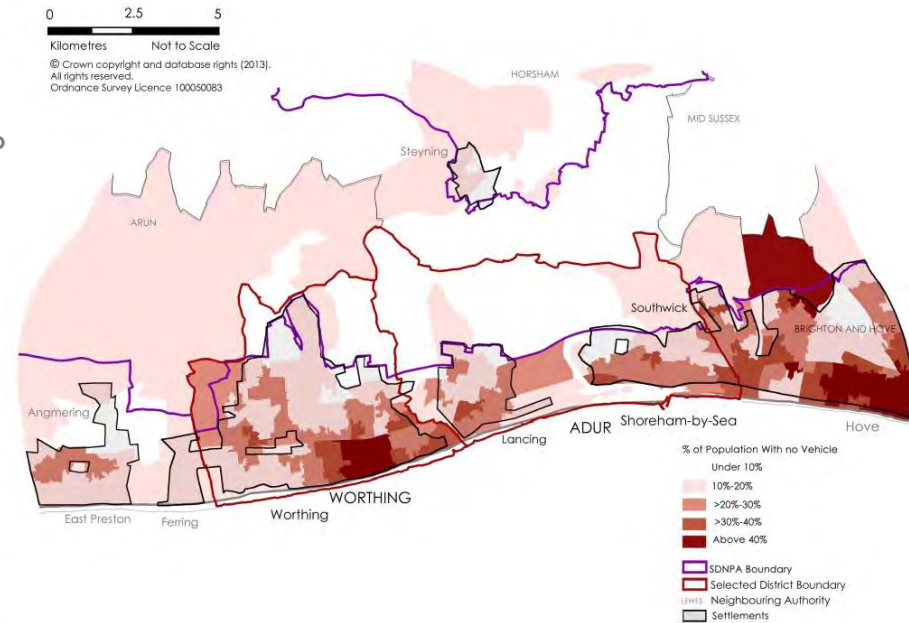
There is a stark contrast between the rural, sparsely populated area of National Park and the rest of the district that is densely populated and urban.

The provision of ANG in the towns is negligible with only 8% having access to sites within 300m, and large areas having no access to any ANG sites. The residents of the urban areas have to rely on ANG in adjacent areas and notably in the National Park. By contrast in the National Park area there is good local (2km and 5km) ANG access due to access land on the downs.

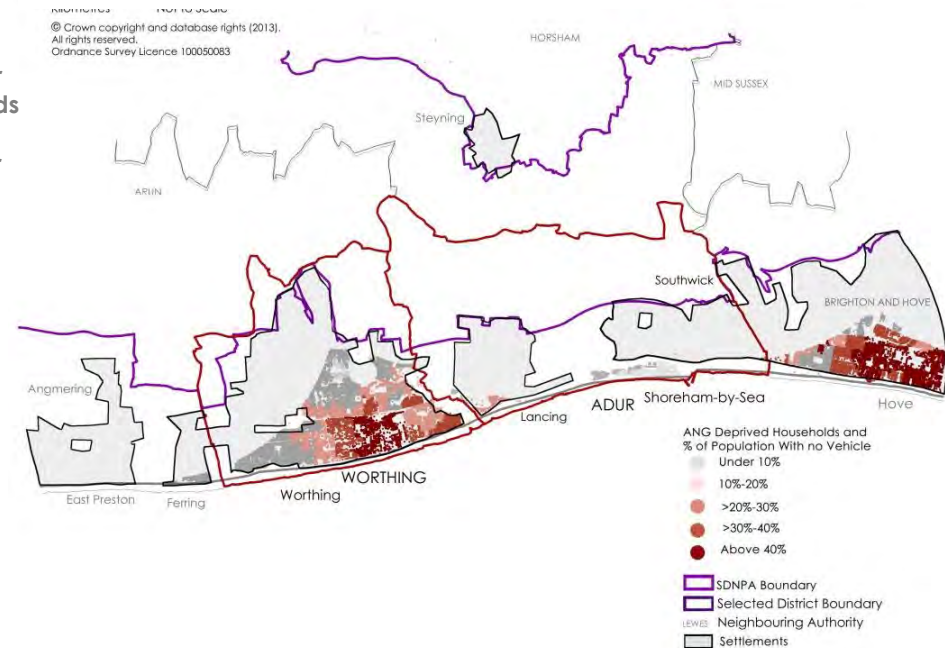
The district's residents have no access to a regional ANG site (more than 500 hectares) within a 10km catchment.

There is no accessible woodland in the Adur-Worthing coastal plain, but the potential could be explored plant new areas of accessible woodland close to communities.

**Plan 21: Adur-Worthing - Car or Van Ownership, No Car or Van (Census 2011)**



**Plan 22: Adur-Worthing - No Car or Van, Households which fall outside of any ANG Buffer**





The population in the Adur-Worthing local authority areas is set to rise by around 10% by 2021 and more than 7,000 new homes are planned; in addition to new homes in neighbouring Brighton and Hove and Arun. As a result the few ANG sites in the urban areas and the sites in the National Park will be placed under increasing pressure. The situation is similar in other coastal towns in the study area with only the National Park open spaces available to accommodate recreational pressure. Opportunities could also be taken to ensure that all new housing developments provide local ANG at a neighbourhood level, together with footpath and cycle links to existing networks and to public transport nodes.

In some areas of the town there are relatively high levels of deprivation, coupled with areas where the population is in poor health, with limiting health conditions and disabilities, low levels of car ownership and poor provision of local ANG. There are a number of railway stations throughout the coastal areas, but these are not all well-linked to the bus service. Added to this, the cycling network is not well-developed, particularly in Worthing. There may be opportunities to join up the Sustrans cycling route from Worthing to Littlehampton; develop local cycling networks, particularly in Worthing; and provide cycle links to all the railway stations and into the National Park.

## Arun

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### Introduction

From the 2011 Census, Arun has a population of 149,518 people, making it the third most populated of the districts in the study area. The population is concentrated in the coastal towns of Bognor Regis and Littlehampton, with its associated smaller settlements of Angmering, Ferring, Rustington and East Preston. Arundel and Barnham form the main settlements away from the coast, but these are significantly smaller than the coastal towns.

The northern part of the district is within the National Park, making up 46.4% of the area. However, only 2% of the population, around 2945 people, live within the National Park, with most people living in the coastal towns.

Projects and partnerships within Arun District include:

- River Rother Project;
- The Arun & Rother Connections (ARC) project;
- National Parks Local Sustainable Transport Fund (LSTF) – Arundel Station cycle route.

Relevant strategies for Arun District include:

- Arun Green Infrastructure Study (2012);
- Arun Landscape Study (2006);
- Appropriate Assessment Screening Exercise for the Arun District Local Development Framework Core Strategy Final Report (December 2007);
- Habitat Study in Arun District from a Phase 1 Habitat Survey Conducted in October 2008;
- Open Space Sport and Recreation Study (2009);
- Habitats Regulations Assessment for the Arun District Local Plan (March 2013).

## Accessible Natural Greenspace Provision

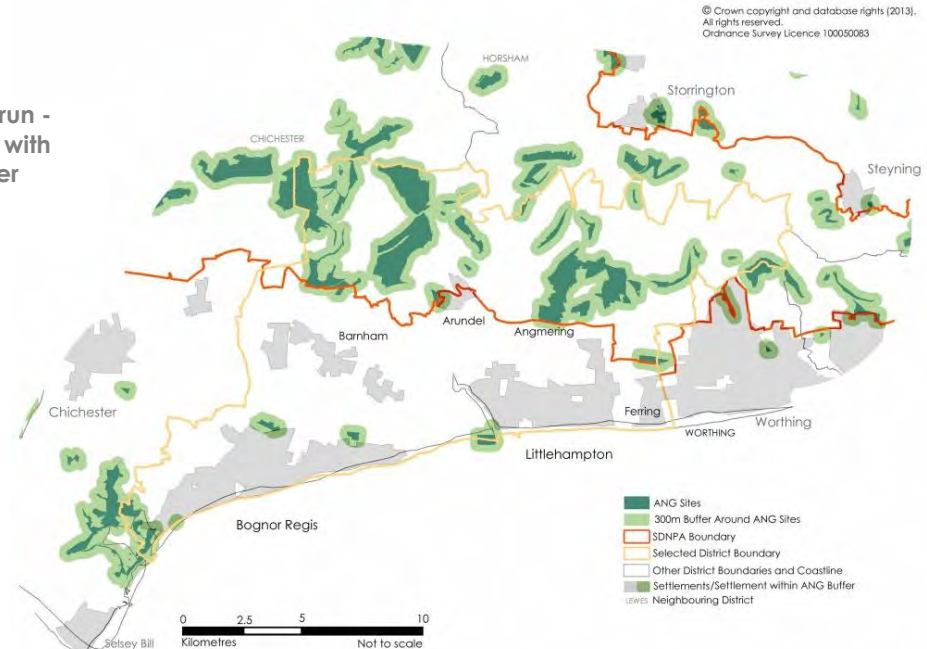
Most of the provision of ANG is located in the north of the district, within the South Downs National Park, see Plan 23. Only three sites alongside Pagham Harbour SPA are outside of the National Park boundary. From this it is clear that the South Downs National Park is a very important resource for ANG for residents of Arun District.

Around 96% of the population does not have access to local ANG within 300m, ranking Arun worst out of the districts in the study area, see Plan 24.

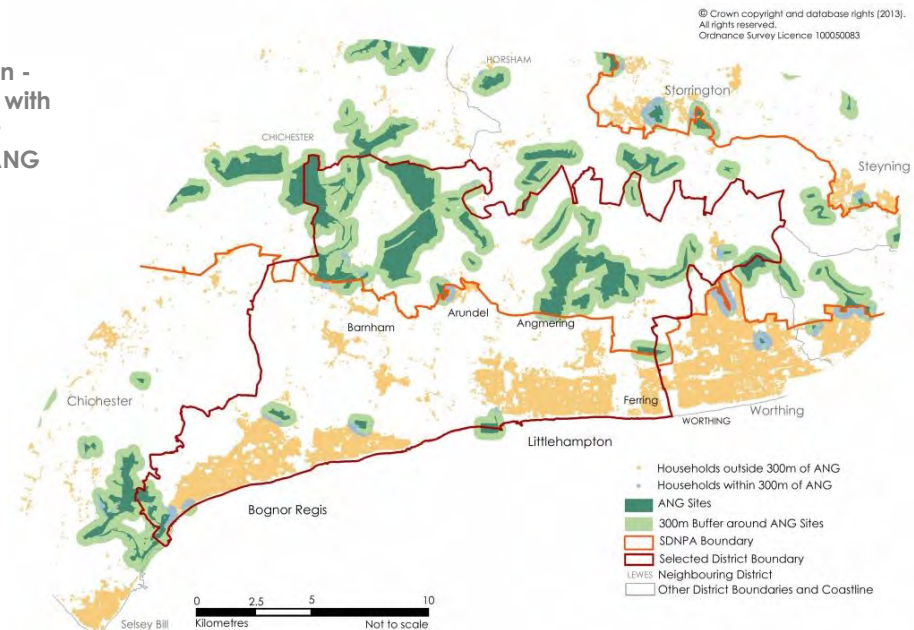
The situation is improved when considering ANG within 2km, but 64% of the population do not have access to ANG even within 2km, see [Plan 25](#). This places Arun at the bottom of the ranking in the study area.

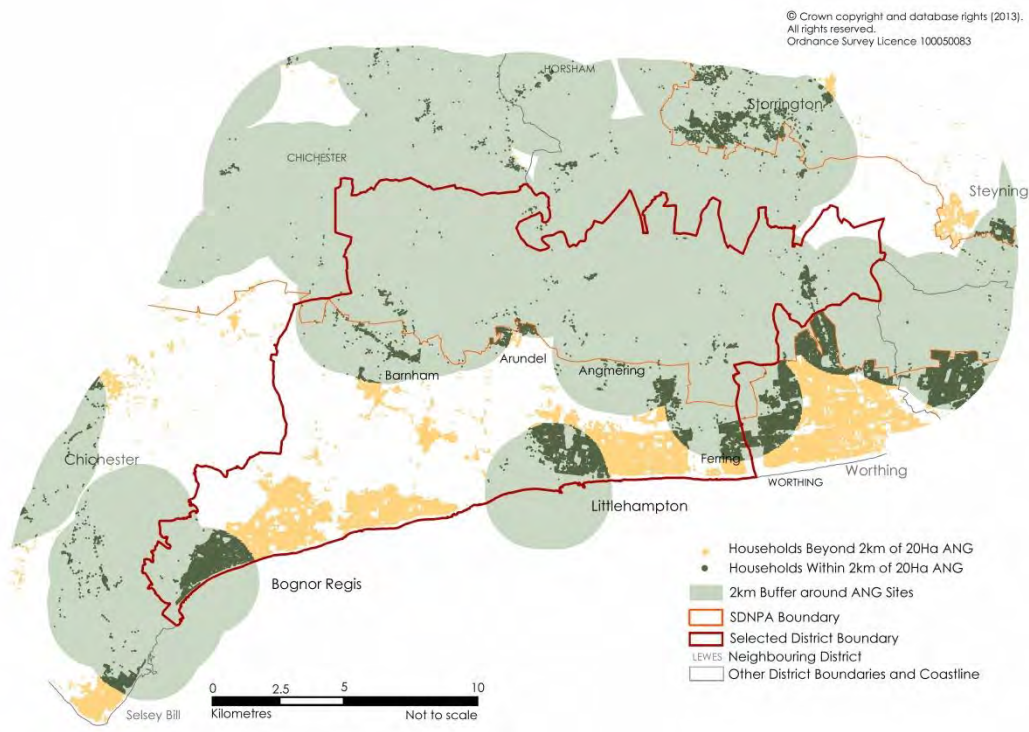
When considering access to ANG of any size, applying the appropriate catchment area for the size of ANG, many residents of the town of Bognor Regis do not have access to ANG at all, see [Plan 26](#).

**Plan 23: Arun - ANG Sites with 300m Buffer**

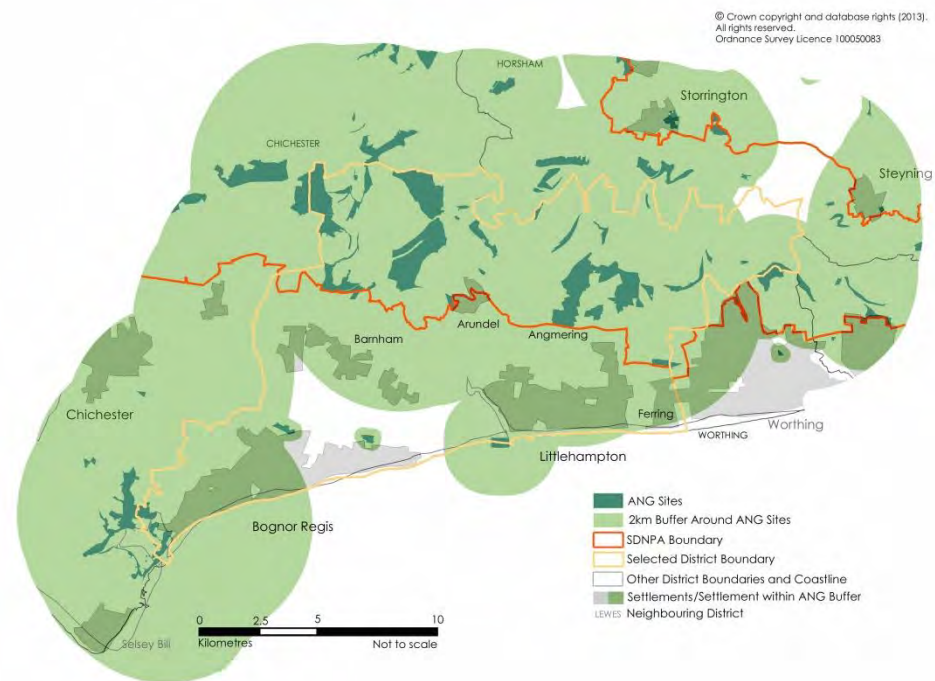


**Plan 24: Arun - Households with and without Access to ANG within 300m**





Plan 25: Arun - Households with and without Access to ANG within 2km



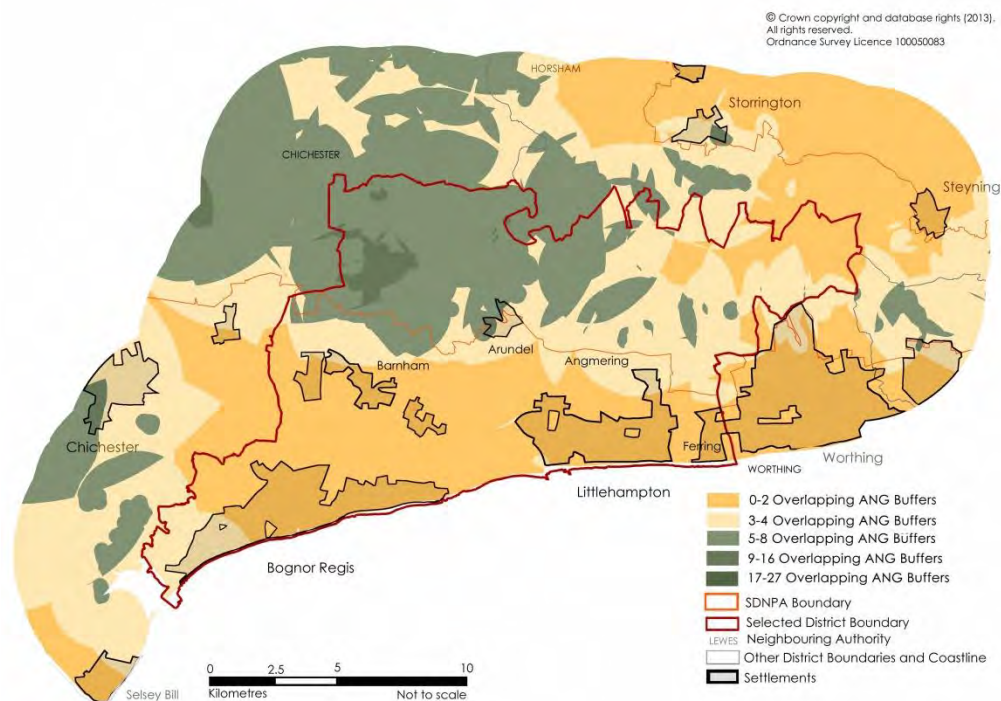
Plan 26: Arun – Areas with Access to any ANG/no ANG



Moreover, analysis of the density of ANG provision reveals that most residents of Arun District have a very limited choice of ANG sites, see Plan 27. There are no areas in the coastal towns where residents have the choice of more than three ANG sites. The western part of the district within the National Park has a greater choice of ANG sites, however the eastern area also offers low levels of ANG choice. Most residents of Arundel, although limited in access to ANG within 300m, do have access to at least one site within 2km.

The majority of residents of Arun District also do not have access to the largest size class of ANG, those greater than 500 hectares. The 10km catchment of Chichester Harbour falls just within the western boundary of the district, but this site is a sensitive biodiversity site.

Within the South Downs National Park 74% of the population of around 2945 people have no access to ANG within 300m. However, 100% have access within 2km, due to the higher provision of access land and woodland ANG within the National Park.



**Plan 27: Arun - Density of ANG Provision**

### Summary of ANG Provision

The ANGSt analysis for Arun District shows that:

- 4.13% households meet the 300m:2ha ANGSt;
- 35.19% households meet the 2km:20ha ANGSt;
- 84.68% households meet the 5km:100ha ANGSt;
- 26.91% households meet the 10km:500ha ANGSt;
- 13.27% households with no access to any ANG;
- 42.5% households within 2km of a LNR;
- 4.6 hectares of LNR per 1000 population (standard passed);
- 4 LNR's, totalling 695 hectares.

### Cross-Boundary Influences

There are local (300m) ANG deficiencies in neighbouring Worthing-Adur where only 20% of the population has access to a site and in Chichester (20%) and Horsham (25%). Horsham is also deficient in regional scale

ANG (500Ha sites at 10km) with only 8.5 % of the population having access to a site.

### Summary of Key Points – ANG Provision

Almost all the ANG provision in Arun district is contained within the National Park. This deficiency in the coastal conurbations places pressure on the National Park and on the few ANG sites in and around the coast; in particular Pagham Harbour.

The coastal area and in particular the coastal towns have a very limited choice of ANG sites and the eastern Bognor Regis conurbation has no access to ANG in any of the categories. With few exceptions all the households outside of the National Park have no access to local (300m) ANG sites and the majority have no access at 2km.

In the west of Bognor Regis the population relies on Pagham Harbour for its local ANG; a site which is access-sensitive.

Table 2: Arun - Summary of ANG Provision

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire Arun District					
% of Households	4.13	35.19	84.68	26.91	13.27
Households (total 54,989)	2,272	19,353	46,567	14,798	7,300
Population (total 149,518)	6,178	52,622	12,6618	40,237	19,849
Arun District within SDNPA					
% of Households	25.85	100	99.90	0	0
Households (total 1,083)	280	1083	1082	0	0
Population (total 2,945)	761	2945	2942	0	0

## Health and Socio-Economic Factors

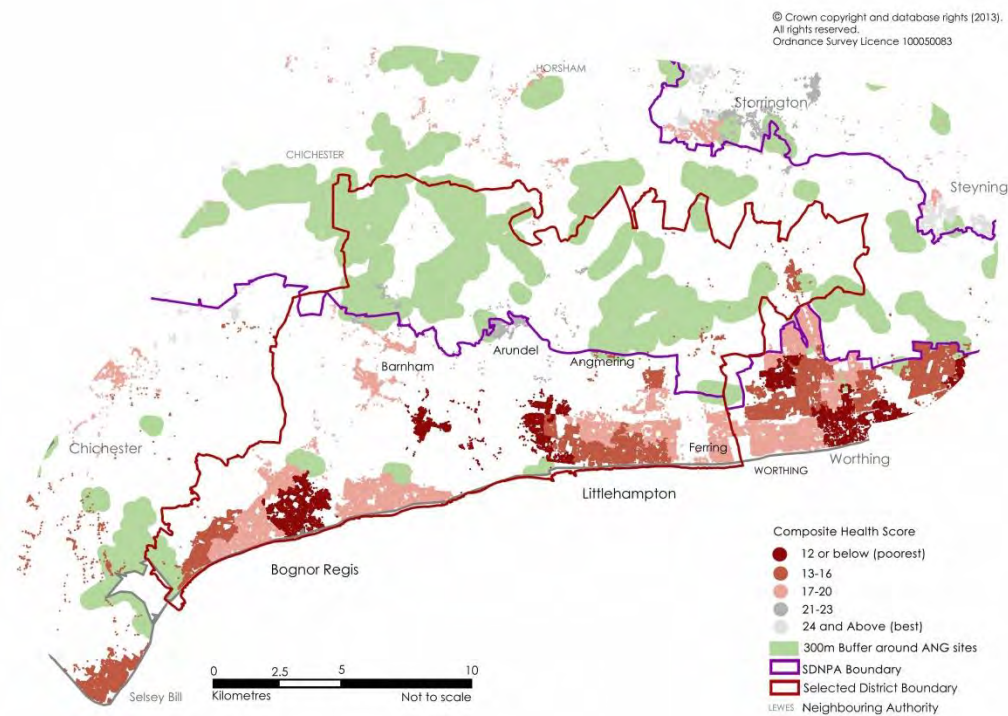
Most of Arun District scores between 15 and 25 on the indices of multiple deprivation (the second best score category), with a few areas scoring less than 15 (the best scoring category), see [Plan 4](#). There are areas of higher deprivation in Bognor Regis and Littlehampton and a rural lower super output area to the north east of Newhaven which scores in the 25-35 (mid-range) category.

The Composite Health Score reveals that significant areas of the coastal towns are in poor health, see [Plan 28](#) and [Plan 29](#). Areas of Bognor Regis around South Bersted and Bognor Regis town centre, along with Yapton and the western side of Littlehampton town score in the poorest health category. In the second poorest category fall the rest of Littlehampton and areas of Rustington, and the far western extent of Bognor Regis

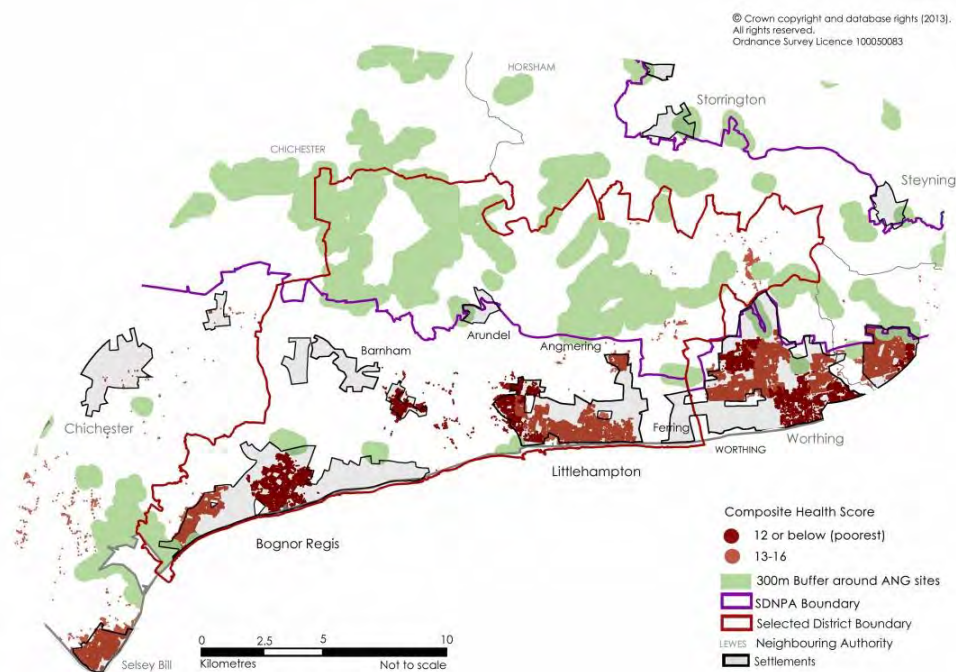
around Nyetimber and Pagham. The remainder of the coastal towns fall within the third from bottom health category.

Arundel features in one of the lowest scoring composite health score categories, indicating generally good health in the town. Within the South Downs National Park, Findon falls within the third lowest composite health score category, indicating moderate to poor health.

From the 2011 Census, levels of people self-reporting 'bad' or 'very bad' health is higher than average when compared with the rest of the study area, see [Plan 2](#). A few areas fall within the lowest category, but most areas fall within the second category or above.



Plan 28: Arun - All Composite Health Scores with ANG, 300m Buffer



Plan 29: Arun - Two Lowest Composite Health Score Categories, ANG with 300m Buffer



One small area in Bognor Regis town centre falls within the highest category of over 10% of the population reporting 'bad' or 'very bad' health. Larger areas of the western extent of Bognor Regis and Bognor Regis town, Littlehampton and Rustington fall within the second and third highest categories of 8-10% and 6-8% of the population reporting a degree of poor health.

Those reporting in the Census that their illness limits them in some way, either 'a lot' or 'a little', again mirrors the results from both the Composite Health Score and the results of general health with concentrations in the coastal settlements, although there are slight variations in the precise locations of the highest scoring areas, see [Plan 3](#). In this case, several areas fall within the highest scoring category; Nyetimber, Rose Green, Pagham and Bognor Regis town centre, Middletown-on-Sea, Littlehampton and East Preston.

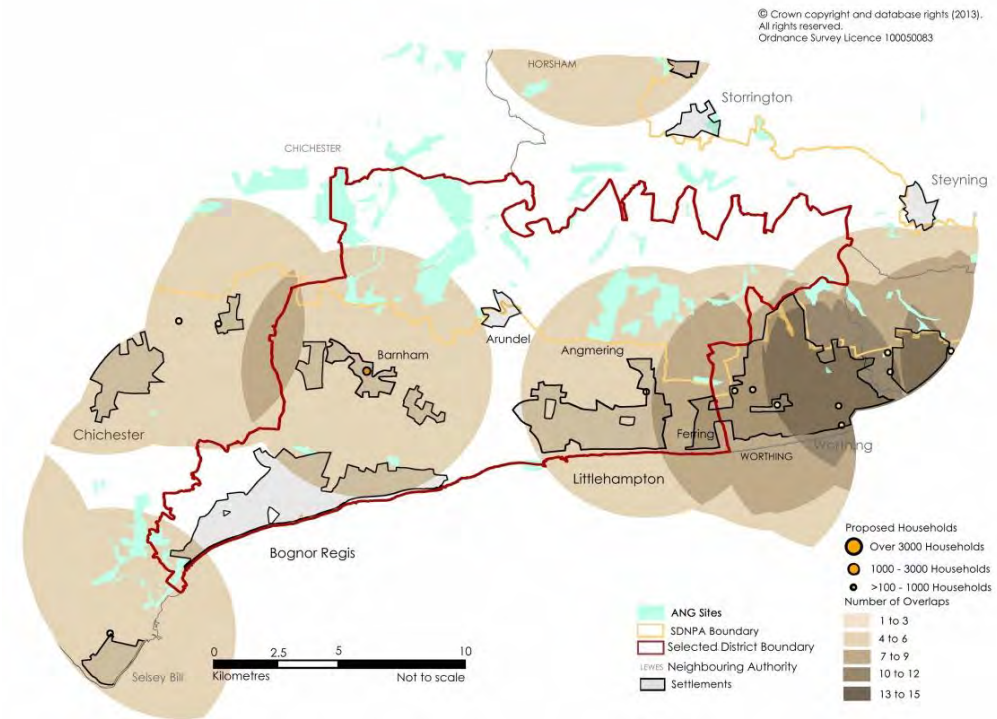
## Development

### Housing Allocations and Major Development

The Core Strategy consultation of July 2012 being considered by members March – May 2013. In this draft form, 2 - 3 strategic housing options have been identified:

- Barnham (2,000);
- Angmering (490);
- West Bank or Bognor.

Housing allocations with those of neighbouring authorities are shown on Plan 30.



**Plan 30: Arun - Housing Allocation Sites with Weighted 5km Buffer**



Arun has one of the two lowest total housing allocations of the districts in the study area, although the majority of the total allocation is located in one single area at Barnham. This area has been highlighted in the preceding analyses as lacking in ANG and with an existing population of poorer health levels.

Development areas outside of the district also fall within 10km of the district boundary. Developments proposed in Chichester District also fall within 10km of the Barnham area, although they do not fall within 5km. However this area also has low ANG in Chichester (and compounds the potential impacts on Pagham Harbour). Several development sites in the west of Worthing Borough also fall within 5km of Arun District.

### Population Projections

The Census 2011 population predicts that the population of Arun District will increase by 18000 people, i.e. an increase of 12% on current levels. Along with Lewes this is the highest percentage increase in the study area.

## The Access and Public Transport Network

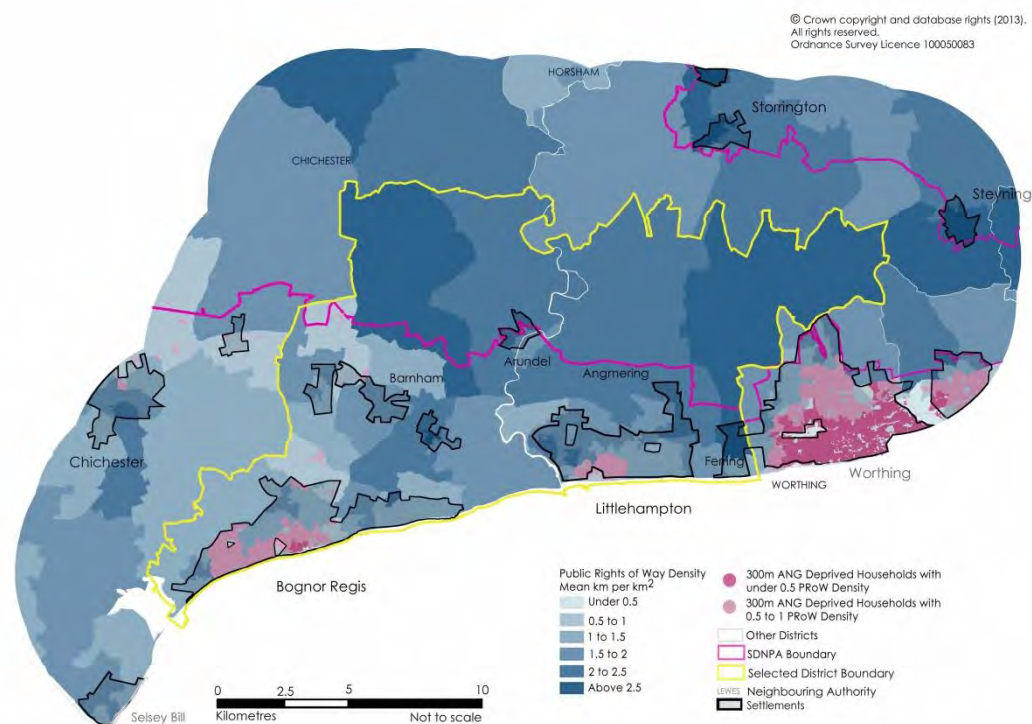
### Public Rights of Way

There is a moderate level of rights of way provision in the north of Arun District within the South Downs National Park, but in the coastal areas there is low provision, particularly in the south west of the district around Bognor Regis, see [Plan 31](#).

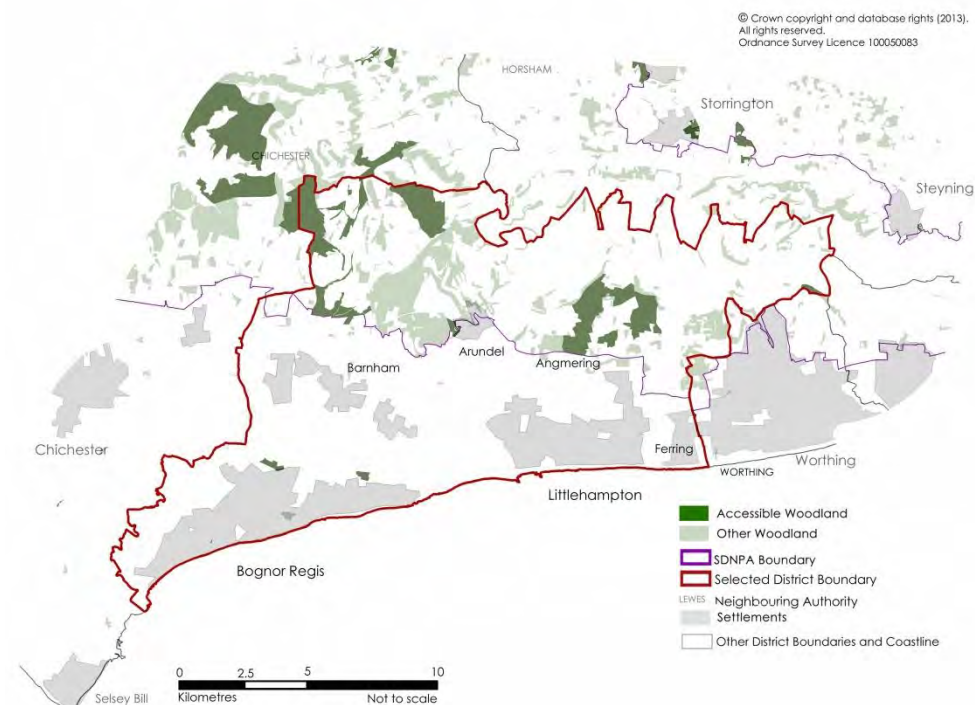
Urban areas in the coastal towns are lacking both ANG and public rights of way, especially Bognor Regis and Rustington. There are no ANG-deprived households which also lack rights of way provision in Arundel, although there are pockets of ANG-deprived and low rights of way areas around Barnham.

### Accessible Woodland

There is a very marked difference between woodland coverage in the South Downs National Park in the north of the district and outside the National Park along the coast. There is virtually no woodland on the coastal plain, with only around 15 small woodland sites, two of which are accessible. Within the National Park, however, there is high coverage of woodland. With total woodland coverage of 3,280 hectares, 36% or 1,180 hectares is indicated by the Woodland Trust to be accessible, see [Plan 32](#).



**Plan 32: Arun – Density of Public Rights of Way and Households  
outside of 300m ANG Buffer**



**Plan 31: Arun – All Woodland**

## Cycling

A section of Sustrans national cycle route runs east-west through the district between Bognor Regis and Littlehampton. However the cycle network outside the National Park is poor, and notably there are no cycle routes running north-south to link the National Park and the coastal towns. The lack of north-south routes is a key deficiency in the network.

In the National Park there is a much better cycling network, although there are few promoted routes. Notably a number of promoted walking and cycle routes link Arundel into the National Park and one promoted cycling route links to the South Downs Way. There are few traffic free promoted routes in the district.

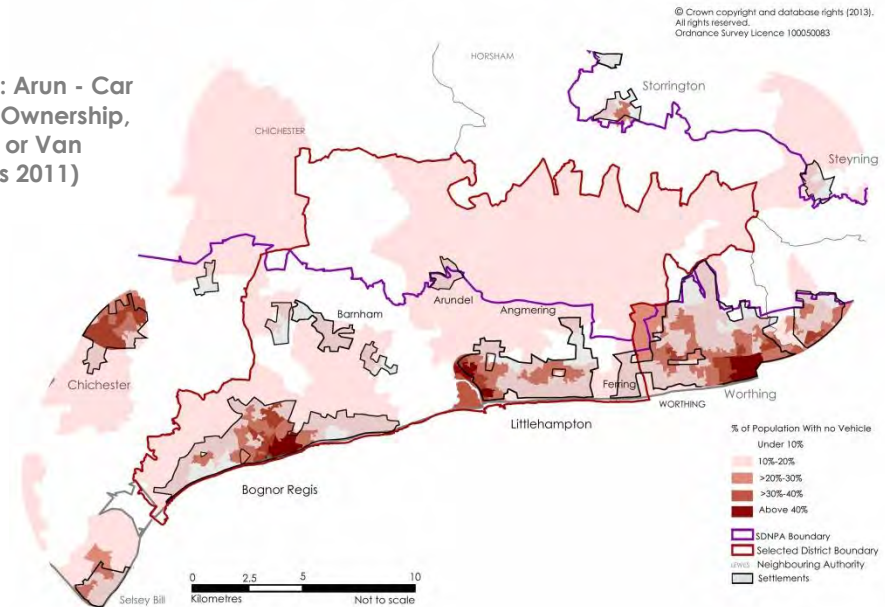
Permeability of routes with adjacent districts is poor to the west of the district, both inside and outside the National Park; however the connections are better to the east and to the north in the National Park.

## Links with Public Transport

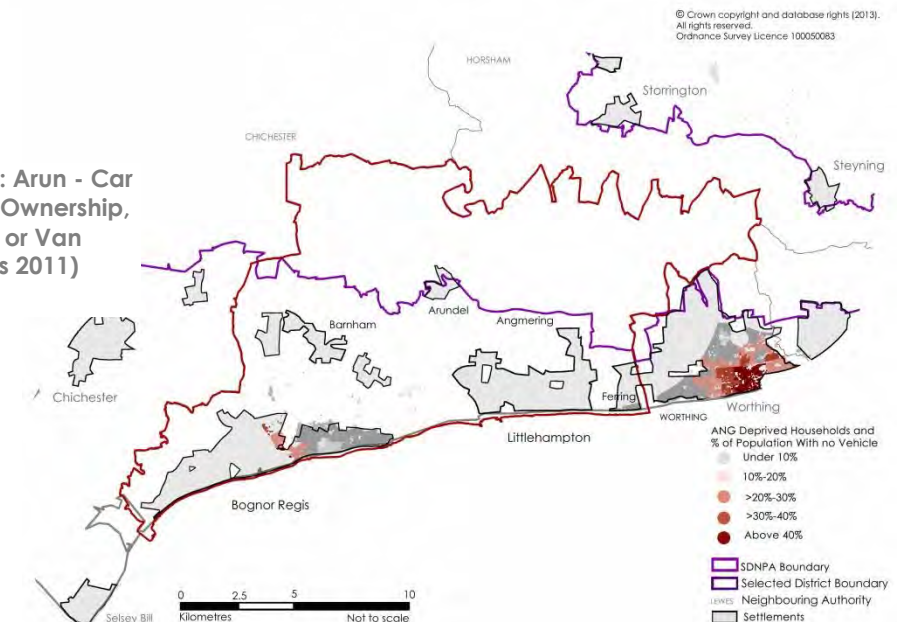
Car ownership is generally moderate in the district with a large proportion of the population having some degree of lower vehicle ownership, albeit at the second from lowest category of 10-20%, see Plan 33. Again there are pockets of lower car ownership around Bognor Regis town centre and Littlehampton, with small areas falling in the highest category of over 40% of residents not having access to a vehicle.

Analysis of levels of car ownership alongside ANG provision reveals that those areas which do not fall under any ANG catchment or have low

**Plan 33: Arun - Car or Van Ownership, No Car or Van (Census 2011)**



**Plan 34: Arun - Car or Van Ownership, No Car or Van (Census 2011)**



ANG choice, i.e. the coastal towns, also have low levels of car ownership, see [Plan 34](#).

Arun District benefits from four 'gateway'<sup>7</sup> railway stations, with other stations close to its boundary. The only town with a railway station that links with a promoted cycle route is Arundel. The other railway stations are not connected in to the cycling network.

There is a bus route from Arundel westwards linking to Barnham (both of these towns have gateway railway stations) and a route from the coast at Worthing/Sompting that links Findon to the coast and northwards into the National Park. However, the bus routes are generally sparse with few opportunities to use buses to connect the towns to the National Park and few connections to the cycling network. Generally the areas where fewer households have access to cars are poorly served by buses.

The Sunday service is reduced and only Findon is provided with transport to the coast and the National Park.

There are large areas and settlements that are poorly served by public transport, both in the National Park and the coastal conurbations.

## Summary and Opportunities

Access improvements are needed in the coastal plain area, outside of the National Park. Both local ANG sites and PROW are lacking in this area. In the National Park the promoted cycling network could be improved to provide better connections into the coastal area and to railway stations.

Public transport provision and connections require improvement in order to provide access for local people with limited access to a vehicle, and for visitors to connect to the National Park and other attractions. There are a number of railway stations that have the potential to provide connections with walking and cycling routes but are failing at present; in particular to link the coast with the National Park.

This will be particularly important as housing numbers increase at Barnham; as well as the pressure from developments in neighbouring districts. Sites such as Pagham Harbour could be under particular pressure. It is important to ensure that new housing developments provide local ANG and walking and cycling connections from the housing into the surrounding towns and to the National Park.

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<sup>7</sup> A report by MTRU for the SDNPA (Transport Study Phase 1 Report – March 2013 ) references a SDNPA discussion document that provides a working definition of gateways to be 'car free entrance points into the National Park, of three differing types, full-scale, direct access, or onward travel. They must as a minimum have a railway station linked to the rail network and have clear and obvious opportunities for an appropriate means of sustainable travel into the National Park (walking, cycling or bus)'



## Brighton and Hove

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### Introduction

As recorded in the 2011 Census, Brighton and Hove has a total population of 273,369 people. This is the highest population in the study area but with an area of only 85km<sup>2</sup>. The population is mainly concentrated in the conurbations of Brighton and Hove. 43.5% of the area of the district is within the South Downs National Park, but with a population of only 378 people.

Projects and partnerships within Brighton and Hove include:

- Adur and Ouse Catchment Delivery Partnership;
- Linking Communities – Grants to support cycling in National Parks;
- National Parks Local Sustainable Transport Fund (LSTF) projects;
- Brighton and Hove and Lewes Downs Biosphere Partnership;
- Stanmer Park (HLF - feasibility) project.

Relevant strategies for Brighton and Hove include:

- Open Space Study (2011);
- Open Space, Sport and Recreation Study (March 2009);
- ROWIP 2007-2017;
- State of the Local Environment Report (2011);
- Biodiversity Action Plan 2012;

- Biosphere Reserve Management Strategy;
- City Plan (LDF) 2012;
- Green Network for Brighton and Hove (2009);
- Brighton and Hove City Council's City Plan (LDF) Appropriate Assessment (Habitats Regulations Assessment) Report.

Brighton and Hove's City Plan sets out a number of policies relevant to this study:

- The Urban Fringe Policy SA4 sets out a framework to better manage and conserve land between the built up area boundary and the South Downs National Park boundary. It sets out an approach to assessing development proposals and establishes priorities for enhancement: green network opportunities; environmental improvements; protecting ground water aquifers and the wider landscape role of the urban fringe;
- Policy CP10 on Biodiversity sets out a strategy to conserve, restore and enhance biodiversity and promote improved access to it. Brighton and Hove is working with local partners to achieve designation of the city and surrounding area as a UN Biosphere Reserve;
- Policy CP9 Sustainable Transport sets out priorities for travel by bus, rail, cars and freight, walking and cycling;
- Policy CP16 Open Space aims to safeguard, enhance and promote access to the city's green and open spaces and



beaches and promote active living. Local open space standards are set out and development will be expected to contribute to the provision of and improve the quality, quantity and accessibility of public open space. The overall approach is to retain open space; and the approach to development in terms of acceptable losses of open space is detailed as 'exceptions' criteria in policy;

- Policy CP18 Healthy City ensures developments, programmes and strategies are tested to ensure that they reduce adverse impacts on health, maximise positive impact on health and promote health, safety and active living for all age groups. The policy also aims to safeguard allotments and encourage joint working with health providers.

## Accessible Natural Greenspace Provision

In common with some of the other coastal districts in the study area, the edge of Brighton and Hove's conurbations meets with the boundary of the National Park. However, in Brighton and Hove the National Park boundary weaves and follows the built edge right down to the coast at Rottingdean, including much of the open areas of downland that lie in between the built neighbourhoods.

There are few ANG sites within the conurbations, although Brighton and Hove City has 6 Green Flag parks and 4 LNRs. The main concentrations of ANG provision are within the South Downs National Park. The open space in the National Park includes Stanmer Park.

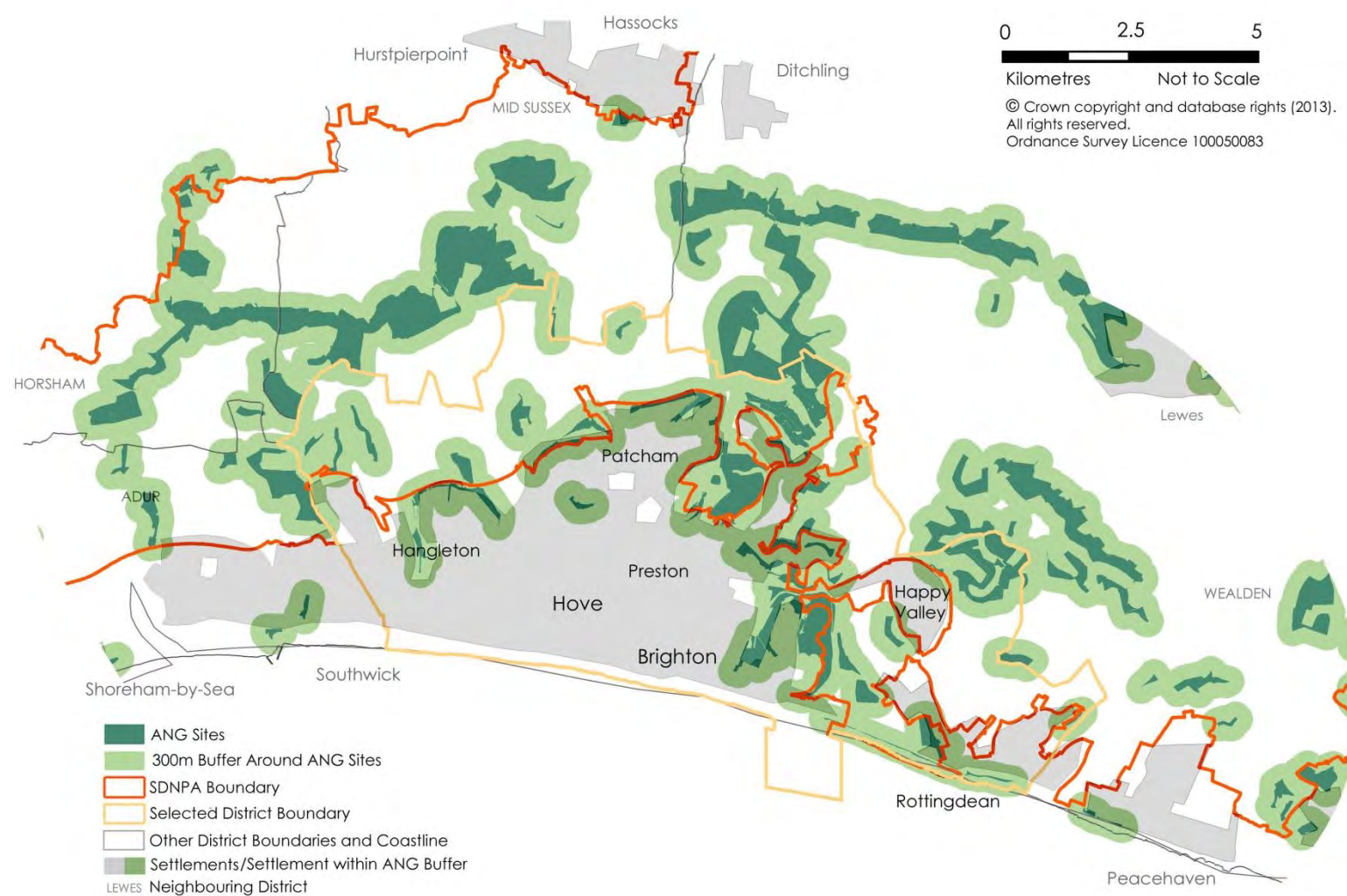
The majority of households have no access to ANG at a neighbourhood (300m) level, see [Plan 35](#). However, due to the configuration of the National Park boundary to the east of the city area, the open access land on the downs lies in close proximity to more households in the conurbations of Brighton and Hove. As a result the neighbourhoods in the north and east of the city have access to ANG within a distance of 300m. The analysis shows that the overall percentage of households with access to local ANG (300m) is 27.64% ([Plan 36](#)). This is the highest percentage in the study area.

Similarly the households with access to ANG at a distance of 2km rely largely on open access land in the National Park. To the west, Mileoak and Portslade are within the 2km ANG catchment and, to the east, a large area broadly to the east of the A23 and running down to the coast is within the 2km ANG catchment ([Plan 37](#)). The analysis shows that 56.52% of households have access to ANG within a distance of 2km.

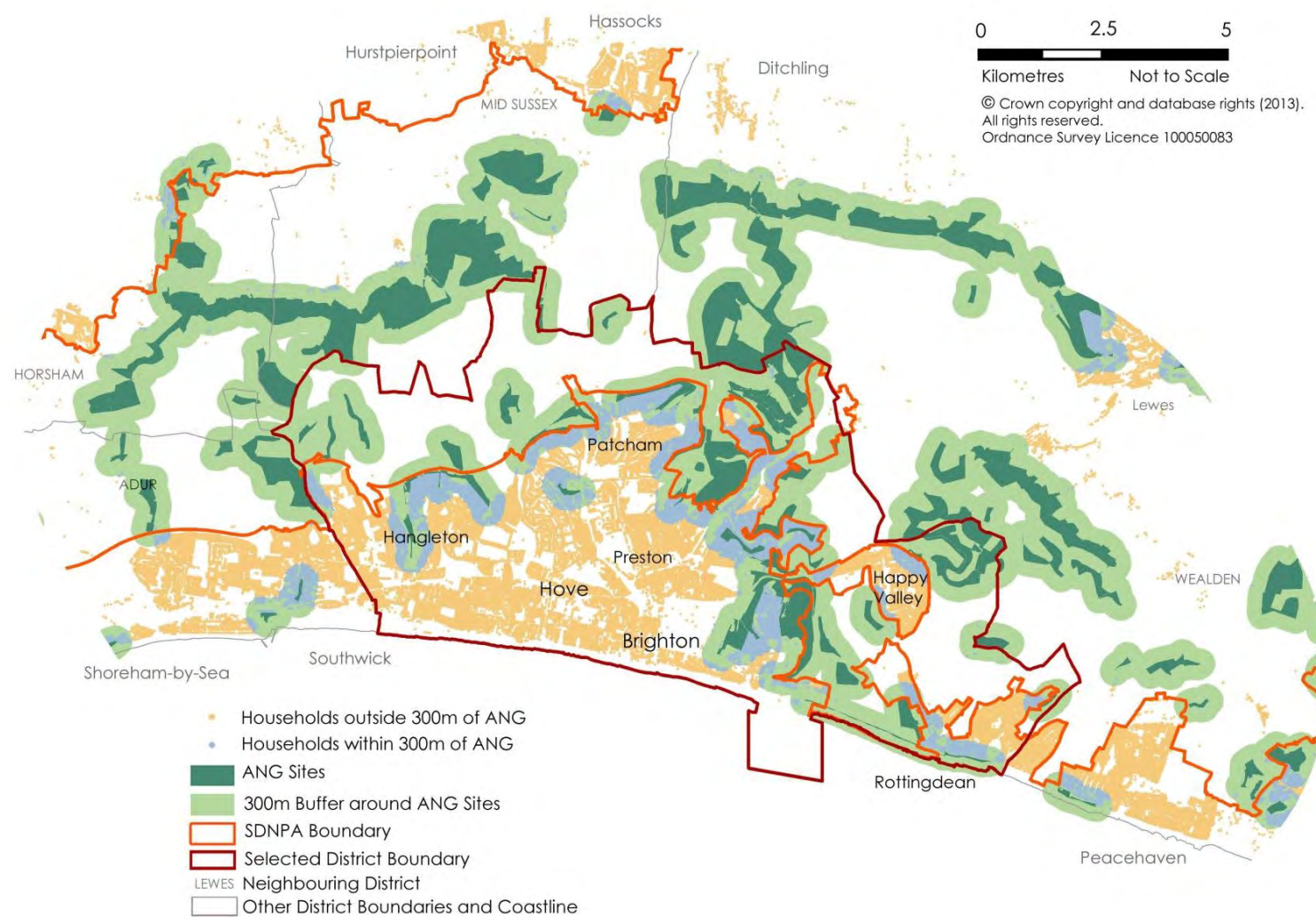
The areas furthest away from the National Park have no access to ANG sites in the 5km (100 hectare) category. The analysis reveals that around 71% of households have access to ANG within a 5km catchment. This ranks Brighton and Hove City 10th out the districts in the study area.

The nearest regional sites (i.e. larger than 500 hectares) to Brighton and Hove City are at Seven Sisters Country Park and Friston Forest, each of which is greater than 500 hectares, located within Wealden District. However, these sites are further than 10km from Brighton and Hove and as such the city area is beyond the limit of, and therefore fails to meet, the ANG standard for a regional ANG site.

Plan 35: Brighton and Hove - ANG Sites with 300m Buffer

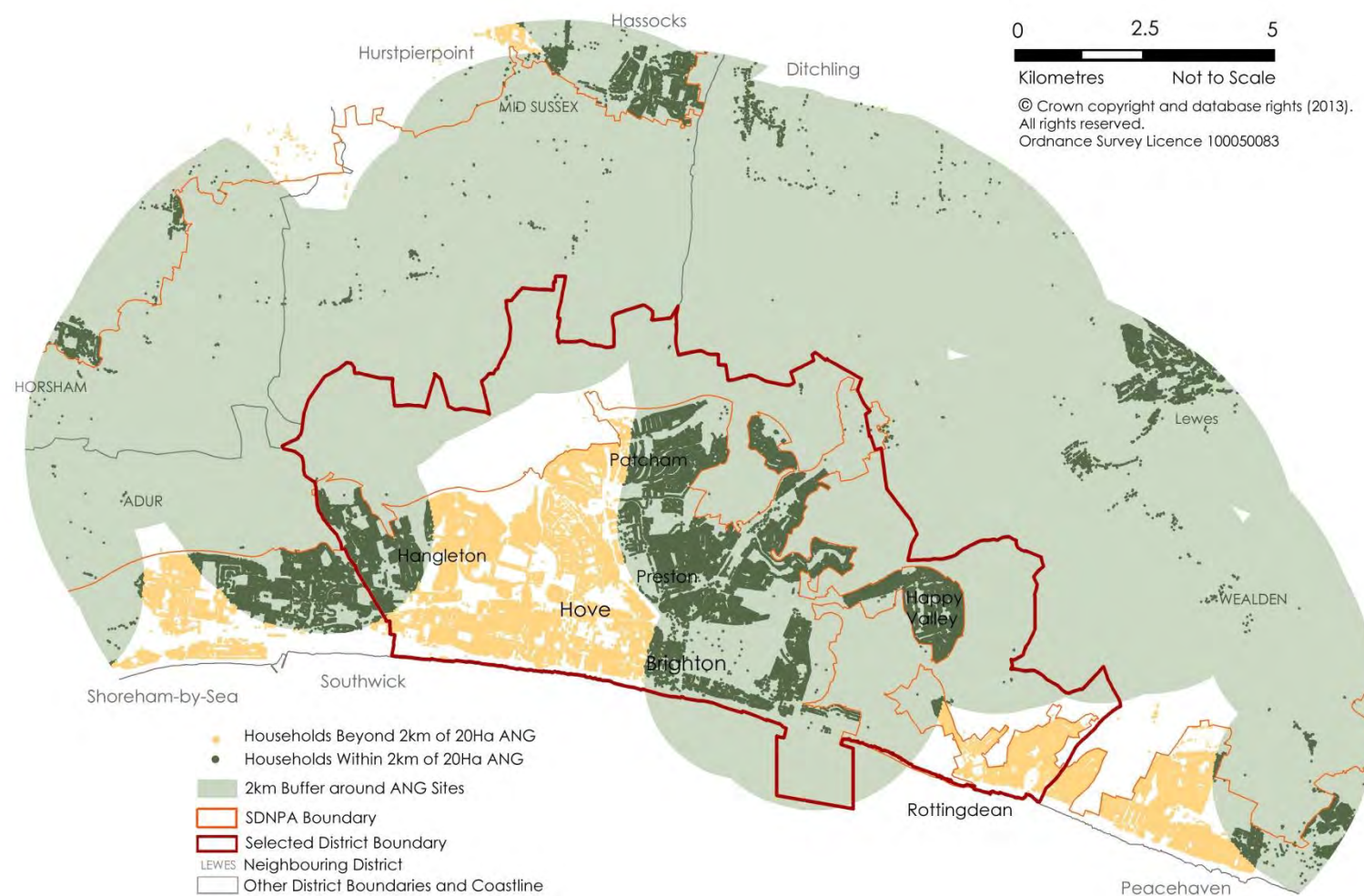


Plan 36: Brighton and Hove - Households with and without Access to ANG within 300m





Plan 37: Brighton and Hove - Households with and without Access to ANG within 2km





**Plan 38** shows the effect of overlapping all available ANG sites and their buffers. It is clear from this plan that open access land on the downs in the National Park provides a choice of ANG sites to northern and eastern parts of Brighton and Hove City. It also shows that the areas closest to the coast in the west of the city area have the poorest access to – and choice of – ANG sites.

Households along the coastal strip to the west of the town are the least well-served and around 19% of households have no access to any ANG sites.

Within the South Downs National Park 64% of the population of around 378 people have no access to ANG within 300m. However, 91% have access to ANG within 2km and 99% within 5km. This is due to the open access land on the downs.

### Summary of ANG Provision

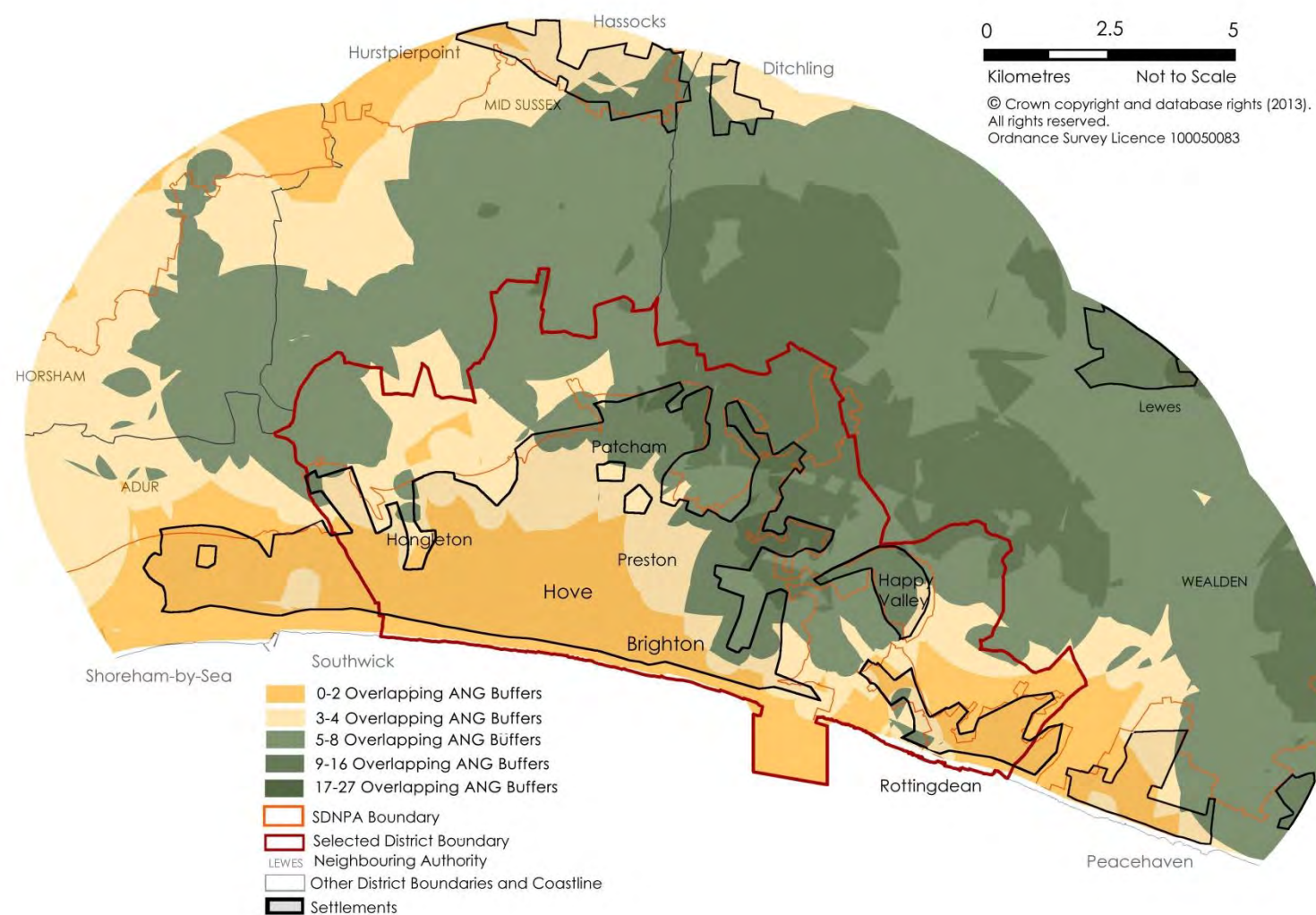
The ANGSt analysis for Brighton and Hove shows that:

- 27.64% households meet the 300m:2ha ANGSt;
- 56.52% households meet the 2km:20ha ANGSt;
- 70.93% households meet the 5km:100ha ANGSt;
- 0% households meet the 10km:500ha ANGSt;
- 18.96% households with no access to any ANG;
- 80% households within 2km of a LNR;
- 2.2 hectares of LNR per 1000 population (standard passed);
- 8 LNR's, totalling 596 hectares

**Table 3: Brighton and Hove - Summary of ANG Provision**

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
<b>Entire Brighton and Hove UA</b>					
% of Households	27.64	56.52	70.93	0	18.96
Households (total 73,732)	20,385	41,674	52,305	0	13,986
Population (total 113,794)	22,945	80,034	113,647	95,628	0
<b>Brighton and Hove UA within SDNPA</b>					
% of Households	35.29	91.17	99.01	0	0
Households (total 102)	36	93	101	0	0
Population (total 378)	133	345	374	0	0

Plan 38: Brighton and Hove - Density of ANG Provision



## Cross-Boundary Influences

In terms of cross-boundary influences on ANG, the significantly large settlements within 10km of Brighton and Hove are along the coast in Adur and Worthing. In addition Shoreham and Southwick are continuous with the Hove/Portslade conurbations and span the western boundary.

In common with other coastal conurbations, there is little available greenspace in these towns, and the population relies to an extent on the provision of open space in the National Park.

## Summary of Key Points – ANG Provision

The city ranks highest in the study area for access to local ANG sites within 300m. This is due to the proximity of the National Park and its incised boundary that abuts the urban areas. However, over 60% of households in the city have no access to ANG sites in this category.

Most of the ANG sites serving Brighton and Hove City are within the National Park.

There are no ANG sites of 500 hectares or more in Brighton and Hove City and none within 10km of the boundary.

Key areas of ANG that could be under pressure are the urban parks and the visitor sites closest to the centres of population.

Brighton and Hove City meets the ANG standard of 1 hectare per one thousand population, as there are 8 LNRs in the district totalling 596 hectares.

## Health and Socio-Economic Factors

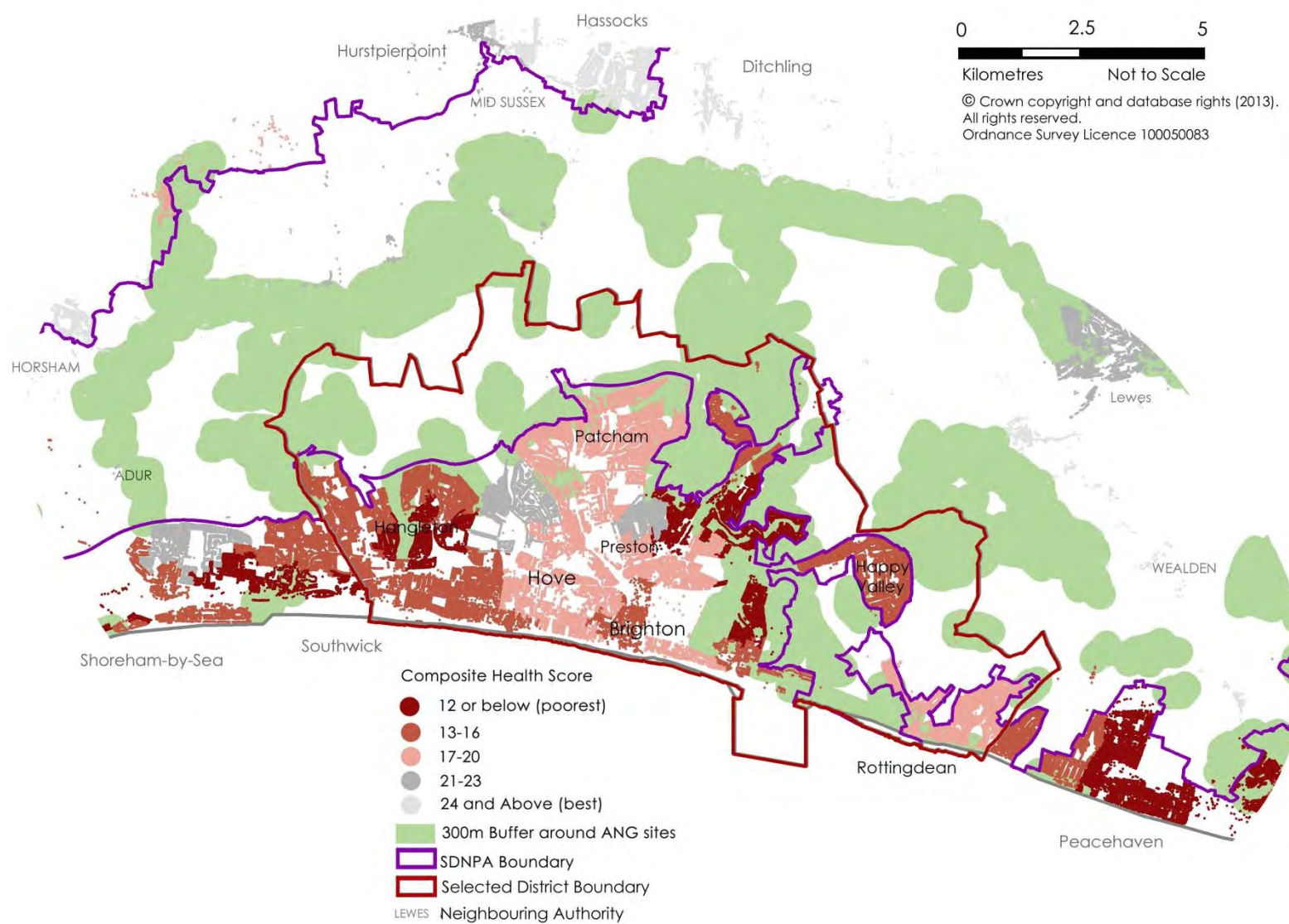
From the 2011 Census, levels of people self-reporting 'bad' or 'very bad' health in the urban area is fairly high when compared with the rest of the study area, although it is comparable with the other coastal conurbations. In the areas outside the National Park, in general there is a spread of between 0% and 8% of the population reporting that they are in bad or very bad health, with a few areas recording the highest two categories of 8 to 10% and above 10%. In the National Park the population reports better levels of health of generally 4-8% with some areas of up to 10%.

The Composite Health Score ([Plan 39](#)) reveals health issues in extensive areas of the urban parts of the city and very low levels of health issues in the National Park. The urban areas fall into three zones in terms of their health scores:

- In the urban conurbation in the western part of the city in Hove there are levels of below 12 to 16 (the lowest two categories);
- In the central areas in Brighton the levels are better at 17 or above;
- The eastern zone is mostly within the lowest two scoring categories, with some areas scoring as low as below 12.

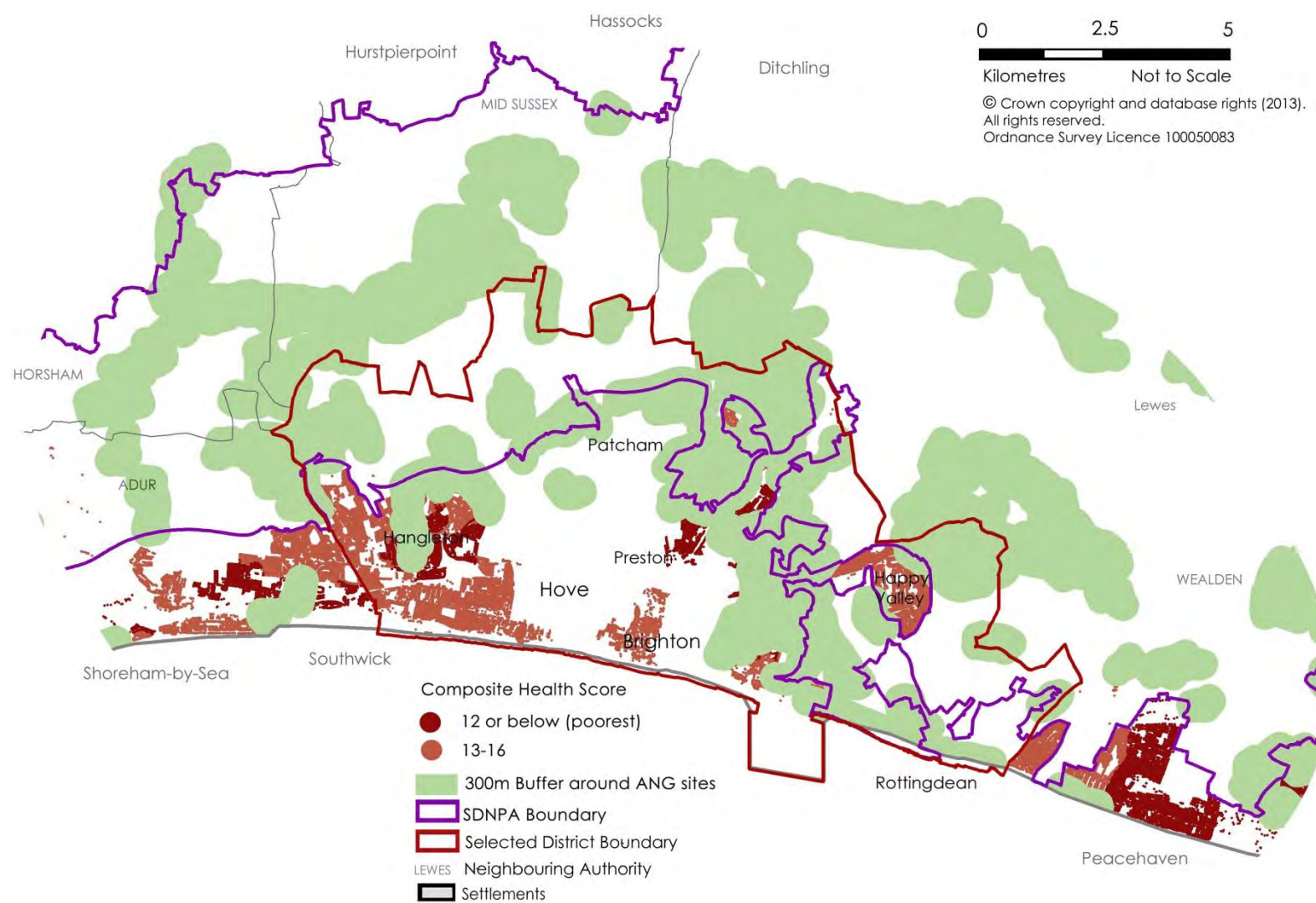
[Plan 40](#) reveals extensive areas of the town in the poorest health categories that also have no access to local ANG (at a distance of up to 300m). Away from the coast the area of Woodingdean to the north east of the city has areas of the second poorest health score (13 to 16). Parts of Moulescoomb and Hollingdean/Preston record the lowest level of health together with no access to ANG within 300m.

Plan 39: Brighton and Hove - All Composite Health Scores with ANG, 300m Buffer





Plan 40: Brighton and Hove - Two Lowest Composite Health Score Categories, ANG with 300m Buffer



At the coast, parts of Hove are the worst affected areas with health scores in the lowest two categories, running across the Adur boundary. Parts of central Brighton are also affected. There are no issues shown in the National Park.

Levels of deprivation are found across extensive areas of the city in all of the deprivation categories. The exceptions are the central area of the city beyond the coast around West Dean, Patcham and Withdean and north to the city boundary and parts of the National Park. The worst (highest scoring) levels of deprivation are found in the eastern part of the city and along the coast.

In the eastern side of the city, in Whitehawk, Kemp Town and Hollingdean, there are areas with the highest score of above 25% of the population report that their illness or disability limits them 'a lot' or 'a little'. Parts of Hove score between 15% and 25% and the central area of the city has some areas up to 20%.

Most of the National Park area scores above 15% and north of Hangleton, east of Woodingdean and to the north of Hollingbury into Lewes District there are scores of 20 to 25% (but again the small sample size should be taken into consideration).

## Development

### Housing Allocations and Development

The draft Core Strategy indicates around 10,135 additional homes for Brighton and Hove for the period 2012 to 2030.

The housing development will be dispersed across the city, but the larger sites include Brighton Marina, London Road, Lewes Road, Eastern Road, Hove station, Toads Hall Valley and Shoreham Harbour.

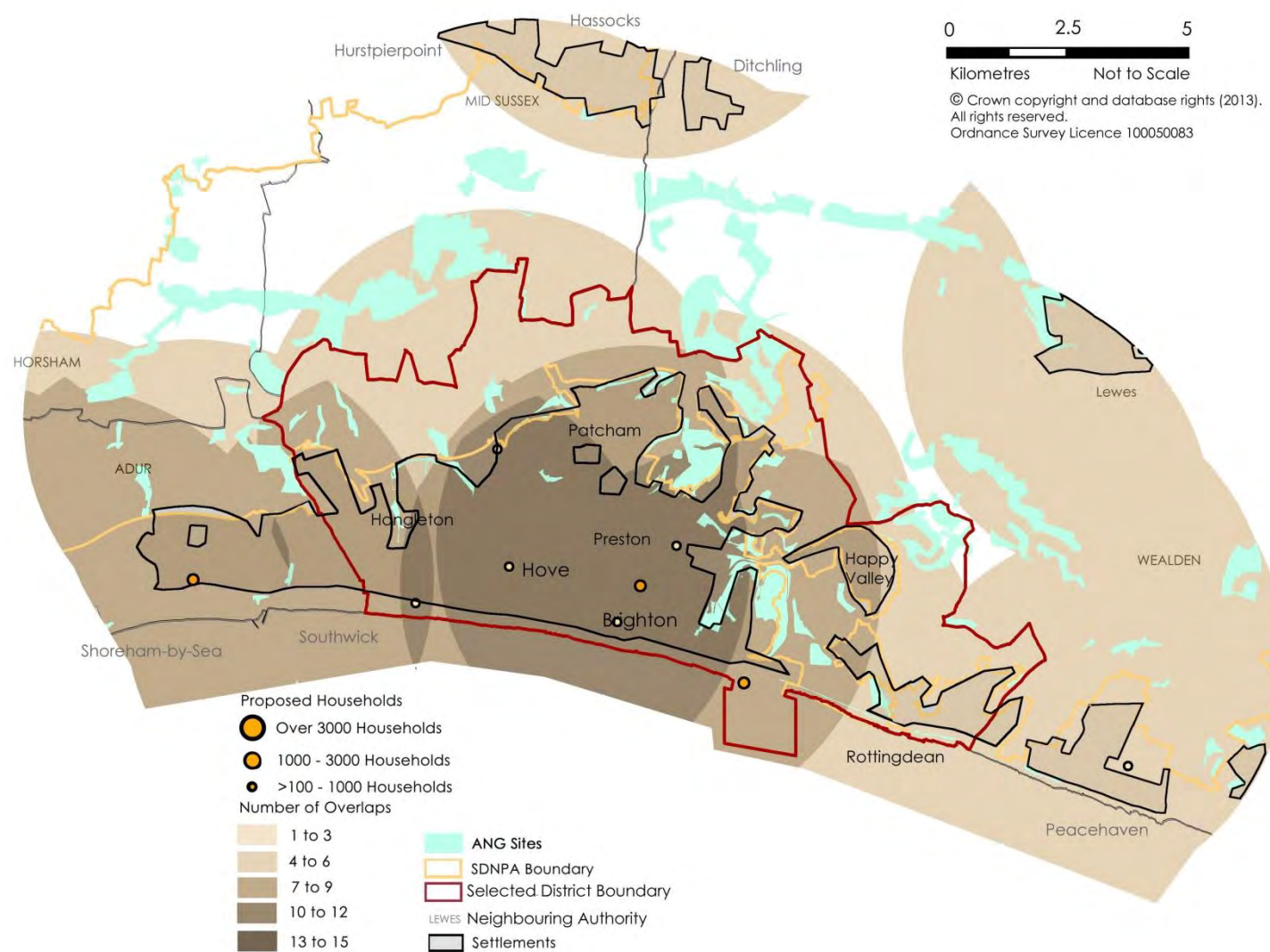
[Plan 41](#) shows the location of housing allocation alongside ANG sites. The greatest number of overlapping catchments (of 5km) of these developments is in areas with low levels of ANG.

In addition to the new homes planned for Brighton and Hove, there are also a number of major housing development proposals in the surrounding districts of Adur, Mid Sussex and Lewes. There is little local 300m ANG provision in this area, and hardly any regional provision, making the National Park, the Seven Sisters area and the Heritage Coast an even more important and pressurised resource.

### Population Projections

The Census 2011 predicts that by 2021 the population of Brighton and Hove will increase by 16500 people, or an increase of 6% on current levels.

Plan 41: Brighton and Hove - Housing Allocation Sites with Weighted 5km Buffer



## The Access and Public Transport Network

### Public Rights of Way

The density of PROW increases further away from Brighton town centre on the coast. At this point and for much of the urban area densities are very low at less than 0.5km per km<sup>2</sup>. At the edge of the conurbations at the boundary with the National Park and at the boundary with Adur the densities increase to a range of between 0.5 and 2km per km<sup>2</sup>.

Within the National Park area of Brighton and Hove there is fairly good provision of public rights of way, although densities are better across the boundary in Horsham and Lewes Districts.

[Plan 42](#) shows that households towards the centre of the urban area and towards Brighton town centre have no access to ANG within 300m and also have lower (or no) provision of rights of way. The part of the district within the National Park shows no areas of ANG deficit with low density PROW at either 300m or 2km distances.

Brighton and Hove City Council owns farmland around the city. On some of these areas the tenants are encouraged to open the land for linear access, thereby increasing the choice of routes available for the public to explore the National Park.

### Accessible Woodland

Brighton and Hove City has low provision of accessible woodland when compared with the rest of the study area, although it is comparable with other coastal areas in the study area. With total woodland coverage of

320 hectares, 38% or 120 hectares is indicated by the Woodland Trust to be accessible. In line with general ANG provision, accessible woodland is sparse in the urban part of the city. There is a large area of accessible woodland just beyond the conurbation in the National Park at Stanmer (Great Wood). There are very few areas of inaccessible woodland apart from an area at Hollingbury Castle ([Plan 43](#)).

### Cycling

The area is well-served with National Cycle Network (Sustrans) routes, with four routes entering the city area. Two of the routes enter from the north, one from Lewes in the north-east with a coastal route from Worthing westwards.

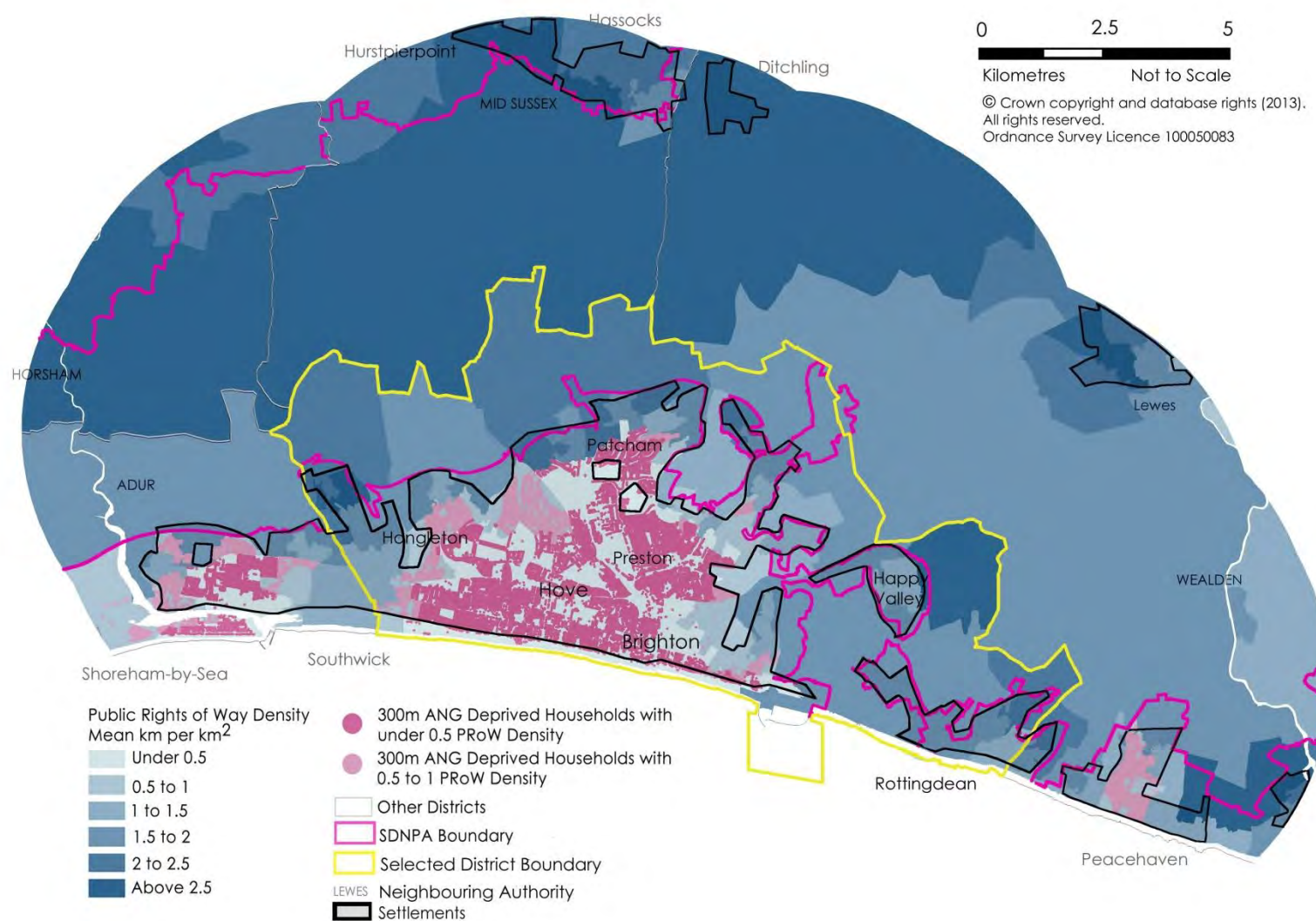
There is a good range of cycling PROW in the National Park and these link with promoted routes into the conurbation as well as linking to the coast.

### Links with Public Transport

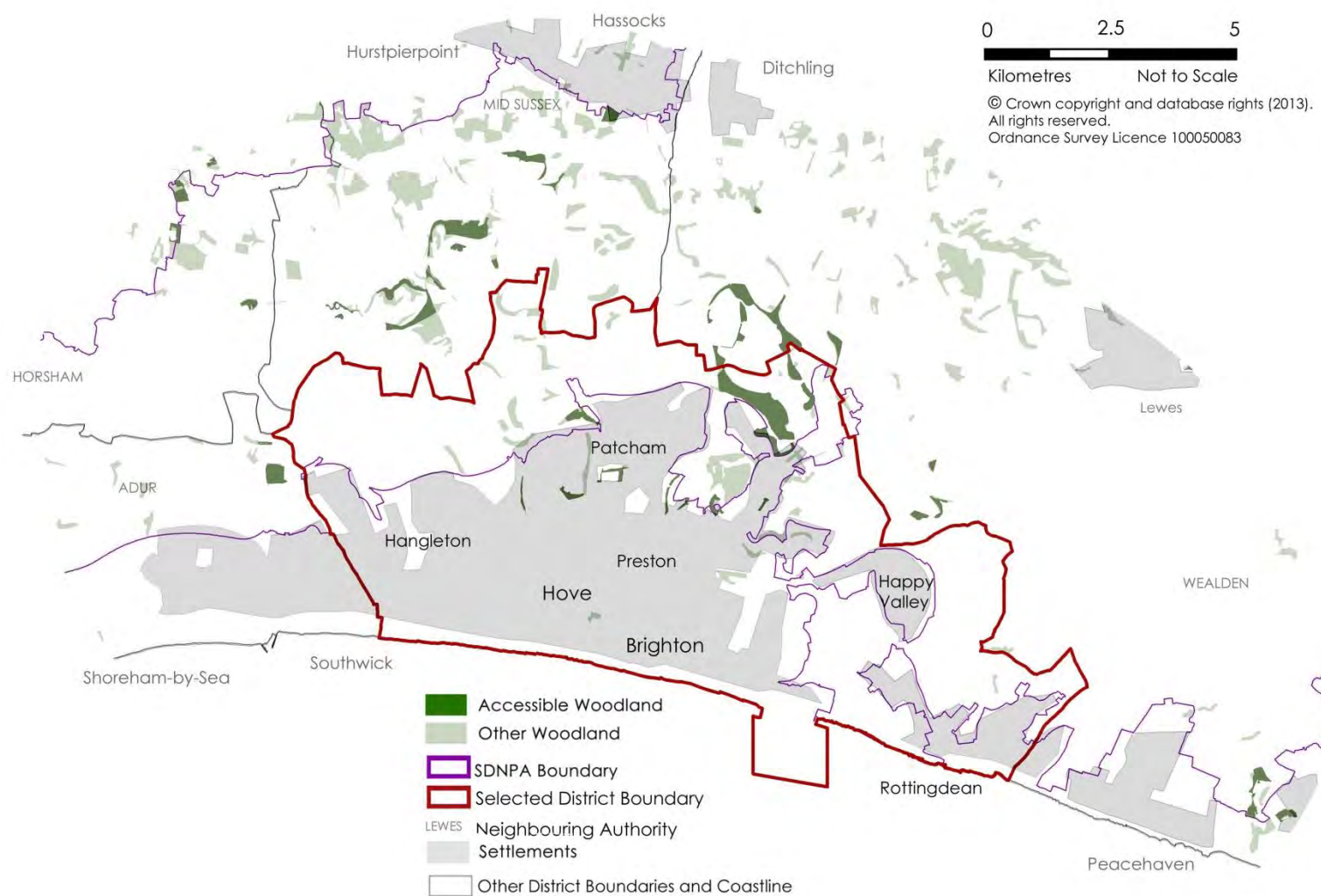
[Plan 9](#), [Plan 10](#) and [Plan 11](#) show the gateway railway stations, attractions and bus routes. The weekday bus service provides links from Brighton town centre to Shoreham, Haywards Heath and Lewes and links to a number of gateway railway stations in the city.



**Plan 42: Density of Public Rights of Way and Households outside of 300m ANG Buffer**



## Plan 43: All Woodland



The Saturday service covers the same routes as the weekday service, with an additional route from Brighton town centre out to the Devil's Dyke in the National Park.

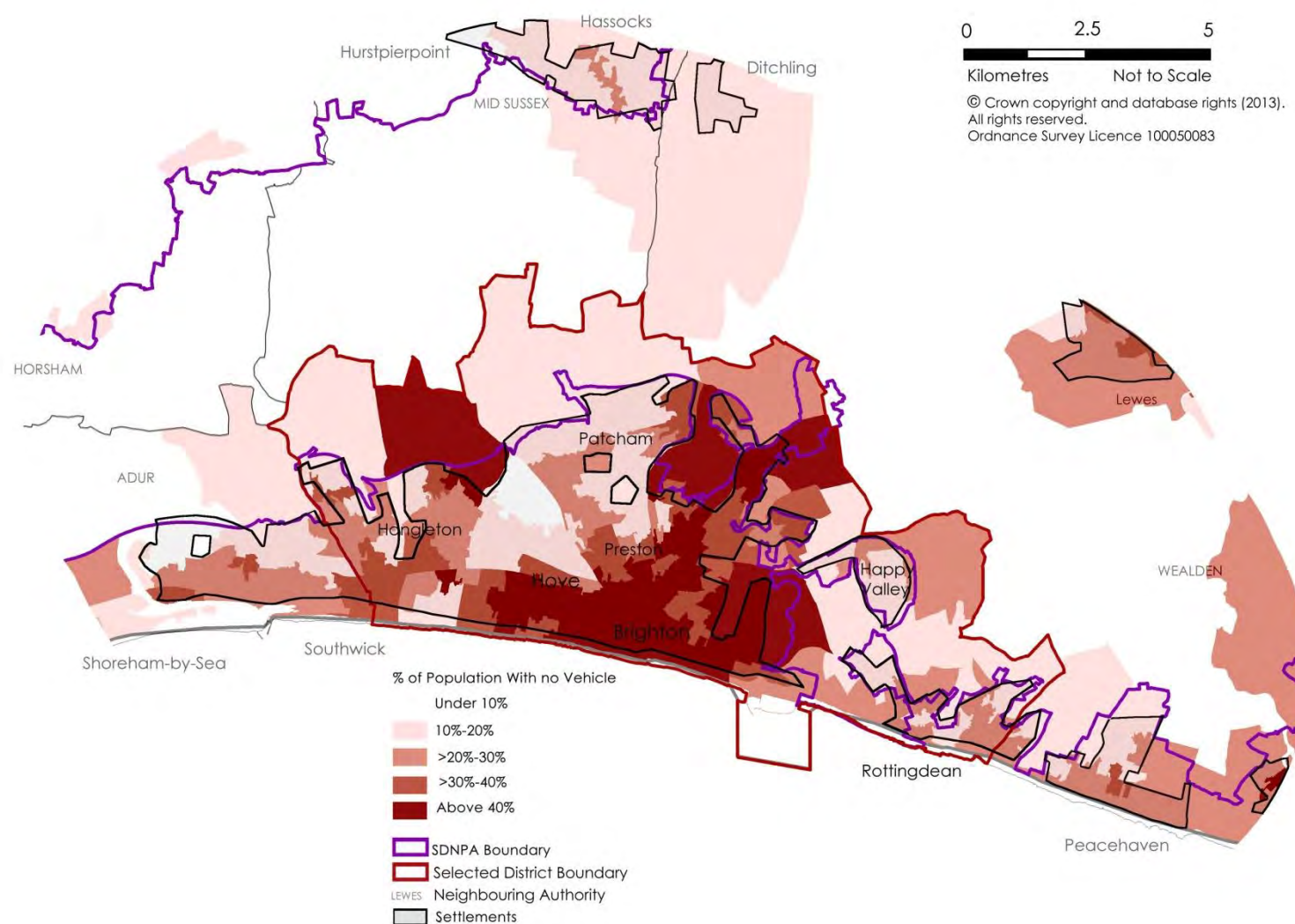
The Sunday service adds a further route to Ditchling Beacon, providing increased access to the National Park from the city and the local railway stations.

The incidence of households without access to a vehicle is high in the urban area, particularly in and around the town centre and to the east and north-eastern areas of the city where in some areas over 40% of households have no access to a vehicle, see [Plan 44](#), some in areas which are also ANG deprived, [Plan 45](#). This low rate of car ownership extends in to the National Park in these areas and in the north-west of the city north of Hangleton.

Analysis of levels of car ownership alongside ANG provision shows that most areas with low levels of car ownership have access to ANG. The exception is the area the furthest away from the National Park near the coast and city centre.

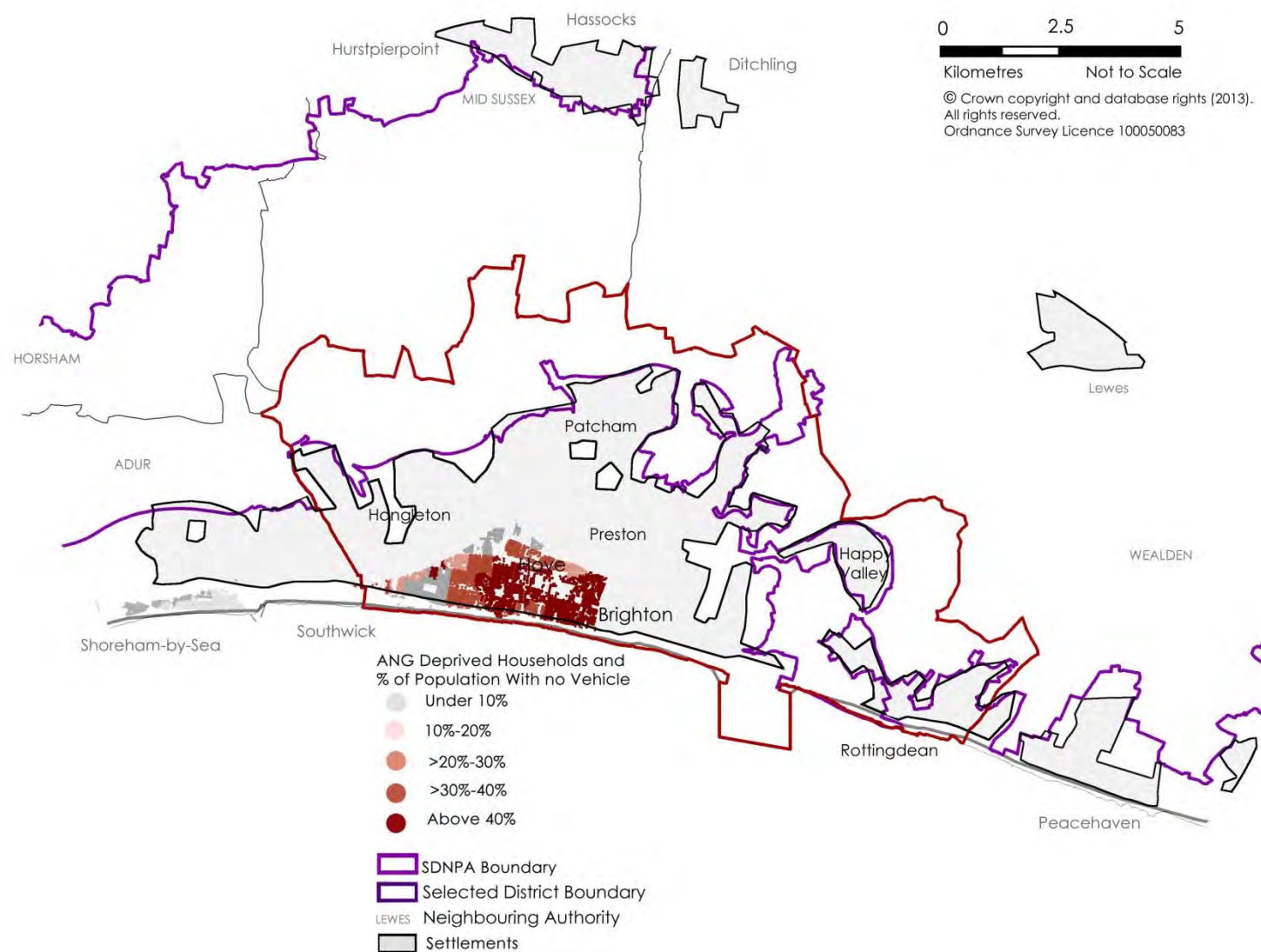
Some areas with low rates of car ownership may be explained by the presence of the University and nearby student housing. However this does not tell the whole story. There are significant areas of low car ownership that coincide with high levels of deprivation in the east and the north-west of the city, including some areas in the National Park.

Plan 44: Car or Van Ownership, No Car or Van (Census 2011)





**Plan 45: No Car or Van, Households which fall outside of any ANG Buffer**



## Summary and Opportunities

There is a contrast between the rural, sparsely populated area of National Park and the rest of the district that is densely populated and urban up to the National Park's boundary.

Unusually for a coastal conurbation, the National Park boundary sweeps down to the coast and weaves in and out of the urban structure of the city, providing access to ANG in the National Park to many residents, and extending the reach of local ANG. However this puts pressure on the National Park landscape and facilities close to the towns.

As the population is set to rise and more than 10,000 new homes are to be built by 2030, these ANG sites will come under increasing pressure.

In some areas of the town there are relatively high levels of deprivation, coupled with areas where the population is in poor health, with limiting health conditions and disabilities and low levels of car ownership. Interestingly however, a large proportion of these areas have good local access to ANG.

In their City Plan Brighton and Hove City Council sets out an ambitious range of policies which will help to protect and enhance the National Park and the environment and provide a green network through the city. It is important to develop ANG at a neighbourhood level in those parts of the city that have little access to open space. There may be a need to relieve potential pressure on local wildlife sites and the National Park by ensuring that all new housing developments provide local ANG at a neighbourhood level, together with footpath and cycle links to existing networks.

The city lacks access to a regional-scale ANG site (i.e. of at least 500 hectares) within a distance of 10km and therefore fails that ANG standard. It should be noted that the city's residents are able to access a regional ANG site that is further than 10km (Seven Sisters Country Park) by public transport.

However, accessible greenspace provision would be improved by the addition of a woodland site that can cater for a wide range of recreational activities. This may be something that the National Park Authority could consider in its more strategic role.

There appear to be good cycle and public transport connections into the National Park.

Although there is a good selection of cycle routes into the town, most of the routes include sections on public roads. In order to cater for leisure cycling and attract more people to use cycles, it would be preferable to develop traffic-free routes wherever possible.

## Chichester

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### Introduction

As recorded in the 2011 Census, Chichester District has a total population of 113,800 people. It is classed as a rural district, and is the 9<sup>th</sup> largest district in the study area in terms of the total population. The population is spread across the city of Chichester, the medium-sized towns of Selsey and Midhurst and larger villages of Petworth, Fernhurst, East Wittering and Bracklesham, Southbourne and Tangmere. The population density is 1.4 (lower than the County average).

71% (544km<sup>2</sup>) of the area of the district is within the South Downs National Park and 32% of the population; around 36,487 people.

A range of landscape types is represented, including coastal, chalk downland and heathland landscapes. The district's range of biodiversity habitats include coastal and wetland SPAs, ancient semi-natural woodlands; unimproved (chalk) grassland, chalk streams and heathland SSSIs. Key sites include the wetland/coastal SPAs at Pagham Harbour and Bosham, chalkland sites such as Harting Down, Beacon Hill and Kingley Vale, heathland sites such as Woolbeding Common, Iping Common and Heyshott Common, as well as Lynchmere Common and Black Down, all of which have open access. Chichester District is a partner within the Solent Disturbance and Mitigation Project which has completed some survey work to measure the distribution and intensity of visitor activities and their effects on birds.

A draft study, 'Planning the Green Infrastructure' (2013), includes the ecological networks within Chichester District.

Other relevant plans and studies include:

- Chichester Open Space Study 2013-2029;
- Draft Local Plan 2013;
- North Solent Shoreline Management Plan;
- Solent Disturbance and Mitigation Project 2012 and Visitor Survey Report;
- Beachy Head to Selsey Bill Shoreline Management Plan.

Projects and partnerships within Chichester District include:

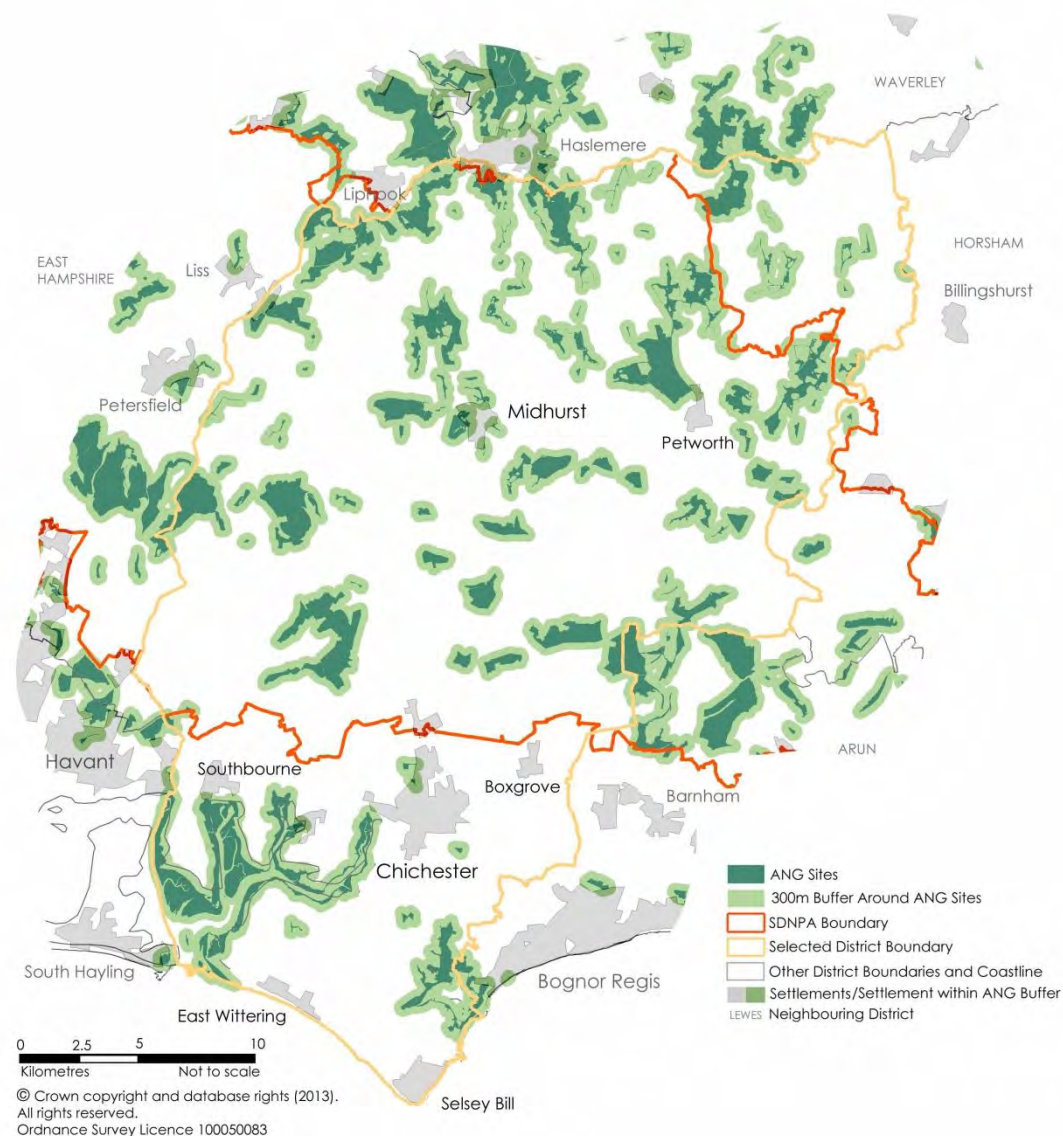
- West Weald Landscape Partnership;
- Chichester Eco-Networks Planning Project.

## Accessible Natural Greenspace Provision

There is good coverage of accessible natural greenspace across the district, although ANG coverage is better within the National Park, see Plan 46.

There are two sites larger than 500 hectares at Chichester Harbour and Kingley Vale/Wildhams Wood. These two areas of ANG are both classified in the highest ANG size category and Chichester District benefits from two of the nine 500 hectare or greater sites in the study area. The 10km catchment of two further 500 hectare or greater sites outside of the district also falls within Chichester district in the Thursley complex of sites in Waverley district in Surrey.

At the 5km:100ha catchment the only area lacking in any ANG is just east of the city of Chichester, outside the National Park.



**Plan 46: Chichester - ANG Sites with 300m Buffer**



Chichester ranks 1<sup>st</sup> for 5km and 3<sup>rd</sup> for 10km ANG provision out of the study districts. Although no areas are without access to any ANG, see Plan 47, the majority of the population (90,849 population, or around 80%) has no access to local ANG within 300m of their home, see [Plan 48](#). This ranks Chichester 6<sup>th</sup> out of the districts in the study area.

Extending the definition of local ANG to 2km brings ANG to 70% of the population, with around 80,000 people having access to ANG within 2km of home, see [Plan 49](#).

The areas lacking local ANG (i.e. at both 300m and 2km) appear largely concentrated in areas of the city of Chichester, Selsey and East Wittering, see [Plan 9](#), the same areas are served by the larger Chichester Harbour site to the north-west, Pagham Harbour to the south-east and Kingley Vale to the north of the city.



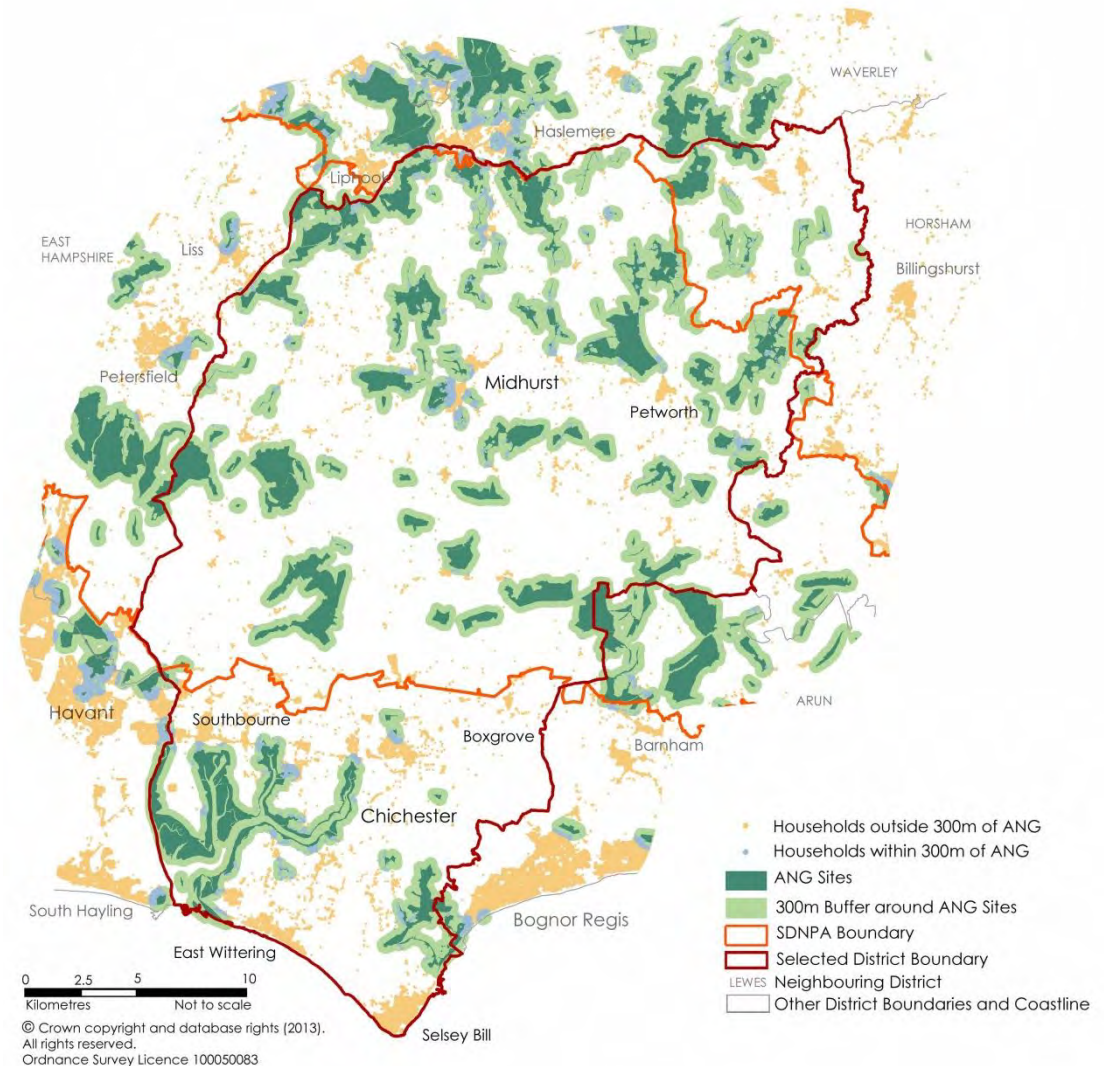
**Plan 47: Chichester - Areas with Access to any ANG/no ANG**

Within the South Downs National Park, access to ANG is better at the local level, with 35.5% of the population of around 13,000 people having access to ANG within 300m, and 87.4% (31,900 people) with access within 2km. Only 55% (20,100 population) have access to a 10km site. These results are due largely to the fairly even spread of sites and open access land on the South Downs, the location of the two larger sites, and lack of other large sites within 10km in neighbouring districts.

### Summary of ANG Provision

The ANGst analysis for Chichester District shows that:

- 20.16% households meet the 300m:2ha ANGst;
- 70.33% households meet the 2km:20ha ANGst;
- 99.87% households meet the 5km:100ha ANGst;
- 84.03% households meet the 10km:500ha ANGst;
- 0% households with no access to any ANG;
- 41% households within 2km of a LNR;
- 14.4 hectares of LNR per 1000 population (standard passed);
- 9 LNR's, totalling 1,639 hectares.

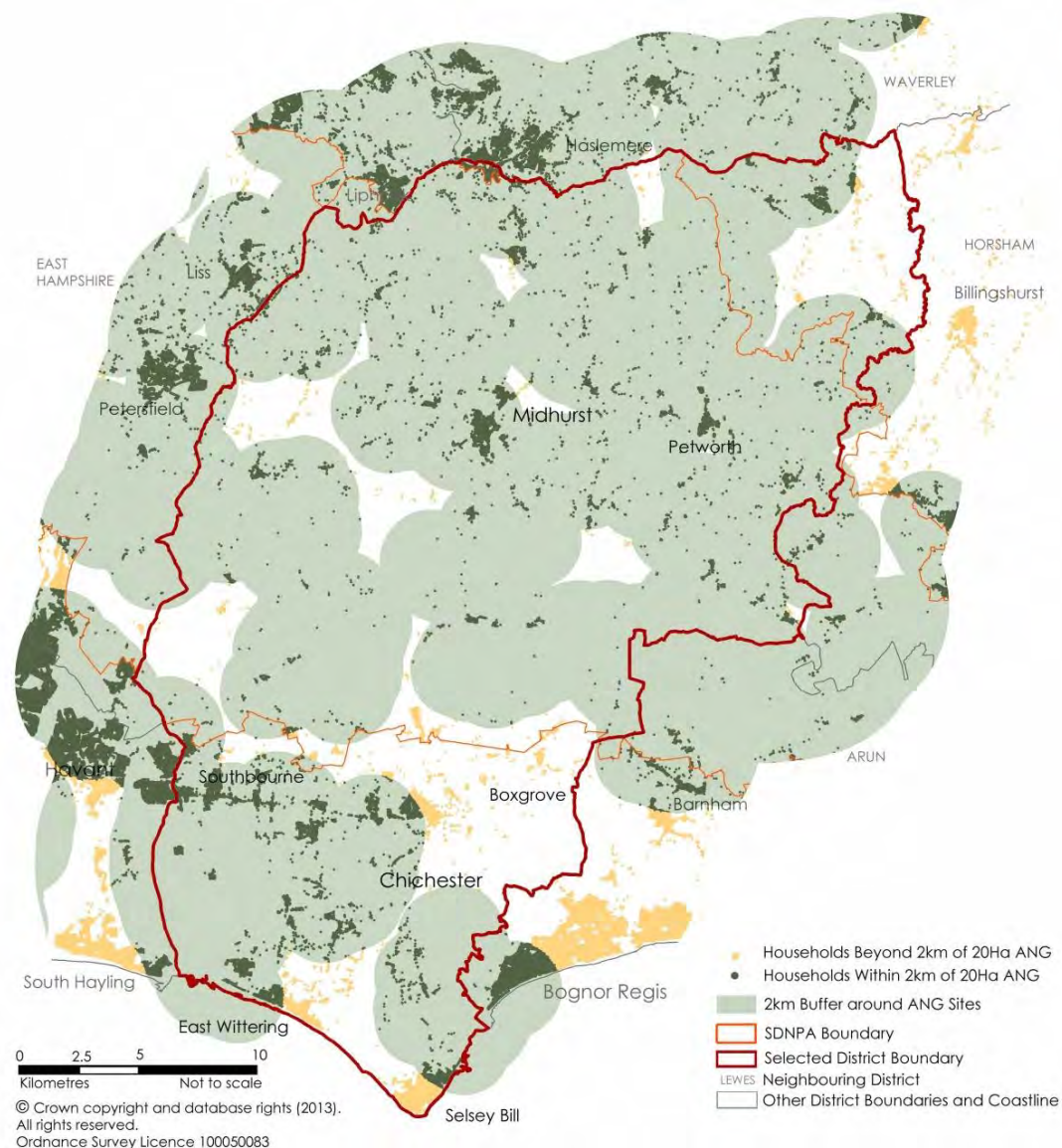


**Plan 48: Chichester - Households with and without Access to ANG within 300m**



## Cross-Boundary Influences

Existing large conurbations just outside the SDNP and the district boundaries to the south-east, the south-west and north-west, some of which are lacking in local (up to 2km) ANG, and could place pressure on ANG in Chichester.



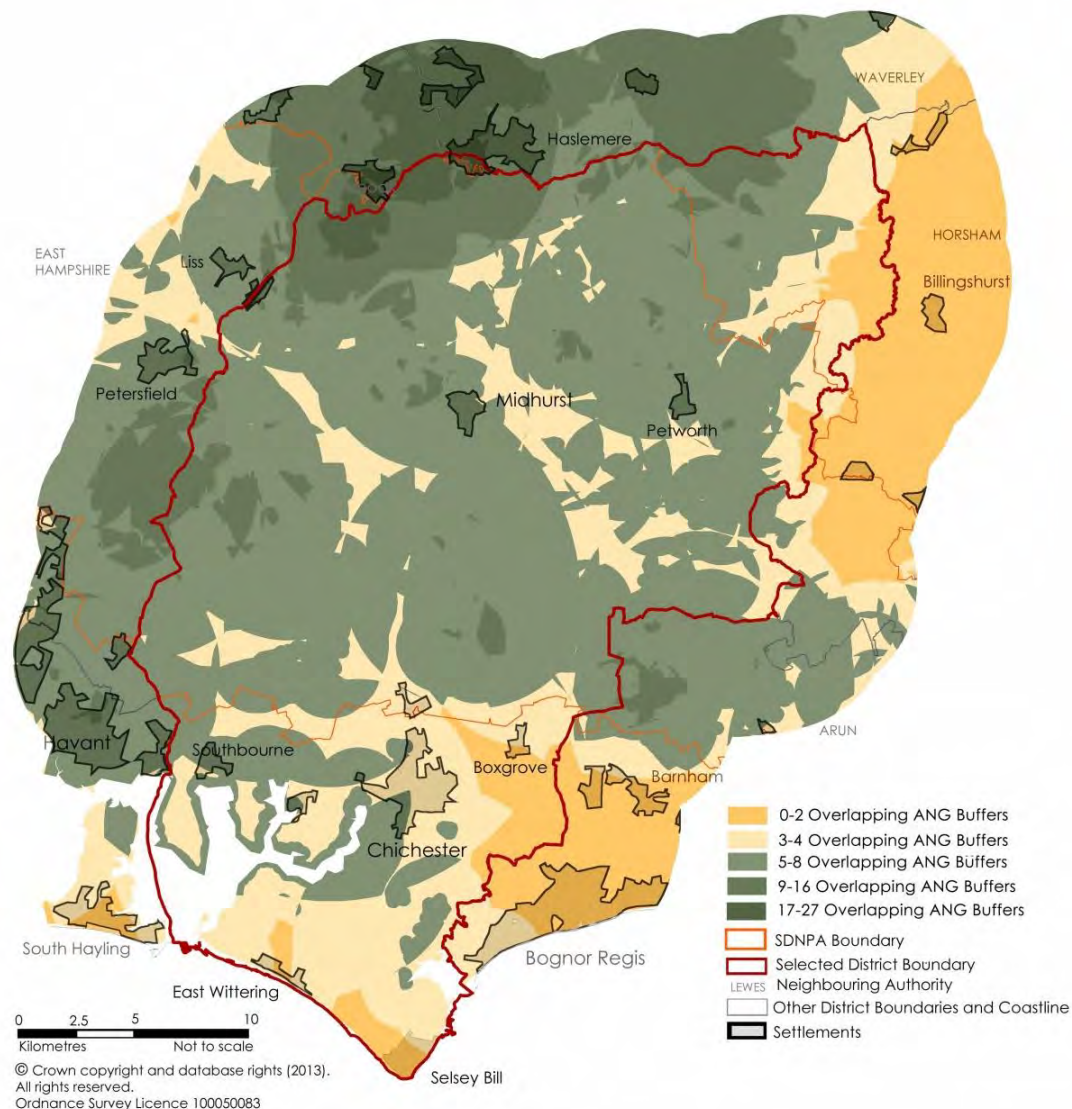
**Plan 49: Chichester - Households with and without Access to ANG within 2km**

### Summary of Key Points – ANG Provision

There is generally good coverage of ANG in Chichester District having one of the densest ANG networks of the study area, see Plan 50 and all the population has access to some ANG. There are two ANG sites of 500 hectares or more in Chichester District or within 10km and Chichester ranks highest in the study districts for 5km ANG provision.

However there are areas that lack access to local ANG, and these are generally concentrated in the city and the coastal towns.

Although Chichester exceeds the ANG standard of 1 hectare per one thousand population, the LNRs are large and unevenly distributed with the result that 59% of households are not within 2km of a LNR.



Plan 50: Chichester - Density of ANG Provision



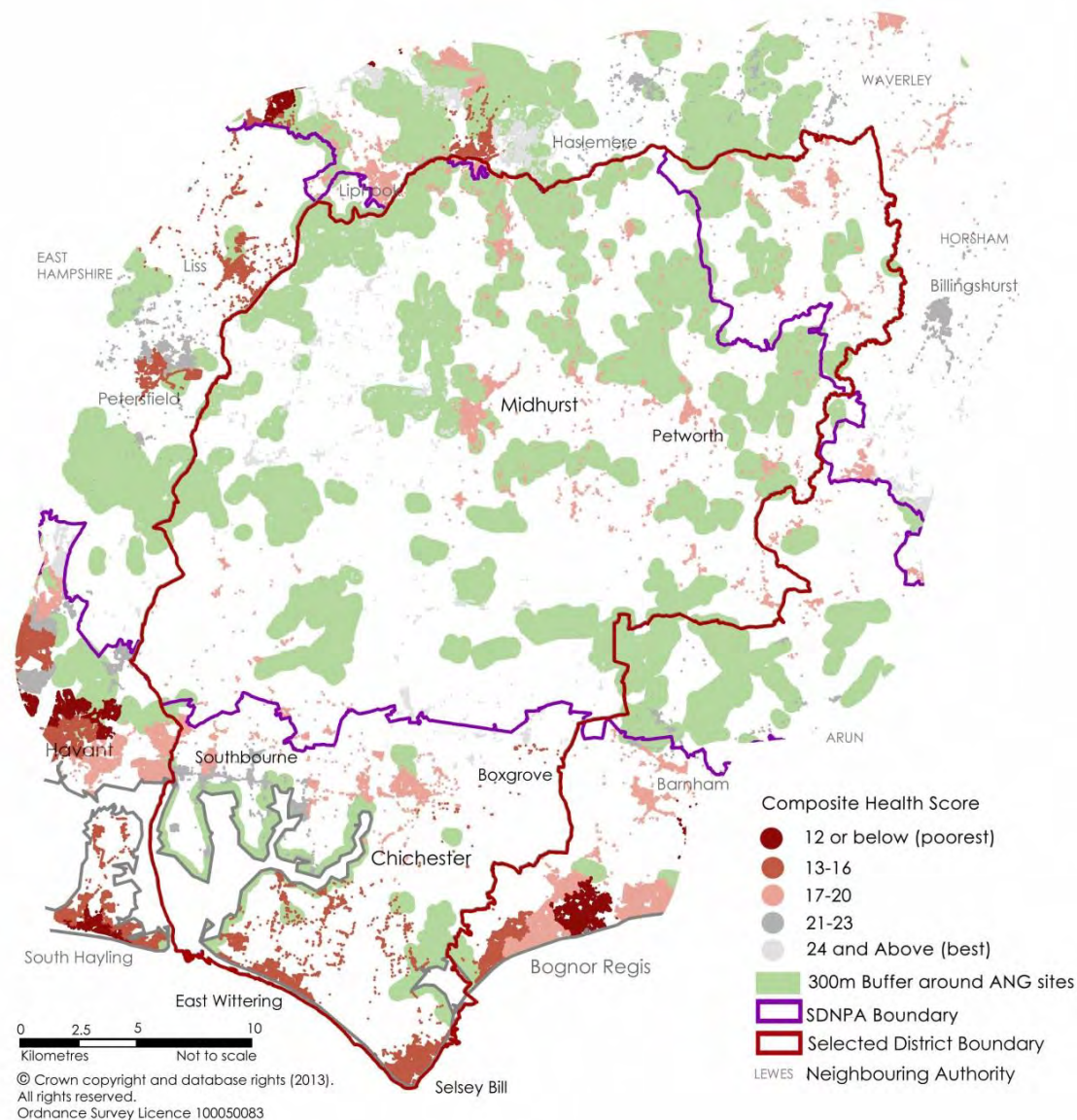
Table 4: Chichester - Summary of ANG Provision

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire Chichester District					
% of Households	20.16	70.33	99.87	84.03	0
Households (total 27,832)	5,612	19,575	27,796	23,389	0
Population (total 113,794)	22,945	80,034	113,647	95,628	0
Chichester District within SDNPA					
% of Households	35.52	87.4	100	55.25	0
Households (total 8,924)	3,170	7,800	8,924	4,931	0
Population (total 36,487)	12,961	31,891	36,487	20,161	0

## Health and Socio-Economic Factors

There are good levels of health across large parts of Chichester District. The exceptions are in some parts of the rural areas around Petworth, parts of Midhurst and its hinterland, and the coastal towns where there are concentrations of very poor health combined with lack of access to local ANG. Notably there are areas of poor health and limited access to local ANG just over the border in Arun at Bognor, Hayling in Havant, Liphook in East Hampshire and Haslemere in Waverley.

Plan 51 shows a concentration of poor health within the coastal towns. Within the National Park the town of Midhurst and the larger villages have areas of moderately poor health in relation to local (300m) ANG sites, with a similar situation outside the Park and in and around the city of Chichester. This is mirrored in the neighbouring coastal towns in Arun and Havant.

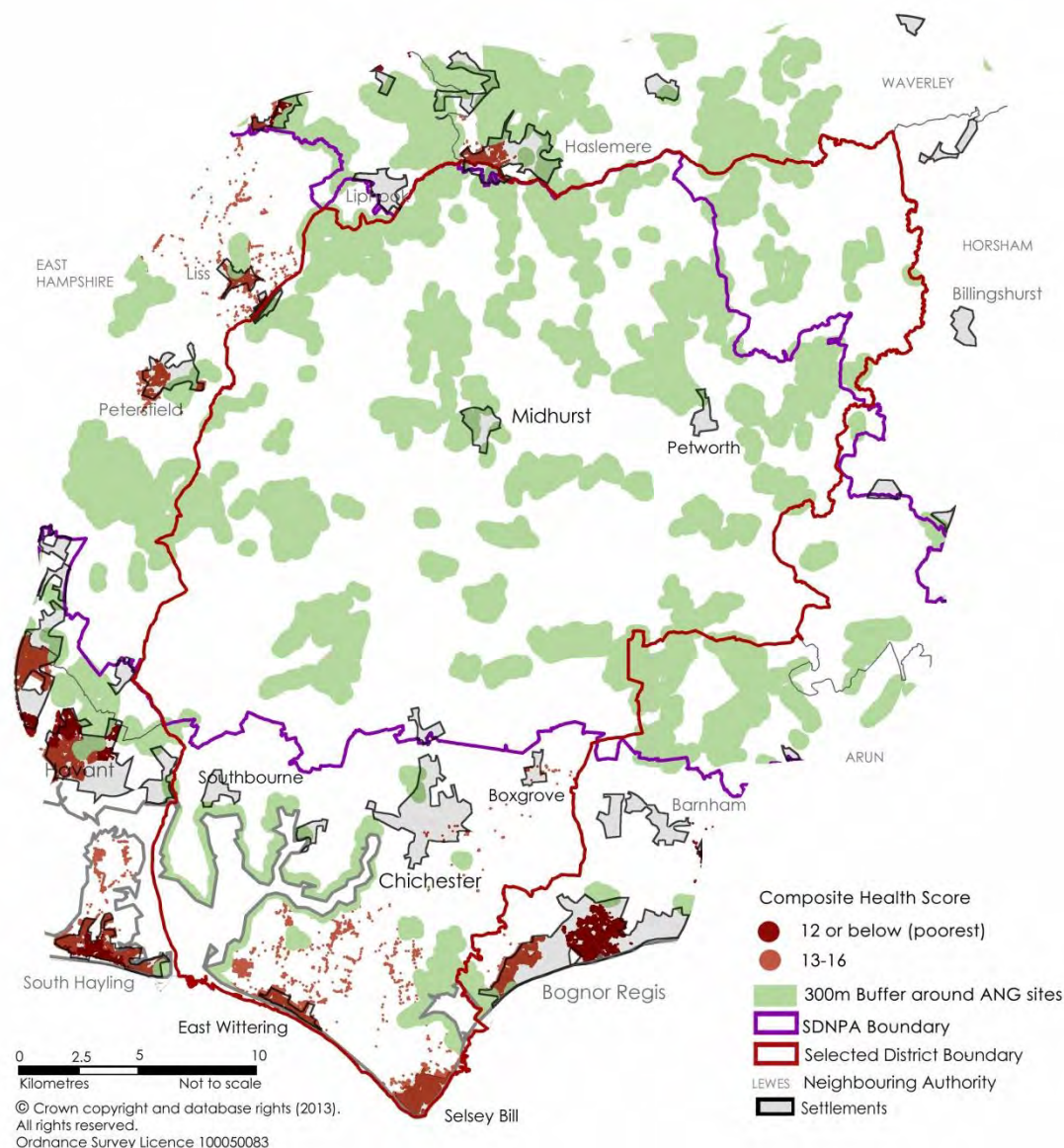


**Plan 51: Chichester - All Composite Health Scores with ANG, 300m Buffer**

Plan 52 shows those areas in the poorest health categories that also have no access to local ANG at a distance of up to 300m. The only areas with a deficit are outside the National Park to the south of the district, with the population in the poorest health found in the coastal towns of Selsey and East Wittering.

Generally Chichester District is a prosperous area, but there are low levels of deprivation (15-25) evident across both rural areas and settlements, both within the National Park and outside. There are similarly low levels of deprivation in areas across the boundary in Arun district, see [Plan 4](#).

In the coastal towns up to 8% of the population are in poor health and up to 25% have limiting health conditions or disabilities. In the National Park up to 6% of the population in and around Midhurst have poor health, and up to 20% have limiting conditions. The rural areas around Petworth are shown to have areas of poor health affecting up to 8% of the population, and long-term health conditions or disabilities affecting up to 25%. At the border there are parts of rural Surrey and Arun where more than 25% of the population have limiting health conditions, see [Plan 3](#).



Plan 52: Chichester - Two Lowest Composite Health Score Categories, ANG with 300m Buffer



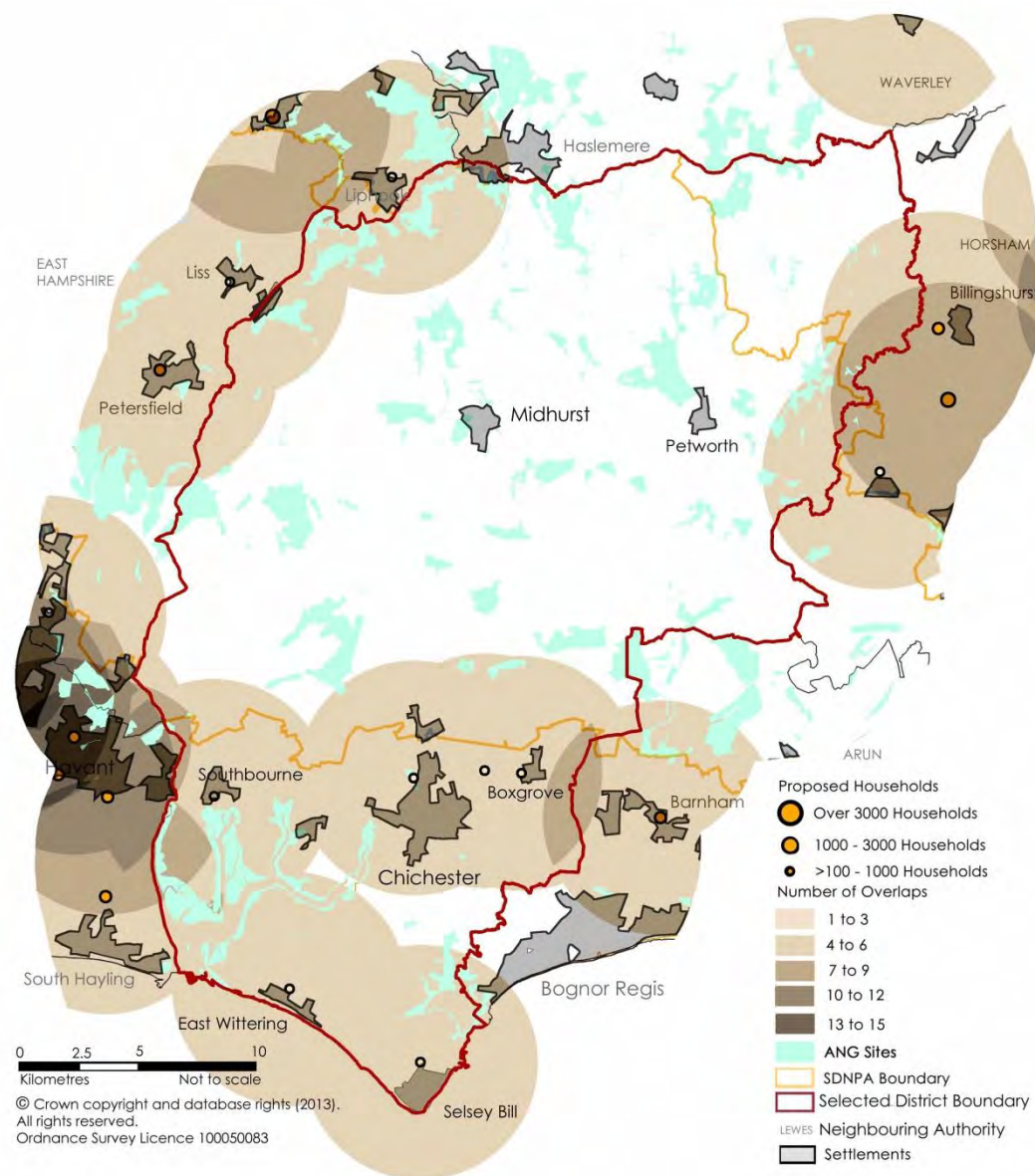
## Development

### Housing Allocations and Development

Plan 53 shows housing allocations, including at least 12 significant housing developments planned within 5km in the neighbouring districts.

The Local Plan<sup>8</sup> identifies seven strategic sites and parish sites that total 4,325 additional dwellings in the Plan period.

The size of the developments and their combined effect on existing ANG are evident, in particular in the south of the district running east-west along the boundary of the National Park, including Chichester city and outside the National Park where there are already areas lacking ANG.



**Plan 53: Chichester - Housing Allocation Sites with Weighted 5km Buffer**

<sup>8</sup> Chichester Local Plan Key Policies Pre-Submission document 2014-2029



## Population Projections

The population of Chichester District is predicted to grow by between 6000 and 9000.

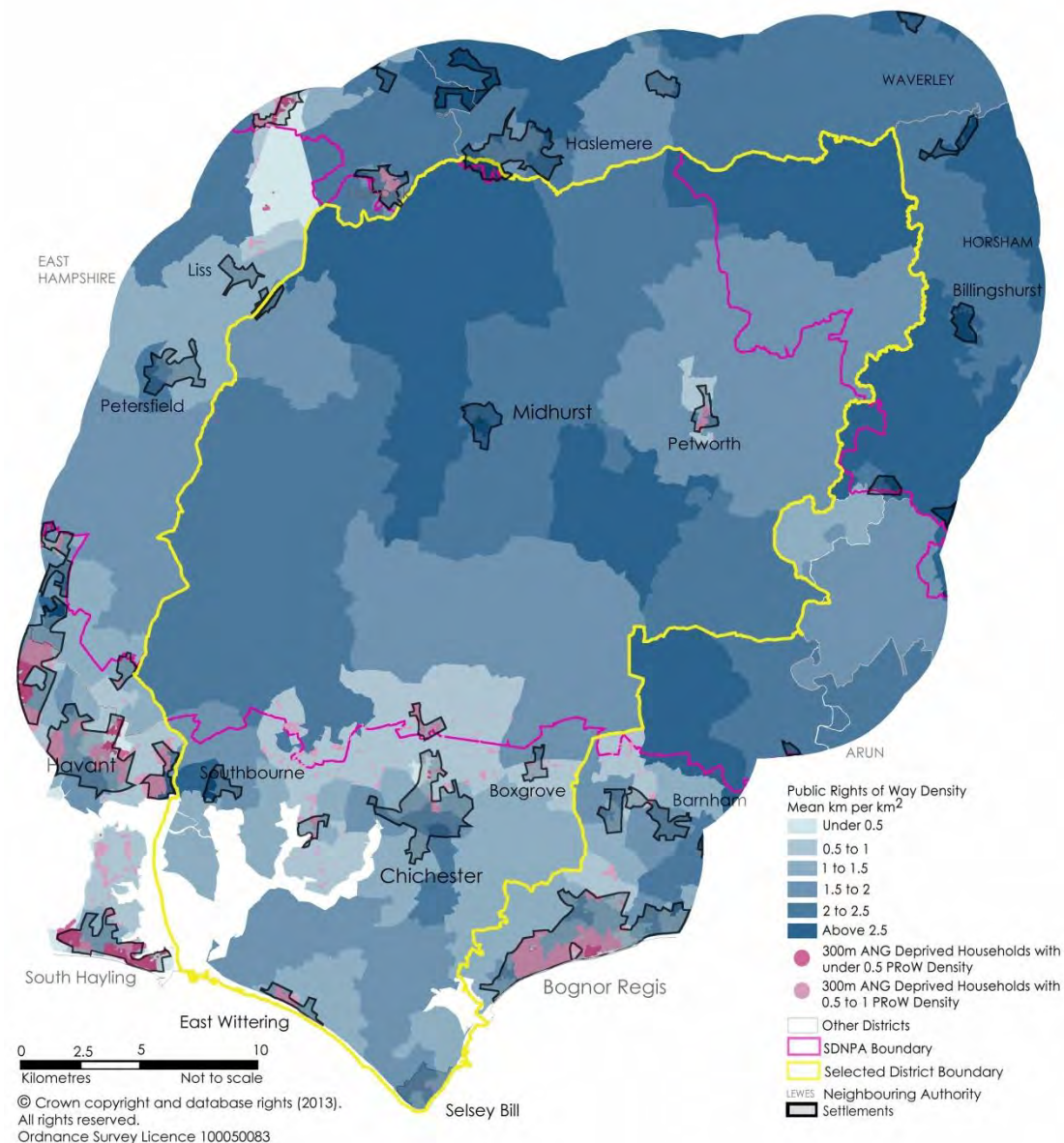
Chichester is bordered by five districts, and the population of each is predicted to increase in the same period; East Hampshire by up to 6000; Havant by up to 3000; Arun by up to 15000; and Horsham and Waverley by up to 12000 each. A total of 48000 additional people

## The Access and Public Transport Network

### Public Rights of Way

The density of PROW in Chichester is generally higher than in the rest of the study area. The PROW density within the SDNPA area of Chichester is higher than in areas of the district to the south of the National Park.

Plan 54 shows the density of PROW in relation to areas that are deficient in ANG within 300m.



**Plan 54: Density of Public Rights of Way and Households outside of 300m ANG Buffer**

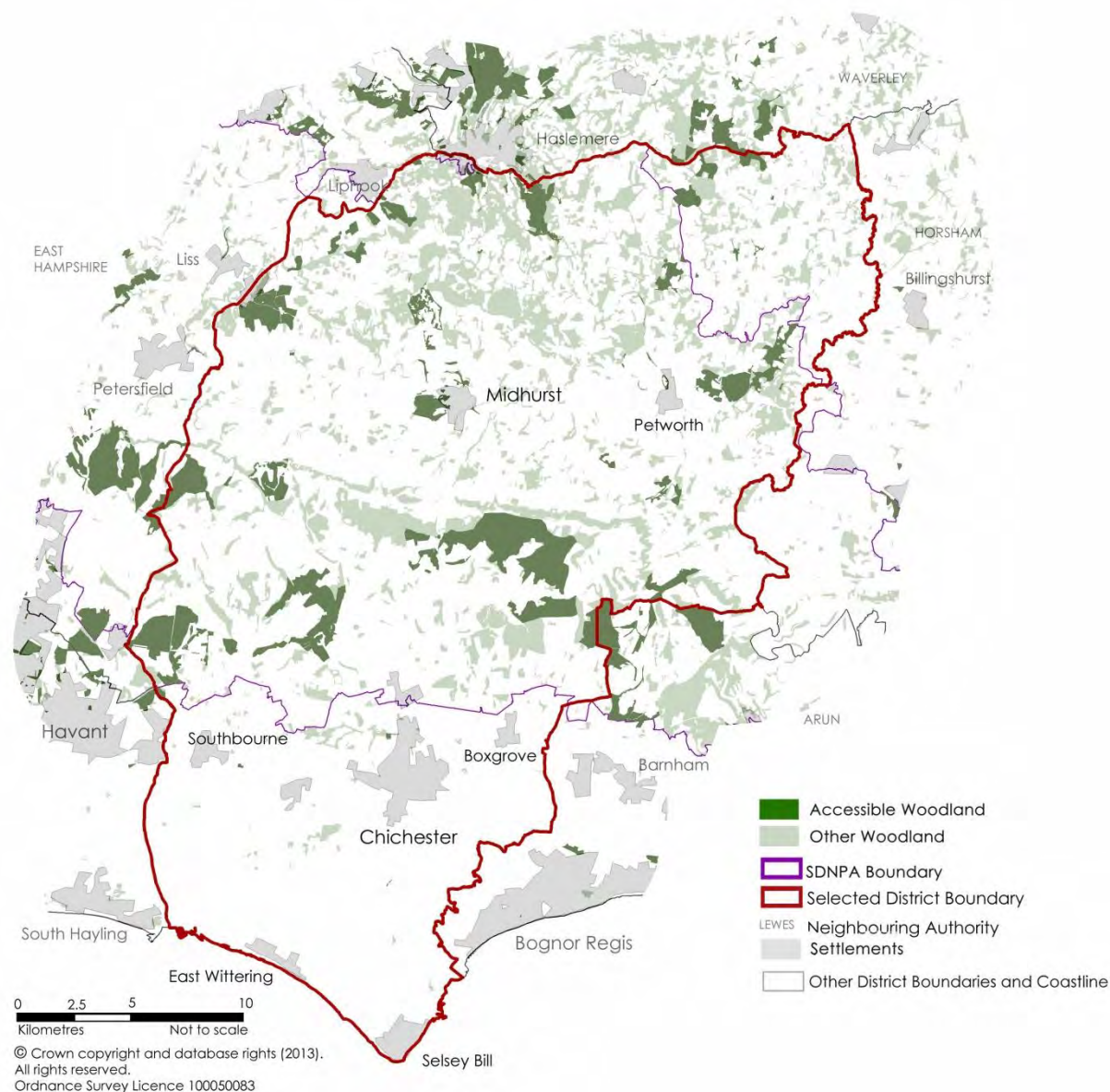
Areas along the southern boundary of the National Park including the city, the coastal town of East Wittering, plus an area including Petworth are particularly deficient in both local ANG and PROW, as are areas of Havant close to the boundary, and nearby Bognor Regis.

### Accessible Woodland

Plan 55 shows woodland. The plan also shows other woodland in Chichester district that is either closed to the public or accessible only by PROW. There are 17,110 hectares of woodland, of which 22% or 3,700 is accessible.

There are large tracts of accessible woodland running east-west along the Downs, and other mostly large sites within the National Park.

There is little accessible woodland outside the National Park, and virtually none to the south of the district. There are, however, significant areas of woodland where access could be improved and where, potentially, areas of local ANG could be developed.



**Plan 55: Chichester – All Woodland**



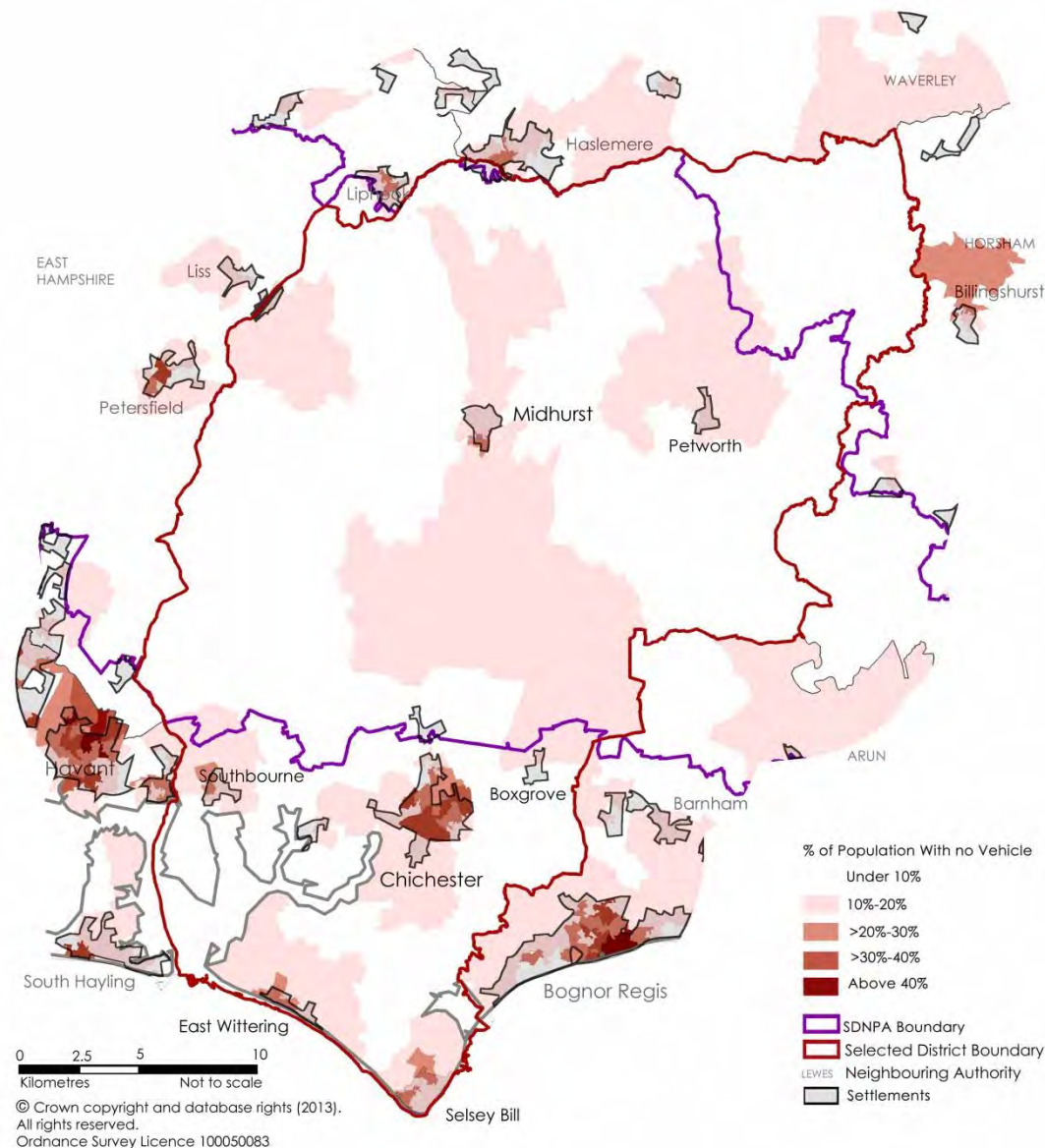
## Cycling

There are national and regional routes running east-west across the district within the National Park (along the South Downs Way and along the line of the A272) and across the southern part of the district through Chichester city, with a link northwards into the National Park.

There is also a good local network surrounding Chichester city. However, there is a very poor, almost non-existent, network to the south of the National Park and generally poor permeability with neighbouring districts, see Plan 6, Plan 7 and Plan 8.

## Links with Public Transport

[Plan 9](#), [Plan 10](#) and [Plan 11](#) show the gateway railway stations, attractions and bus routes. It is clear that the weekday service provides good access to the attractions and links with the stations, thereby enabling walkers and cyclists to link with public transport. However, the Sunday service is poor by comparison and provides an incomplete route. Plan 56 shows households without access to a vehicle. The incidence of households without access to a vehicle is low overall. In parts of Chichester City up to 40% households have no access to a vehicle and there are extensive parts of the rural area where up to 20% of households have no access to a vehicle. There appear to be no areas that have neither a car nor access to ANG.



**Plan 56: Chichester – Car or Van Ownership, No Car or Van (Census 2011)**

## Summary and Opportunities

There appear to be high levels of limiting health conditions and disabilities in otherwise outwardly prosperous areas (e.g. Petworth and Midhurst). This might indicate on older population in these areas but further work may be needed to better understand the reasons for these results.

In common with the rest of the study area, in the coastal towns there is a concentration of deprivation, poor health and lack of local ANG, with the additional pressure of existing areas across the boundary that are also deficient in ANG and planned developments.

The southern boundary of the National Park, the city and coastal towns and villages could be targeted to improve access opportunities in terms of PROW or other linear access, as well as local ANG and, potentially, alternative sites to relieve pressure on biodiverse sites that are sensitive to access. In particular the A27 forms a barrier to sustainable access in Chichester and Arun districts and would benefit from additional safe crossings.

There may be opportunities to create more sites with public access, particularly in the area to the south of the National Park from Chichester city to the coastal towns, to provide accessible open space within walking distance of settlements. For example, existing woodlands could be improved for biodiversity and public access.

There is potential to develop north-south cycling routes to link the key towns and public transport links at Chichester, Midhurst and Haslemere, as well as other routes to link to attractions; and to link southwards to the coast and develop coastal routes.

The reliance on the car as a means of transport in this area means that car parking should be addressed at existing access points into the countryside and in particular to the SDNP; and potential new access points should be developed in order to spread the visitor pressure.



## Eastbourne

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### Introduction

As recorded in the 2011 Census, Eastbourne Borough has a total population of 99,412 people. This is the second smallest Borough in the study area in terms of the total population, but the smallest in area at 46km<sup>2</sup>. The population is mainly concentrated in the town of Eastbourne. 41% of the area of the Borough is within the South Downs National Park, but with a tiny population of around 15 people.

The Borough includes coastline along its whole length, some of which is Heritage Coast and is within the South Downs National Park.

A range of landscape types is represented, including coastal and chalk downland landscapes.

Relevant strategies for Eastbourne Borough include:

- PPG17 Assessment (2008, with amendments 2010);
- Borough (Incorporating Part of the South Downs National Park) Local Development Framework Background Paper 6: Green Infrastructure (2011);
- Borough (Incorporating Part of the South Downs National Park) Local Development Framework Background Paper 5: Biodiversity (2011);

The 2013 Eastbourne Core Strategy Local Plan Key recognises the importance of greenspace, setting out Spatial Objective 7: Green Space and Biodiversity:

*"To designate a network of green spaces linking the South Downs, Eastbourne Park and Pevensey Levels, to protect the diverse character and local distinctiveness of Eastbourne as well as encourage biodiversity and provide access to additional leisure opportunities."*

*"The South Downs National Park, areas of biodiversity importance and landscape character areas will be protected from inappropriate development. The development of a multi-functional green network throughout the town will link the rich and diverse natural environment within which Eastbourne is set, protecting and enriching the landscape character and encouraging leisure uses of low impact."*

Eastbourne has a generous quantity of outdoor recreational and amenity open space when the contribution of the South Downs and the extensive seafront promenades and beaches are taken into account. 1,700 hectares of South Downs land to the west of the town, of which approximately 485 hectares is open access, is owned and managed by the Borough Council. Key sites include Beachy Head, now within the South Downs National Park, which provides a valuable nationally known recreational and leisure asset.

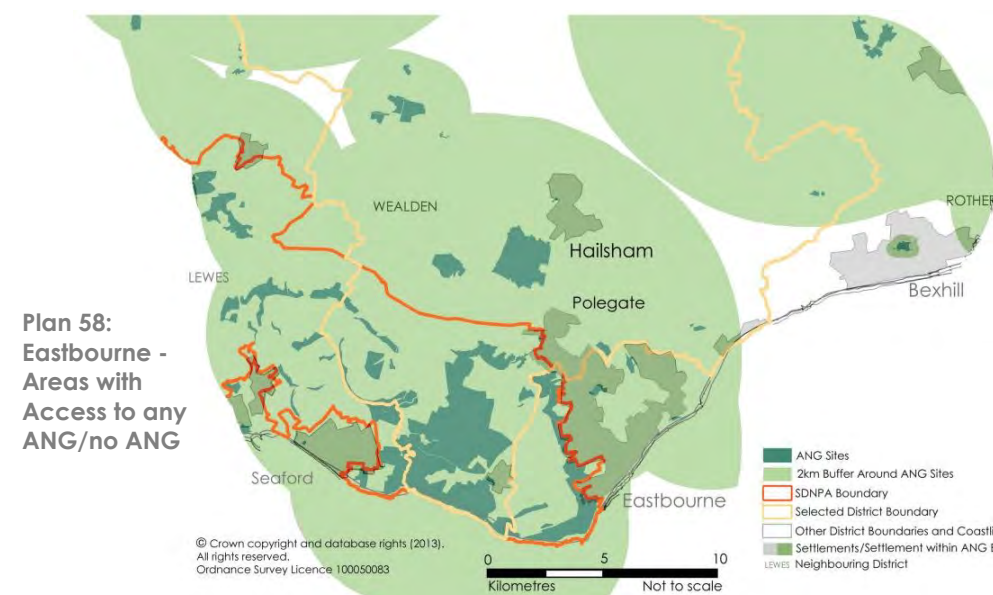
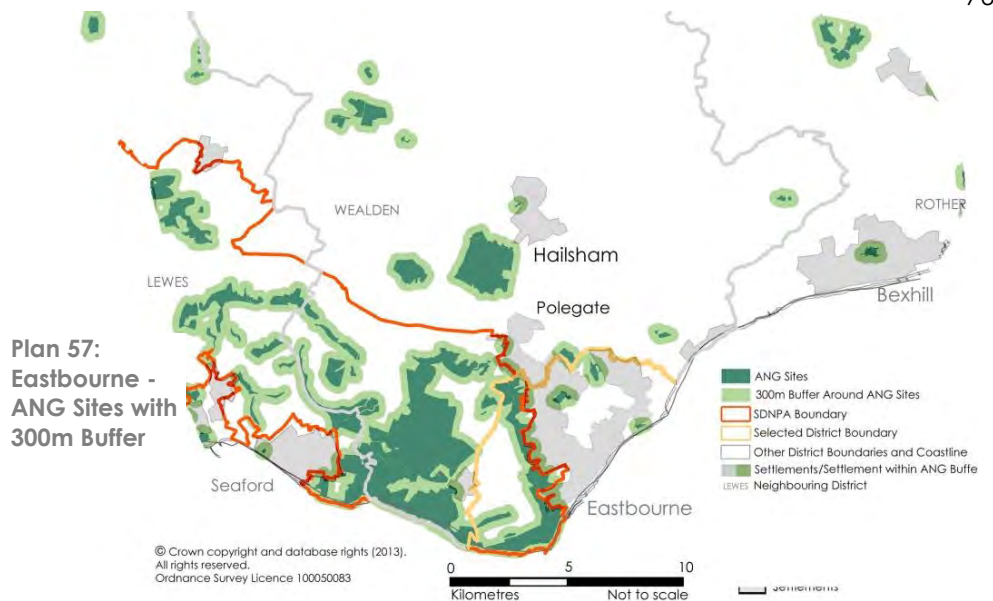
Eastbourne Borough Council's Open Space Assessment<sup>9</sup> details the contribution of these natural greenspaces to open space provision:

## Accessible Natural Greenspace Provision

The provision of accessible natural greenspace is not evenly spread across the Borough. The main concentrations of ANG provision are within the South Downs National Park which covers the west of the Borough just beyond Eastbourne's urban edge. The open space in the National Park includes the popular visitor destination of Beachy Head. The Seven Sisters Country Park and Friston Forest, each of which is greater than 500 hectares, are located within Wealden Borough, but their 10km catchments include the whole of the Eastbourne Borough.

Outside of the National Park the urban area of Eastbourne is not well-served by local ANG, albeit that all households have access to at least one ANG site, mainly as a result of the very large sites in adjacent Wealden Borough and the extensive areas of downland on the edge of the conurbation. As Plan 57 shows, the availability of ANG sites is excellent in the west of the Borough and reduces sharply to the east and into the main conurbation of Eastbourne. [Plan 58](#) and [Plan 59](#) show that although all Eastbourne residents have access to ANG at some scale, only those households on the very western edge of Eastbourne town and a few areas surrounding areas of urban greenspace within the town

<sup>9</sup> Eastbourne Borough Council (2007), Open Space Assessment, Evidence Document for Local Development Framework.

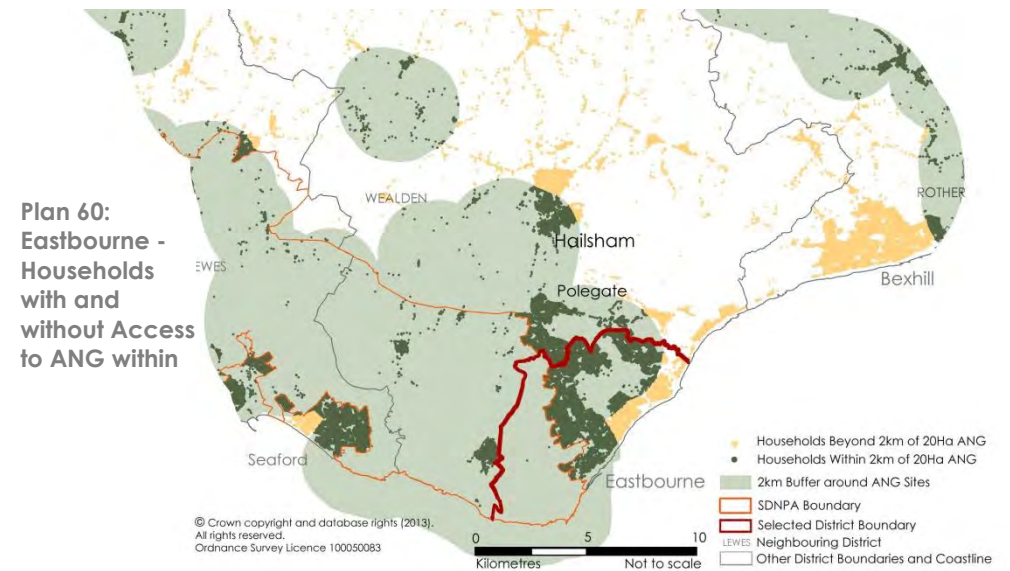
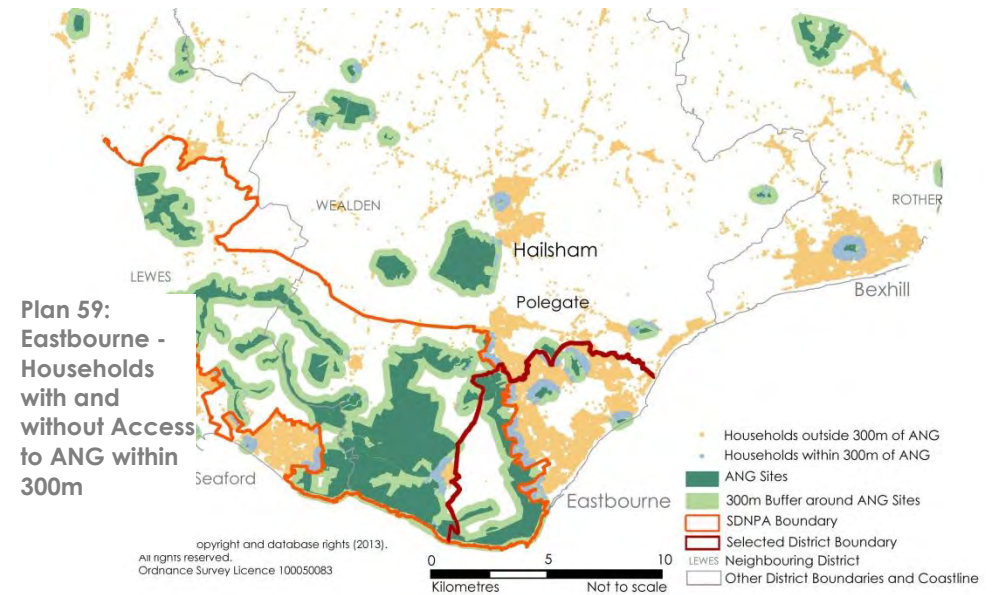


have access to ANG within 300m. Households along the coastal strip to the east of the town are the least well-served, with no local access to ANG up to a 5km distance.

This analysis reveals that for some areas the only ANG catchments are the 5km area surrounding the downland sites at the boundary with the National Park and the 10km area surrounding the larger 500 hectare sites outside of the Borough.

In terms of access to local ANG, across the Borough as a whole, 81,783 people, 82% of the population, do not have access to ANG within 300m of their home, ranking Eastbourne 9 out of the local authorities in the study area. However, extending the definition of local ANG to 2km brings ANG within 2km of 78% of the population, around 77,486 people having access to ANG within 2km of home, ranking Eastbourne 3 out of the study area Boroughs. Plan 60 shows the households which are deficient in ANG in relation to the 2km ANG standard.

The concentration of ANG sites within the adjacent local authority areas and the South Downs National Park is shown in [Plan 61](#).



## Summary of ANG Provision

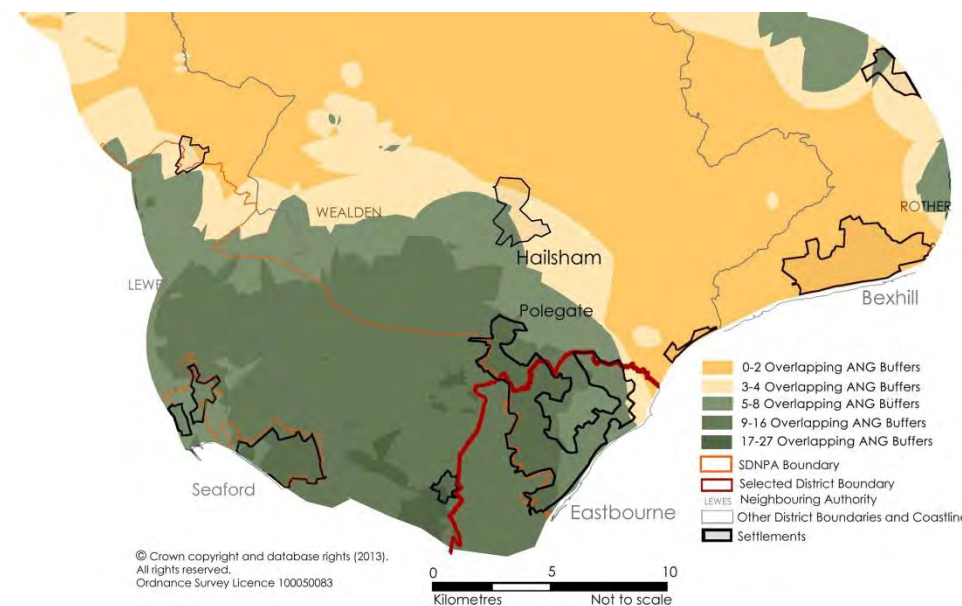
The ANGSt analysis for Eastbourne Borough shows that:

- 17.7% households meet the 300m:2ha ANGSt;
- 77.9% households meet the 2km:20ha ANGSt;
- 96.3% households meet the 5km:100ha ANGSt;
- 100% households meet the 10km:500ha ANGSt;
- 0% households with no access to any ANG
- 0% households within 2km of a LNR;
- 0 hectares of LNR per 1000 population (standard failed).

## Cross-Boundary Influences

In terms of cross-boundary influences on ANG, the significantly large settlements within 10km of Eastbourne are Hailsham and Bexhill. Polegate is across the boundary with Wealden and is continuous with the Eastbourne conurbation.

Of these settlements, Hailsham is not well served in terms of local ANG sites, but has the advantage of a large Forestry Commission site to the south east of the town. However, the Cuckoo Trail provides linear accessible greenspace connecting Eastbourne to Heathfield via Hailsham.



Plan 61: Eastbourne - Density of ANG Provision



## Summary of Key Points – ANG Provision

There is good coverage of ANG in Eastbourne Borough, with 100% of the population having access to some ANG. However there is a marked lack of access to local ANG within a distance of 300m, affecting most of the main conurbation, with the exception of households that are located at the boundary with the National Park and the urban parks. However, it is interesting to note that the households deficient in local ANG have access to local coast.

There are no ANG sites of 500 hectares or more in Eastbourne Borough although the Borough ranks highest in the study area for access to sites in this category as these sites are provided outside of the Borough. All the population live within 10km of a 500 hectare site. There are sites of more than 100 hectares in the Borough, within the National Park.

Key areas of ANG that could be under pressure are the urban parks and the downland at the boundary of the National Park where it abuts the urban edge of Eastbourne town.

Eastbourne does not meet the ANG standard of 1 hectare per one thousand population, and there are no LNRs in the Borough or within 2km of its boundary.

**Table 5 - Eastbourne – Summary of ANG Provision**

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
<b>Entire Eastbourne Borough</b>					
% of Households	17.7	77.9	96.3	100.0	0
Households (total 33,937)	6,006	26,437	32,681	33,937	0
Population (total 99,412)	17,629	77,486	95,724	99,412	0
<b>Eastbourne Borough within SDNPA</b>					
% of Households	20	100	100	100	0
Households (total 5)	1	5	5	5	0
Population (total 15)	3	15	15	15	0

## Health and Socio-Economic Factors

From the 2011 Census, levels of people self-reporting 'bad' or 'very bad' health in the urban area is generally high when compared with the rest of the study area see [Plan 2](#).

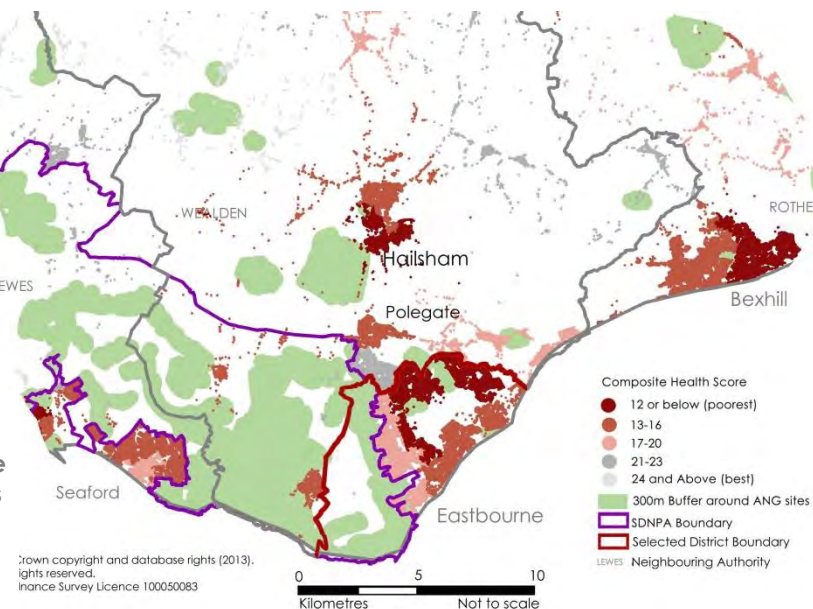
In Eastbourne town, outside the National Park, between 4% and 10% of the population is in bad or very bad health, with two areas in the highest category of over 10% of the population. In the National Park, with such a small population (15 people), health levels are too small to be confidently reported,

The Composite Health Score, Plan 62 reveals health issues in much of Eastbourne town, with large areas of very poor health (Composite Health Scores in the lowest category of 12 or below) in the centre of the town and in areas to the north at the boundary with Wealden Borough. Scores as low as 13 are found in large areas of the town adjacent to the coast. The health scores in the National Park appear to be very good, although the sample size is small.

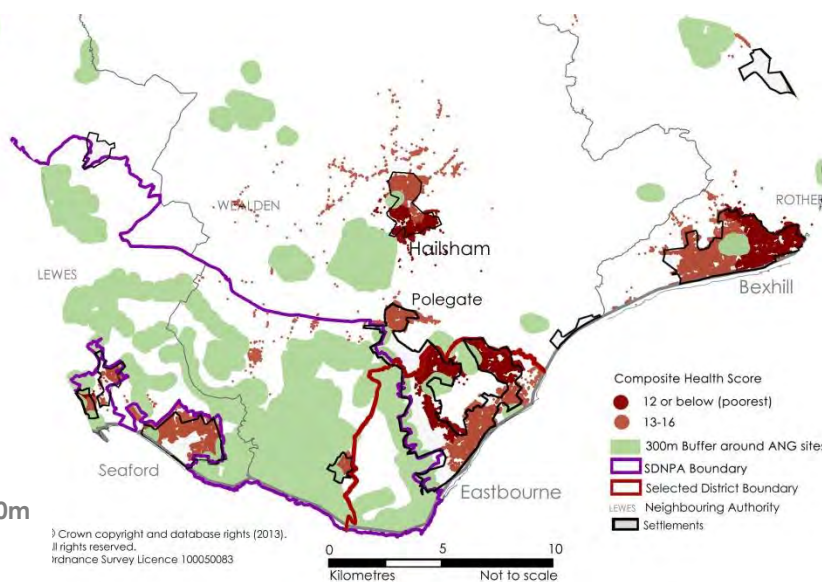
These results contrast with parts of Wealden Borough just over the boundary, where better health scores are found.

Plan 63 reveals extensive areas of the town in the poorest health categories that also have no access to local ANG (at a distance of up to 300m).

**Plan 62:**  
Eastbourne -  
All Composite  
Health Scores  
with ANG,  
300m Buffer



**Plan 63:**  
Eastbourne -  
Two Lowest  
Composite  
Health Score  
Categories,  
ANG with 300m  
Buffer



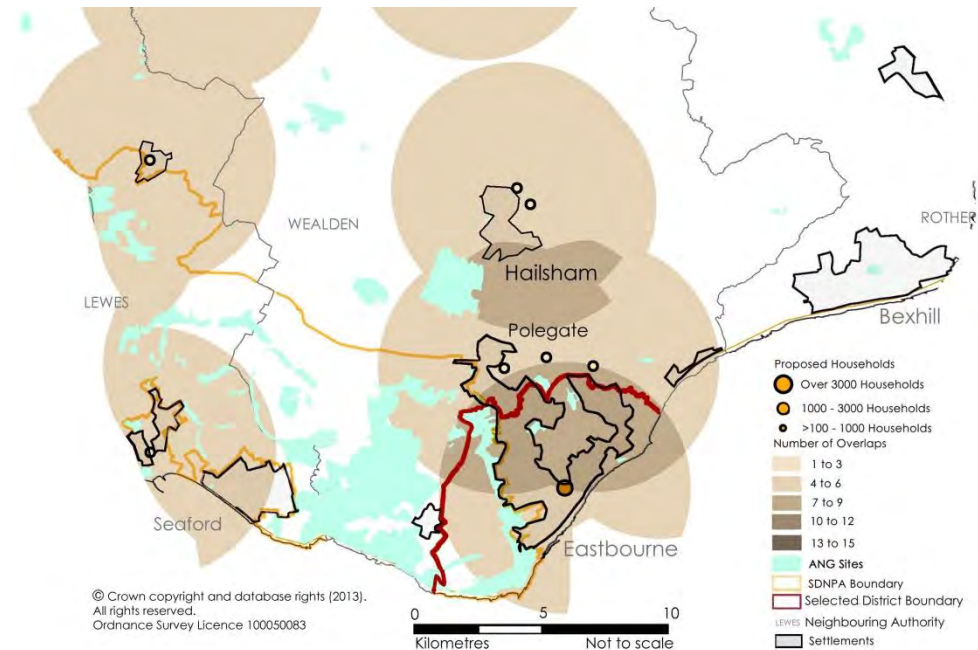
[Plan 4](#) shows areas with some level of deprivation. Levels of deprivation are found across extensive areas of the town in all the deprivation categories. Within the National Park there is only a very small area of deprivation recorded at the urban edge of Eastbourne town. In cross-boundary areas with neighbouring local authorities deprivation levels are low, with the exception of the coastal area where levels of 15 to 25 are recorded.

Those self-reporting in the Census that their illness or disability limits them 'a lot' or 'a little' is between 15% and 25% of the population in large parts of the town and those who have limiting health conditions or disabilities is, in several areas, more than 25% of the population (the highest score). [Plan 3](#) shows that across the boundary with Wealden Borough there are levels of up to 25% to the north and north-west, but large areas in the highest score (above 25%) along the coast and the coastal hinterland to the east.

## Development

### Housing Allocations and Development

The draft Core Strategy indicates around ,5022 additional homes for Eastbourne Borough for the period 2006 to 2027, of which 2,400 are already built or have planning approval. There are 14 neighbourhoods in the town, each with an allocation of housing growth. The neighbourhood with the largest allocation is in the town centre located adjacent to the coast, where 1,240 housing units are proposed, see [Plan 64](#).



**Plan 64: Eastbourne - Housing Allocation Sites with Weighted 5km Buffer**

Although the locations are dispersed, the small size of the Borough in relation to the town means the developments are concentrated into a small area.

In addition to the 5000 homes planned for Eastbourne, there are also 3 major housing development proposals in the south of Wealden Borough within 5km of Eastbourne and the National Park. There is little local 300m ANG provision in this area, making the Eastbourne Downs, Beachy Head and the Heritage Coast an even more important and pressurised resource.

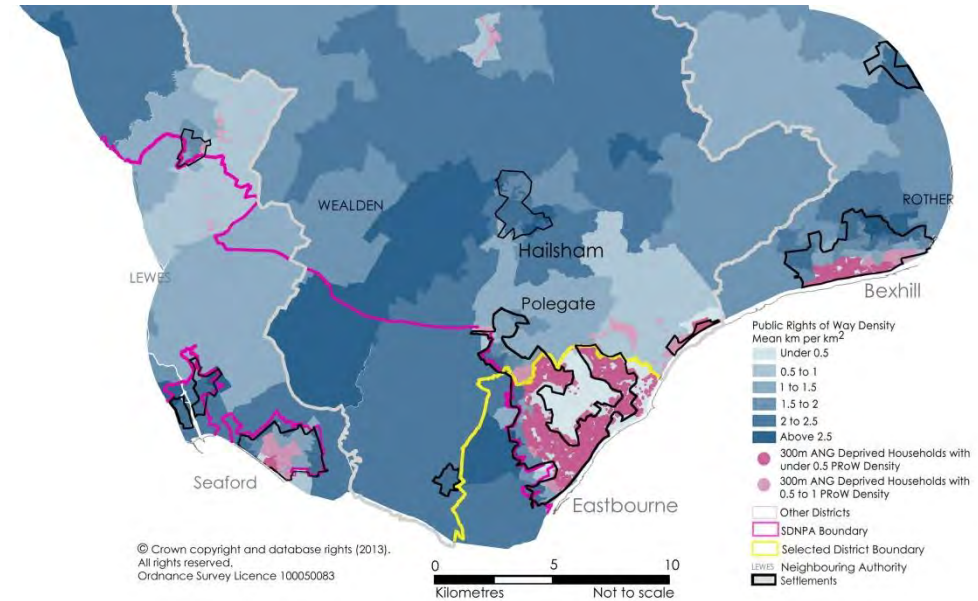
### Population Projections

The Census 2011 population predicts that the population of Eastbourne will increase by 8,000 people, or an increase of 8% on current levels by 2021.

## The Access and Public Transport Network

### Public Rights of Way

Within the National Park area of Eastbourne Borough there is good provision of public rights of way when compared with the study area as a whole. It does not have the highest density, but most of the area falls within 1.5 – 2.5km per km<sup>2</sup>. However, in the urban part of the Borough (Eastbourne town) there is very poor provision, see Plan 65.



**Plan 65: Eastbourne - Density of Public Rights of Way and Households outside of 300m ANG Buffer**

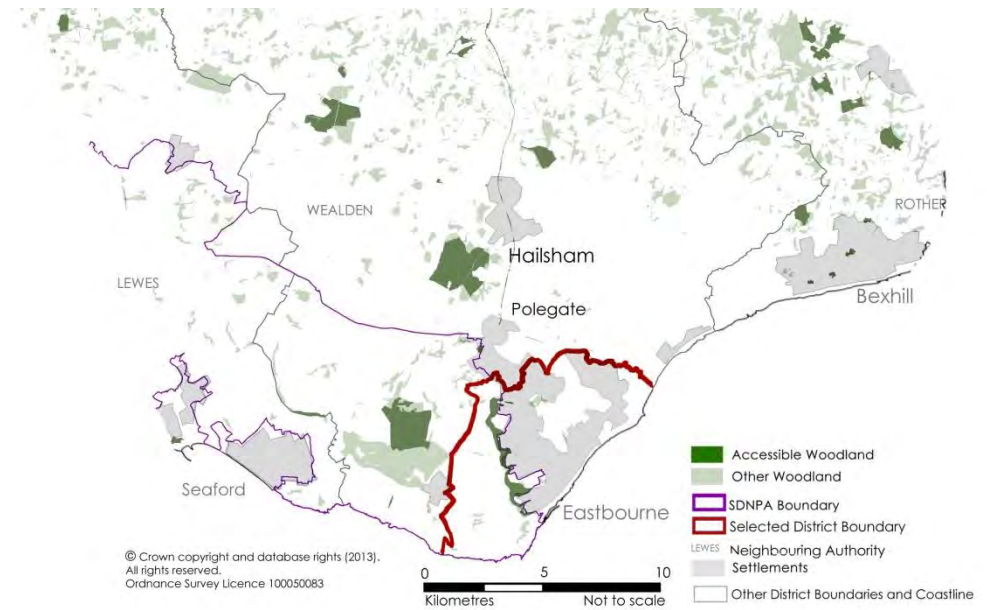


[Plan 60](#) shows the majority of households in the urban area do not have access to ANG within 300m and also have lower (or no) provision of rights of way. The exceptions are households situated close to the National Park boundary and the Pevensey Levels.

In contrast the part of the Borough within the National Park shows no areas of ANG deficit with low density PROW at either 300m or 2km distances.

### Accessible Woodland

Eastbourne Borough has low provision of accessible woodland when compared with the rest of the study area. A total woodland coverage of 260 hectares, 62% or 160 hectares is indicated by the Woodland Trust to be accessible. In line with general ANG provision, accessible woodland is sparser in the eastern (urban) part of the Borough. There is a concentration of accessible woodland provision running along the western edge of the National Park boundary, Plan 66.



**Plan 66: Eastbourne – All Woodland**

## Cycling

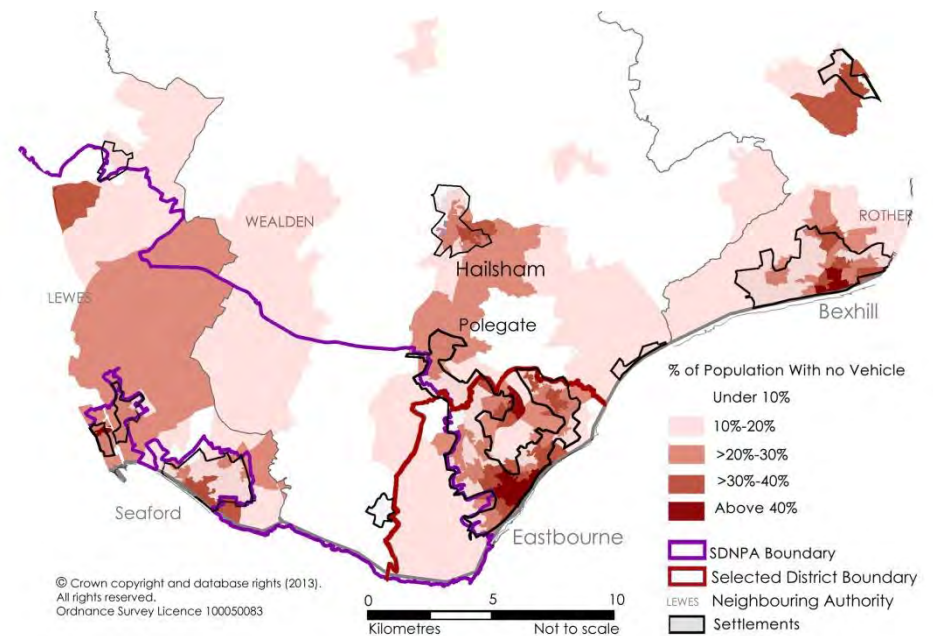
The key cycle routes approaching Eastbourne are the National Cycle Network (Sustrans) routes 21 and 89 that enter Eastbourne town from Wealden to the north and east, see [Plan 6](#), [Plan 7](#) and [Plan 8](#). On-road sections provide links through the town to the South Downs Way National Trail and the National Park's cycling network. The Borough's cycling network provides good connections to the railway stations in the town and at Polegate, as well as to key attractions in the area.

## Links with Public Transport

[Plan 9](#), [Plan 10](#) and [Plan 11](#) show the gateway railway stations, attractions and bus routes. The weekday and Saturday bus service provides a link between the railway stations in Eastbourne and Polegate, and a route westwards along the coastal towns and through the National Park. The Sunday service provides an additional route to link to some of the attractions including Beachy Head.

The incidence of households without access to a vehicle is high in the urban area, particularly in and around the town centre where over 40% of households have no access to a vehicle, see Plan 67.

Analysis of levels of car ownership alongside ANG provision shows there are no households without cars that have no access to any ANG. However, this needs some further explanation; all households have some access to ANG, but fewer than 18% of households have access to ANG at a neighbourhood level (300m), and for 22% of the population their nearest site is up to 5km distance.



**Plan 67: Eastbourne - Car or Van Ownership, No Car or Van (Census 2011)**

## Summary and Opportunities

Although most of the population has access to ANG of some size, this is primarily due to the presence of large ANG sites on the downs and at Beachy Head. Within the urban area there is little ANG provision.

This is particularly pertinent when viewed alongside car ownership, as a high proportion do not have access to a car and for many the nearest ANG site is more than 5km away. Sustainable transport links from the town are therefore important to continue to develop.

A further opportunity might be to improve the Cuckoo Trail Extension that currently routes via roads including major roads from the south end of the Cuckoo Route Trail at Polegate to the centre of Eastbourne.

## East Hampshire

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As recorded in the 2011 Census, East Hampshire District has a total population of 115,608 people. It is the 8<sup>th</sup> largest district in the study area in terms of the total population. 57% (292km<sup>2</sup>) of the area of the district is within the South Downs National Park, and 27.6% of the population, around 31,875 people.

The population is spread across the main town of Petersfield, and a number of other towns and villages including Horndean, Alton, Liss, Liphook, Grayshott, Four Marks, Whitehill and Bordon.

A range of landscape types is represented, including chalk downland, semi-natural woodlands, chalk streams and heathland. Key sites include the chalk downland sites such as Butser Hill, Alice Holt Forest, Queen Elizabeth Country Park, the Hanger Woodlands and Selborne Common.

A Green Infrastructure Strategy for East Hampshire 2011 – 2028 was completed in 2013 which includes the entire district outside the settlements and sits beside the East Hampshire Green Infrastructure Study (2011) which provides proposals for the settlement areas in the district.

The Whitehill & Bordon Green Infrastructure Strategy has been prepared for the planned eco-town of Whitehill & Bordon in the north-east of the district.

The PUSH Green Infrastructure Strategy and Implementation Framework were prepared for the PUSH (Partnership for Urban South Hampshire) area including the southern part of East Hampshire District. A number of initiatives were proposed for East Hampshire including projects in the Forest of Bere, Havant Thicket and the Strategic Countryside Recreation Network.

Other relevant plans and studies include:

- Open Space, Sports and Recreation Study for East Hampshire District Council (2008);
- East Hampshire District Local Plan – Joint Core Strategy;
- The East Hampshire Sustainable Community Strategy.

Projects and partnerships within East Hampshire District include:

- Wooded Heaths Project;
- Meon Valley Partnership.

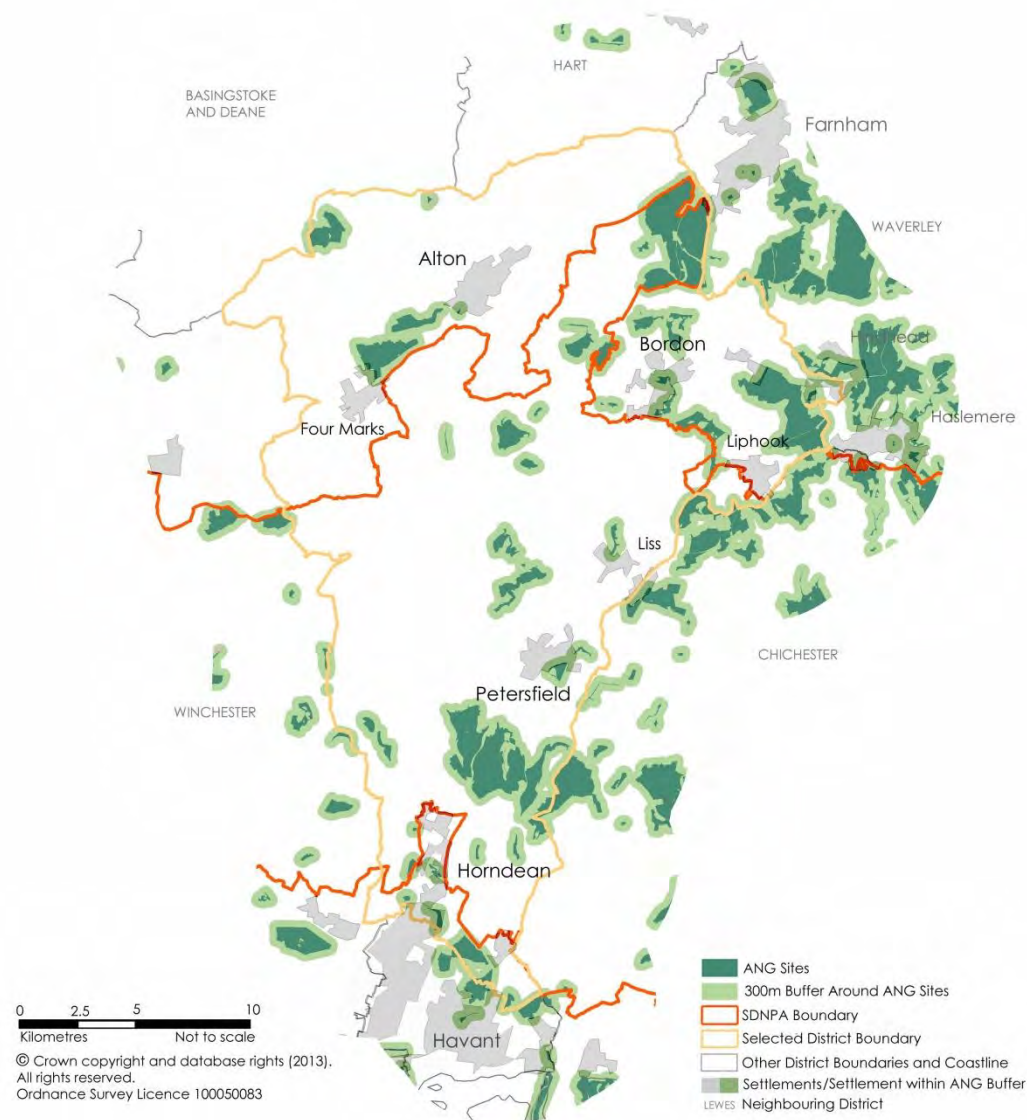


## Accessible Natural Greenspace Provision

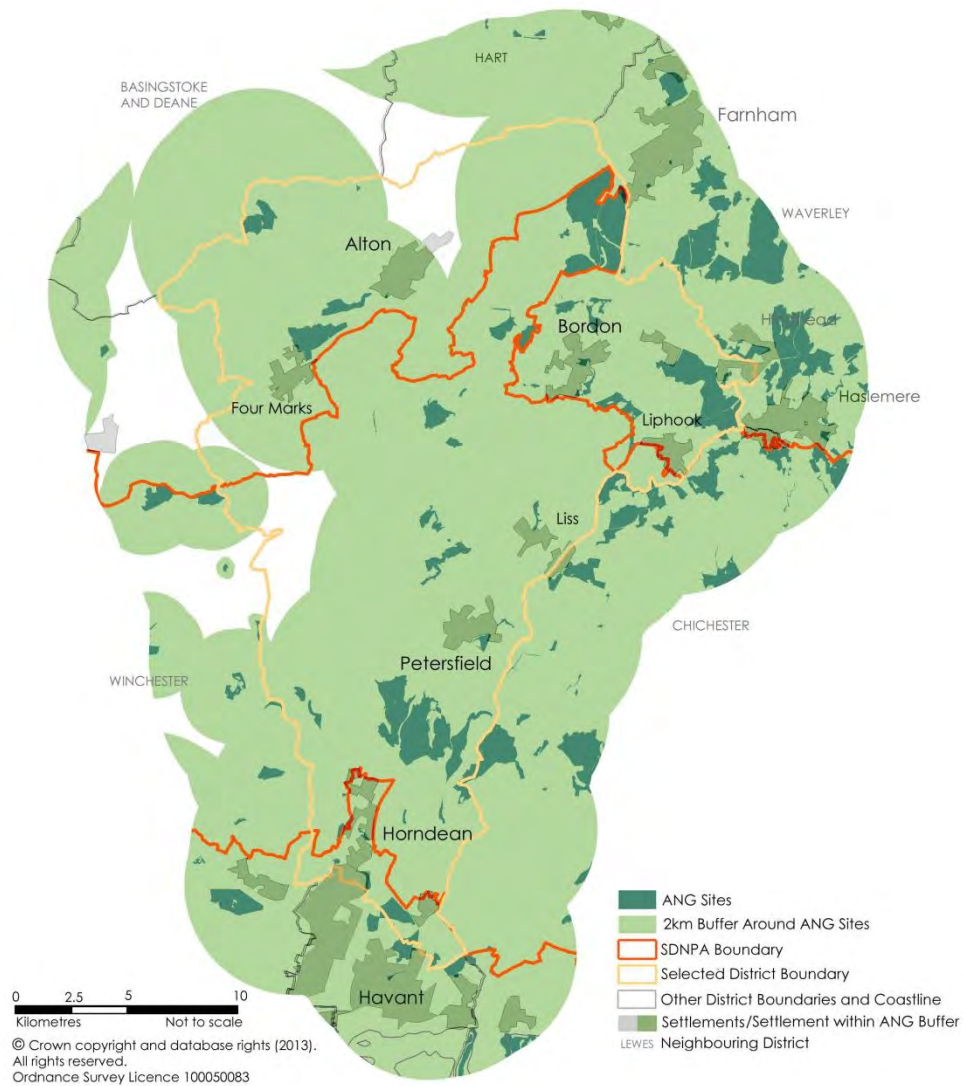
The accessible natural greenspace sites in the district are unevenly spread, with gaps to the north and west, but the access to the sites by the resident population is generally good, see Plan 68.

The results for ANG in the district within and outside the National Park are similar. However, access to ANG in the largest site category (at least 500 hectares within 10km from home) is better outside the National Park. There is a very small percentage of households with no access to ANG, see [Plan 69](#), but a high proportion has no access to neighbourhood ANG sites within 300m of home (74% across the district, and 78% within the National Park).

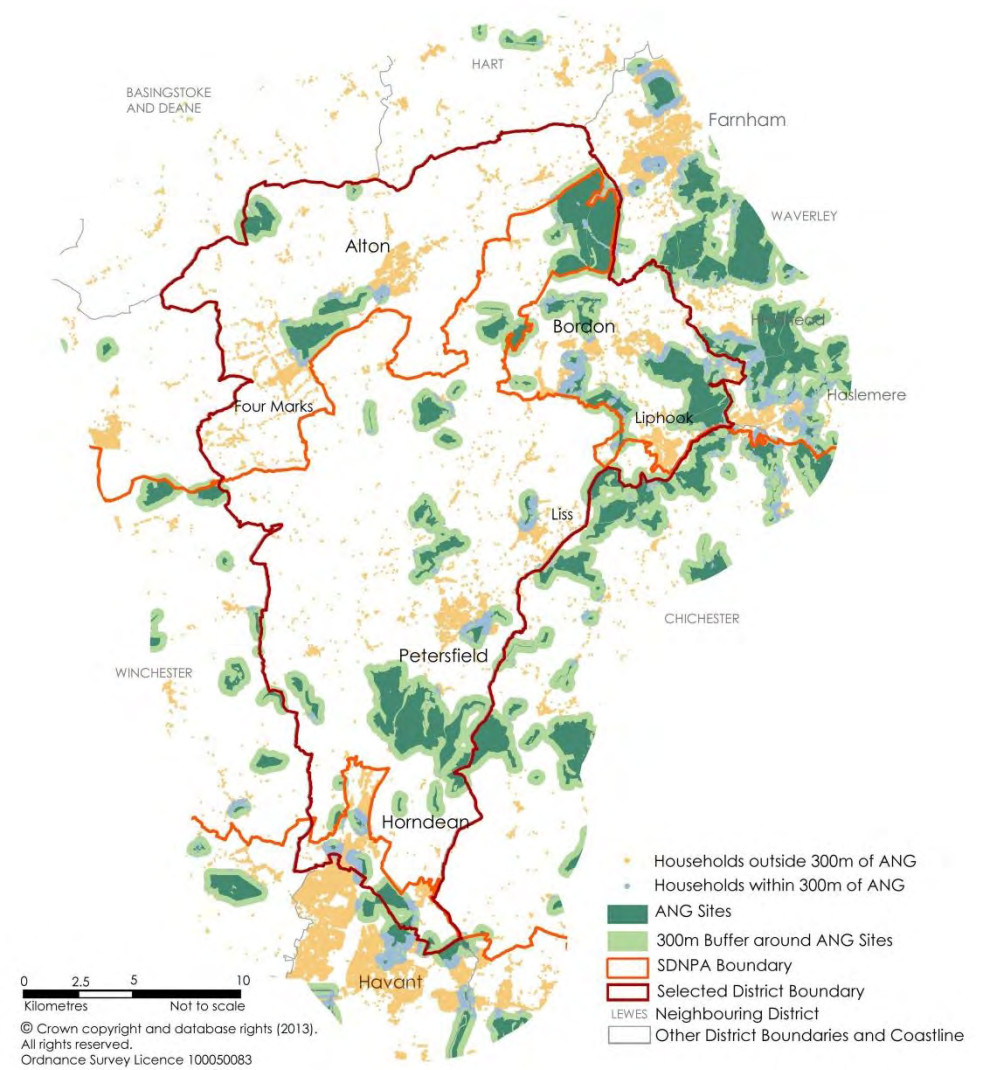
[Plan 70](#) shows that the areas lacking ANG at the neighbourhood level (within 300m from home) are widely distributed across the whole district and its rural areas, but are also concentrated in the towns.



Plan 68: East Hampshire - ANG Sites with 300m Buffer



**Plan 69: East Hampshire - Areas with Access to any ANG/no ANG**



**Plan 70: East Hampshire - Households with and without Access to ANG within 300m**

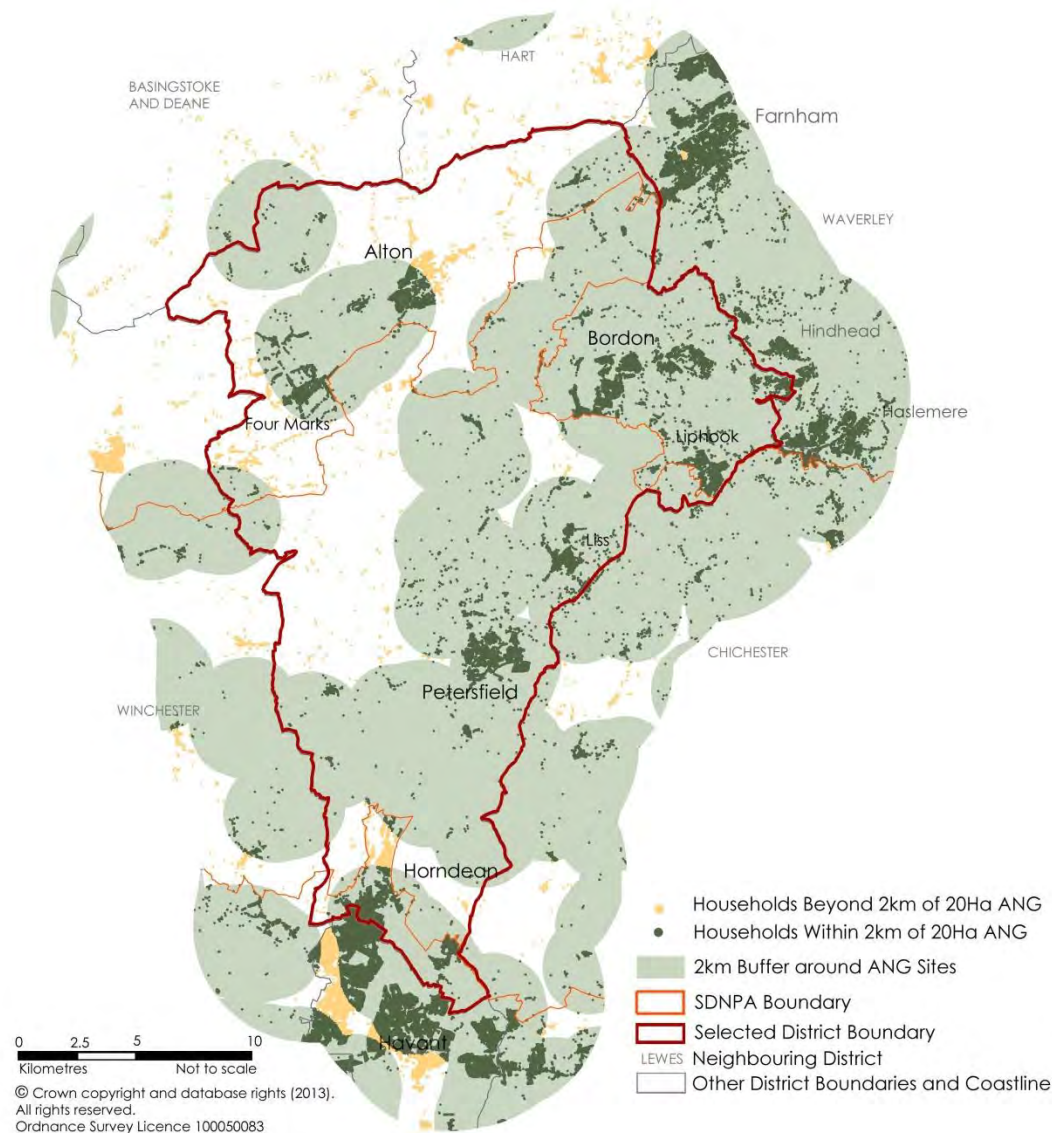


In the 2km: 20 hectare ANGst category the main areas of deficiency are found in areas of Alton and Horndean, and in rural areas in the north-west of the district, see Plan 71. At the 5km:100ha catchment the only area lacking in any ANG is the western part of the district.

There are no sites larger than 500 hectares in the district, although Alice Holt Forest and Queen Elizabeth Country Park comprise more than one site and their total area is greater than 500 hectares. Parts of East Hampshire District fall within a 10km catchment of three sites of more than 500 hectares within Chichester and Waverley.

Notably the areas with the lowest density of ANG sites in the district are situated adjacent to neighbouring authorities where there are also few ANG sites within 5km (i.e. to the north-west and west in Winchester and in Basingstoke and Deane), see [Plan 72](#).

Within the South Downs National Park the main difference with the rest of the district is in the 10km: 500 hectare category, where only 5.7% of the population in the National Park have access, against 50% in the district as a whole. This is explained by the very large sites to the north and north-east of the district; the large sites to the south-east of the National Park are far enough away to have little effect on the catchment in the district.



Plan 71: East Hampshire - Households with and without Access to ANG within 2km

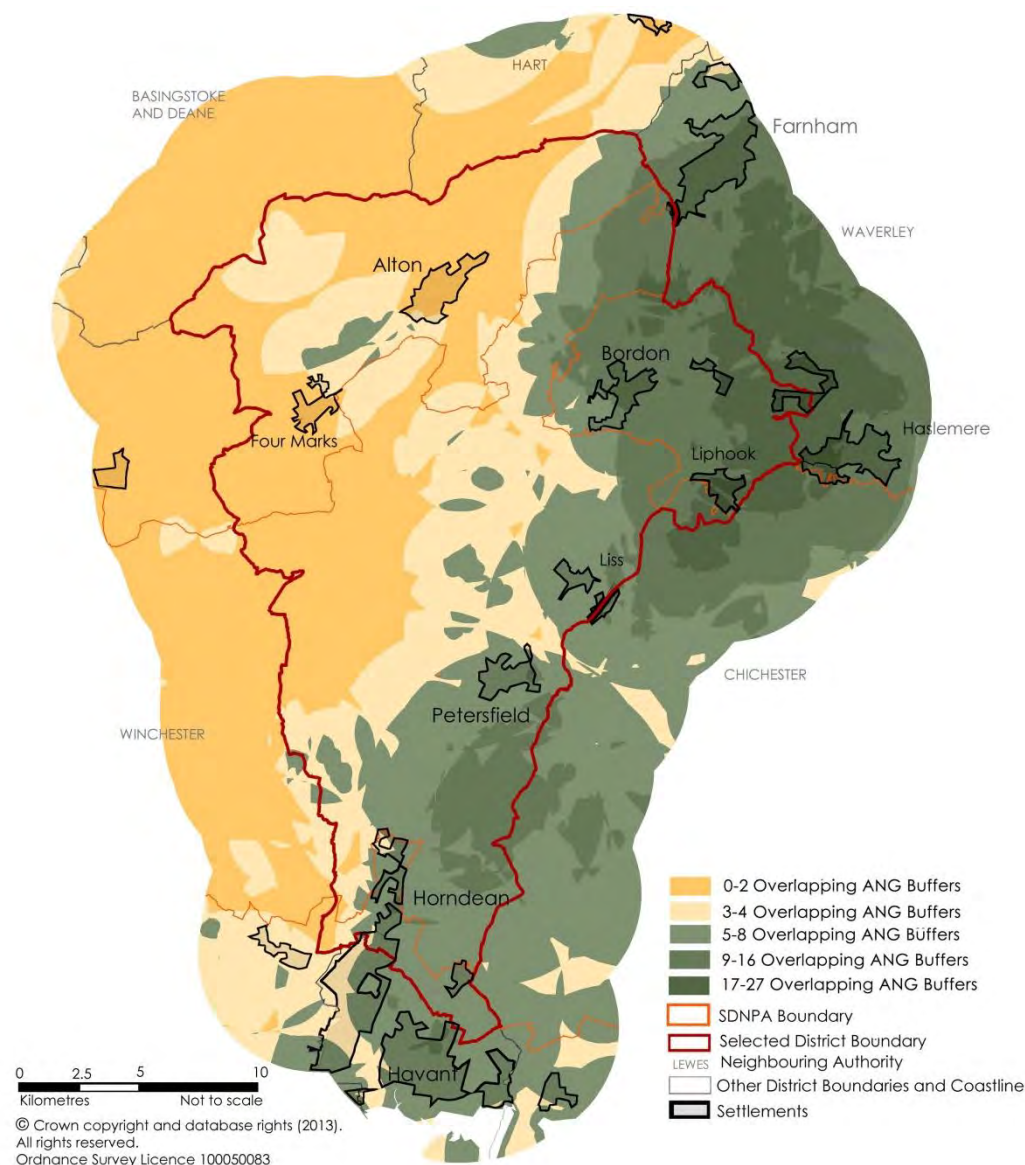
## Summary of ANG Provision

The ANGSt analysis for East Hampshire District shows that:

- 25.7% households meet the 300m:2ha ANGSt;
- 87.9% households meet the 2km:20ha ANGSt;
- 98.5% households meet the 5km:100ha ANGSt;
- 50% households meet the 10km:500ha ANGSt;
- 1.27% households with no access to any ANG;
- 59.7% households within 2km of a LNR;
- 2.9 hectares of LNR per 1000 population (standard passed);
- 13 LNR's, totalling 336 hectares.

## Cross-Boundary Influences

Existing large conurbations just outside the SDNP and the district boundaries to the south and the north-east could place pressure on ANG in East Hampshire. The distribution of ANG across the district is such that the west and north-west of the district have a lower density of ANG sites. The low density appears to continue across boundaries into the neighbouring districts of Winchester and Basingstoke & Deane, compounding the deficiencies.



Plan 72: East Hampshire - Density of ANG Provision



Table 6: East Hampshire - Summary of ANG Provision

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire East Hampshire District					
% of Households	25.7	87.9	98.5	50	1.27
Households (total 31,630)	8,121	27,819	31,152	15,815	403
Population (total 115,608)	29,682	101,679	113,861	57,767	1,473
East Hampshire District within SDNPA					
% of Households	21.5	94.6	99.3	5.7	0.5
Households (total 8,721)	1,877	8,251	8,658	498	44
Population (total 31,875)	6,860	30,157	31,645	1,820	159

### Summary of Key Points – ANG Provision

There is generally good provision of ANG for the population of East Hampshire District and almost all the population has access to some ANG. However, there is a high percentage of the population which lacks access to ANG at a neighbourhood level and those affected are concentrated in the towns and are also spread across the rural population. There are no sites of more than 500 hectares in the district.

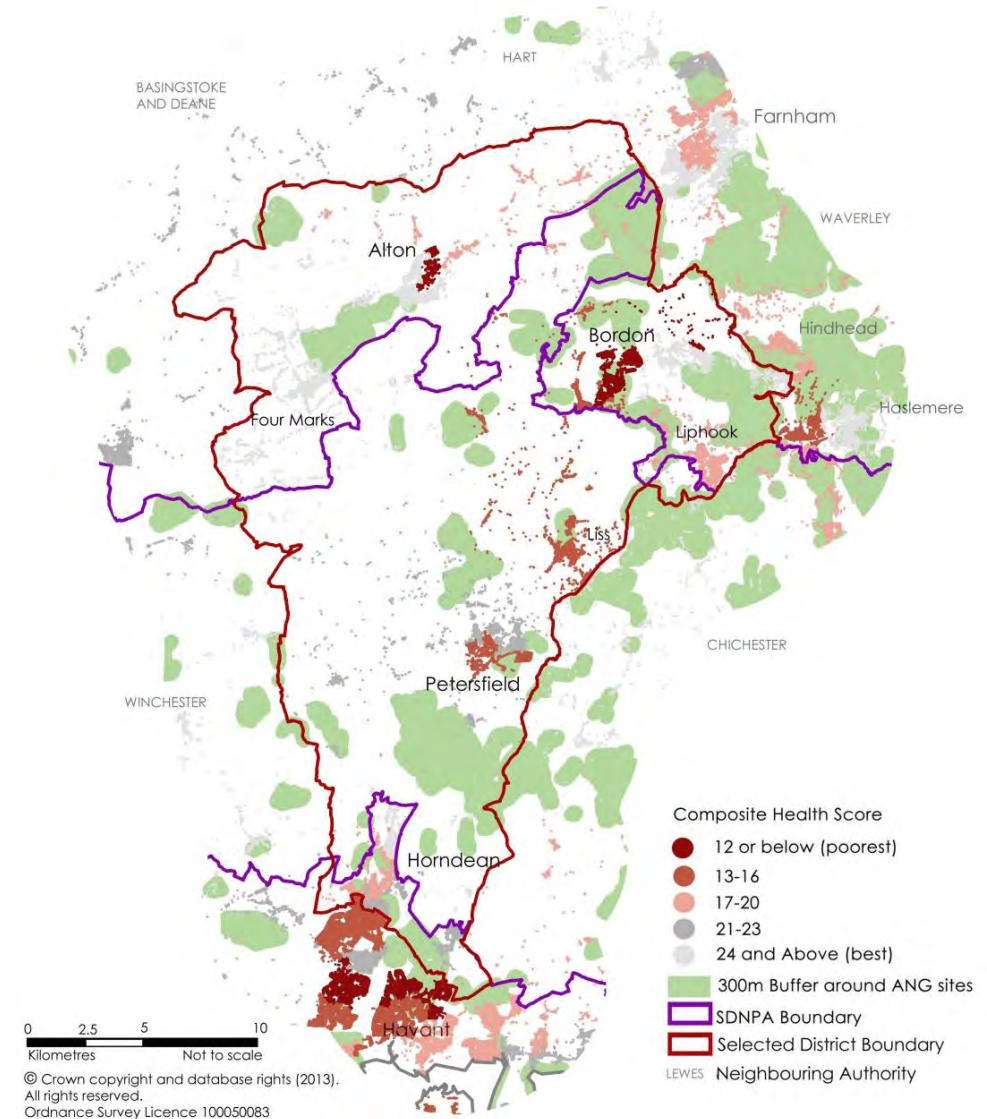
Although East Hampshire District exceeds the ANG standard of 1 hectare of LNR per one thousand population, the LNRs are unevenly distributed and 40% of households are not within 2km of a LNR.

## Health and Socio-Economic Factors

Plan 73 shows that parts of Whitehill/Bordon and parts of Alton are in the lowest scoring category for health (a score of less than 12) and that some of these areas are also lacking access to ANG at a neighbourhood level (i.e. within 300m of home). Within the National Park there are parts of Petersfield and Liss and the rural hinterland north of Liss which have poor health scores of between 13 and 16; and other areas, including parts of Horndean and Liphook, have slightly higher scores of 17 to 20. There is a correlation of areas of poor health and lack of access to local ANG sites. Just over the district boundary there are areas of poor health in Havant and Waverley.

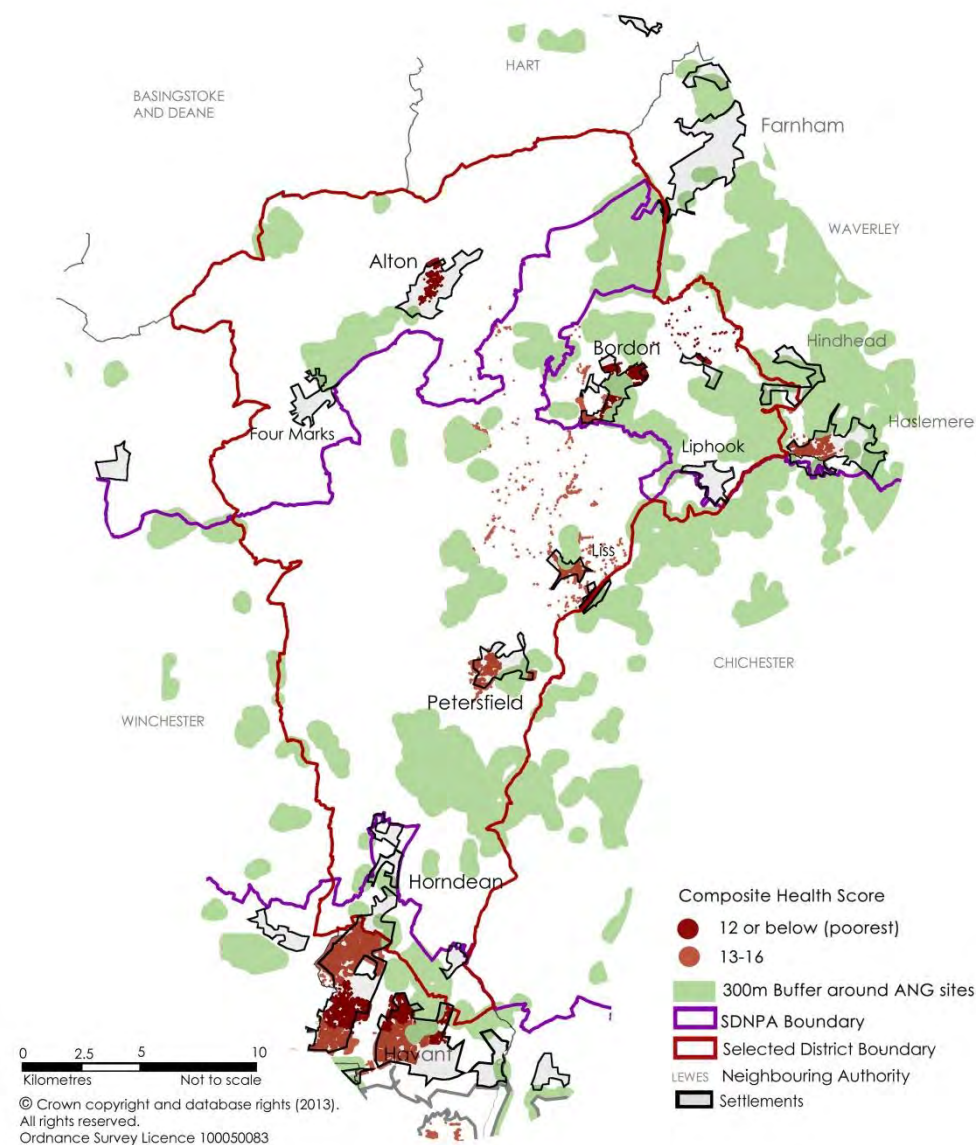
[Plan 74](#) shows those areas in the poorest health categories that also have no access to local ANG (at a distance of up to 300m). The areas affected can be found both outside and inside of the National Park.

There are few areas with high levels of deprivation in the district, as show in [Plan 4](#). This is in contrast to deprivation levels in some parts of Havant, with deprivation also in neighbouring Winchester.



Plan 73: East Hampshire - All Composite Health Scores with ANG, 300m Buffer

There are good levels of health across large parts of East Hampshire District, although there are some areas of poor health recorded around Liss (up to 10% of the population in poor health) and parts of Horndean and Rowlands Castle (between 6 and 8% in poor health). Notably there are areas of poor health and limited access to local ANG just over the border in Havant. There are large areas of the district – both within and outside of the National Park - where the population have health issues or disabilities which they consider to be 'limiting' see [Plan 3](#).



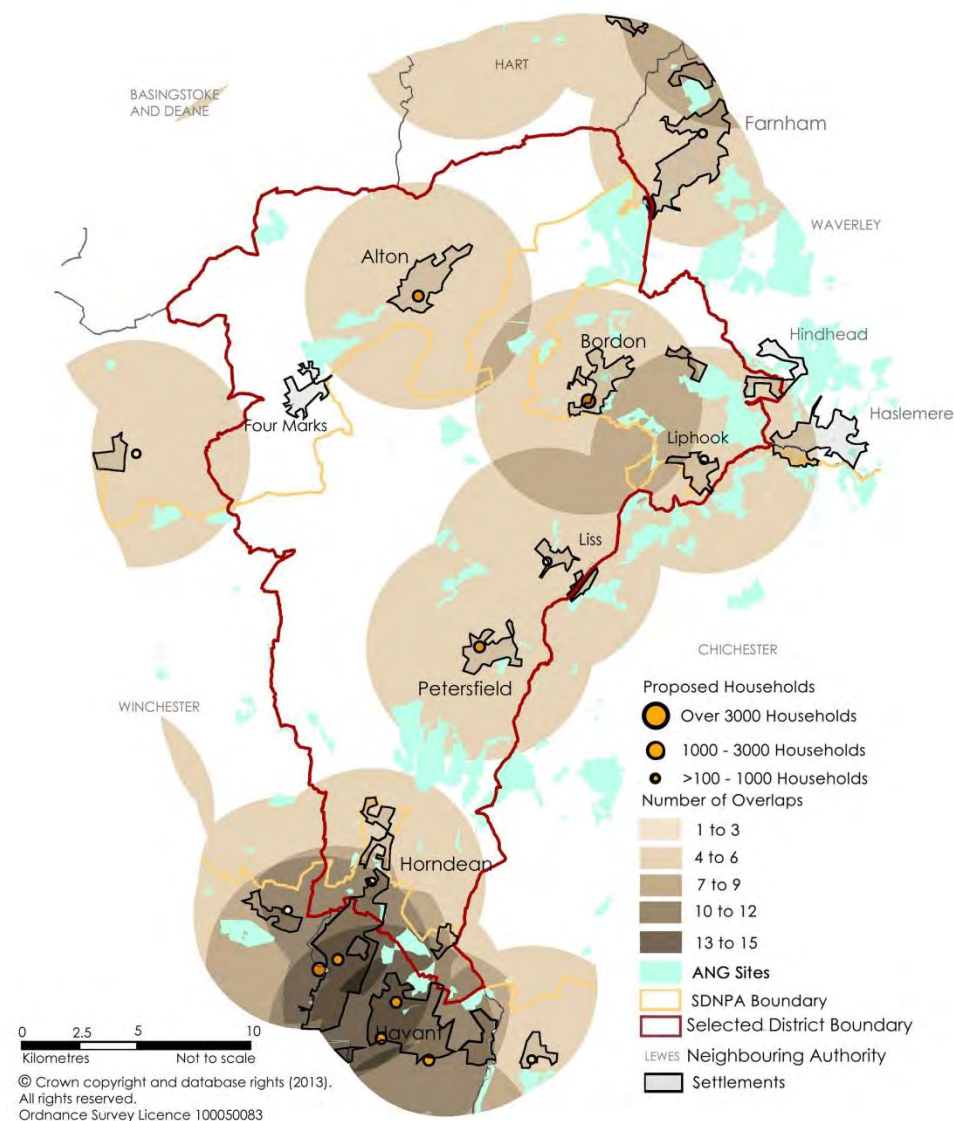
**Plan 74: East Hampshire - Two Lowest Composite Health Score Categories, ANG with 300m Buffer**

## Development

### Housing Allocations and Development

Planned housing within the district will provide a minimum of 10,060 new homes. A new eco-town is planned at Whitehill & Bordon. Additionally there are at least 9 significant housing developments planned within 5km of East Hampshire's boundary in neighbouring districts, placing pressure on the district's access network.

Plan 75 shows planned developments within 5km in the neighbouring districts, along with existing ANG sites. The size of the developments and their combined effect on existing ANG are evident, in particular in the south of the district and within the National Park.



**Plan 75: East Hampshire - Housing Allocation Sites with Weighted 5km Buffer**



## Population Projections

The projected increase in population in East Hampshire District in the ten years up to 2021 is between 6,000 and 9,000 people.

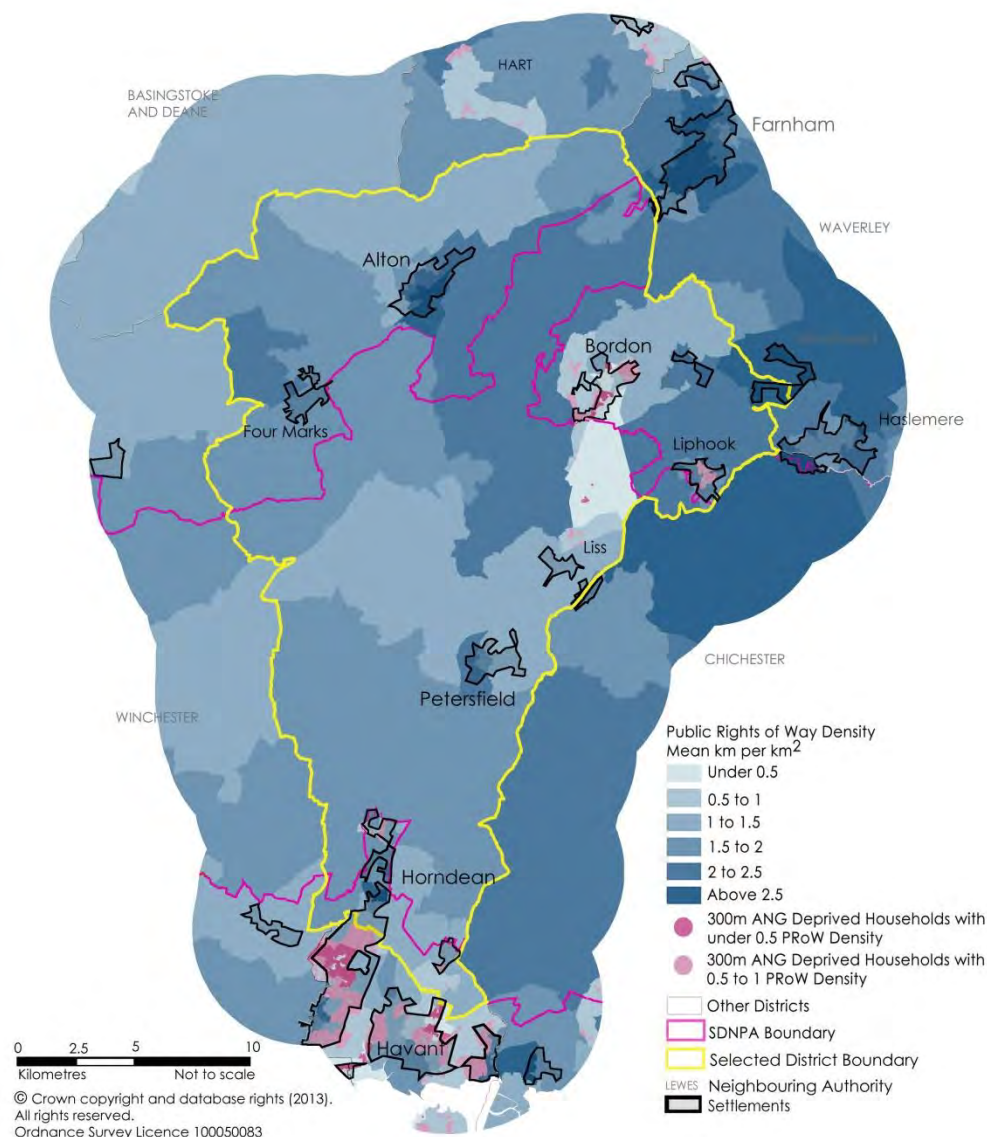
East Hampshire is bordered by 6 districts and the population of each is predicted to increase in the same period; Hart by up to 8,500, Basingstoke and Deane by up to 19,500, Winchester by up to 7,000, Havant by up to 4,000, Chichester by up to 11,000 and Waverley by up to 12,000. This is a total including East Hampshire of up to 70,000 additional people

## The Access and Public Transport Network

### Public Rights of Way

The density of PROW in East Hampshire District is generally better than its neighbouring districts to the west, but poorer than its neighbours to the east. In particular the PROW density within the northern part of the National Park is slightly better than in the rest of the district.

Plan 77 shows the density of PROW in relation to areas that are deficient in local ANG. Areas around Whitehill/Bordon are deficient in both local ANG (within 300m) and PROW, as are areas to the south of the district in Havant, close to the boundary.



**Plan 77: East Hampshire - Density of Public Rights of Way and Households outside of 300m ANG Buffer**

## Accessible Woodland

Plan 78 shows accessible woodland. The plan also shows other woodland in East Hampshire District that is either closed to the public or accessible only by PROW. There are 8,000 hectares of woodland, of which 37% or 2,980 is accessible.

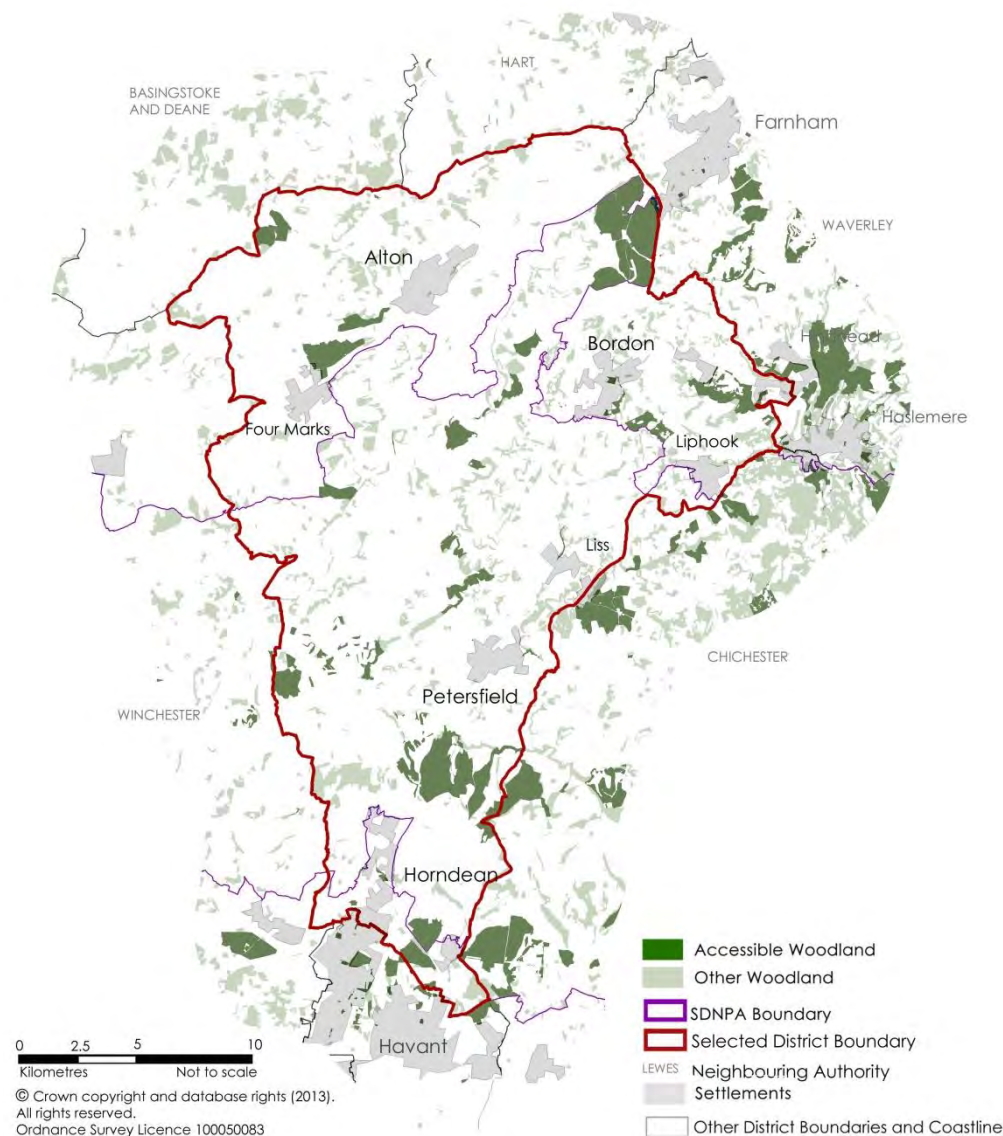
There are large tracts of woodland throughout the district including the National Park, but only a few sites that provide open access, including Alice Holt Forest and Queen Elizabeth Country Park. There are significant areas of woodland where access could be improved and where potentially, areas of local ANG could be developed.

## Cycling

A Sustrans route runs west from Winchester in a north-easterly direction across the northern part of the district. This is not a complete route, but there are currently no other Sustrans routes in the district. The South Downs Way is a cycling and walking route, running east-west through the National Park with additional long distance routes including St Swithun's Way, the Hangers Way and the Shipwrights Way.

There is a good network of promoted routes in the district, but the cycling network is not well-connected with a lack of local networks around the towns and connecting to public transport and attractions.

East Hampshire has a good number of 'gateway' railway stations that could be linked to the walking and cycling network.



**Plan 78: East Hampshire – All Woodland**

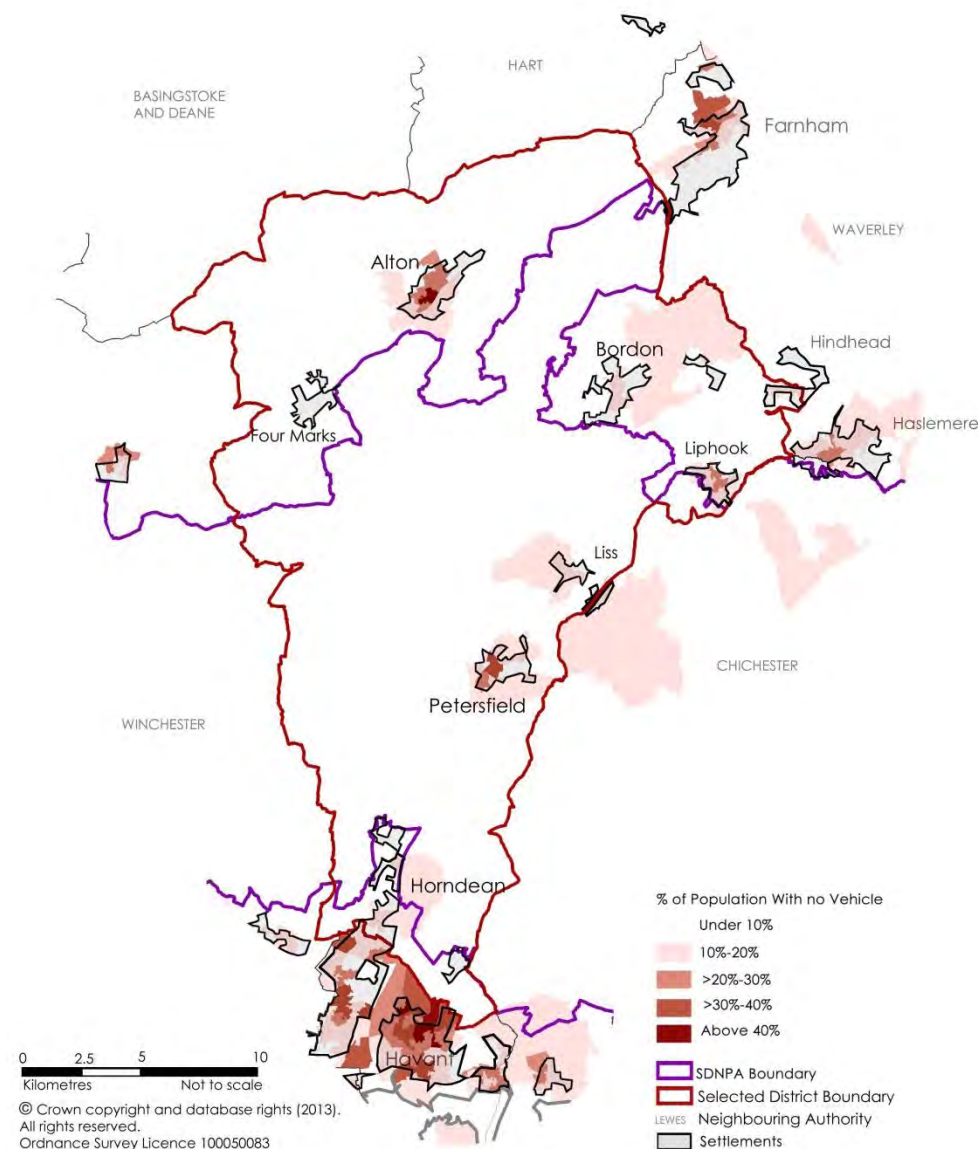
The permeability with neighbouring districts is quite good, with the exception of connections from Liss, Liphook and other areas on the eastern boundary. Cycling networks are shown in [Plan 6](#), [Plan 7](#) and [Plan 8](#).

### Links with Public Transport

The weekday service provides access to most of the attractions and links with some of the stations, thereby enabling walkers and cyclists to link with public transport. However, there is no public transport link from the south to Alice Holt Forest or the Whitehill/Bordon and Grayshott areas. Also the Sunday service is very poor.

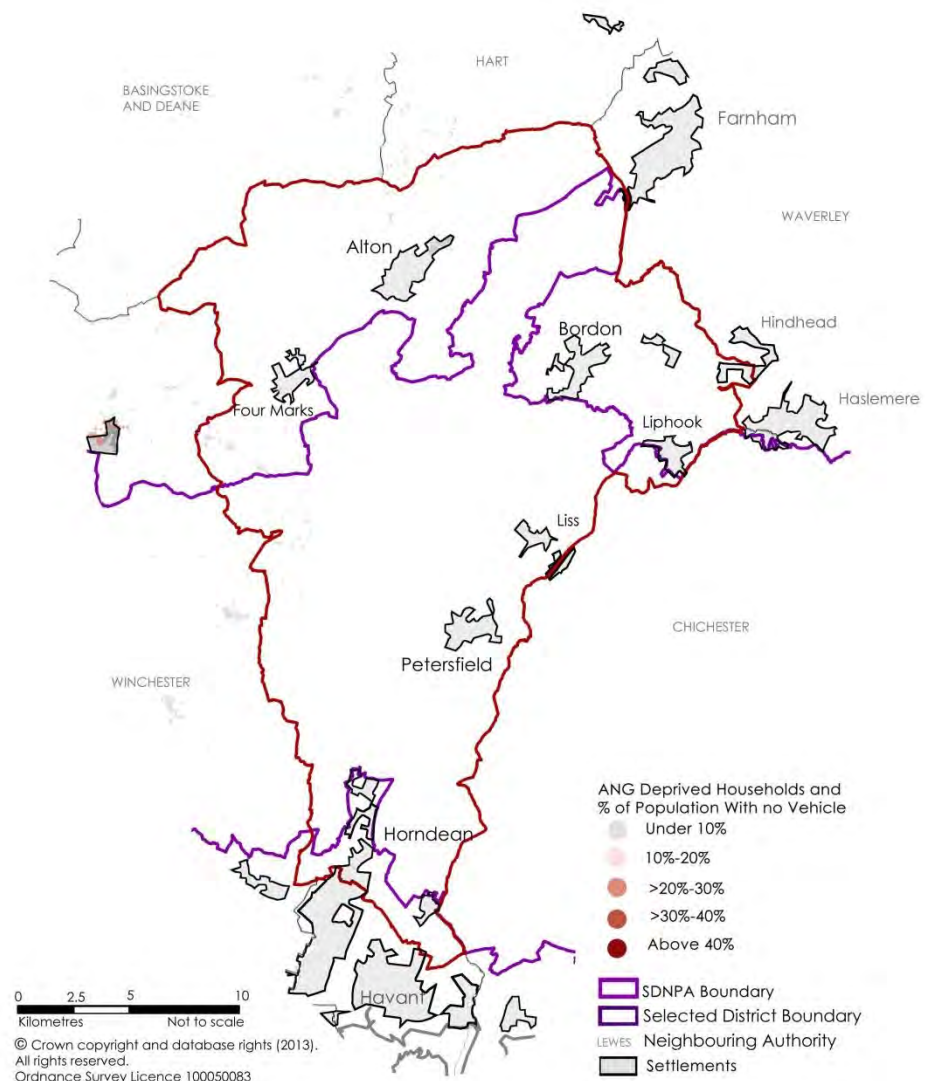
Plan 79 shows households without access to a vehicle and [Plan 80](#) shows the distribution of households with no access to a vehicle and no access to any ANG.

The incidence of households without access to a vehicle is low overall, with only some parts of Petersfield and Alton indicating lower car ownership.



**Plan 79: East Hampshire – Car or Van Ownership, No Car or Van (Census 2011)**





**Plan 80: East Hampshire – No Car or Van, Households which fall outside of any ANG Buffer**

## Summary and Opportunities

There is good provision of ANG in the 2km and 5km categories. However, there is a deficit of ANG at a neighbourhood level and at the regional scale, with the north and north-west areas worst affected, partly due to poor ANG provision across boundaries with neighbouring districts.

The pressure on existing ANG sites will increase with the development of planned housing sites both within the district and close to the boundary, in particular to the south of the National Park.

There are some discrete areas where there are health issues in the local population. In particular there are large areas, including in the National Park, where the population have limiting health or disability.

There are no significant levels of deprivation to be found in the district, although there are some areas close to the boundary in neighbouring districts.

Developments will have an impact on most of the district, from within the district and the neighbouring areas; and in particular on those areas where ANG sites are already lacking.

There is generally a good rights of way network, although there are some gaps and a lack of permeability across boundaries to the east.

The A3 trunk road runs through the district from north to south and forms a barrier for sustainable access and GI. The development of



safe and attractive crossings, and potentially green bridges, would help to improve accessibility and GI.

There are a number of railway stations in the district. The bus routes do not connect all the towns, and there are gaps in the network.

The Sunday service is poor, [see Plan 11](#).

There is an opportunity to target the north-west areas to develop new areas of ANG, in particular a large site (more than 500 hectares) to address the existing deficit and serve the new populations within the district and across the boundary into Basingstoke and Deane. The southern boundary of the National Park could also be a target area, to improve access opportunities as well as local ANG sites in order to provide more choice and relieve pressure on existing sites.

The deficit of ANG sites at a neighbourhood level could be addressed through investigating the possible development of LNRs and consider opening woodland sites to public access.

There is potential to develop cycle route links eastwards across the boundary with Chichester, north-south to link the towns and railways stations and north-west to improve links with Basingstoke & Deane.<sup>10</sup> It is also anticipated that the new eco-town planned for Whitehill & Bordon will provide its own linkages into the surrounding areas and make access links to public transport and attractions.

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<sup>10</sup> It is understood that a new cycle route is planned from Farnham through Alice Holt and Whitehill & Bordon, southwards through Petersfield to the south coast.

## Horsham

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### Introduction

As recorded in the 2011 Census, Horsham District has a total population of 131,300 people. It is the 6<sup>th</sup> largest district in the study area in terms of the total population. The population is spread across the main town of Horsham and a number of medium-sized towns and larger villages including Henfield, Steyning, Storrington, Pulborough and Billingshurst.

A range of landscape types is represented, including downland, forest and heathland, woodland, parkland and wetland. The Arun and Adur River valleys are located in the west and east respectively and the Wey and Arun Canal is located on the western boundary.

Key sites include the internationally designated wetland sites at Pulborough, chalk grassland sites on the South Downs, ancient woodlands and wooded heath sites at St Leonard's Forest, Southwater Country Park, Chanctonbury Ring, Warnham Local Nature Reserve, Leechpool and Owlbeech Woods and Buchan Country Park.

The High Weald Area of Outstanding Natural Beauty (AONB) adjoins the urban boundary of Horsham town.

Relevant plans and studies include:

- Horsham Greenspace Strategy 2013 – 2023;
- Draft Local Plan.

Projects and partnerships within Horsham District include:

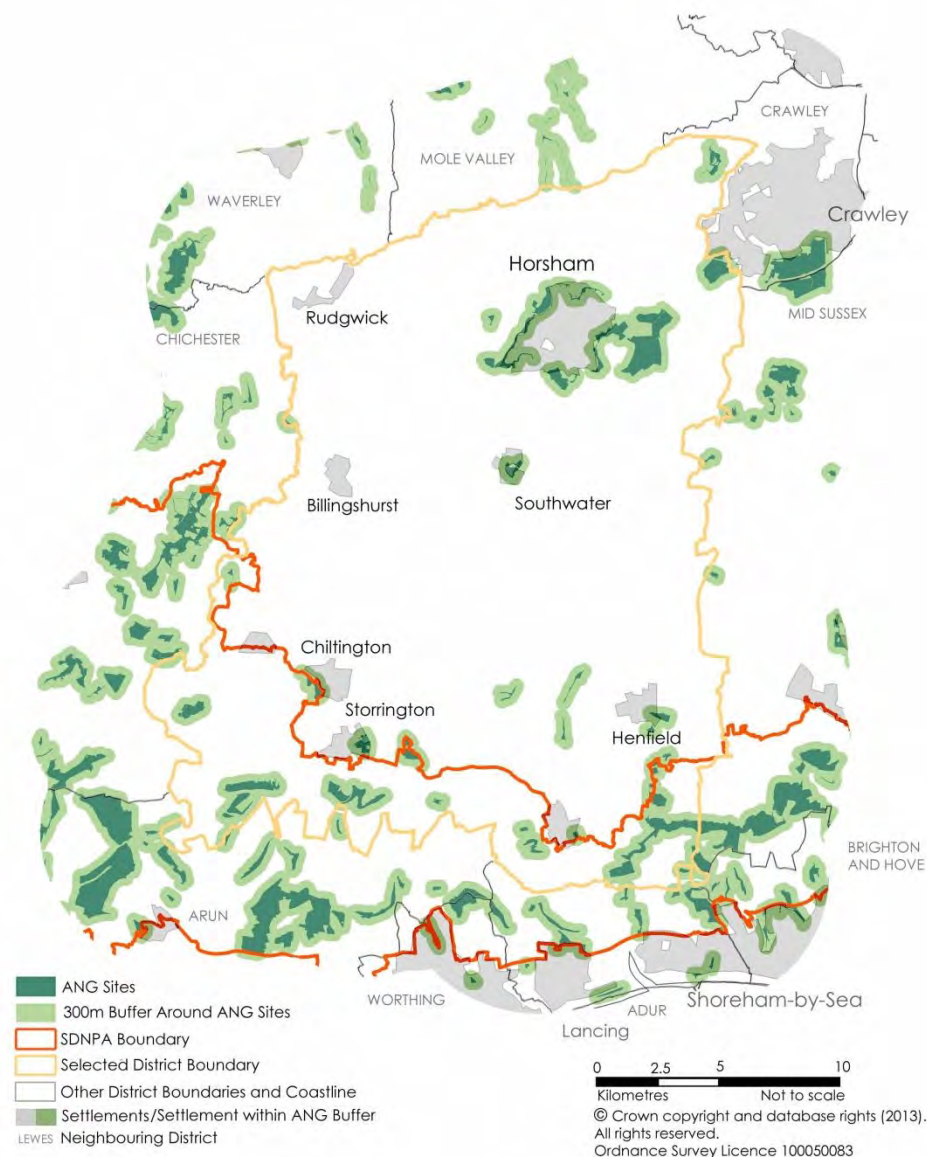
- Adur and Ouse Catchment Pilot;
- Biosphere Project (in development).

## Accessible Natural Greenspace Provision

There is uneven coverage of ANG in Horsham district, see Plan 81. Most of the ANG sites are found close to settlements in the north east of the district, or within the National Park in the south.

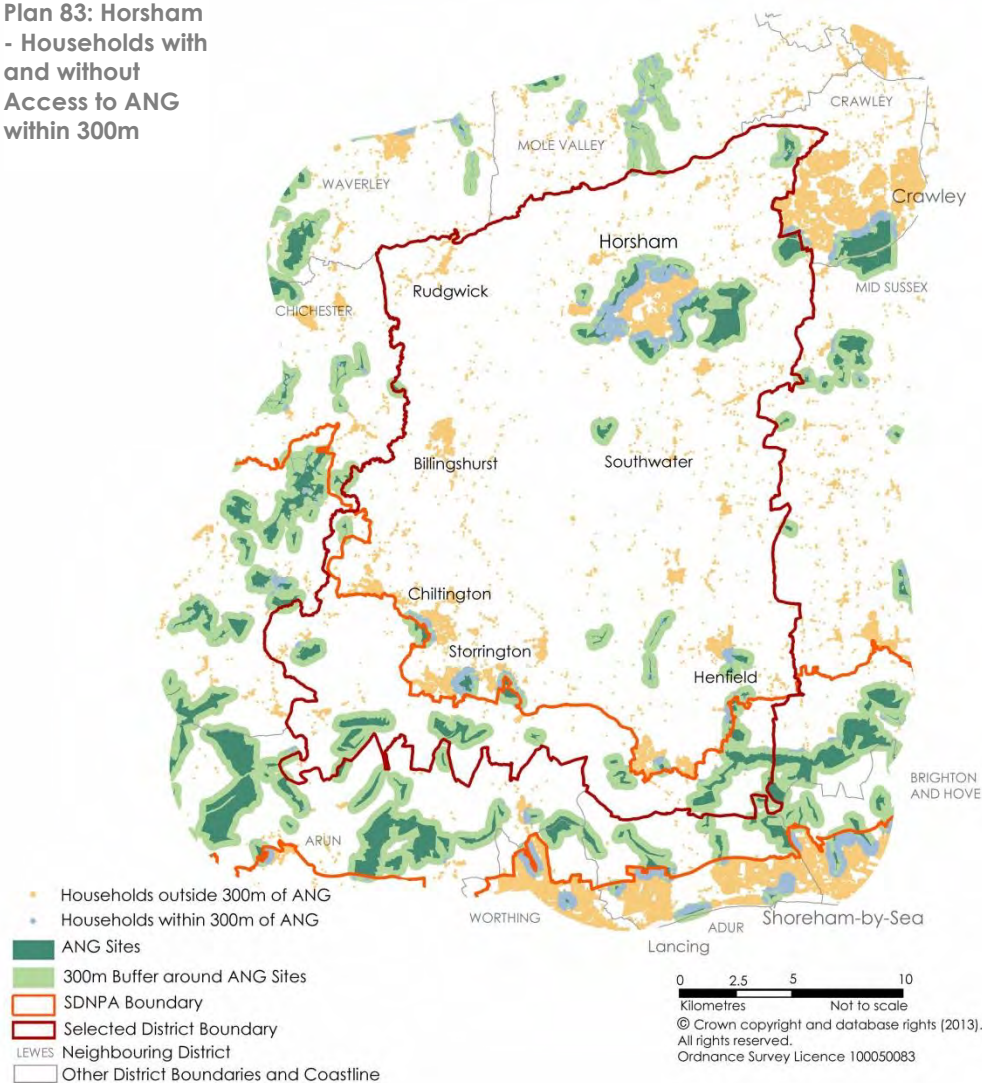
The majority of the population (75%) has no access to ANG within 300m of their homes, but this improves dramatically at 2km distance where 73% have access to sites; and over 71% for sites within 5km, see [Plan 82](#) and [Plan 83](#). There are areas lacking local ANG (i.e. at both 300m and 2km) along the boundary to the National Park, notably in Steyning and Pulborough and across the centre of the district.

There are no sites larger than 500 hectares in the district and only a small area of Horsham is included within the 10km catchment of sites of 500 hectares or more outside of the district, in the Waverley and Mole Valley districts in Surrey to the north of Horsham.

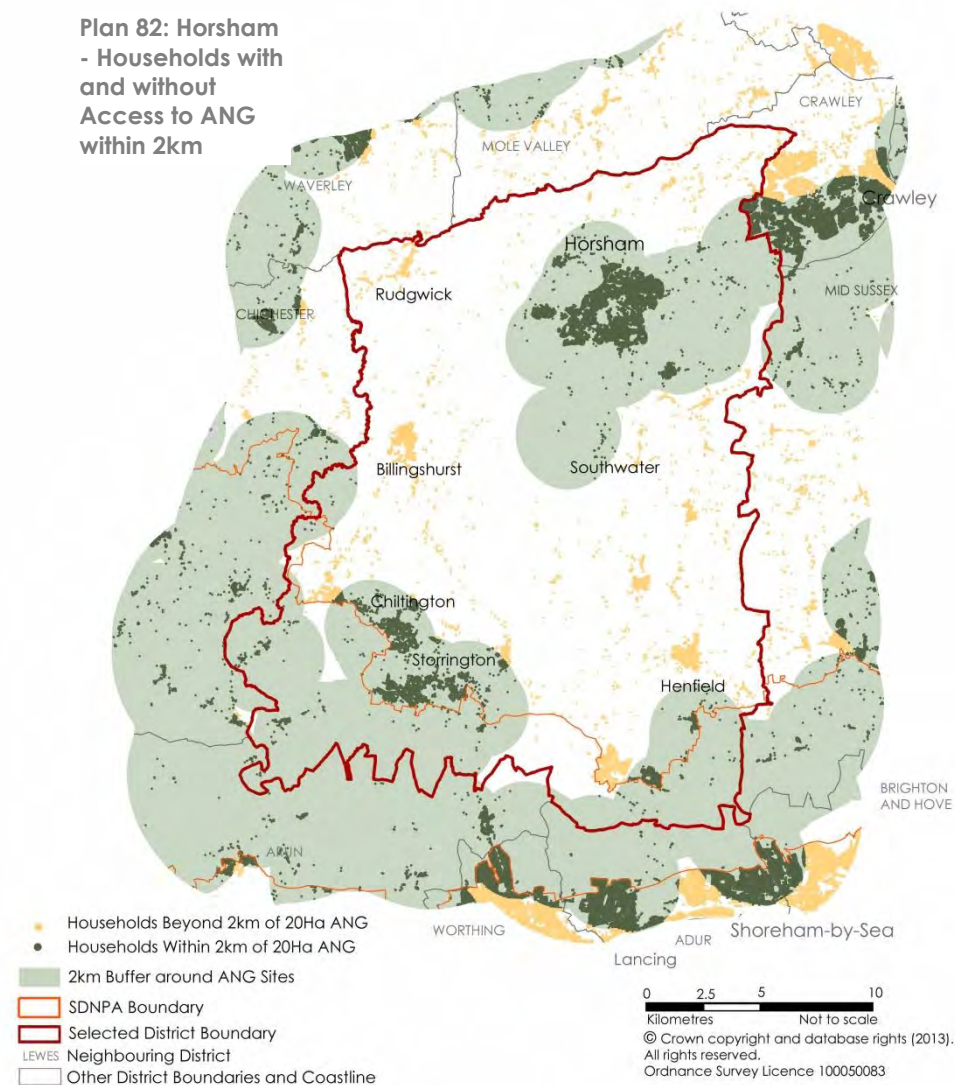


Plan 81: Horsham - ANG Sites with 300m Buffer

**Plan 83: Horsham**  
- Households with  
and without  
Access to ANG  
within 300m



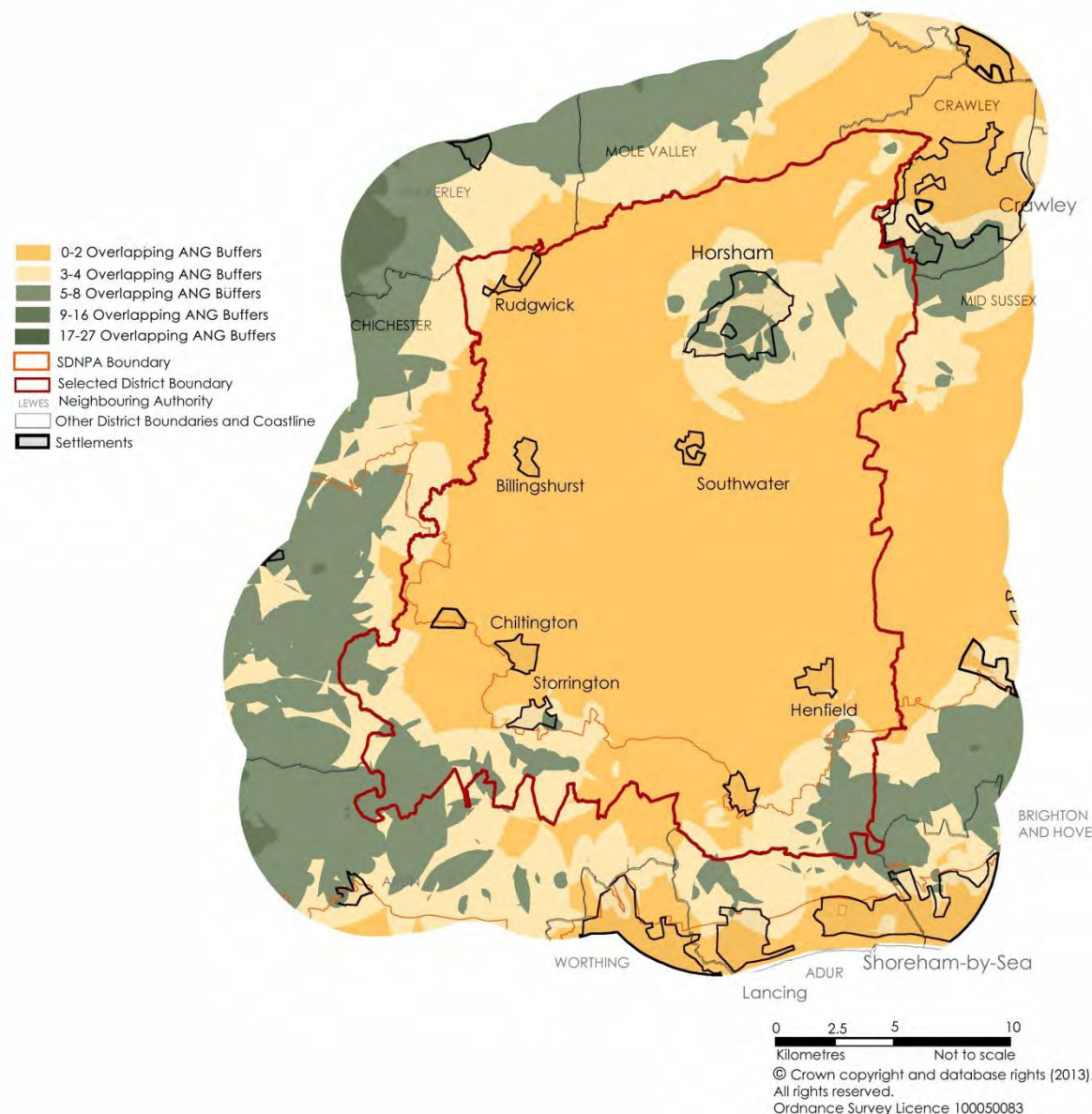
**Plan 82: Horsham**  
- Households with  
and without  
Access to ANG  
within 2km





As Plan 84 shows, there is poor coverage of ANG in the central area of Horsham, which is sparsely populated and largely rural. Over 10% of the population doesn't have access to any ANG. However, this figure appears small when considering the lack of ANG across a large extent of the district, see Plan 85. These results may be explained by the location of most ANG being in settlements.

Within the South Downs National Park ANG coverage is good, with over 93% of households having access to an ANG site within 2km of their home and 70% to a site within 5km. These results are due largely to open access land on the South Downs.



**Plan 84: Horsham - Density of ANG Provision**

## Summary of ANG Provision

The ANGSt analysis for Horsham District shows that:

- 25.0% households meet the 300m:2ha ANGSt;
- 72.9% households meet the 2km:20ha ANGSt;
- 71.46% households meet the 5km:100ha ANGSt;
- 8.48% households meet the 10km:500ha ANGSt;
- 10.51% households with no access to any ANG;
- 36.1% households within 2km of a LNR;
- 0.4 hectares of LNR per 1000 population (standard failed);
- 3 LNR's, totalling 52 hectares.

## Cross-Boundary Influences

The large conurbation of Crawley just outside the district boundary to the north-east is lacking in local ANG and could place pressure on ANG in Horsham district.

**Plan 85: Horsham - Areas with Access to any ANG/no ANG**



Table 7: Horsham - Summary of ANG Provision

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire Horsham District					
% of Households	25.0	72.9	71.46	8.48	10.51
Households (total 32,383)	8,097	23,609	23,141	2,747	3,406
Population (total 131,301)	32,830	95,726	93,828	11,138	13,810
Horsham District within SDNPA					
% of Households	16.01	93.22	79.05	0	1.43
Households (total 487)	78	454	385	0	7
Population (total 1,974)	316	1,841	1,561	0	28

### Summary of Key Points – ANG Provision

There is fair but uneven coverage of ANG in Horsham District, with 90% of the population having access to some ANG. However there is a marked lack of access to local ANG within a distance of 300m, affecting all the main towns and notably the towns that are located at the boundary with the National Park.

There are no ANG sites of 500 hectares or more in Horsham District and less than a tenth of the population live within 10km of a 500 hectare site.

A key area of ANG, and one that could be under pressure, is at St Leonard's Forest just to the east of Horsham town and in the gap between Horsham and Crawley.

The towns of Steyning, Henfield and Pulborough are all deficient in local ANG, and this may put ANG sites within the National Park under recreation pressure.

Horsham does not meet the Natural England LNR standard of 1 hectare per one thousand population, as there are 3 LNRs covering a total of 52 hectares, resulting in 39.6% of households meeting the standard. Also, only 36.1% of households are within 2km of a LNR.

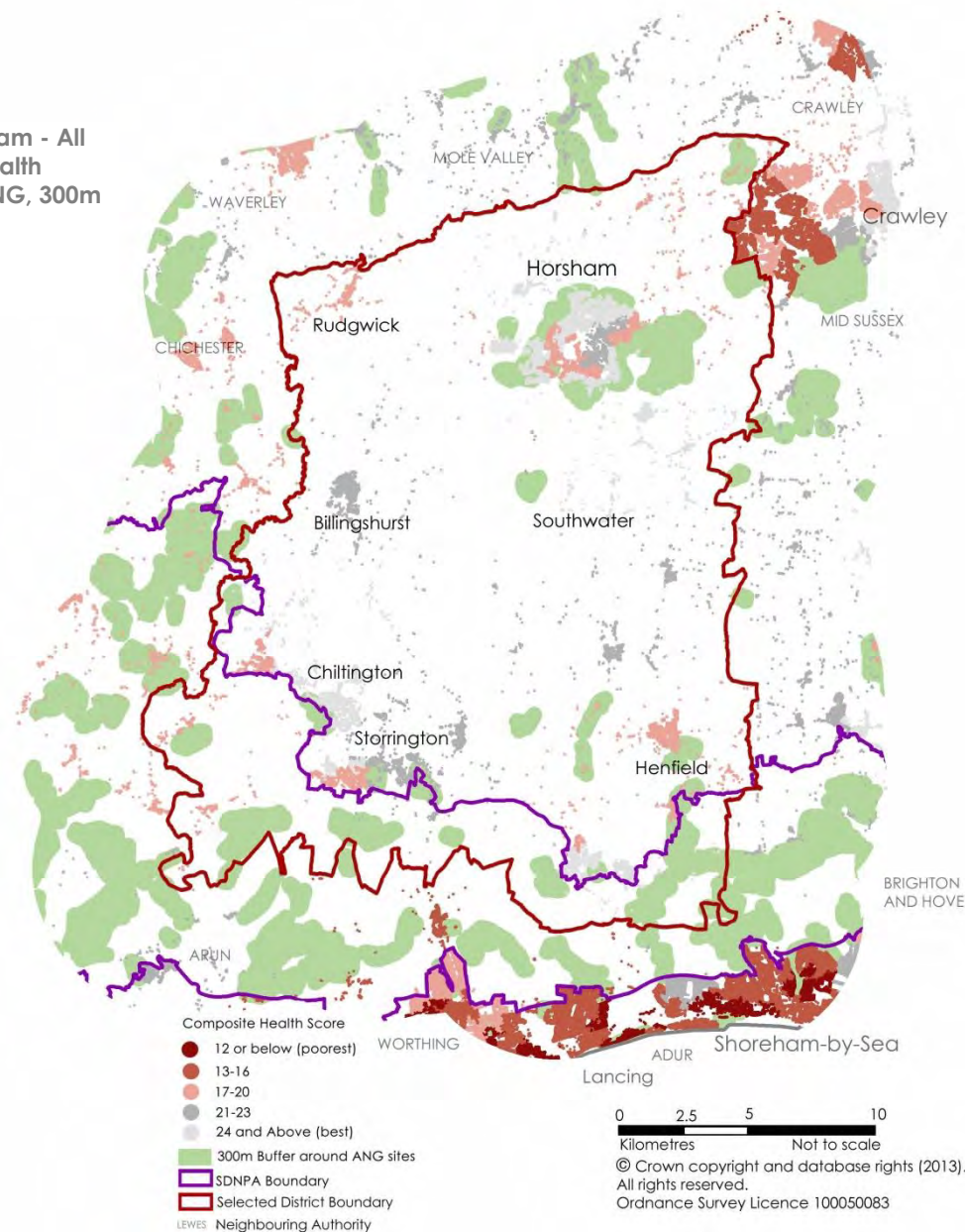


## Health and Socio-Economic Factors

There are relatively good levels of health across Horsham District, see [Plan 2](#). Areas where up to 8% of the population are in poor or very poor health are recorded north of Cowfold on the eastern border, around Henfield and in parts of Horsham town. Scores of between 4 and 6% of the population are found in the rural areas west of Horsham town and in the town itself, around Pulborough and Steyning and areas around Storrington. Within the National Park there is only one area with scores of between 4% and 6% in a wide area to the south of Storrington.

Using the Composite Health Score, Plan 86 shows relatively good levels of health, across Horsham District, with no scores recorded in the lowest two categories. Composite health scores of between 17 and 20 (i.e. mid-range scores) are shown in parts of Horsham town, and its surrounding areas, as well as in parts of Pulborough, Storrington and Henfield. Within the National Park health levels appear very good, with a small scattering of scores between 17 and 20 found in areas around Amberley and Coldwaltham.

**Plan 86: Horsham - All Composite Health Scores with ANG, 300m Buffer**



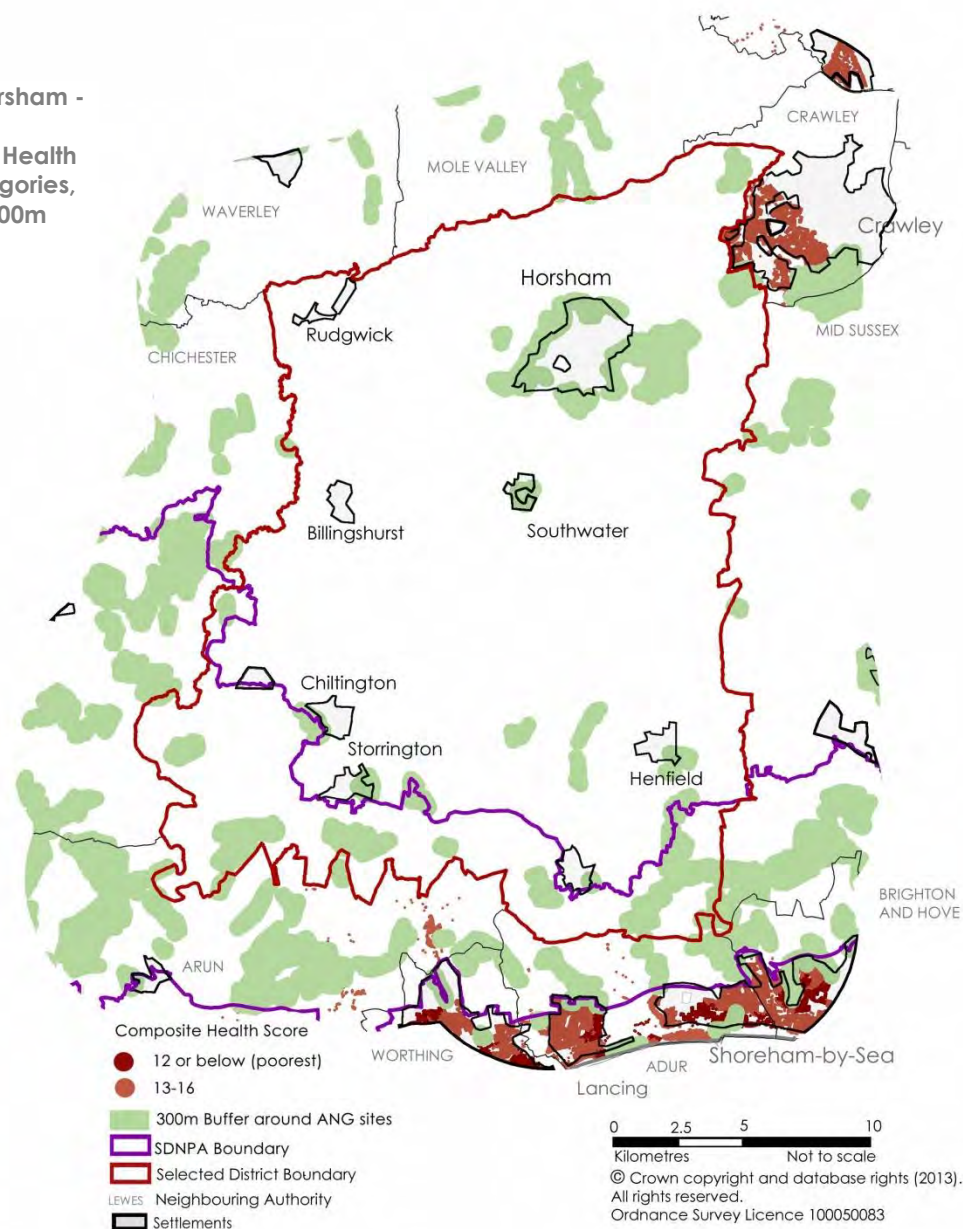


Plan 87 shows those areas in the poorest health categories that also have no access to local ANG (at a distance of up to 300m). The only areas affected are outside the district in Crawley where there are significant areas with scores of between 13 and 16 recorded at the boundary with Horsham; and similar scores found in Arun district around Findon, within the National Park.

There are no records of deprivation in the highest scoring two categories (ie 35-45 and more than 45; the worst levels of deprivation) anywhere in the district, see [Plan 4](#). There are small areas of Horsham town where scores of between 15 and 35 are recorded and relatively low scores of 15 to 25 in the largely rural areas around Slinfold to the west of Horsham, as well as an area to the north of Steyning. Within the National Park deprivation scores of between 15 and 25 are shown in rural areas south-east of Storrington.

In cross-boundary areas with neighbouring districts deprivation levels are low. However, Arun has scores of between 15 and 25, and Crawley has areas on the boundary with scores of between 25 and 45, but these are the exceptions.

**Plan 87: Horsham - Two Lowest Composite Health Score Categories, ANG with 300m Buffer**



In parts of Horsham town, Henfield and Storrington up to 25% of the population have limiting health conditions or disabilities and up to 20% of the population in the rural areas to the north and west of Horsham town, and around Cowfold in the east, see [Plan 2](#) and [Plan 3](#). In the National Park up to 20% of the population across the western and central areas within Horsham have limiting health issues or disabilities.

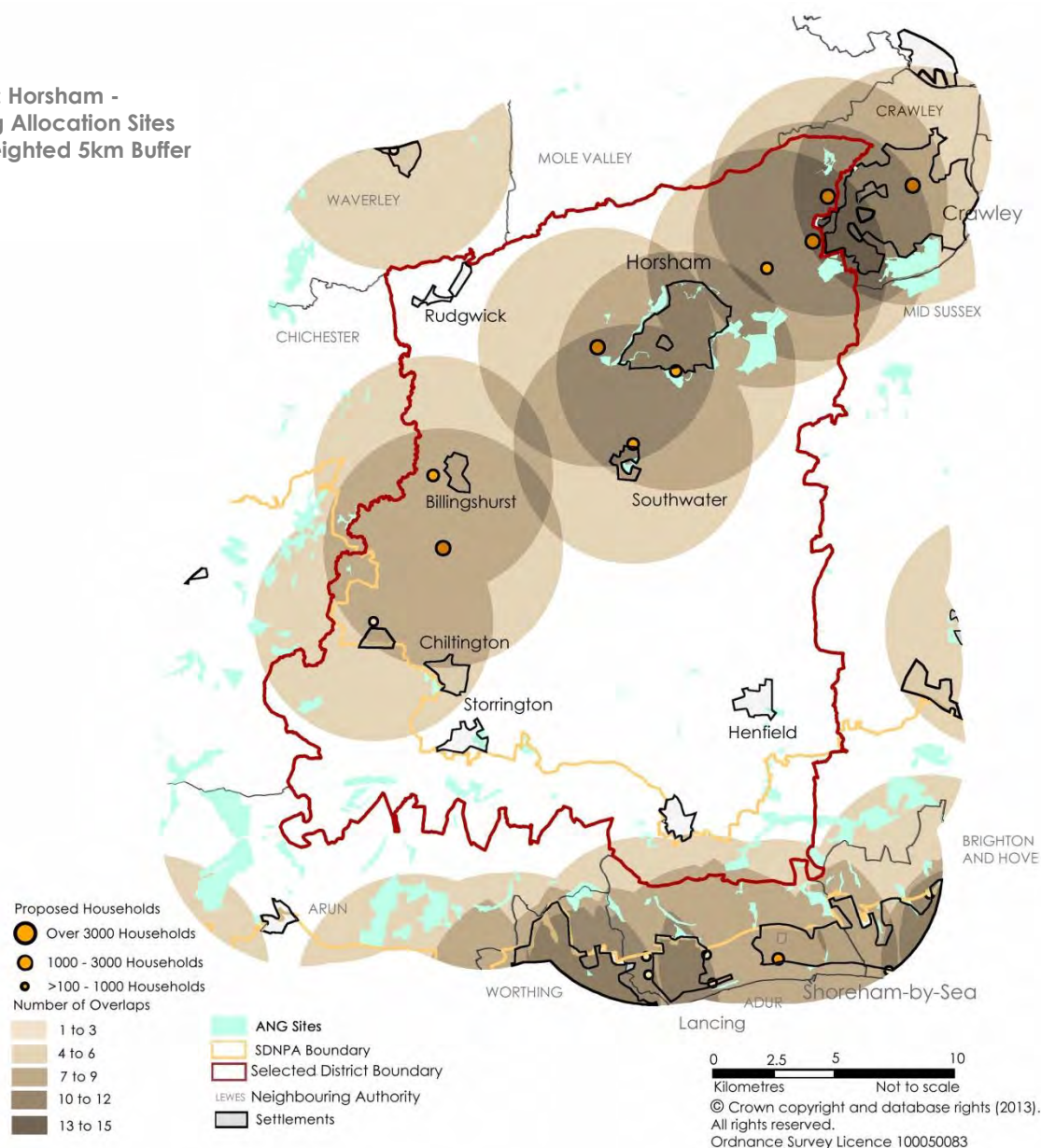
## Development

### Housing Allocations and Development

Within the district a number of major housing developments are planned which in total will provide 10,000 to 13,000 new homes in the local plan period.

Plan 88 shows the planned developments in Horsham and within 5km of the boundary in neighbouring districts, along with existing ANG sites. The size of the developments and their combined effect on existing ANG are evident, in particular around Horsham town and the area between Horsham and Crawley in the north-east of the district. In these areas the provision of local ANG sites within developments is vital as these areas are already deficient in ANG at a neighbourhood level (see [Plan 82](#)).

**Plan 88: Horsham - Housing Allocation Sites with Weighted 5km Buffer**



Planned developments around Billingshurst could put pressure on an area already lacking in ANG at both neighbourhood and local levels ([Plan 83](#) shows the households that lack access to local ANG within 2km).

There are also a number of significant housing developments planned within 5km of Horsham's boundary in neighbouring districts, which could add around 7,000 new homes in this area and place pressure on the district's access network.

There is potential for planned developments in Adur and in Brighton and Hove to have an impact on the National Park in Horsham district.

### Population Projections

The projected increase in population in Horsham district in the ten years up to 2021 is around 12,000 (based on 2011 Census projections).

Horsham is bordered by seven districts and the population of each is predicted to increase in the same period: Adur by up to 6,000; Arun by up to 18,000; Chichester by up to 11,000; Waverley by up to 11,000; Mole Valley by up to 7,000; Crawley by up to 15,000; and Mid Sussex by up to 11,000.

## The Access and Public Transport Network

### Public Rights of Way

There is generally good provision of PROW in Horsham District. The PROW density within the National Park area of Horsham is lower in the west, around the Pulborough wetland area, improving increasingly to the

east and is comparable with areas of the district to the north of the National Park.

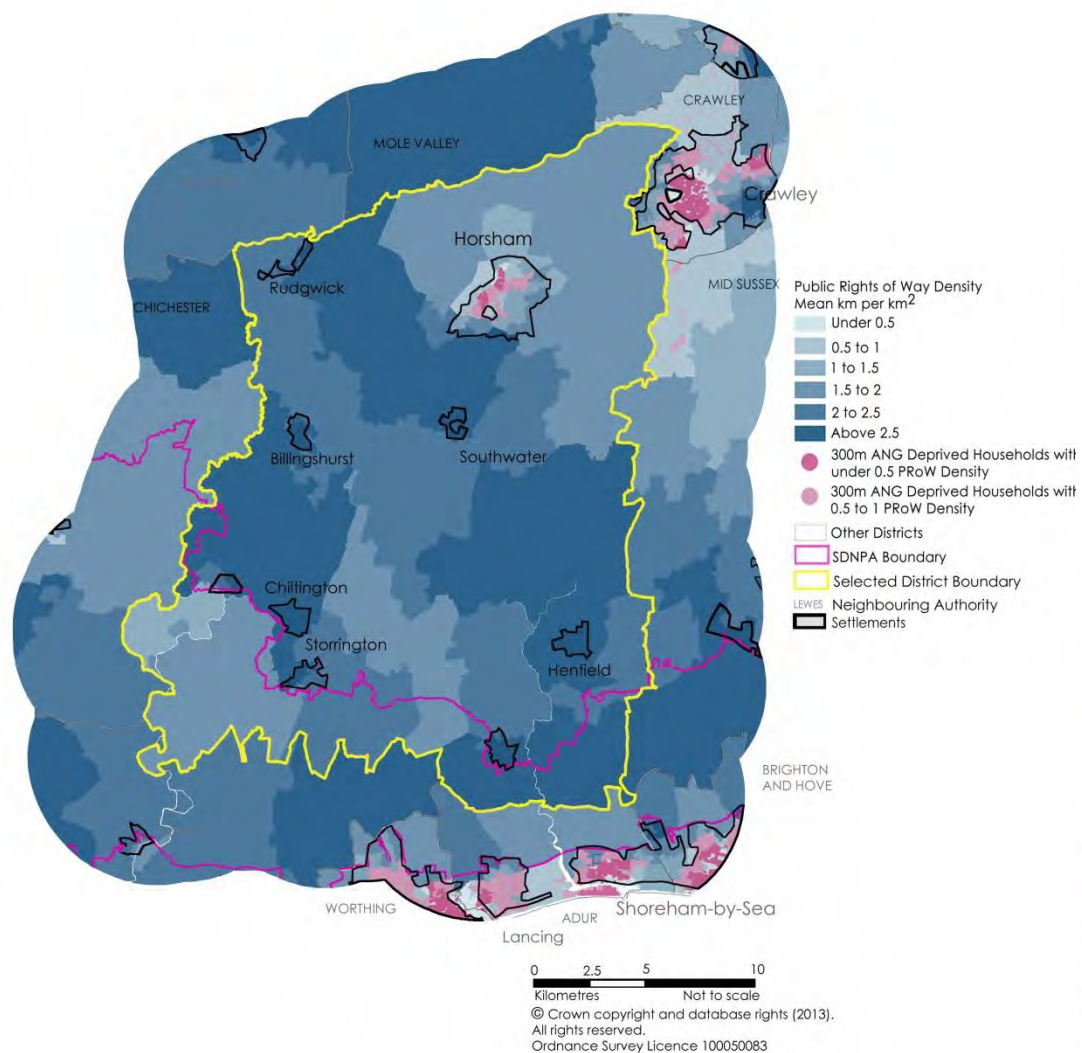
[Plan 89](#) shows the density of PROW in relation to areas that are deficient in local ANG. Horsham town is the only area in the district that is deficient in both neighbourhood ANG and PROW in addition to areas of Crawley close to the boundary. The area of Horsham town and its hinterland to the east and north-east towards Crawley appear to be the main areas of the district under pressure from potential increases in population and recreation.

### Accessible Woodland

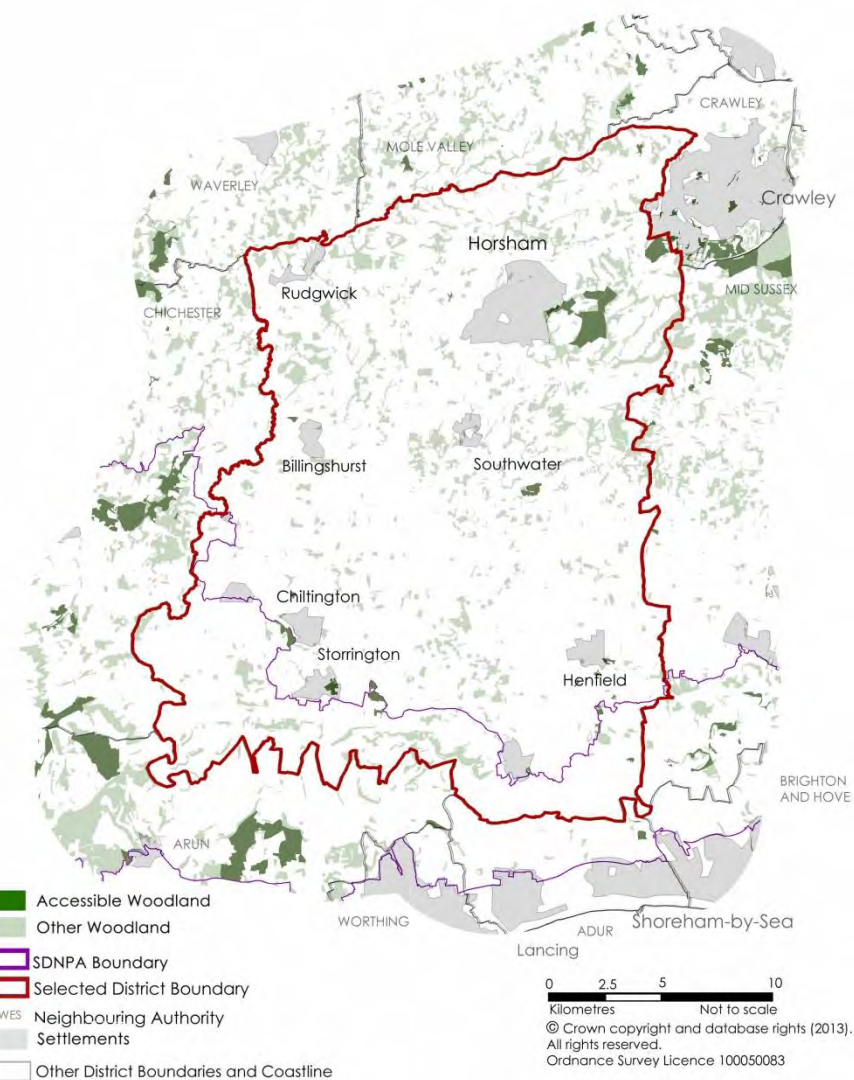
[Plan 90](#) shows accessible woodland. The plan also shows other woodland in Horsham district that is either closed to the public or accessible only by PROW. There are 5,950 hectares of woodland, of which only 9% or 560 hectares is accessible.

Although there are many areas of woodland in the district, very few areas are accessible. Outside of the National Park the main area appears to be St Leonard's Forest just east of Horsham town, an area of ancient woodland and wooded heathland. In the National Park there are areas of woodland along the Downs, but very few are accessible. There are, however, significant areas of woodland where access could be improved and where, potentially, areas of local ANG could be developed.





**Plan 89: Horsham - Density of Public Rights of Way and Households outside of 300m ANG Buffer**



**Plan 90: Horsham – All Woodland**



## Cycling

There is only one Sustrans national cycle route (Downs Link) running north to south, linking the South Downs Way to the North Downs Way in Guildford, and providing access towards the south coast. There are no other north-south cycling routes, see [Plan 6](#), [Plan 7](#) and [Plan 8](#).

The South Downs Way is a walking and cycling route running east-west through the district. There is a cycle route network around Pulborough and West Chiltington that connects with Chichester to the west, and southwards to link with the South Downs Way. However, there are relatively few other cycle routes and the PROW network that can provide cycling routes is sparse.

## Links with Public Transport

The weekday bus service provides good access to some of the attractions and provides a link with the gateway station at Pulborough and east-west along the Downs, thereby enabling walkers and cyclists to link with public transport. However, the Sunday service is poor in comparison and provides an incomplete route.

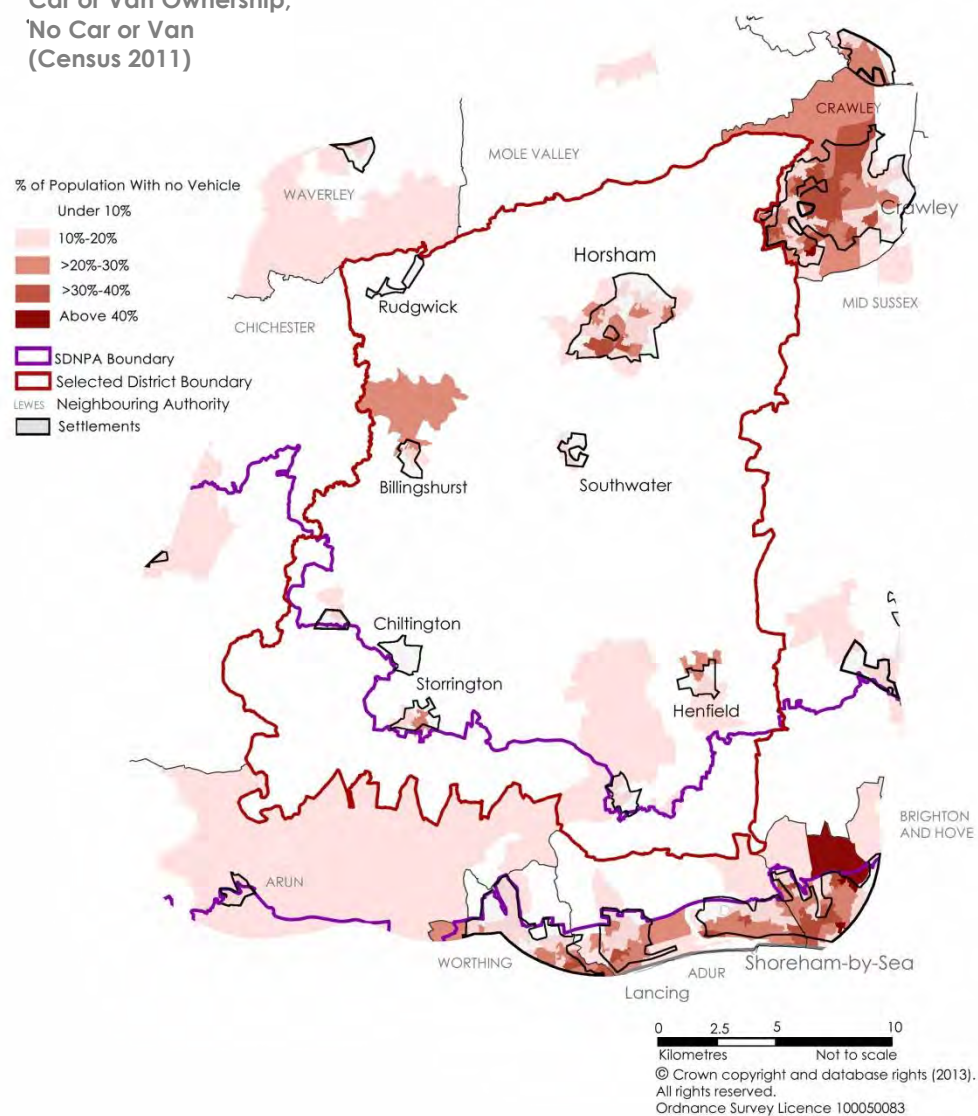
[Plan 91](#) shows households without access to a vehicle and [Plan 92](#) shows the distribution of households with no access to a vehicle and no access to any ANG.

The incidence of households without access to a vehicle is low overall, particularly in the National Park. However there are some distinct areas such as the rural area to the north of Billingshurst and around Henfield where up to 30% of households have no access to a vehicle. In parts of

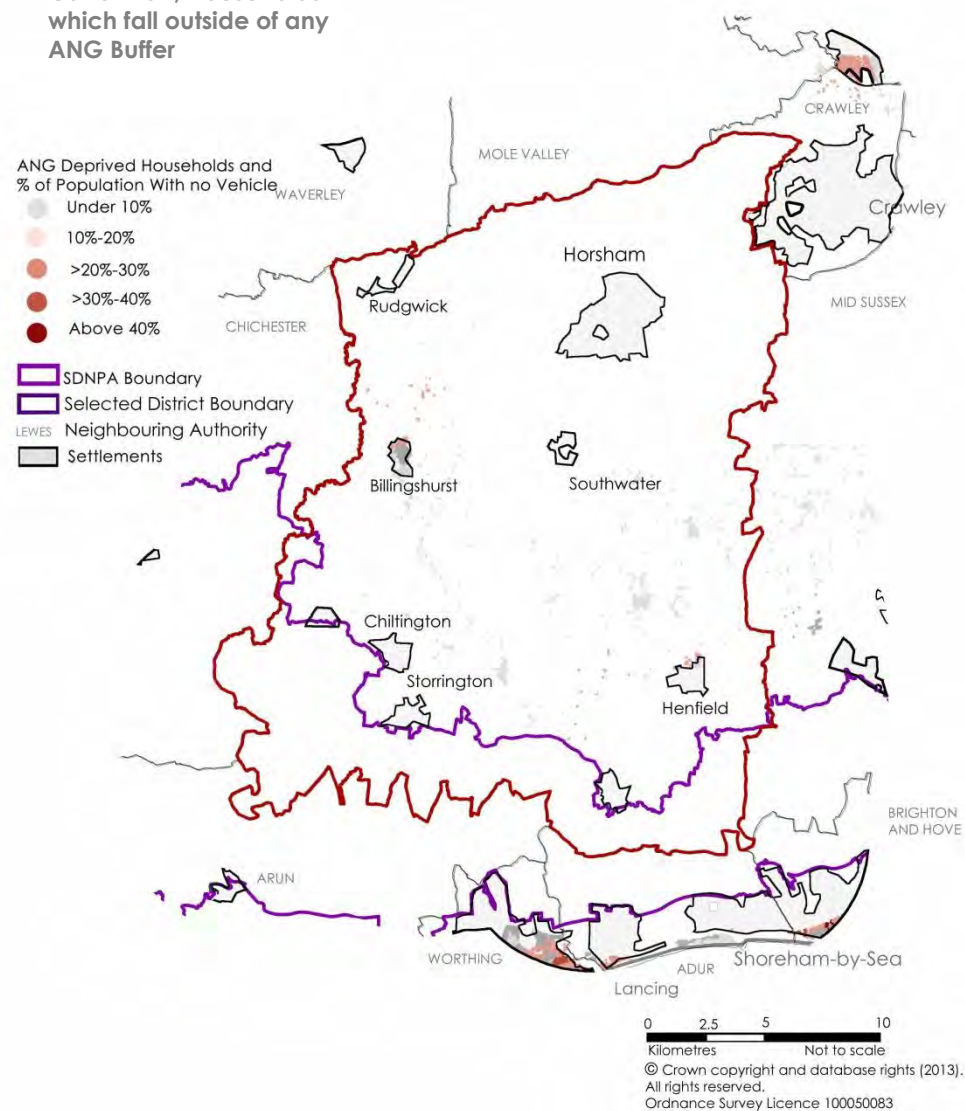
Horsham town this figure is as high as 40%. In the rural areas to the north and south of Steyning, including the National Park, the figure is up to 20%. In Crawley, adjacent to the Horsham boundary, there are also high numbers of households without access to a vehicle.

[Plan 92](#) shows that although large areas of Horsham district are without ANG, lack of ANG and no vehicle affects only very small areas affected around Billingshurst and Henfield. In the National Park the number of households that this applies to is extremely few.

**Plan 91: Horsham –  
Car or Van Ownership,  
'No Car or Van'  
(Census 2011)**



**Plan 92: Horsham - No  
Car or Van, Households  
which fall outside of any  
ANG Buffer**



## Summary and Opportunities

There are some areas with relatively high levels of limiting health conditions and disabilities in the district and the National Park, although health overall is good. Deprivation levels are generally low, and this appears to be a prosperous area, although there are pockets of deprivation in both towns and rural areas.

The conurbation of Crawley is situated on the boundary and could be a pressure on the ANG network in Horsham. Crawley, like nearby Horsham town, lacks local ANG and PROW, and has levels of deprivation. This north-eastern part of the district could be under pressure from potential increases in population and recreation from planned developments.

Planned developments in districts to the south of Horsham also have the potential to put pressure on parts of the National Park.

The cycling network is not well-developed, but there is potential to develop circular routes around towns and to provide links into existing linear routes including the South Downs Way and the Downs Link. Opportunities to develop the cycling network could be explored to include linking to the towns - especially those with railway stations - and considering linking the PROW network to other routes – in particular where there are no PROW options.

The creation of LNRs could be considered to help support biodiversity and to provide neighbourhood ANG within walking distance of settlements.

Population increases and housing growth in the surrounding districts will place pressure on ANG sites in Horsham. There are no large ANG sites in the district to absorb these pressures, but there may be opportunities to consider the development of a large site in the National Park and/or in the north of the district to serve the new populations; potentially opening up some existing woodland to help provide public access.

Although not a key part of this report, improvements to access points on the Arun and Ouse rivers could help enhance opportunities for recreational access.

## Lewes

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### Introduction

From the 2011 Census, Lewes has a population of 97,502 people, making it the lowest populated of the districts in the study area. The population is concentrated in two main urban areas, Lewes and the urban areas along the coast of Peacehaven, Newhaven and Seaford. Smaller settlements include Ditchling, North Chailey, South Chailey and Newick.

55.8% of the area of the district is within the South Downs National Park, and 23% of the population, around 22 470 people.

A range of landscape types is represented, including coastal, chalkland and heathland landscapes.

Projects and partnerships within Lewes District include:

- Brighton and Hove and Lewes Downs Biosphere Partnership;
- Adur Ouse Catchment Pilot.

Relevant strategies for Lewes District include:

- An Open Space Strategy for Newhaven (2005);
- Lewes District Outdoor Play Space Review (2004);
- The Lewes District Informal Recreational Space Study(2005).

### Accessible Natural Greenspace Provision

With a large proportion of the district falling within the South Downs National Park, a good proportion of ANG provision is comprised of access land. This provides concentrations of ANG sites along the scarp slope to the east and west of Lewes town, including Malling Hill and Mount Caburn to the east. The western SSSI includes the popular visitor destination of Ditchling Beacon, see [Plan 93](#).

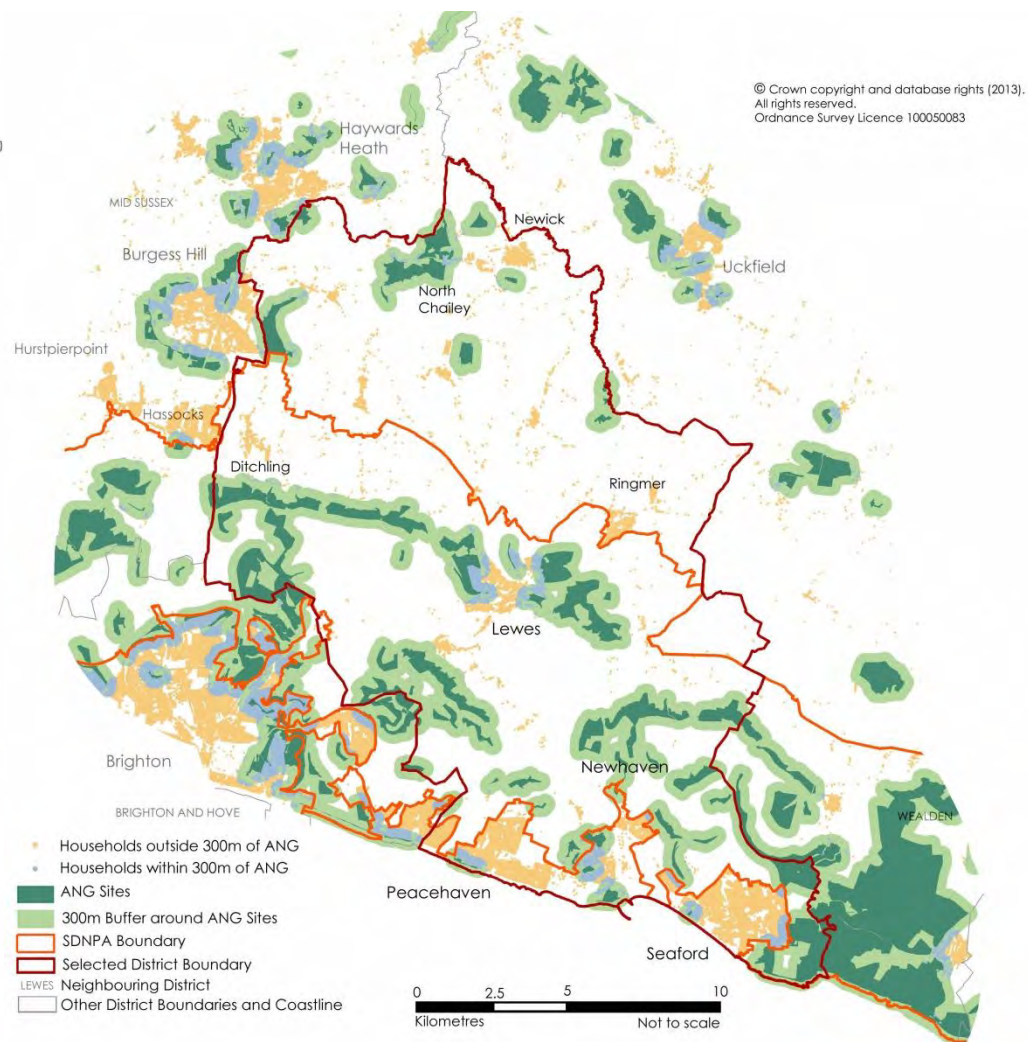
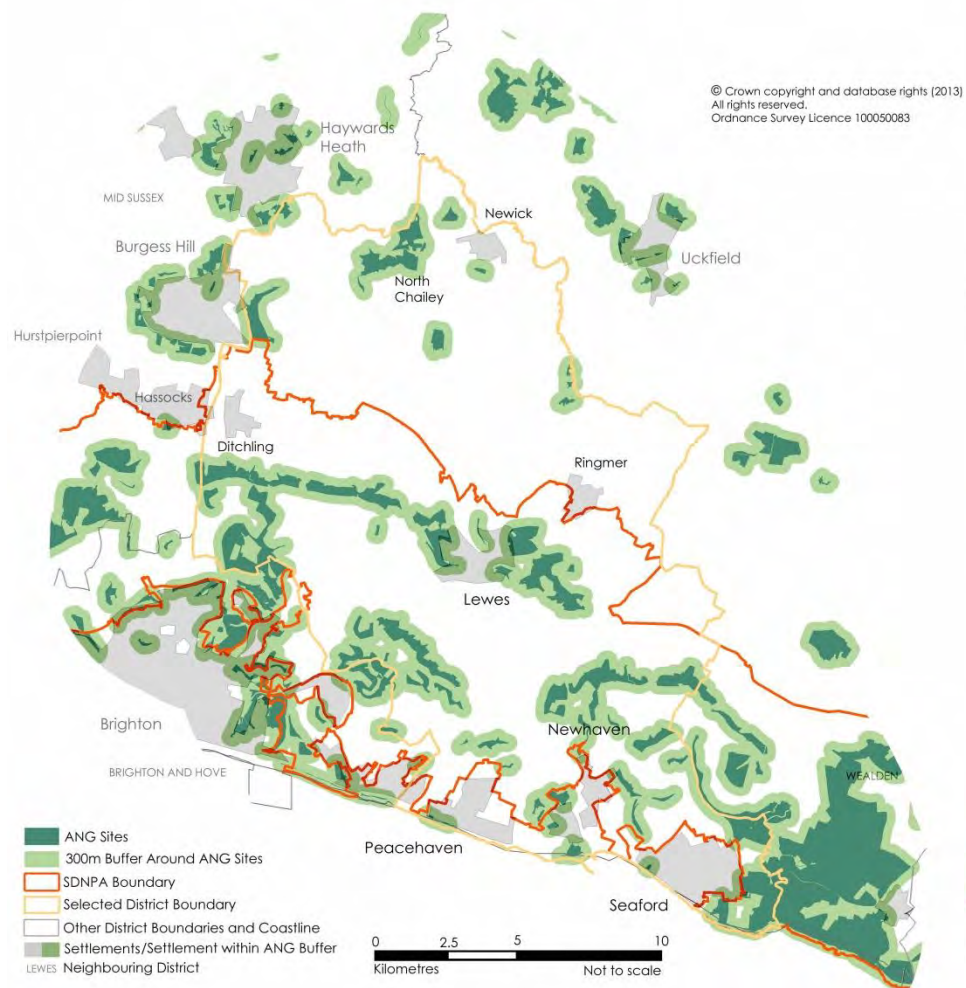
Around 21% of the population have access to local ANG within 300m, ranking Lewes 5th out of the districts in the study area, see [Plan 94](#). A higher proportion, 67.5%, has ANG provision within 2km, ranking Lewes 7<sup>th</sup>, see [Plan 95](#).

When considering provision to ANG of any size however, applying the appropriate catchment area for the size of ANG, only a very small area and less than 0.5% of the population do not have access to ANG at all, see [Plan 96](#).

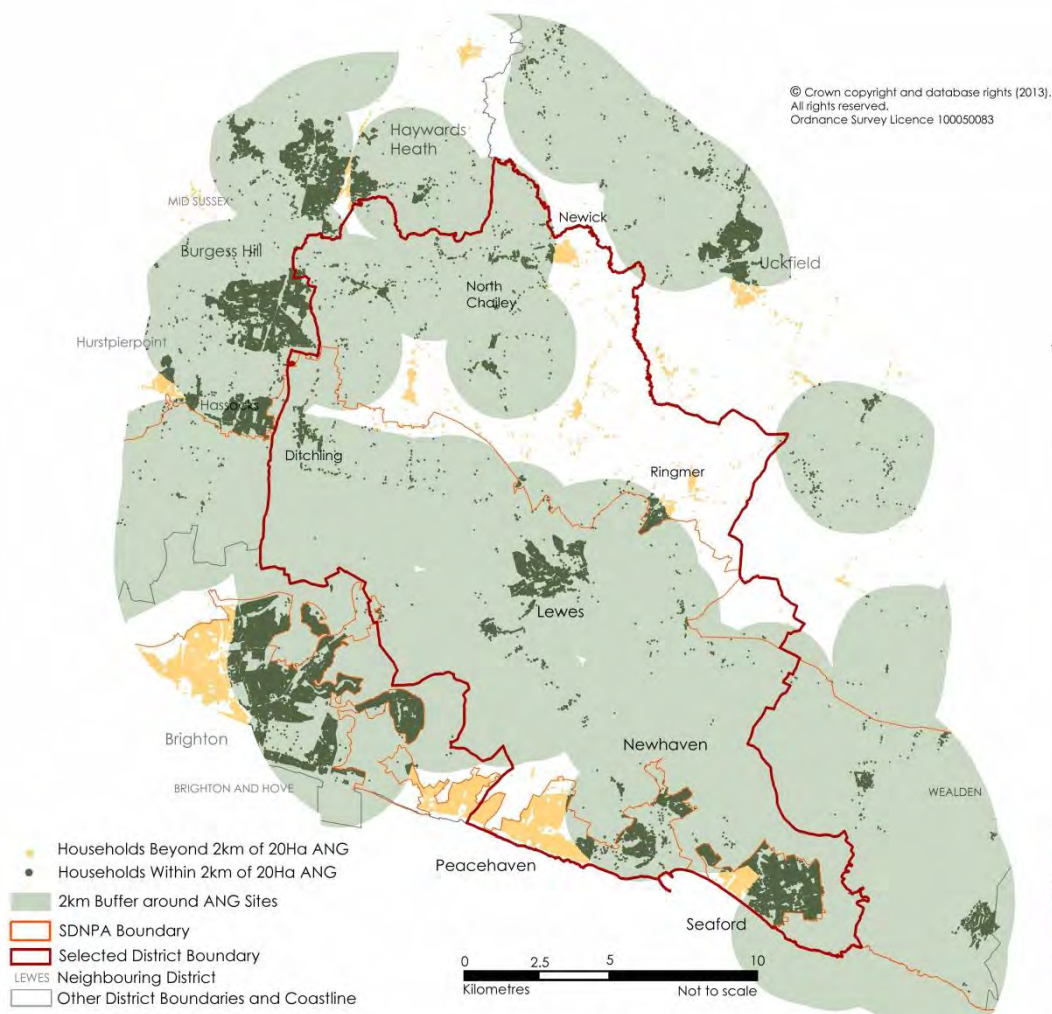
Moreover, analysis of the density of ANG provision reveals that most residents of Lewes District have the choice of more than one ANG site. This is especially true in the National Park, where residents typically have the choice of 5 or more ANG sites within the appropriate catchment area for that ANG size class, see [Plan 97](#).



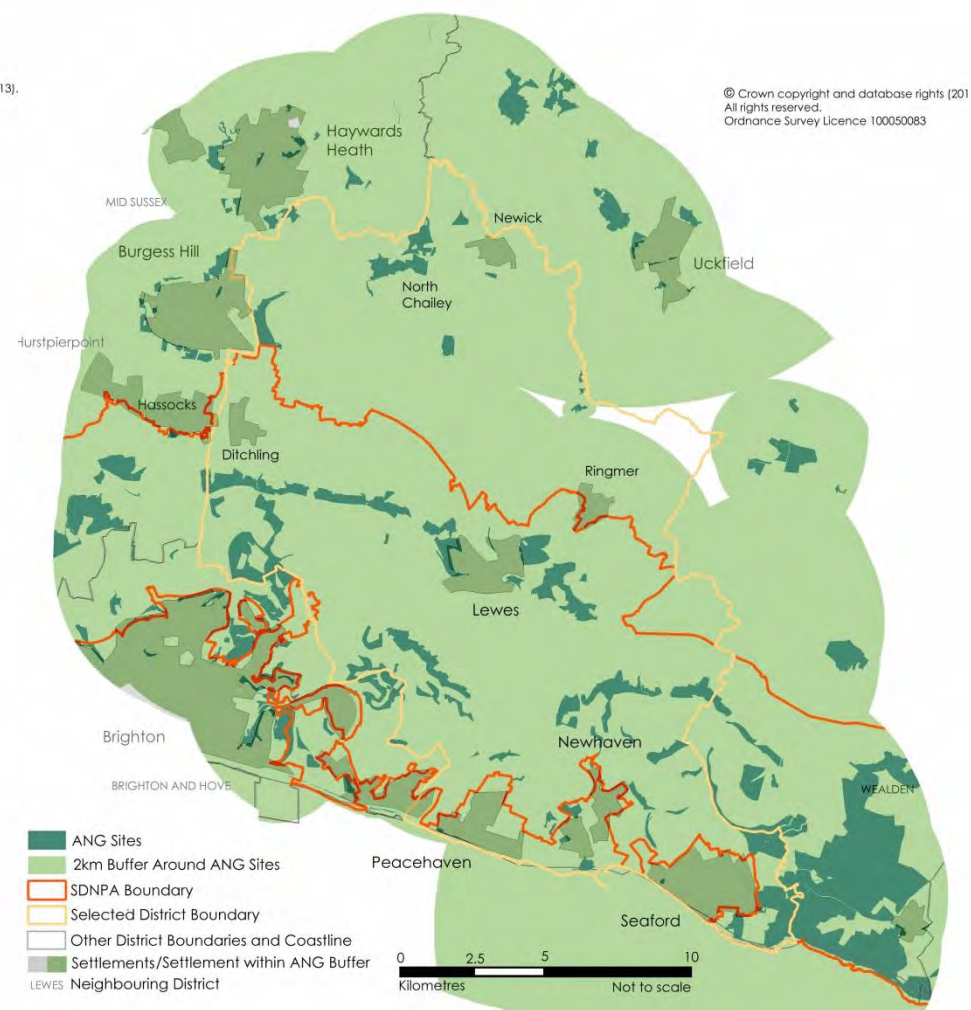
Plan 93: Lewes – ANG Sites with 300m Buffer



Plan 94: Lewes – Households with and without Access to ANG within 300m



**Plan 95: Lewes – Households with and without Access to ANG within 2km**



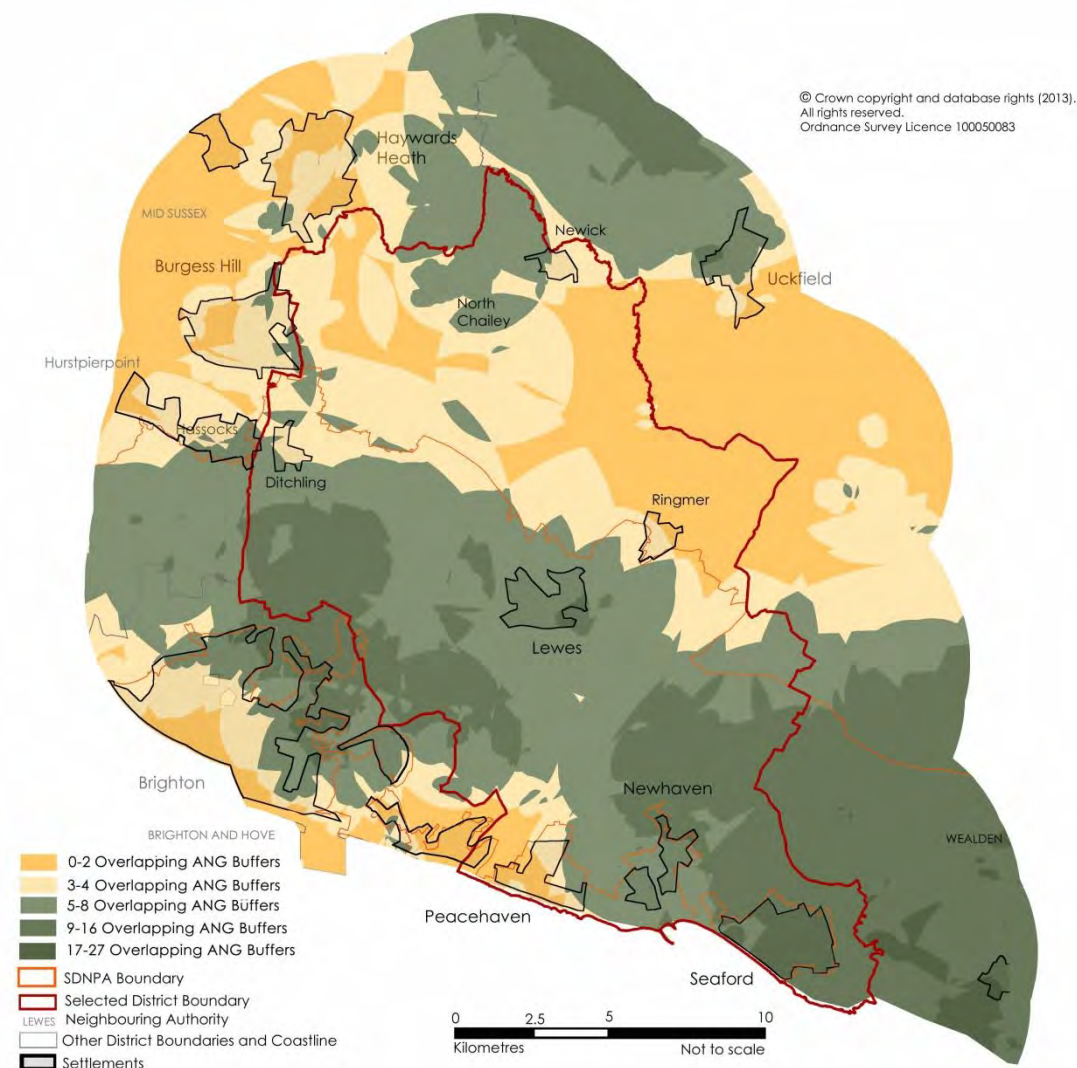
**Plan 96: Lewes – Areas with Access to any ANG/no ANG**



Residents of Lewes District have access to the largest size class of ANG, those greater than 500 hectares, but only in the neighbouring district of Wealden, at Ashdown Forest and the Seven Sisters Country Park/Beachy Head area.

Of the larger settlements of the district, Peacehaven is the least well served by local ANG, lacking in ANG within both 300m and 2km. Other towns, although perhaps lacking in 300m, nonetheless have access to ANG within 2km. Newick is also lacking in ANG within both 300m and 2km and Ringmer is lacking in 300m ANG, although the whole settlement is covered by the catchment of ANG within 2km.

Within the South Downs National Park 53% of the population of around 22,470 people have no access to ANG within 300m. However, 99% have access within 2km, due to the higher provision of access land within the National Park.



Plan 97: Lewes – Density of ANG Provision

## Summary of ANG Provision

The ANGSt analysis for Lewes District shows that:

- 21.1% households meet the 300m:2ha ANGSt;
- 67.5% households meet the 2km:20ha ANGSt;
- 97.4% households meet the 5km:100ha ANGSt;
- 63.5% households meet the 10km:500ha ANGSt;
- 0% households with no access to any ANG;
- 45.6% households within 2km of a LNR
- 5.5 hectares of LNR per 1000 population (standard passed);
- 5 LNR's, totalling 538 hectares

## Cross-Boundary Influences

Brighton and Hove Unitary Authority to the south west of the district is the only existing larger settlement with a population greater than 50,000 people within 10km of Lewes.

There are local ANG deficiencies in Brighton and Hove, with much of the district lacking in neighbourhood ANG (300m) and large parts of the district lacking in local ANG up to 2km distance.

## Provision Summary of Key Points – ANG

There is a good amount of ANG in Lewes District, with 100% of the population having access to some ANG, although a good proportion of ANG provision is comprised of access land on the downs in the National Park.

There is a marked lack of access to local ANG within a distance of 300m, affecting most of the main conurbations, and some areas lacking access to ANG at 2km distance.

There are no ANG sites of 500 hectares or more in Lewes District although there is access to the sites in neighbouring Wealden District.

Key areas of ANG that could be under pressure are the urban parks and the downland at the boundary of the National Park where it abuts the urban edge of Eastbourne town.

Lewes meets the ANG standard of 1 hectare of LNR per 1000 population as it has 5 LNRs totalling 407 hectares. However, when analysing the location of LNRs in relation to households, only 45.6% of households are within 2km of a LNR.



Table 8: Lewes - Summary of ANG Provision

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire Lewes District					
% of Households	21.1	67.5	97.4	63.5	0
Households (total 32,383)	7,351	22,391	32,060	21,074	0
Population (total 97,502)	21,780	66,342	94,989	62,439	0
Lewes District within SDNPA					
% of Households	46.8	99.4	100	3.4	0
Households (total 7,463)	3,497	7,421	7,463	260	0
Population (total 22,470)	10,529	22,344	22,470	783	0

## Health and Socio-Economic Factors

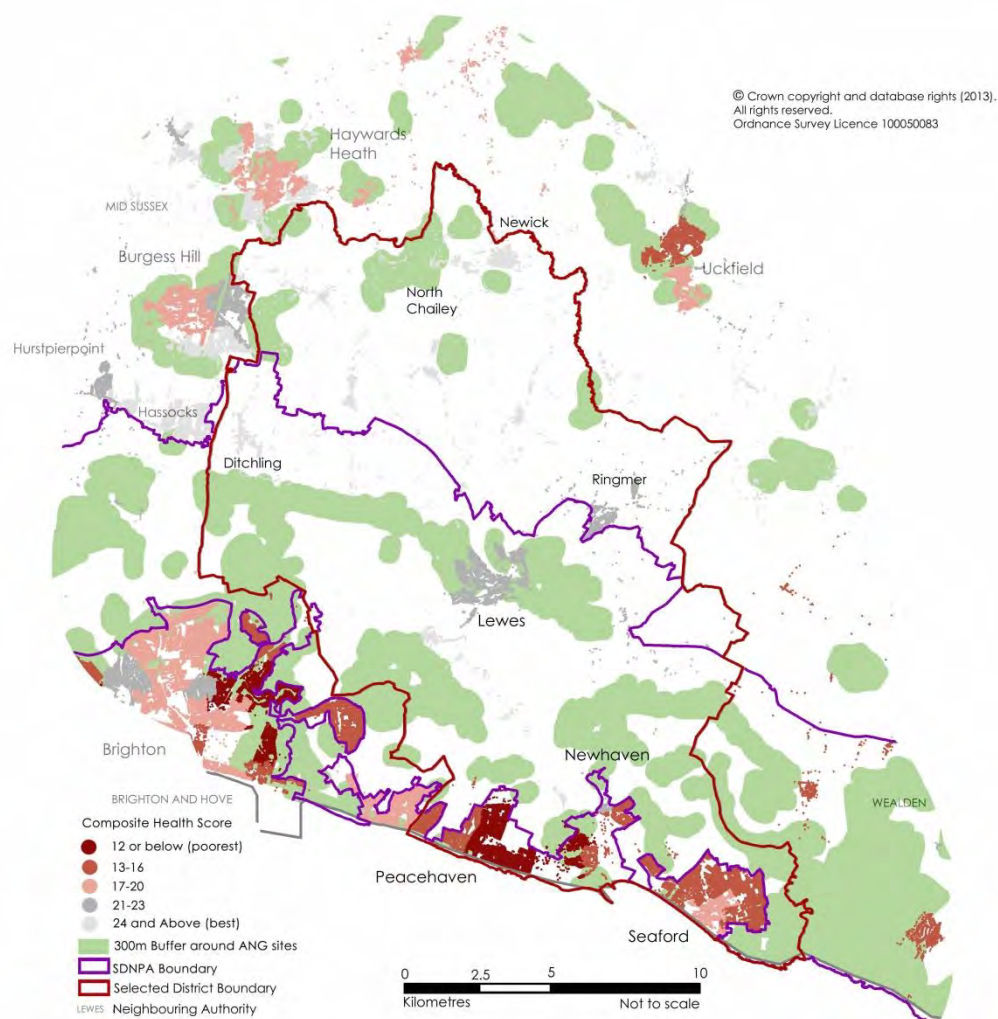
Most areas of Lewes District score below 15 (the best score) on the indices of multiple deprivation, meaning there are no – or low – levels of deprivation found in the district, see [Plan 4](#). However, an area between Peacehaven and Newhaven, very small areas of Seaford and Lewes and a rural lower super output area to the north east of Newhaven score in the higher 25-35 category; a relatively high score when compared with other areas of the National Park.

The Composite Health Score reveals that most of the population is also in good health, see [Plan 98](#) and [Plan 99](#). The whole of Lewes town scores in one of the lowest composite health score categories, indicating generally good health in the town. There are pockets of poorer health in the coastal towns of Peacehaven, Newhaven and Seaford.

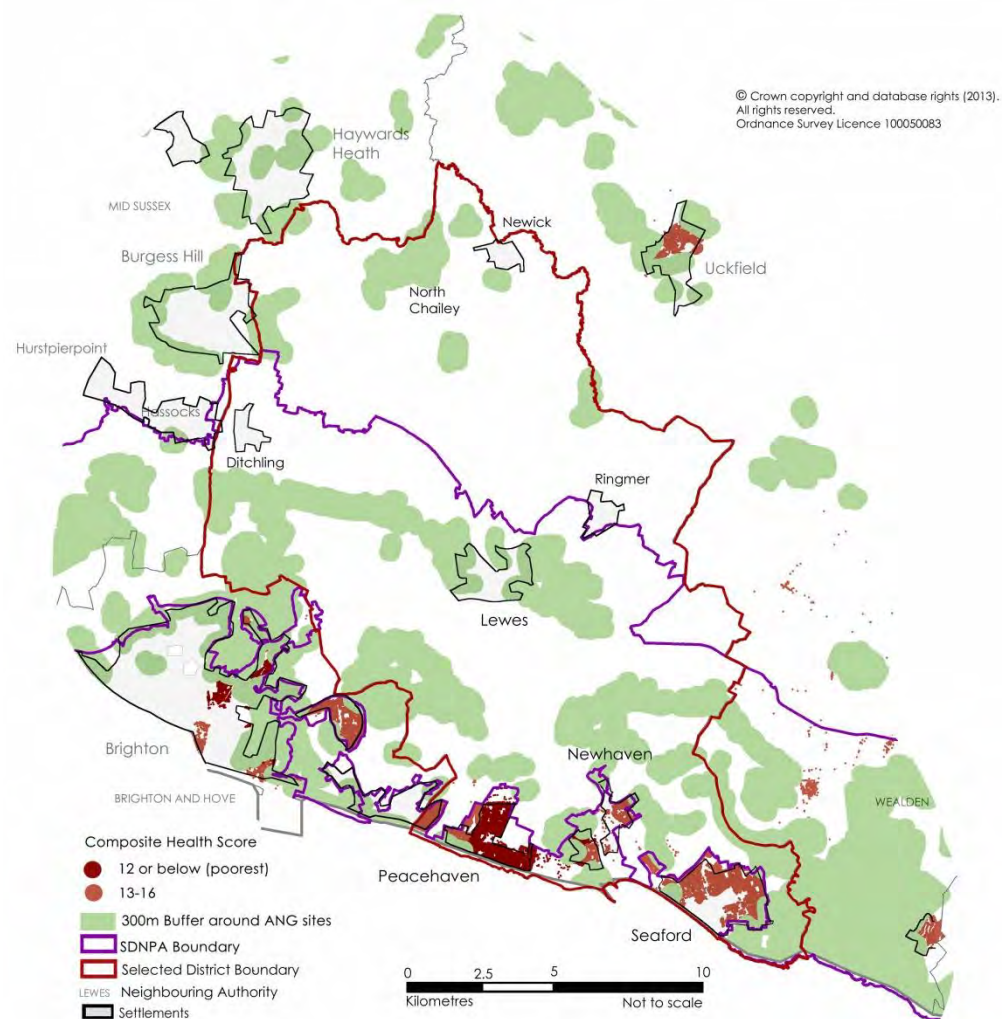
From the 2011 Census, levels of people self-reporting 'bad' or 'very bad' health is generally low when compared with the rest of the study area, with no areas in the highest category of over 10% of the population.

The coastal towns and the area to the north east of Newhaven have a higher incidence of reporting 'bad' or 'very bad' health, mainly at 6-8% of the population, with some areas in each of the coastal settlements reporting 8-10%.

Those reporting in the Census that their illness limits them in some way, either 'a lot' or 'a little', again mirrors the results from both the Composite Health Score and the results of general health, with concentrations in the coastal settlements. The exception is a rural lower super output area to the west of the district around Ditchling.



Plan 98: Lewes – All Composite Health Scores with ANG, 300m Buffer



Plan 99: Lewes – Two Lowest Composite Health Score Categories, ANG with 300m

## Development

### Housing Allocations and Development

The Proposed Submission Joint Core Strategy with the SDNPA was consulted on in March 2013. A total 4,500 are indicated for the district, with Spatial Policy 2 outlining the possible distribution:

- Newhaven (780)
- Lewes (350)
- Peacehaven (220)
- Haywards Heath (140)
- Ringmer (120)

Lewes has one of the lower total housing allocations of the districts in the study area and the smaller scale of housing sites and the dispersed pattern across the district could mean that pressure is not focused on any one particular area of the district.

Larger potential development areas outside of the district do however fall within 10km of the district boundary. Within 10km is Brighton and Hove, which is proposing 10,135 houses, although these allocations do not fall within 5km of Lewes. The 3,980 houses allocated for Burgess Hill in Mid Sussex District do, however, fall within 5km and could have an impact on Ditchling.

### Population Projections

The Census 2011 population predicts that the population of Lewes District will increase by 12,000 people, or an increase of 12% on current levels.

## The Access and Public Transport Network

### Public Rights of Way

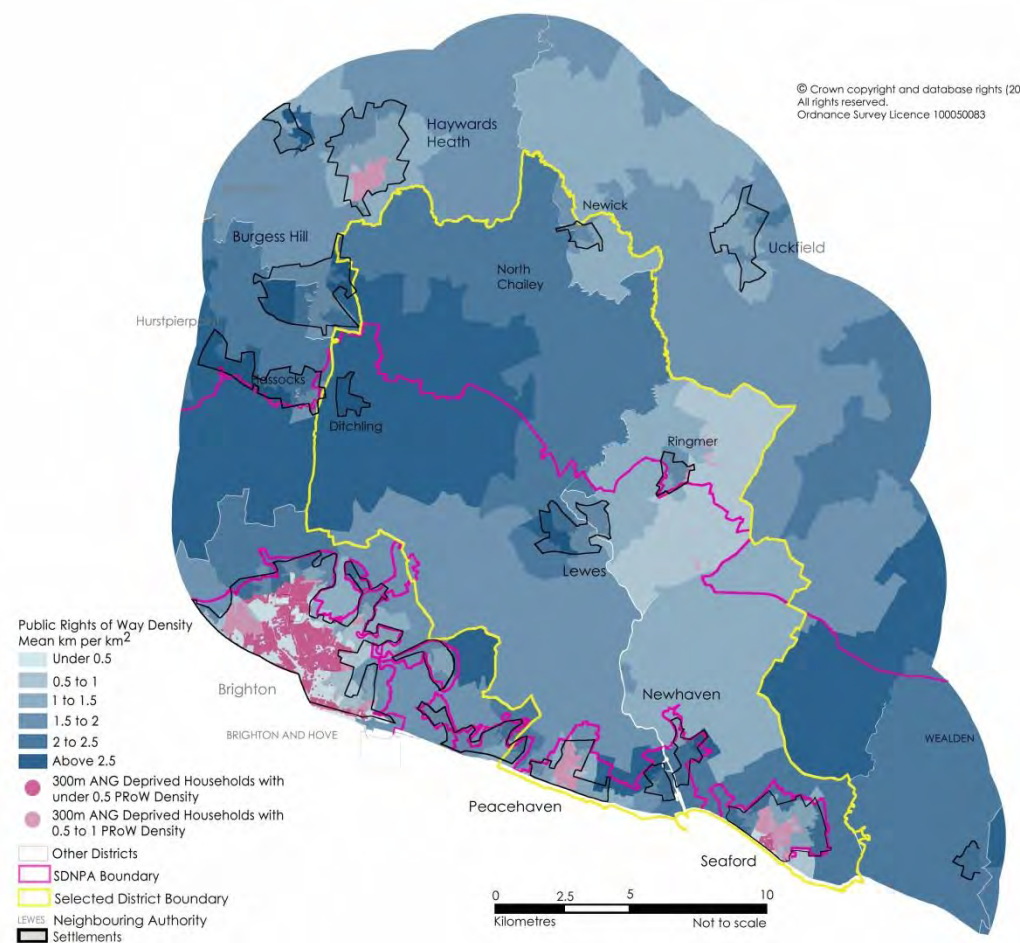
Lewes has generally good provision of public rights of way when compared with the study area as a whole. It does not have the highest density, but most of the area falls within 1 - 2.5km per km<sup>2</sup> and some areas fall within the highest category of 2.5km per km<sup>2</sup>. Rights of way density is higher in the north west of the district around Ditchling and lower in the east and in the coastal towns of the south of the district.

Analysis of those households which do not have access to ANG within 300m and also which have lower provision of rights of way highlights pockets of households around Ringmer and areas in Peacehaven and Seaford, although not Newhaven which is generally well-served with rights of way, see [Plan 100](#).

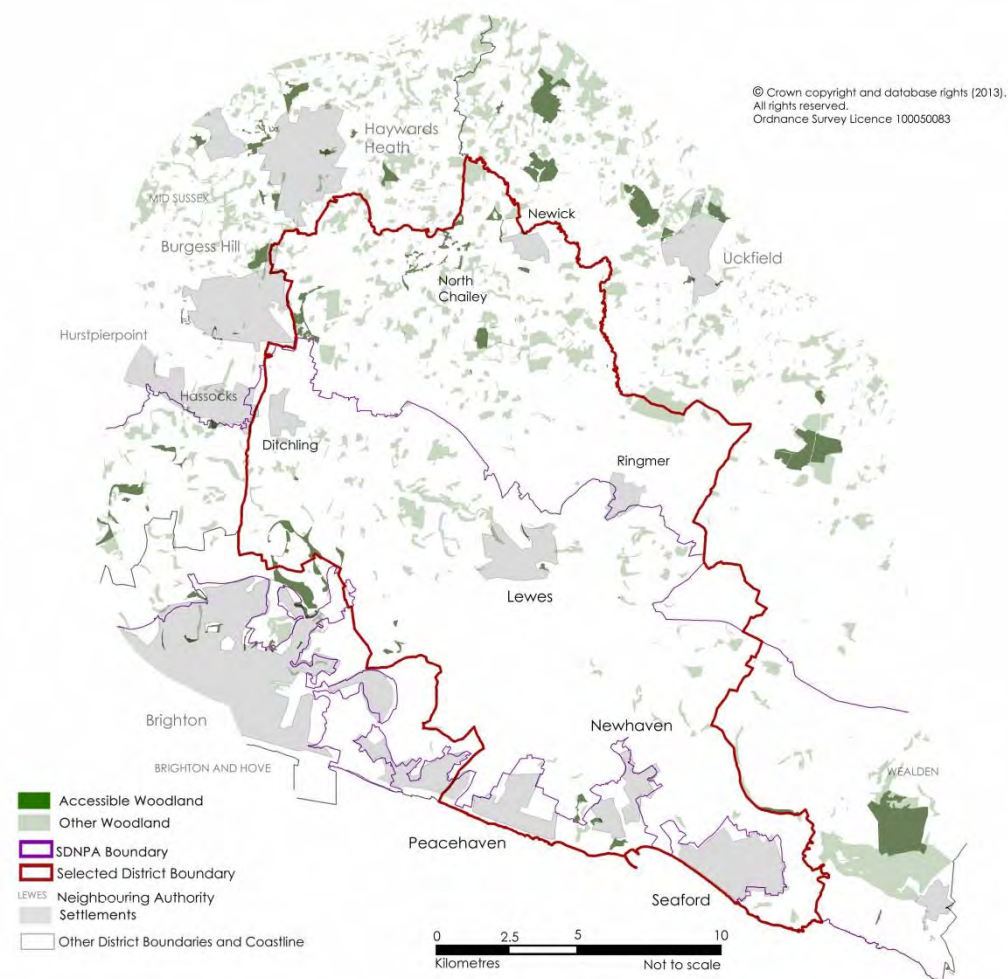
### Accessible Woodland

Lewes district has low provision of accessible woodland when compared with the rest of the study area. With total woodland coverage of 2,160 hectares, 18% or 390 hectares is indicated by the Woodland Trust to be accessible. There is more woodland in the north of the district, with woodland coverage more sparse to the south in the National Park, with more accessible woodland in the north of the district than the south, see [Plan 101](#).





**Plan 100: Lewes – Density of Public Rights of Way and Households  
outside of 300m ANG Buffer**



**Plan 101: Lewes – All Woodland**



## Cycling

A Sustrans route runs east-west through Lewes town, providing a key link to Brighton and a further Sustrans coastal route follows the southern boundary of the district.

The South Downs Way National Trail is a cycle-able route that runs east-west through the National Park and runs to the south of Lewes town.

There is an extensive cycle route network in the district. Within the National Park much of this network is off-road or on private roads and tracks. However, north of the National Park the network relies heavily on public roads, with sections linked by off-road tracks and other routes. This may be explained by the limited potential of the existing PROW network to increase the cycling network.

There is a good network or linkages with the settlements, but again this relies on the use of public roads.

Permeability of routes with adjacent districts is good in the National Park but poor to the north of the National Park, and connectivity, where it exists, is by provided by existing public roads.

## Links with Public Transport

Lewes District benefits from eight 'gateway' railway stations, with a number of other stations close to its boundary. [Plan 7](#) shows the Sustrans route and the promoted cycling network provide connections with these stations.

[Plan 9](#), [Plan 10](#) and [Plan 11](#) show the gateway railway stations, attractions and bus routes. The bus routes radiate from Lewes town and connect with the coast at Brighton and Newhaven and inland towns in the hinterland around Lewes town, as well as the gateway railway stations.

Generally the areas where fewer households have access to cars are well served by buses. The exceptions include the area around Ditchling in the west of the district, and the more sparsely populated rural area between Newhaven and Fittlehampton in the east.

The weekday and Saturday services provide access to the attractions and links with the stations, thereby enabling walkers and cyclists some link with public transport. However, the Sunday service is poor by comparison and serves Uckfield to the north and the coast at Brighton.

However there are large areas and settlements that are poorly served by public transport, particularly in the northern part of the district where PROW density tends to be lower than in the rest of the district.

[Plan 102](#) shows households without access to a vehicle. The incidence of households without access to a vehicle is low overall. However, ownership levels in parts of the town of Lewes are as low as 60%; and in Newhaven and the rural areas to the east between Newhaven and Fittlehampton they are as low as 70%.

## Summary and Opportunities

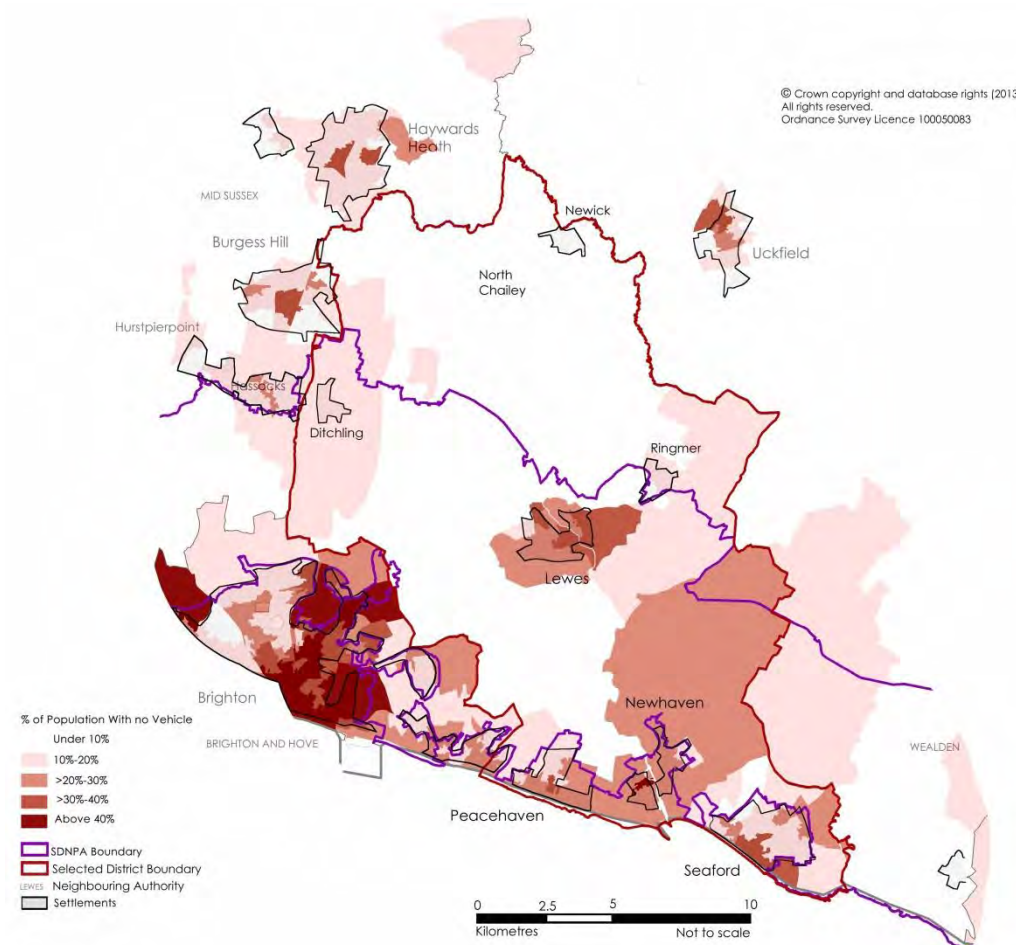
Consider enhancing ANG provision in areas that will be subject to pressure as a result of additional housing growth. For example, in the Ditchling area where planned housing developments in Burgess Hill may put pressure on an area of the National Park that is lacking in local ANG sites.

There is a need to improve the cycling network outside the National Park and take routes off road or onto separate carriageways, improve routes northwards from Lewes town and improve permeability with surrounding districts.

Improvements to Sunday bus services would provide links with gateway railway stations and help encourage leisure cycling and walking.

Encouraging the use of railway services into the National Park and connecting them with buses, walking and cycling routes, could help relieve the pressure on the roads on the downs. This will become increasingly important as the planned major housing developments are built in the coastal towns.

In addition there may be a need to investigate in more detail at some areas such as Newhaven and the extensive rural areas to the north of the town. These areas have lower levels of access to cars, poor access to public transport, some poor health and deprivation issues and lower density PROW.



Plan 102: Lewes – Car or Van Ownership, No Car or Van (Census 2011)

## Mid Sussex

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### Introduction

Mid Sussex District is located between Crawley and Brighton, in the county of West Sussex. The district shares its boundaries with Tandridge in Surrey to the north, Brighton and Hove to the south, Wealden and Lewes in East Sussex to the east and Crawley and Horsham Districts to the west. The district covers an area of almost 334km<sup>2</sup> and has three main towns: Burgess Hill, East Grinstead and Haywards Heath. The remainder of the district is largely rural in character with 23 villages and many small hamlets.

As recorded in the 2011 Census, Mid Sussex District has a total population of 139,860 people and it is projected that this population will increase to 151,000 by 2021. The majority of the population lives in the three main towns with the remaining population residing in the villages and rural areas.

It is the 5th largest district in the study area in terms of the total population.

11% (37km<sup>2</sup>) of the area of the district is within the South Downs National Park and 0.5% of the population, around 662 people. A further area in the north of the district is designated as the High Weald Area of Outstanding Natural Beauty.

The district contains three national Landscape Character Areas; the South Downs, Low Weald and High Weald. A range of landscape types is represented, including the woodlands of the High Weald to the north, the River Adur wetlands of the Low Weald in the centre of the district and the chalk downland and woodland of the downs in the south.

The district's range of biodiversity habitats includes varied woodland types, hedgerows, chalk, neutral and dry acid grassland and meadowland, lowland heathland, standing fresh waters and marsh.

Key sites includes the Devils Dyke and Jack and Jill Windmills above Clayton.

Relevant plans and studies include:

- Mid Sussex Landscape Character Assessment 2005;
- PPG 17 Assessment Report 2006;
- Draft Local Plan 2013.

Projects and partnerships within Mid Sussex District include:

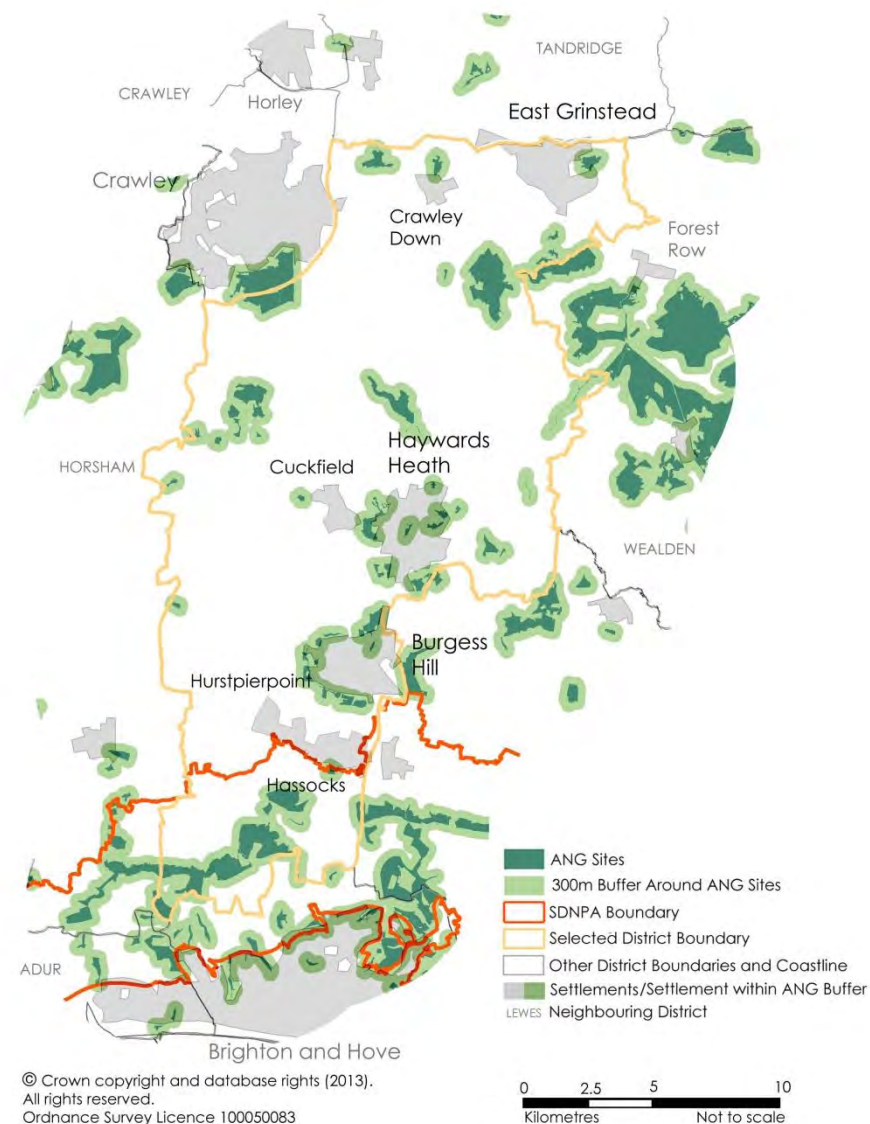
- West Weald Landscape Partnership.

## Accessible Natural Greenspace Provision

There is reasonable, if uneven, coverage of accessible natural greenspace across the district, although ANG coverage is better within the National Park, see Plan 103.

Mid Sussex District ranks 7th for 5km and 6th for 10km ANG provision out of the study districts and the ANG analysis reveals that less than 1.5% of the population has no access to ANG, see [Plan 104](#). However, less than a quarter of the population (31,731 or 22.7%) has access to ANG at a neighbourhood level of within 300m of their home, see [Plan 105](#). Extending the definition of local ANG to 2km brings ANG to 88% of the population (123,246), ranking Mid Sussex 1st out of the study area districts.

The areas lacking ANG at the neighbourhood level (i.e. at 300m) include all the main towns and settlements, but with the exception of parts of Crawley Down most of these areas have access to ANG within a distance of 2km (see [Plan 106](#)). Three quarters of the population have access to a site of at least 100 hectares within a distance of 5km. Over 30% of the population (43,054 people) have access to a site of at least 500 hectares within a distance of 10km. There is only one site of this size and it can be found in the Ashdown Forest over the boundary in Wealden district.

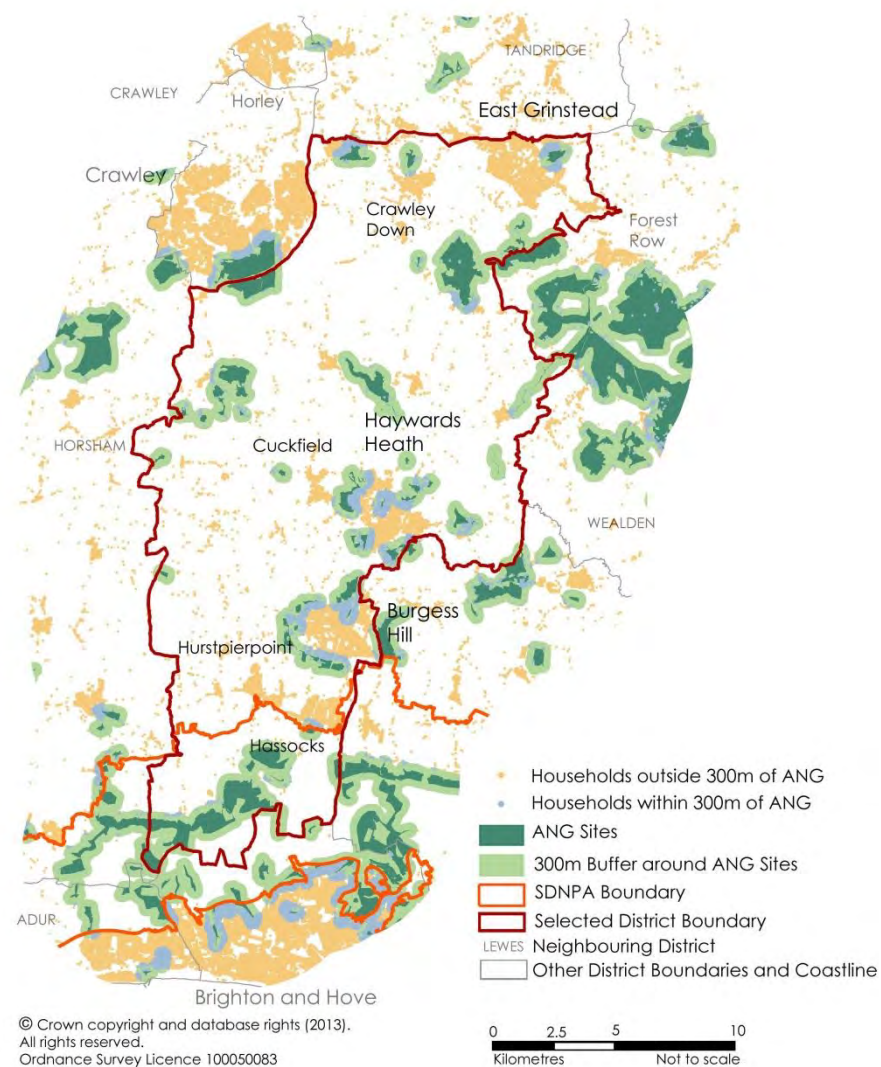


Plan 103: Mid Sussex - ANG Sites with 300m Buffer





**Plan 104: Mid Sussex - Areas with Access to any ANG/no ANG**



**Plan 105: Mid Sussex - Households with and without Access to ANG within 300m**

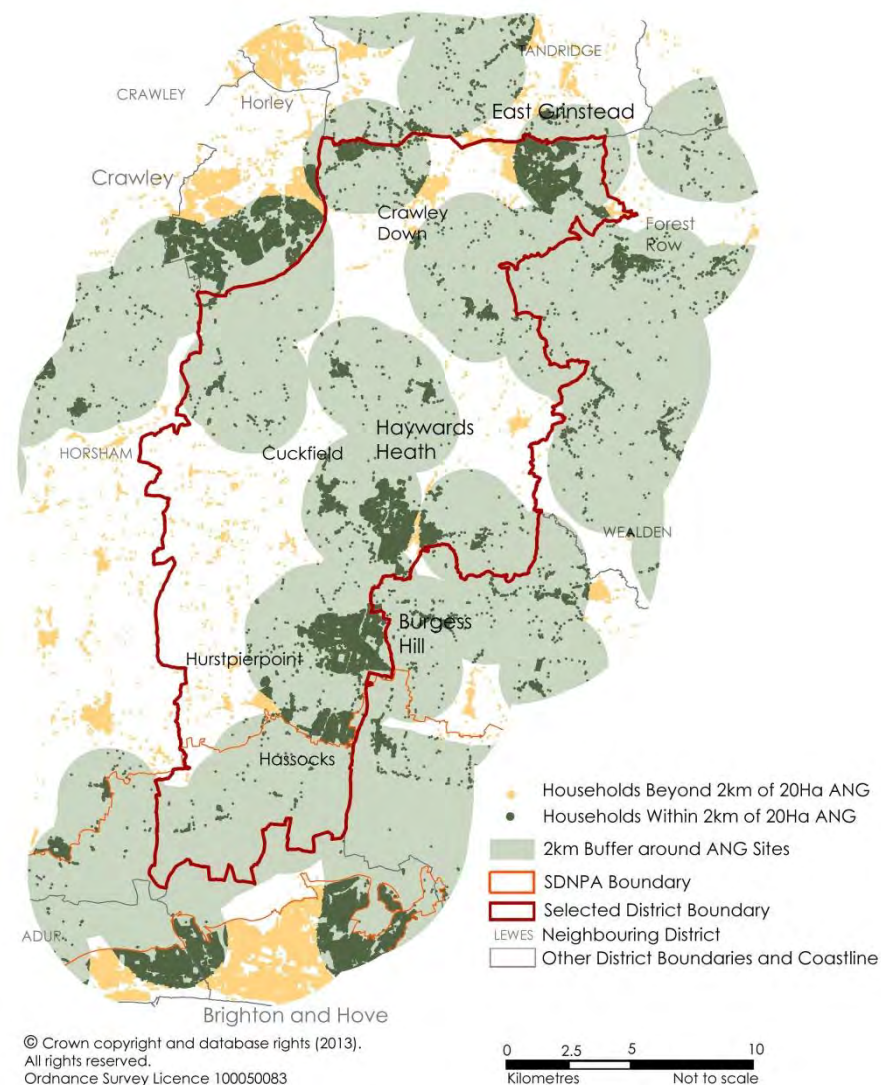
Within the South Downs National Park, access to ANG is better at the local level, with 47% of the population having access to ANG within 300m, and 95% with access within 2km. All the population (662 people) have access to an ANG site of at least 100 hectares within 5km, but there are no sites of more than 500 hectares within 10km distance. These results are due largely to the fairly even spread of sites and open access land on the South Downs and lack of other large sites within 10km in neighbouring districts.

### Summary of Key Points

There is generally fair to good coverage of ANG in Mid Sussex District, and only a small percentage (1.39%) have no access to any ANG. There are areas in the west of the district that lack ANG but these areas are sparsely populated; the main towns are to the east of the district. At the neighbourhood level (of ANG within 300m of home) all the main towns lack access to ANG, though coverage is good at 2km and 5km, particularly in the National Park.

There are no sites of more than 500 hectares within the district and the only one site that is situated within a 10km catchment of Mid Sussex District is the Ashdown Forest within Wealden District. However, the National Park is not within the catchment area of this site and consequently its population has no access to sites of 500 hectares or more.

For Local Nature Reserve provision, although Mid Sussex exceeds the ANG standard of 1 hectare per one thousand population (having 8 sites totalling 394 hectares), the 8 LNRs provide ANG to only 48.5% of homes at a distance of up to 2km.



**Plan 106: Mid Sussex - Households with and without Access to ANG within 2km**

Table 9: Mid Sussex - Summary of ANG Provision

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire Mid Sussex District					
% of Households	22.7	88.12	73.45	30.78	1.39
Households (total 40,762)	9,248	35,920	29,940	12,548	568
Population (total 139, 860)	31,731	123,246	102,728	43,054	1,949
Mid Sussex District within SDNPA					
% of Households	47.66	95.33	100	0	0
Households (total 193)	92	184	193	0	0
Population (total 662)	316	631	662	0	0

### Summary of ANG Provision

The ANGSt analysis for Mid Sussex District shows that:

- 22.7% households meet the 300m:2ha ANGSt;
- 88.12% households meet the 2km:20ha ANGSt;
- 73.45% households meet the 5km:100ha ANGSt;
- 30.78% households meet the 10km:500ha ANGSt;
- 1.39% households with no access to any ANG;
- 48.5% households within 2km of a LNR;
- 2.8 hectares of LNR per 1000 population (standard passed);
- 8 LNR's, totalling 394 hectares.

### Cross-Boundary Influences

The existing large conurbations of Crawley to the north-west just beyond the district boundary and Brighton and Shoreham lack ANG provision, and could be a pressure on the ANG in Mid Sussex. In particular the large populations of the coastal towns are located close to the boundary with the National Park.



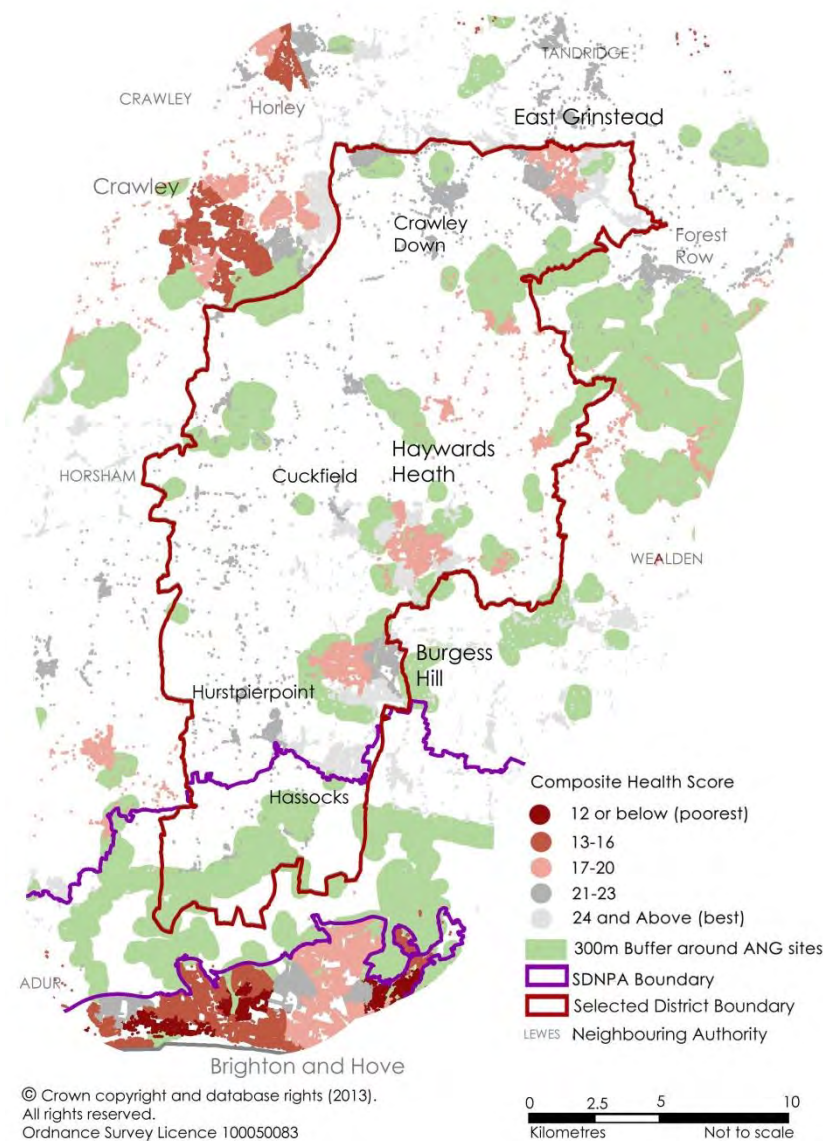
## Health and Socio-Economic Factors

Plan 107 shows good levels of health across large parts of Mid Sussex District. There are no areas in the district in the lowest two health score categories (below 12 and up to 16), although the main towns all have areas where there are health scores as low as 17-20 and there are some similar scores scattered across the rural areas. Within the National Park the composite health scores are all within the top two scoring categories. However there are areas of poor health scores in the coastal conurbations to the south of the National Park.

[Plan 108](#) shows those areas in the poorest health categories that also have no access to local ANG (at a distance of up to 300m). There are no areas affected within Mid Sussex District, although there are areas beyond the boundaries in Crawley and the coastal conurbations to the south.

Generally Mid Sussex District is a prosperous area, but there are low levels of deprivation evident, largely within the National Park area, see [Plan 4](#). There are also low to medium levels of deprivation recorded across the boundary with Crawley and Wealden and some just south of the district within the National Park in Brighton and Hove.

The plan of general health ([Plan 2](#)) shows a number of areas in the main towns and the rural areas where up to 6% of the population are in poor or very poor health and some small areas where higher levels are recorded e.g. in the Cuckfield/Haywards Heath area. There are low to medium levels of deprivation across the boundary with all neighbouring district areas, in particular in Crawley and the south coastal areas.



Plan 107: Mid Sussex - All Composite Health Scores with ANG, 300m Buffer



[Plan 3](#) shows a similar pattern of occurrence of limiting health problems or disabilities, with levels of up to 20% of the population affected, and small pockets of around 25% of the population. As in the general health plan, there are areas on the boundary in all the neighbouring districts where the population has health or disability problems, in particular in Lewes and in Brighton and Hove. The situation in the National Park is better with only a small area recording any limiting health problems.

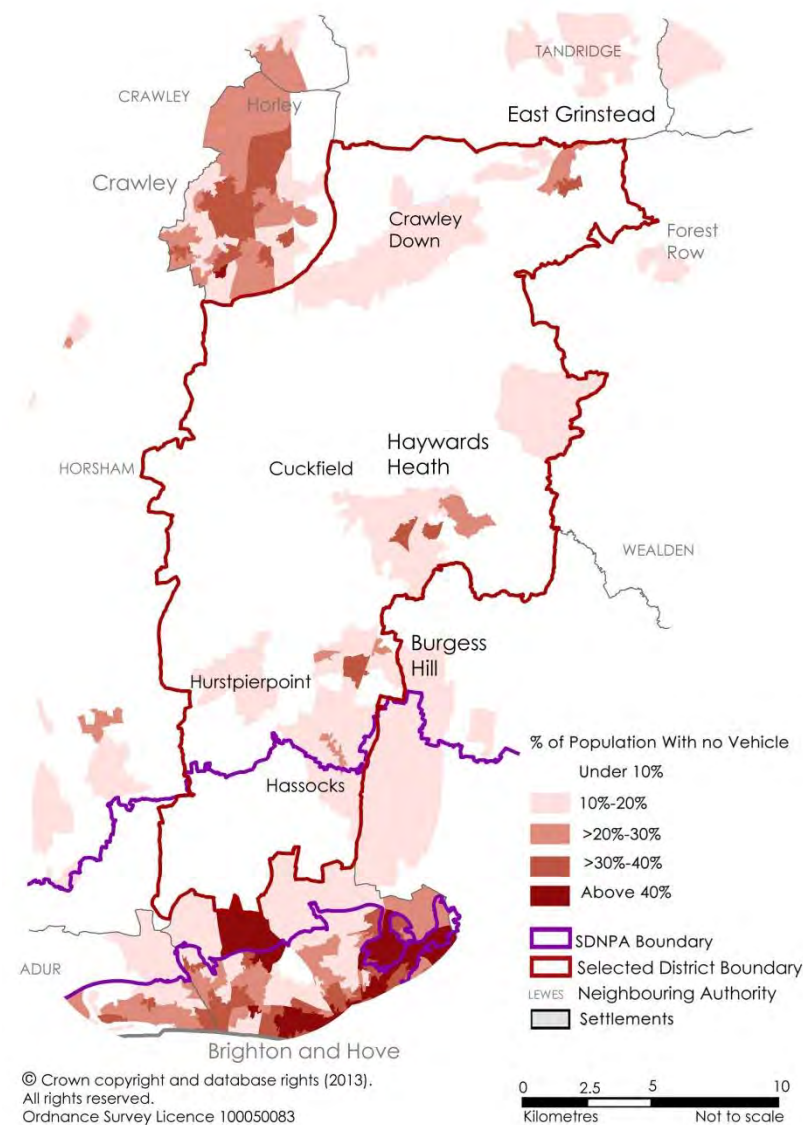
Plan 108 shows the worst two categories from each of the health indicators combined. There are very few parts of the district that have health problems at these levels, although there are some areas just over the boundary with Lewes, and with Brighton and Hove within the National Park.

## Development

### Housing Allocations and Development

Planned major housing developments within the district will provide up to 4,980 more homes.

Additionally there are up to ten significant housing developments planned within 5km of Mid Sussex's boundary in neighbouring districts, adding up to 12,000 new homes in this area and placing pressure on the district's access network.



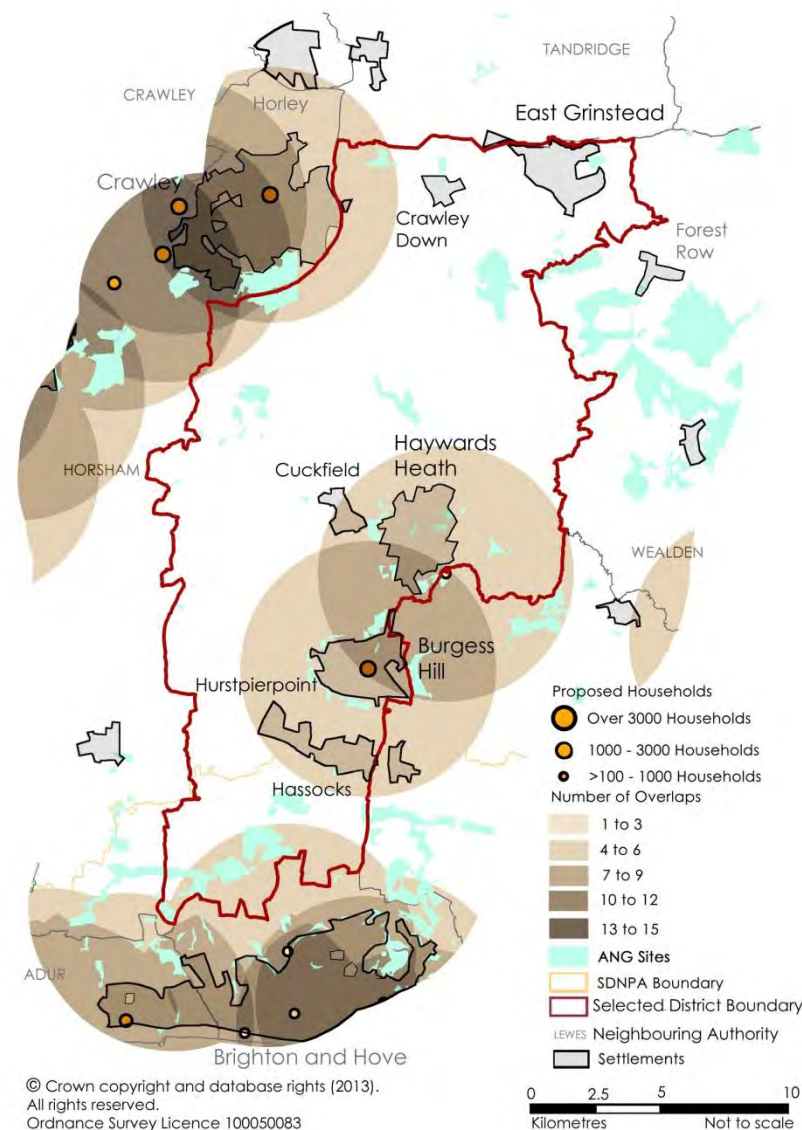
**Plan 108: Mid Sussex - All Health Indicators, Areas Falling in Lowest Categories**

Plan 109 shows planned developments in Mid Sussex and within 5km in the neighbouring districts, along with existing ANG sites. The size of the developments and their combined effect on existing ANG are evident, in particular to the south of the district in the coastal conurbations of Adur and Brighton and Hove where the plan shows the combined impacts of the developments upon the National Park area of the district.

### Population Projections

The population in Mid Sussex District in the ten years up to 2021 is projected to grow between 9,000 and 12,000 people.

Mid Sussex District is bordered by 6 other districts and the population of each is predicted to increase in the same period; Brighton and Hove by up to 17,000, Lewes by up to 12,000, Wealden by up to 8,000, Tandridge by up to 8,500, Crawley by up to 15,000, and Horsham by up to 12,000. Including Mid Sussex, this is a projected total of around 84,000 additional people.



**Plan 109: Mid Sussex - Housing Allocation Sites with Weighted 5km Buffer**

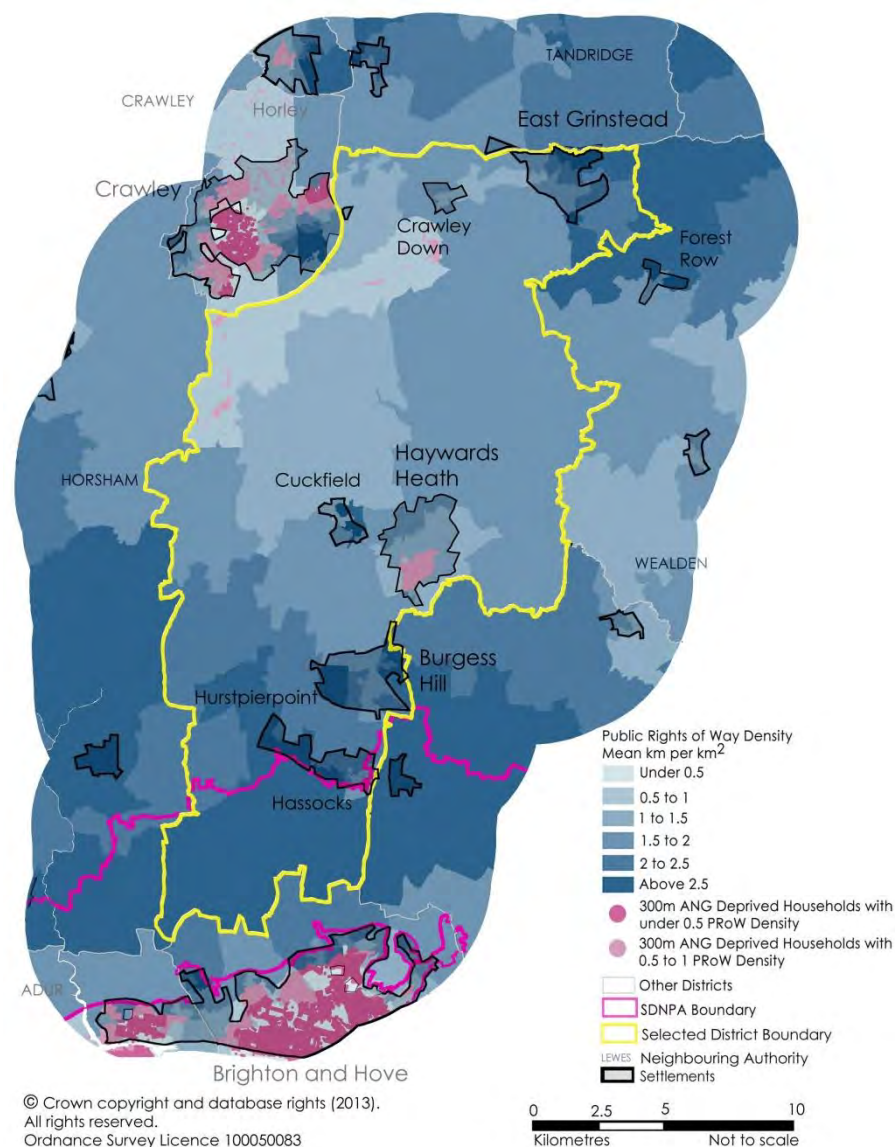
## The Access and Public Transport Network

### Public Rights of Way

The density of PROW in Mid Sussex District is higher than some of the other districts in the study area, but lower than others. There is a noticeable gradation from low density in the north of the district, with increasing levels to the south and into the National Park. The PROW density within the SDNP area of Mid Sussex District is higher than in the rest of the district at around 2.5km per km<sup>2</sup>.

Plan 110 shows the density of PROW in relation to areas that are deficient in local ANG. The only areas within the district which have both low density PROW and a deficiency of ANG at a neighbourhood level (within 300m from home) are parts of Haywards Heath and some areas of rural Mid Sussex in the north-west near the boundary with Crawley. However there are parts of Crawley and Brighton and Hove just outside the district boundary which are deficient in both PROW and neighbourhood ANG.

The results for limited PROW in combination with ANG at up to 2km from homes is much better, with only a small area affected in the north-west of the district. However, there are deficient areas just over the boundary in Brighton and Hove.



Plan 110: Mid Sussex - Density of Public Rights of Way and Households outside of 300m ANG Buffer



## Accessible Woodland

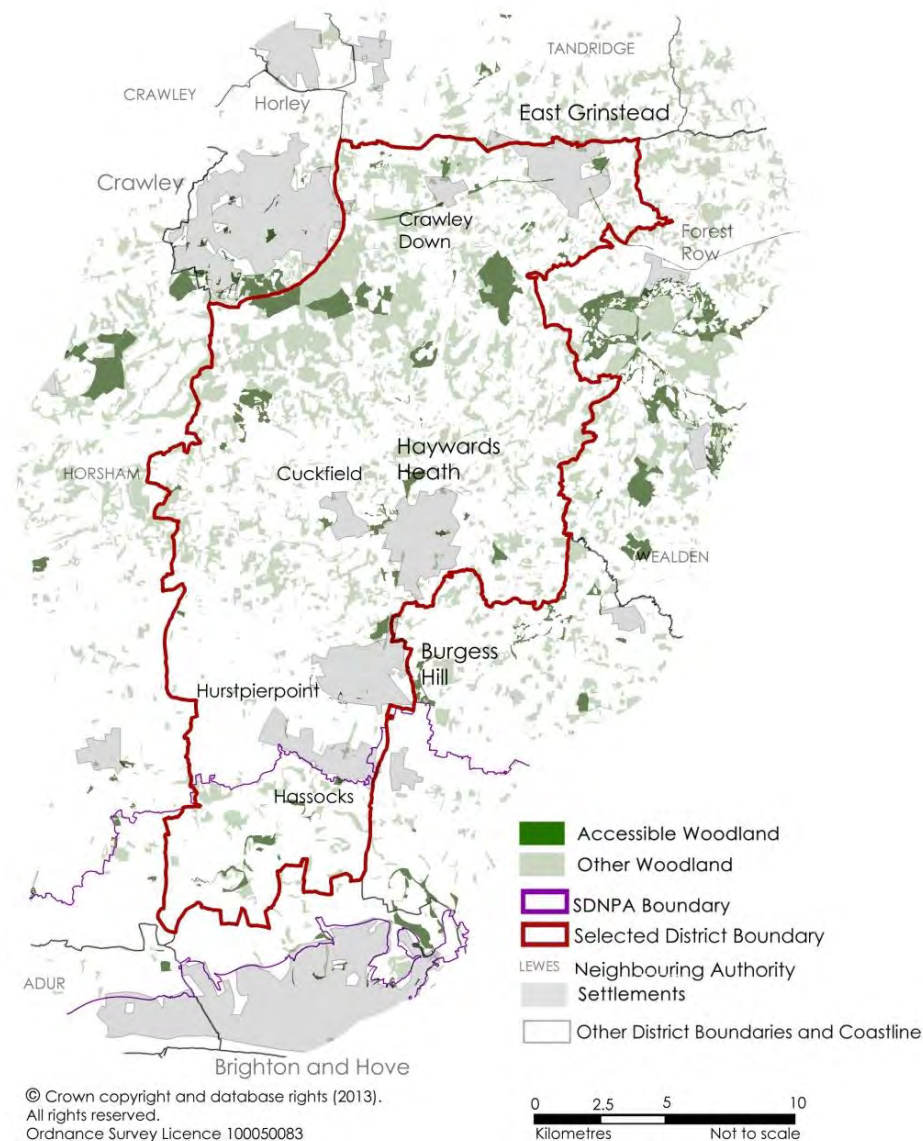
Plan 111 shows accessible woodland. The plan also shows other woodland in Mid Sussex District that is either closed to the public or accessible only by PROW. There are 7,780 hectares of woodland, of which 14% or 1,100 hectares are accessible.

The distribution of woodland in Mid Sussex District largely follows the national character areas of the High Weald, Low Weald and South Downs. There are large tracts of woodland in the High Weald in the north of the district, with fewer woodlands towards the middle of the district in the Low Weald, and fewer on the South Downs.

Most of the woodlands are inaccessible; however, the accessible sites are concentrated in the High Weald across the northern part of the district. There are some areas of accessible woodland in the National Park, although there are areas of woodland where access could be improved, and where potentially, areas of local ANG could be developed.

## Cycling

There are two Sustrans routes running north south through the district; linking from Crawley and Reigate down to Brighton on the south coast and from Crawley in the west across the north of the district into adjacent Wealden District and to Eastbourne on the coast.



**Plan 111: Mid Sussex – All Woodland**



The South Downs Way is a cycle route that runs east-west through the National Park and links to the Sustrans route to Brighton. There are no other promoted routes evident in the district outside of the National Park, although there appears to be potential to develop walking routes using the PROW network.

There are very few promoted cycling routes in the district, including the area of National Park and there are no evident local promoted networks or linkages between the main routes and the settlements. This may be explained by the limited potential of the existing PROW network to increase the cycling network.

Permeability of routes with adjacent districts is particularly poor to the north and east, although there are good connections in the National Park.

## Links with Public Transport

[Plan 9](#), [Plan 10](#) and [Plan 11](#) show the gateway railway stations, attractions and bus routes. The bus routes connect Crawley in the north to Brighton on the south coast, through some rural and urban areas of Mid Sussex District including the gateway railway station at Hassocks and the National Park. Some attractions are served by public transport but not all, particularly in the National Park.

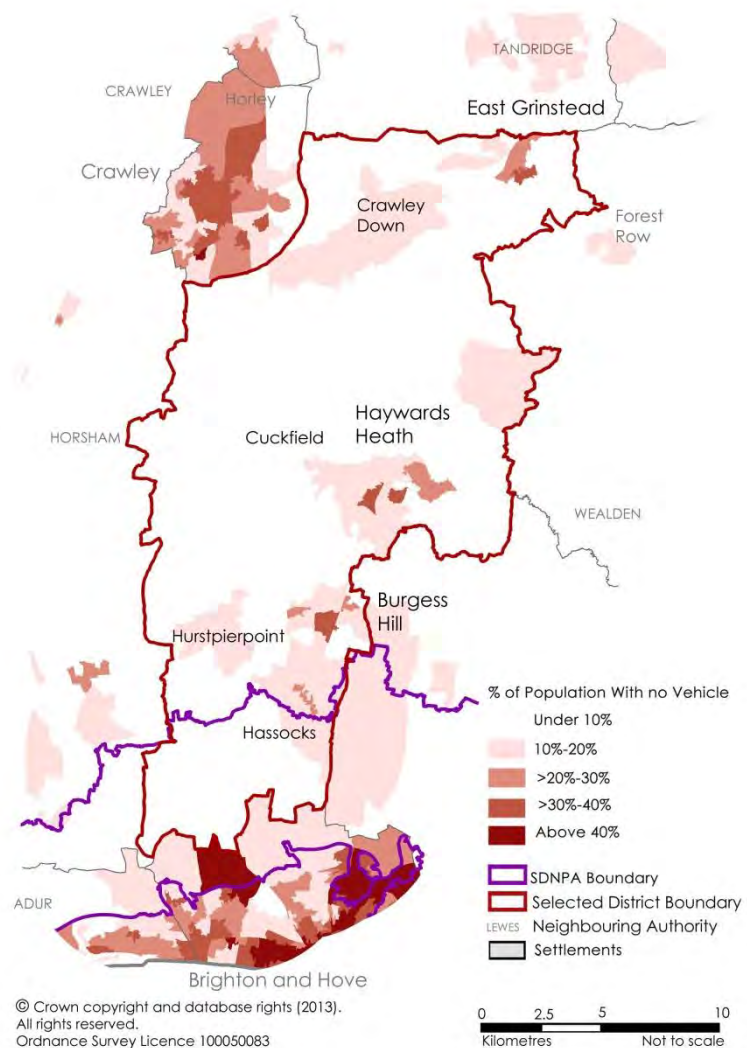
However, there are large areas and settlements that are poorly served by public transport, particularly in the northern part of the district where PROW density tends to be lower than in the rest of the district.

The weekday and Saturday services provide some access to the attractions and link with the station, thereby enabling walkers and cyclists some link with public transport. However, the Sunday service is poor by comparison and provides an incomplete network – although this situation is a little better in the National Park, possibly due to the popularity of Brighton as a destination.

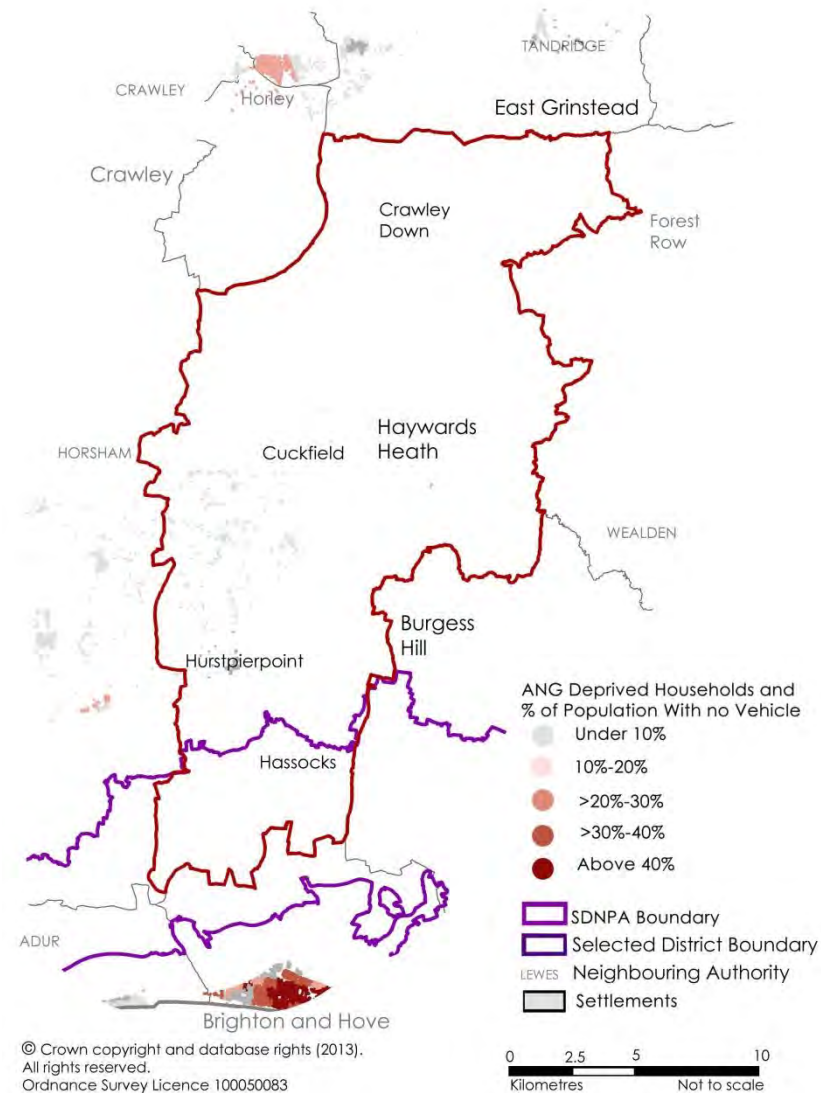
[Plan 112](#) shows households without access to a vehicle and [Plan 113](#) shows the distribution of households with no access to a vehicle and no access to any ANG.

The incidence of households without access to a vehicle is low overall, with the ownership levels in the towns varying from as high as 90% to as low as 60% in isolated areas. In general car ownership levels are above 80%, with even higher levels in the National Park. There are areas just outside the district with lower levels of car ownership; these are in Crawley and in Brighton and Hove.

The few areas where there are concentrations of households with no access to either a car or ANG are focused in the west of the district in mostly rural areas where there is little or no ANG. Notably there are parts of Brighton and Hove where there are fewer than 60% of households owning a car and they have no access to any ANG.



Plan 112: Mid Sussex – Car or Van Ownership, No Car or Van (Census 2011)



Plan 113: Mid Sussex – No Car or Van, Households which fall outside of any ANG Buffer

## Summary and Opportunities

Access to natural greenspace is poor at a neighbourhood level (within 300m of home) and there are no large ANG sites (at least 500 hectares) within the district or within reasonable distance for most of the population, and particularly for residents in the National Park. The provision of local ANG sites within 2km of home is good, as is provision of larger sites within 5km.

The health scores throughout the district are generally good and particularly so within the National Park. There are some areas where levels of health and disabilities are considered 'limiting' but the levels are not high.

However, there are areas outside the district such as Crawley and the coastal towns in Brighton and Hove with higher levels of deprivation and poor health together with deficiencies in access to ANG. There are major housing developments planned in these areas which, in combination with the above issues, could result in additional pressure on the ANG resource and in particular on the National Park.

There are areas of accessible woodland but these are mostly to the north of the district, and are only a fraction of the available woodland resource. These woodlands could provide opportunities to create new ANG where it is needed.

There are few promoted cycling and walking routes in the district, although there are two key regional cycling routes that provide links to the coast. There is a lack of local networks and connections to urban areas and attractions. Permeability with neighbouring areas is poor in

the north and east, and the PROW is limited in its potential to develop cycling routes.

The bus services connect Crawley to parts of the district and to the coast but there are gaps. The Sunday service is poor in all areas of the district except the National Park where there are links to some attractions and to the coast.

Developments from outside the district could place pressure on the greenspace resource, particularly in the north-west near Crawley and in the National Park close to Brighton and Hove.

The provision of at least one large greenspace site (of at least 500 hectares) either within the district or close by would help to address deficiencies in ANG. In particular the provision of large sites would help reduce pressure on the National Park from the coastal conurbations.

Although the district provision of Local Nature Reserves (LNRs) appears to meet – and exceed – the ANG standard of one hectare of LNR per thousand population across the district as a whole, over 50% of the population has no access to a LNR within 2km of their home; so there may be potential to address some of the neighbourhood deficiency of ANG through the designation of LNRs.

The PROW network could be used alongside other linear routes to develop local cycle networks and links to connect the main towns and railways stations to the Sustrans routes and to the district's attractions. In particular the opportunity could be taken to look across boundaries to develop potential routes with neighbouring authorities.

## Winchester

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### Introduction

As recorded in the 2011 Census, Winchester local authority area has a total population of 116,595 people. Winchester ranks 7th out of the study area in terms of the total population and has an area of 661km<sup>2</sup>. 40% of the area (267km<sup>2</sup>) of the local authority is within the South Downs National Park, with a population of around 9,731 people.

The landscape types represented include areas of chalk downland, ancient hedgerows, and the valleys of the chalk streams; the Test, Itchen and Meon.

Relevant strategies for Winchester Local authority area include:

- Winchester Green Infrastructure Study (2010);
- An assessment of countryside recreation supply and demand in Winchester (2007);
- Winchester District Local Plan – Joint Core Strategy (2013);
- Winchester LDF Habitat Regulations Assessment (HRA) Report of Submission Core Strategy (2012);
- Open Space, Sports and Recreation Study for Winchester City Council (2008);

A Green Infrastructure Study for Winchester was carried out in 2010 in support of the Local Development Framework. This makes recommendations for the management and development of the GI network.

Projects and partnerships within Winchester Local authority area include:

- the Solent Disturbance and Mitigation Project within which Winchester CC is a partner assessing the distribution and intensity of visitor activities and their effects on birds;
- The PUSG initiative for which Winchester City Council (CC) is a partner. The PUSH GI Strategy has made recommendations on a range of initiatives including the development of new sites and access links;
- The South Downs Way Ahead NIA programme;
- The Meon Valley Partnership;
- Rivers on the Edge Project (including the River Itchen);
- The Southern Chalk streams Project;
- Winnall Moors Restoration Project.



## Accessible Natural Greenspace Provision

Plan 114 shows all ANG sites with a 300m buffer which indicates the catchment area for the ANG site. Key sites include:

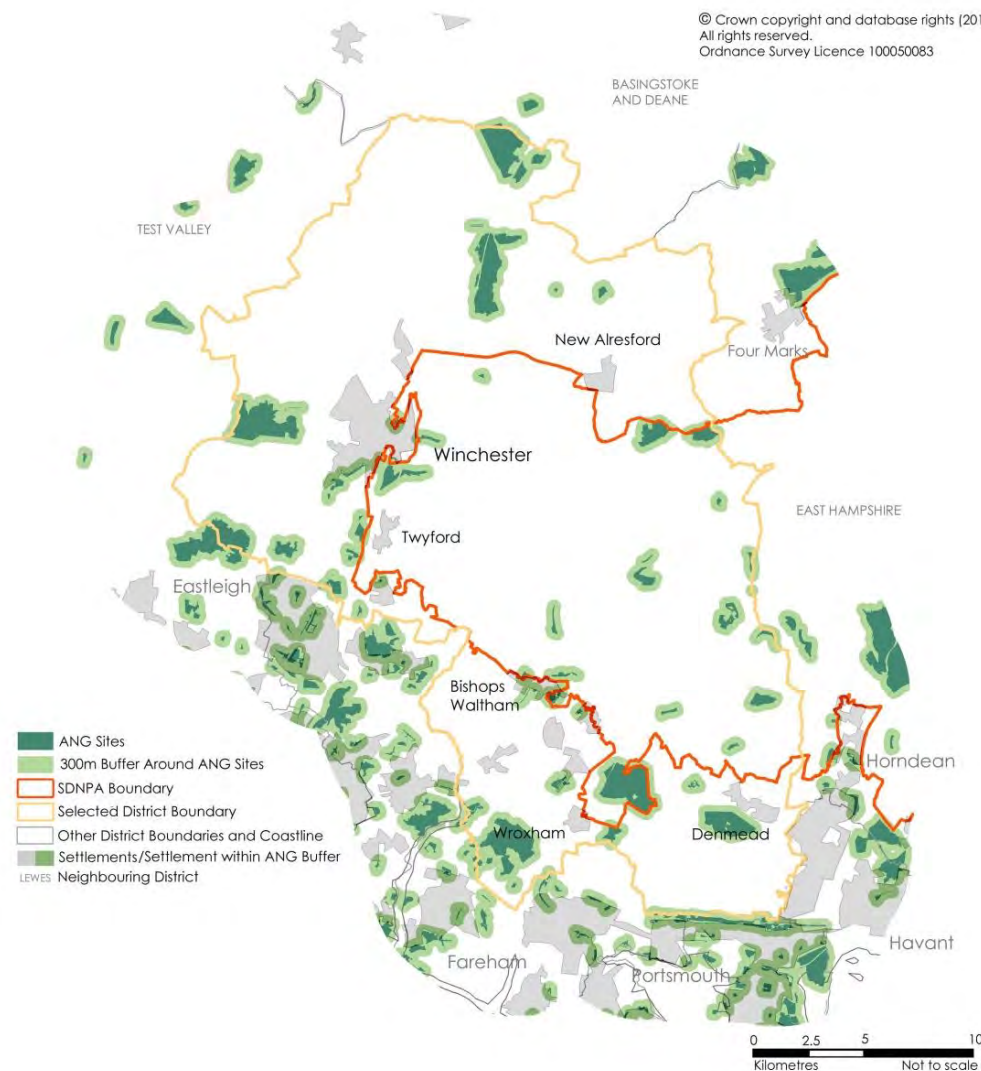
- Farley Mount Country Park;
- Micheldever Wood;
- West Walk Wood;
- Old Winchester Hill.

[Plan 115](#) shows the households which are deficient in ANG in relation to the 300m ANG standard, the standard for accessible greenspace at the most local level. Significant areas of Winchester City along with New Alresford and some of the smaller settlements on the border of the National Park are deficient in ANG at the local level.

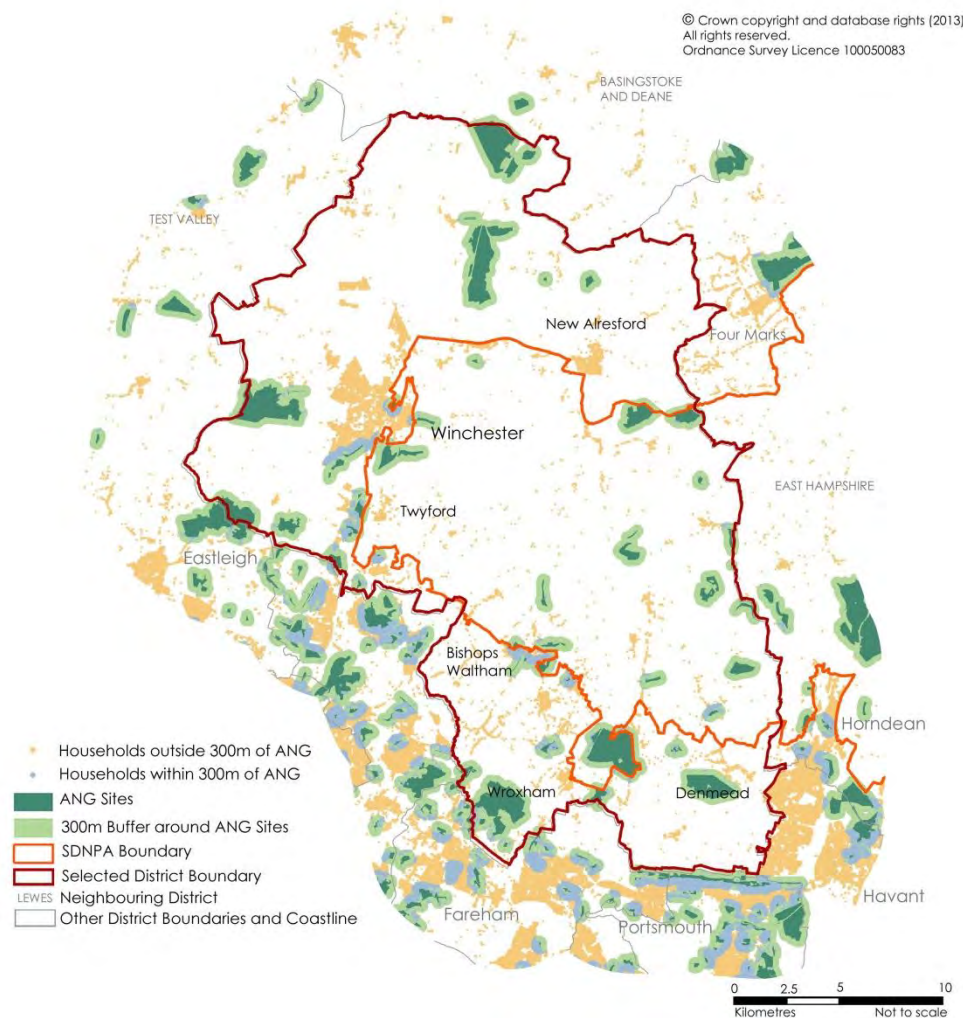
[Plan 116](#) shows the households which are deficient in ANG in relation to the 2km ANG standard, the standard for accessible greenspace at a neighbourhood level at walking distance. Again, there are parts of Winchester City which are deficient in ANG within 2km.

[Plan 117](#) shows all ANG sites with buffers appropriate to each of the ANG standards highlighting areas of deficiency. New Alresford is deficient in ANG, as are parts of the National Park area.

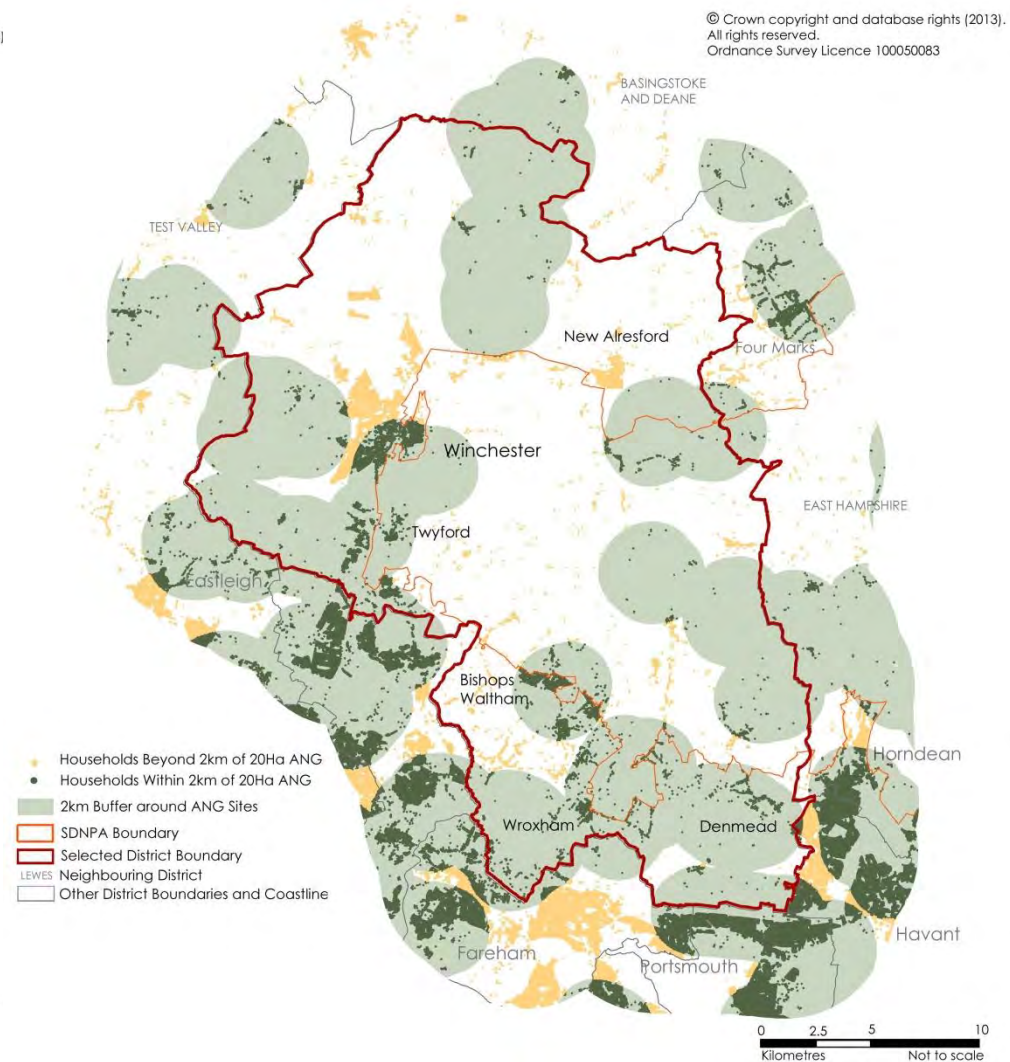
[Plan 118](#) indicates the density of ANG. In most of the local authority area between 0 and 2 buffers overlap, including most of Winchester City area, indicating a lack of ANG choice across large parts of the local authority area.



Plan 114: Winchester - ANG Sites with 300m Buffer



Plan 115: Winchester - Households with and without Access to ANG within 300m

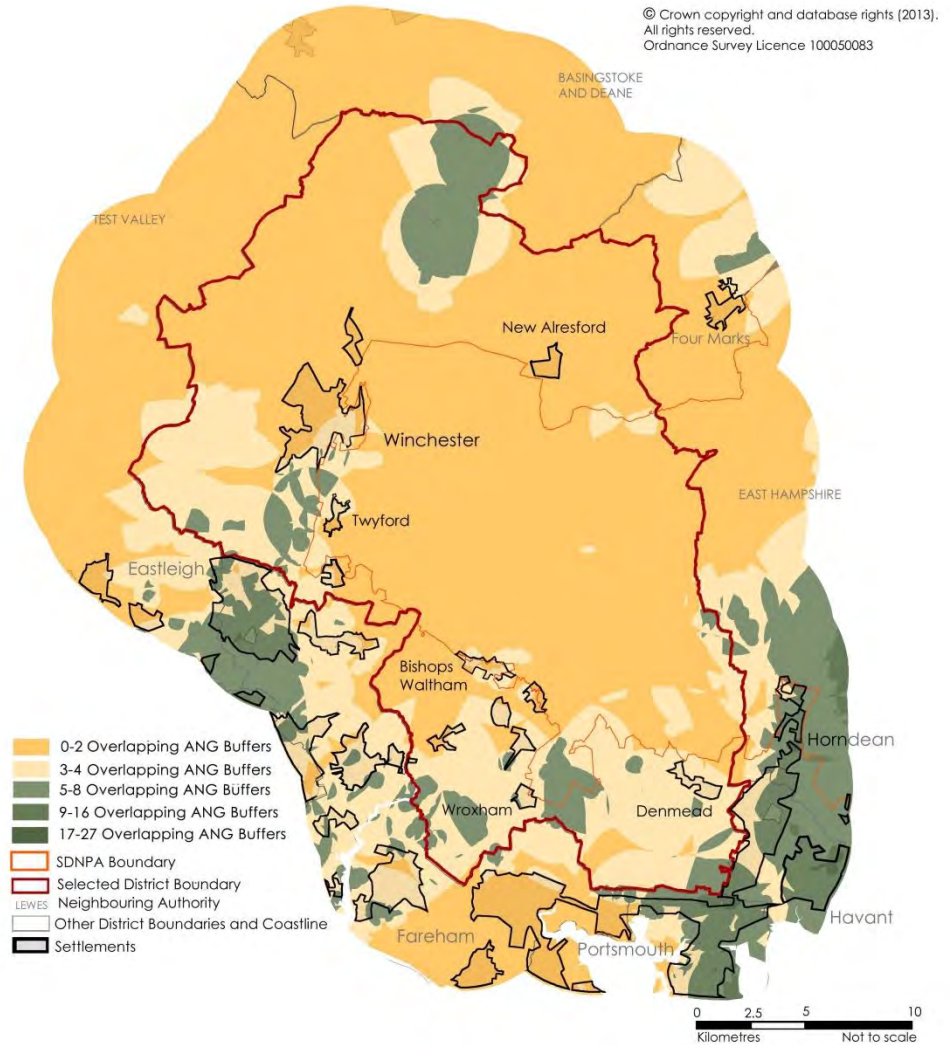


Plan 116: Winchester - Households with and without Access to ANG within 2km





Plan 117: Winchester - Areas with Access to any ANG/no ANG



Plan 118: Winchester - Density of ANG Provision

## Summary of ANG Provision

The ANGSt analysis for Winchester City Council area shows that:

- 19.5% households meet the 300m:2ha ANGSt;
- 53.4% households meet the 2km:20ha ANGSt;
- 76.6% households meet the 5km:100ha ANGSt;
- 0.14% households meet the 10km:500ha ANGSt;
- 12.7% households with no access to any ANG;
- 17.8% households within 2km of a LNR;
- 0.9 hectares of LNR per 1000 population (standard failed);
- 9 LNR's, totalling 109 hectares.

There are 9 LNRs in Winchester Local authority area, covering a total area of 109 hectares. This equates to 0.9 hectares per thousand population, a little below the ANG standard of one hectare per

thousand, and ranks Winchester 10th out of the 11 districts in the study area. 24,738 household, or 82.2%, do not have access to an LNR within 2km.

## Cross-Boundary Influences

The southern part of the Winchester local authority area falls within the South Hampshire sub-region where, together with ten other partner authorities, the City Council is part of the 'PUSH' initiative (Partnership for Urban South Hampshire).

There are large conurbations to the south of the local authority area, some of which are lacking in ANG and may be placing pressure on sites in Winchester Local authority area.

**Table 10: Winchester - Summary of ANG Provision**

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire Winchester City Council local authority area					
% of Households	19.5	53.4	76.6	0.14	12.7
Households (total 30,097)	5,877	16,075	23,074	43	3,816
Population (total 116,595)	22,767	62,274	89,388	167	14,783
Winchester City Council local authority area within SDNPA					
% of Households	10.46	44.62	36.42	0	29.29
Households (total 2,512)	263	1,121	915	0	736
Population (total 9,731)	1,019	4,343	3,545	0	2,851



## Summary of Key Points – ANG Provision

Around half the population has no access to local accessible greenspace (300m and 2km standards).

There are no ANG sites of 500 hectares or more in Winchester local authority area or within 10km of all but 43 households.

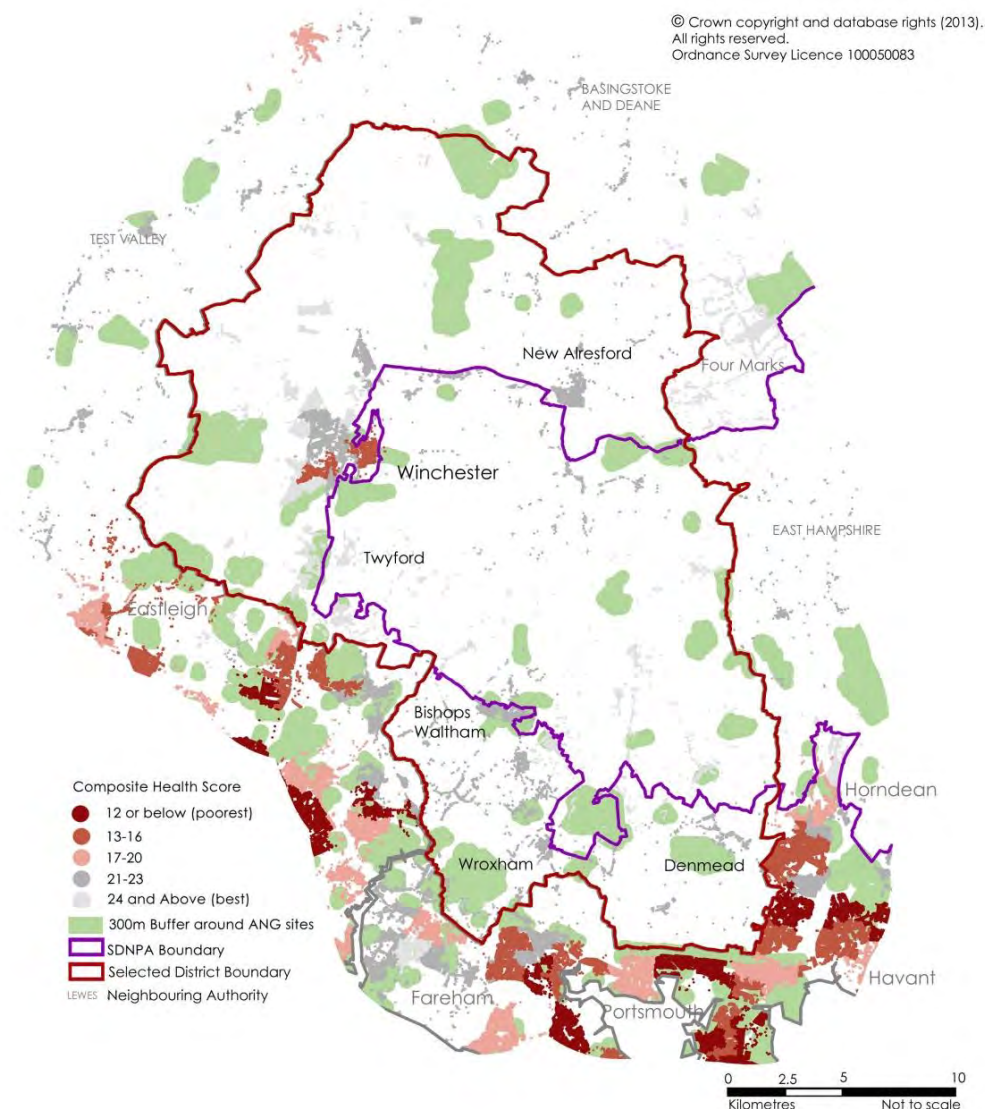
More than 12% (around 14,800) of the population has no access to any ANG. This figure increases to 30% within the SDNP.

Proportionally, the SDNP area has a greater deficit of ANG in all categories.

## Health and Socio-Economic Factors

Plan 119 shows areas that might be targeted for increased provision of ANG because they have populations with relatively poor health scores but are beyond the 300m ANG buffer. [Plan 120](#) shows the correlation between areas with poor health and areas that are deficient in local ANG within 300m.

The plans indicate generally good or very good levels of health in Winchester local authority area. The exceptions are parts of Winchester City where there are concentrations of poor and very poor health. These areas also have little access to local ANG.



Plan 119: Winchester - All Composite Health Scores with ANG, 300m Buffer

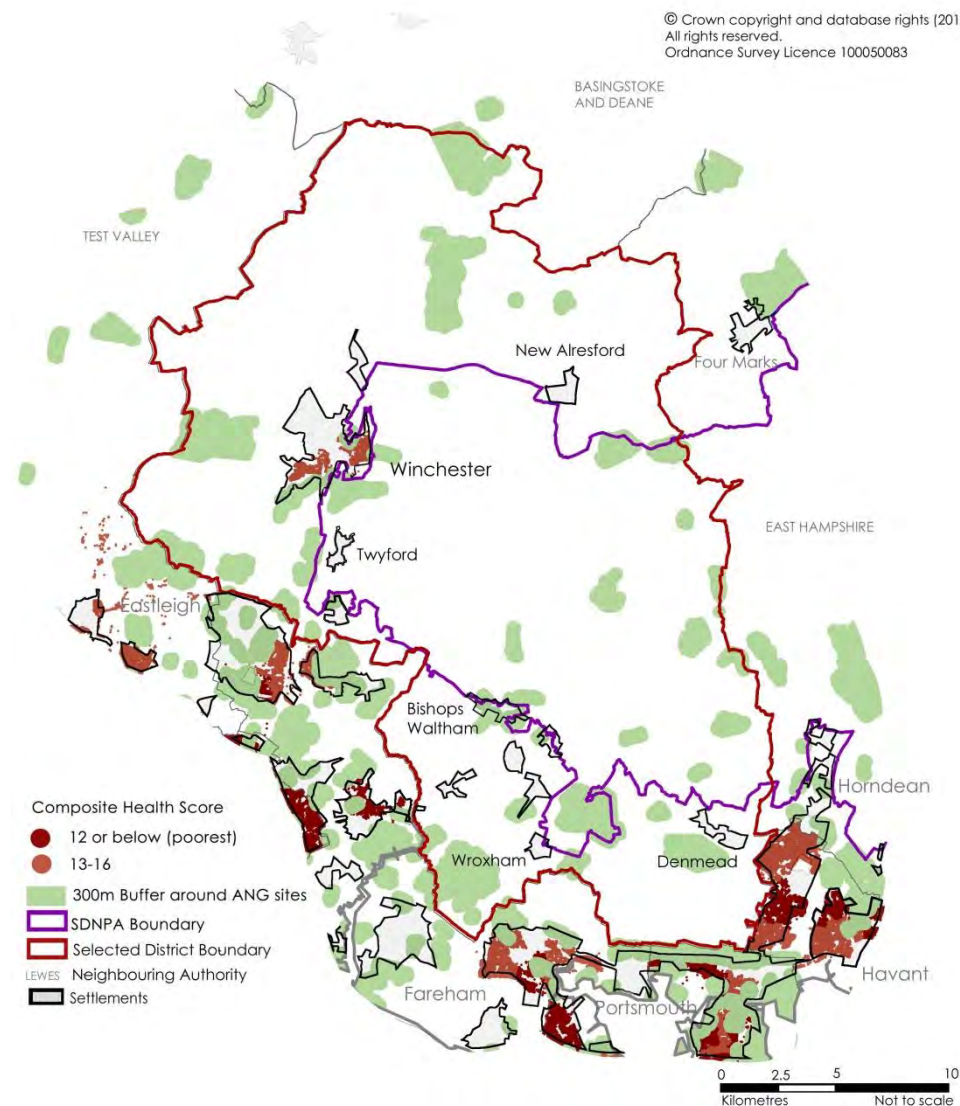
There are areas of poor health just over the Winchester border in the southern coastal towns of Eastleigh, Fareham, Portsmouth and Havant. Of these areas Havant is notable in having large areas with poor health and no access to local ANG within Havant or Winchester.

[Plan 4](#) shows areas with some level of deprivation. Generally Winchester local authority area is a prosperous area, but there are pockets of intermediate levels of deprivation within the city of Winchester. Notably there are areas of deprivation to the south of Winchester local authority area in Portsmouth and Havant, right up to the local authority area boundary.

[Plan 2](#) and [Plan 3](#) show levels of general health and long-term – and limiting – health problems or disabilities. Winchester is a healthy local authority area, but there are areas of Winchester city and its outlying suburbs that have some health issues, along with Wickham and its surrounding areas.

The plans also show area of poor health in Portsmouth and Havant up to the Winchester boundary.

This study does not analyse the causes of poor health, but it is interesting to note that some areas of Winchester are affected that otherwise appear prosperous, which may be due to the age profile of the area.



Plan 120: Winchester - Two Lowest Composite Health Score Categories, ANG with 300m Buffer

## Development

### Housing Allocations and Development

The Joint Core Strategy proposes major housing developments within the local authority area which in total will provide 11,750 new homes.

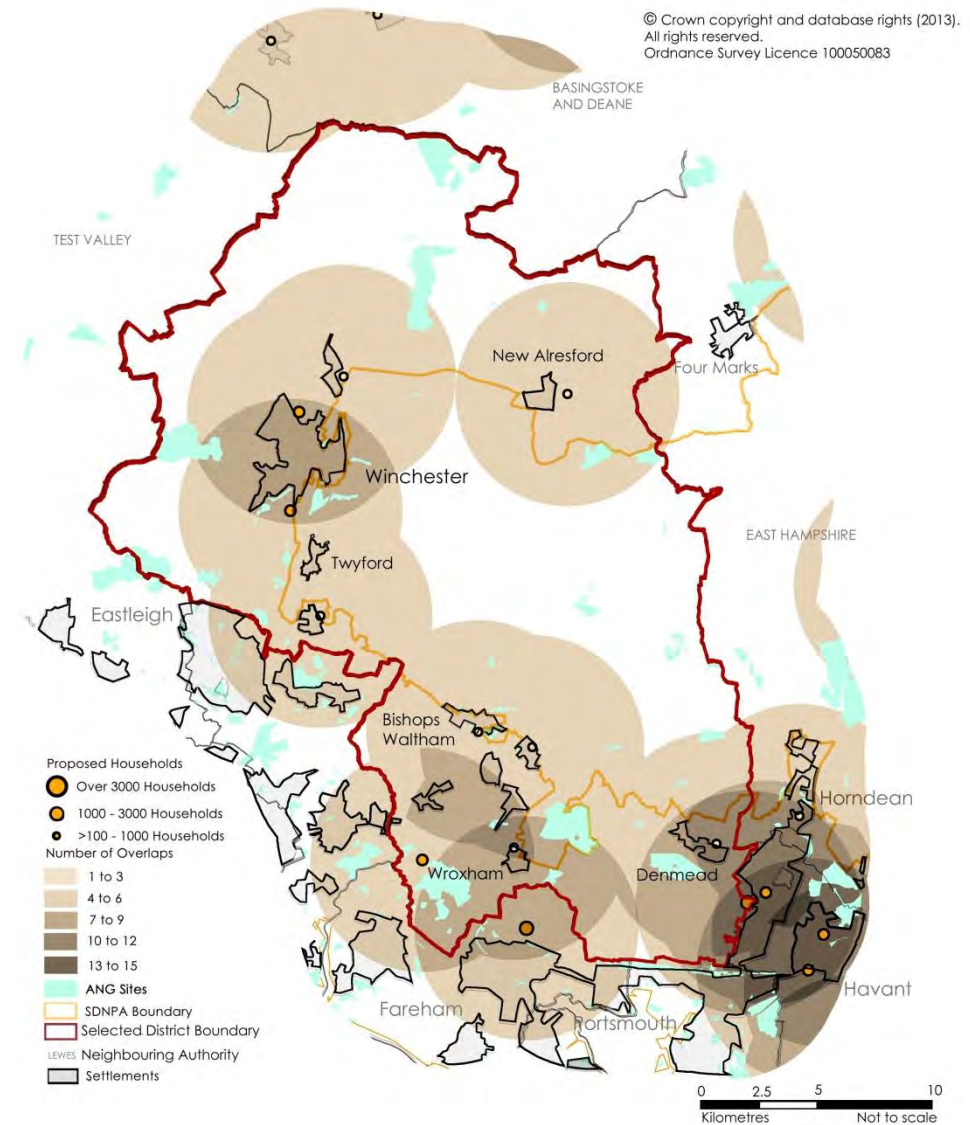
Additionally there are significant housing developments proposed in adjacent local authority areas and within 10km of Winchester's boundary that could place pressure on the local authority area's access network.

Plan 121 shows planned developments within 10km in Fareham, Havant and East Hampshire, along with existing ANG sites. The size of the developments and their combined effect on existing ANG are evident, in particular in the south of the local authority area near Havant where there is already a deficit of ANG.

### Population Projections

The Census 2011 population predictions that the population of Winchester Local authority area will increase by 7,000 people by 2021, or an increase of 6% on current levels.

In adjacent local authority areas it is interesting to note that Basingstoke's population is predicted to increase by over 15,000 in the same period, and Eastleigh and Portsmouth's by at least 12,000 in each local authority area.



Plan 121: Winchester - Housing Allocation Sites with Weighted 5km Buffer



## The Access and Public Transport Network

### Public Rights of Way

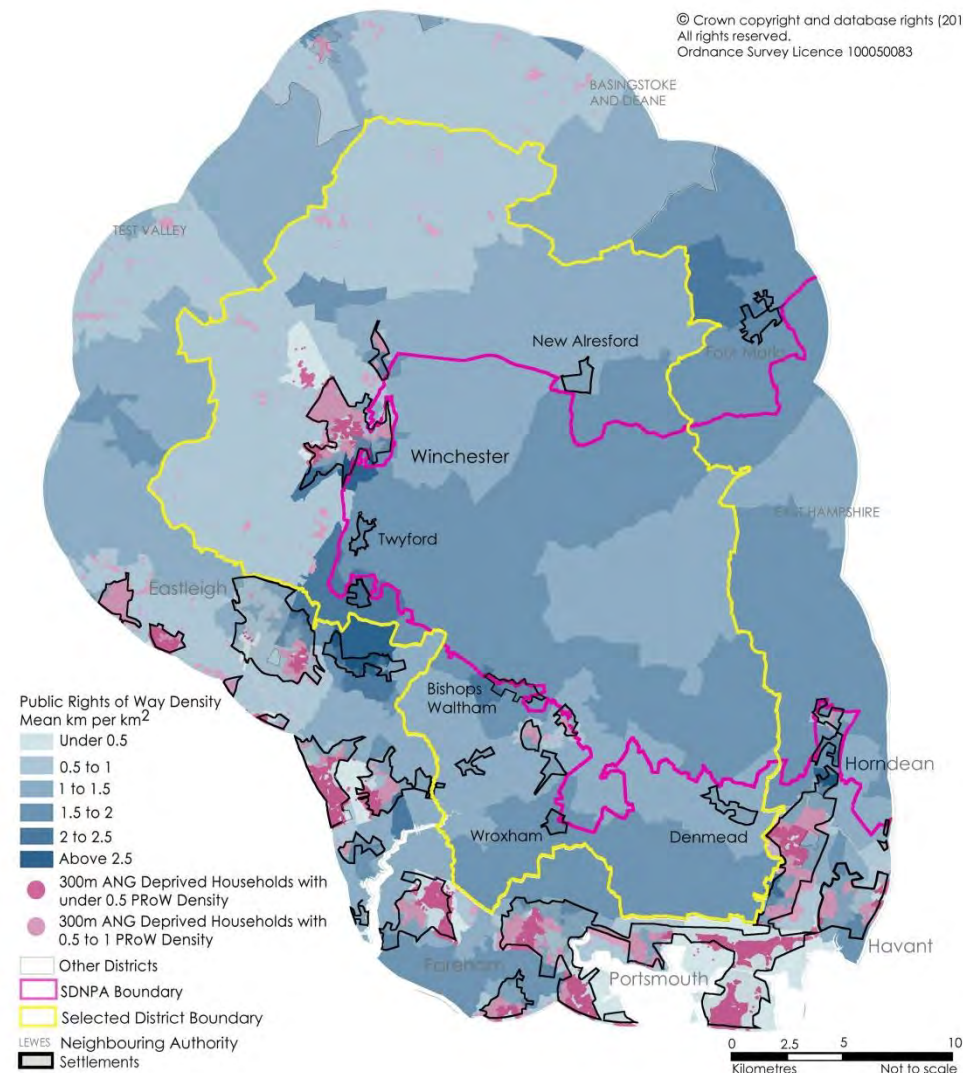
The density of PROW in Winchester is generally lower than in the rest of the study area. In particular the PROW density within the National Park is lower than in any most other areas of the National Park.

Plan 122 shows the density of PROW in relation to areas that are deficient in local ANG. The city of Winchester and areas to the north and west are particularly deficient in both ANG and PROW, as are areas of Havant, Portsmouth and Fareham close to the Winchester boundary.

### Accessible Woodland

[Plan 123](#) shows accessible woodland. The plan also shows other woodland in Winchester local authority area that is either closed to the public or accessible only by PROW. There are 7,710 hectares of woodland, of which 28% or 2,160 hectares are accessible.

It is clear there are significant areas of woodland where access could be improved.



Plan 122: Winchester - Density of Public Rights of Way and Households outside of 300m ANG Buffer



## Cycling

[Plan 5](#), [Plan 6](#) and [Plan 7](#) show significant gaps in the cycle network, particularly in the rural areas surrounding Winchester city and within the SDNP area.

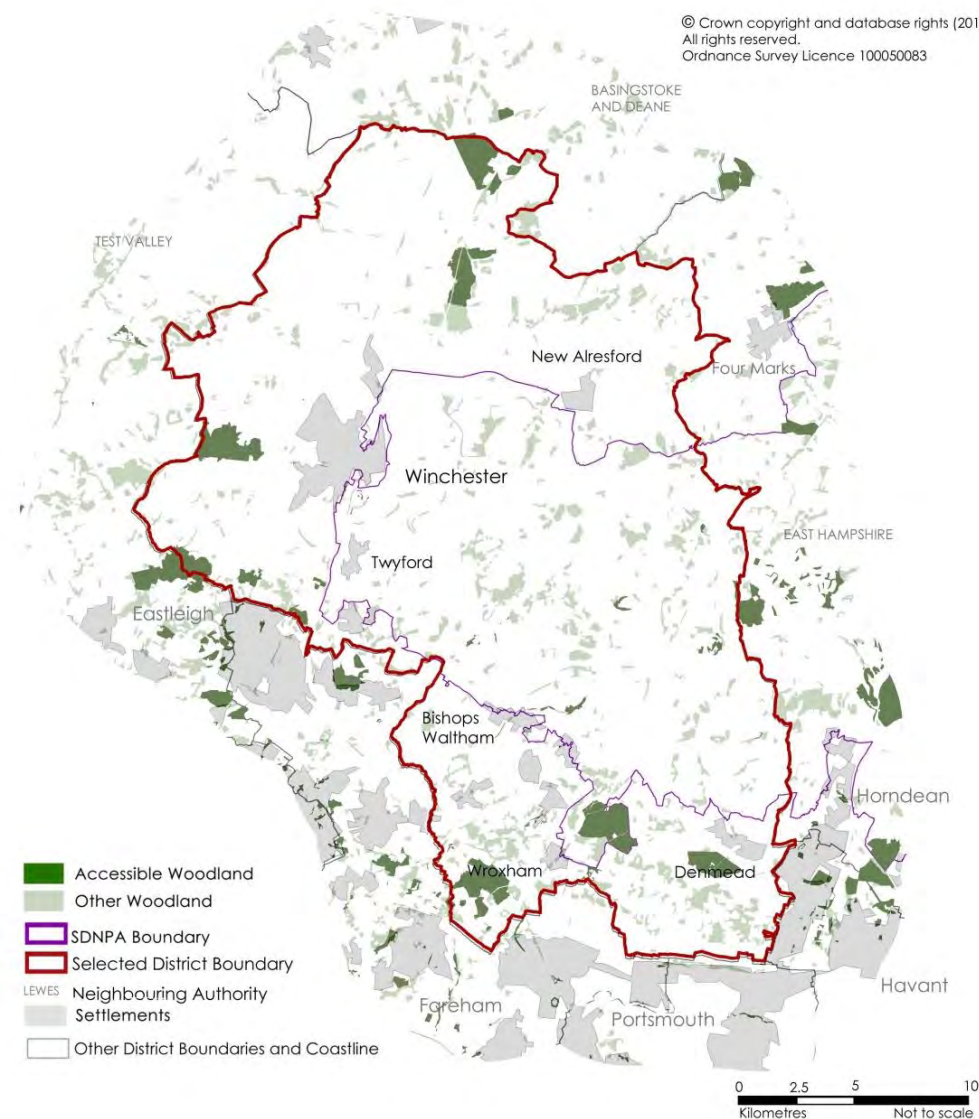
There is scope to join some of the existing routes with joining links; to improve access to the South Downs and east-west along the Downs, and southwards to the coast, to develop circular routes around the city and its hinterland and to make links with existing routes across boundaries to provide routes to railway stations and attractions.

The PUSH strategy illustrates a sub-regional scale corridor which runs along and links, existing long distance paths, namely the Kings Way and the Monarchs Way running from south of Waterloooville, around Bishop's Waltham (a main 'gateway' point to the SDNP) to Winchester (the western tip of the SDNP).

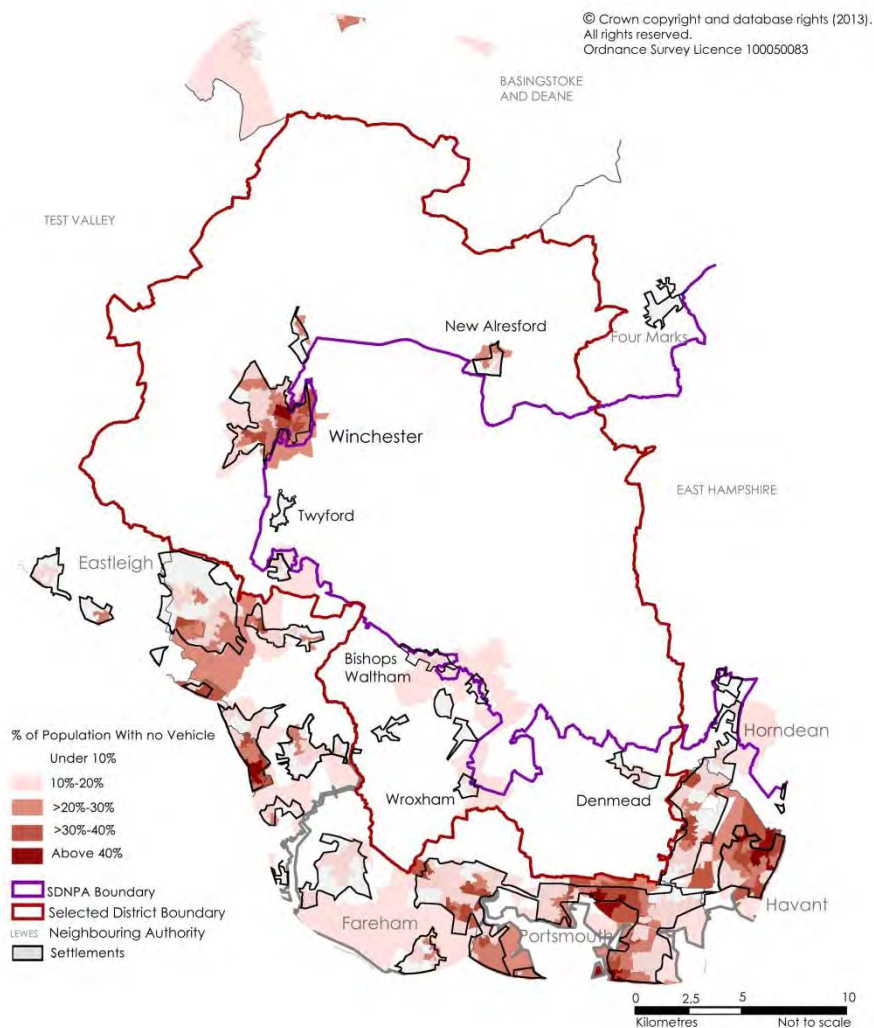
## Links with Public Transport

[Plan 9](#), [Plan 10](#) and [Plan 11](#) show the gateway railway stations, attractions and bus routes. It is clear that the weekday service provides good access to the attractions and links with the stations, thereby enabling walkers and cyclists to link with public transport. However, the Sunday service is poor by comparison and provides an incomplete route.

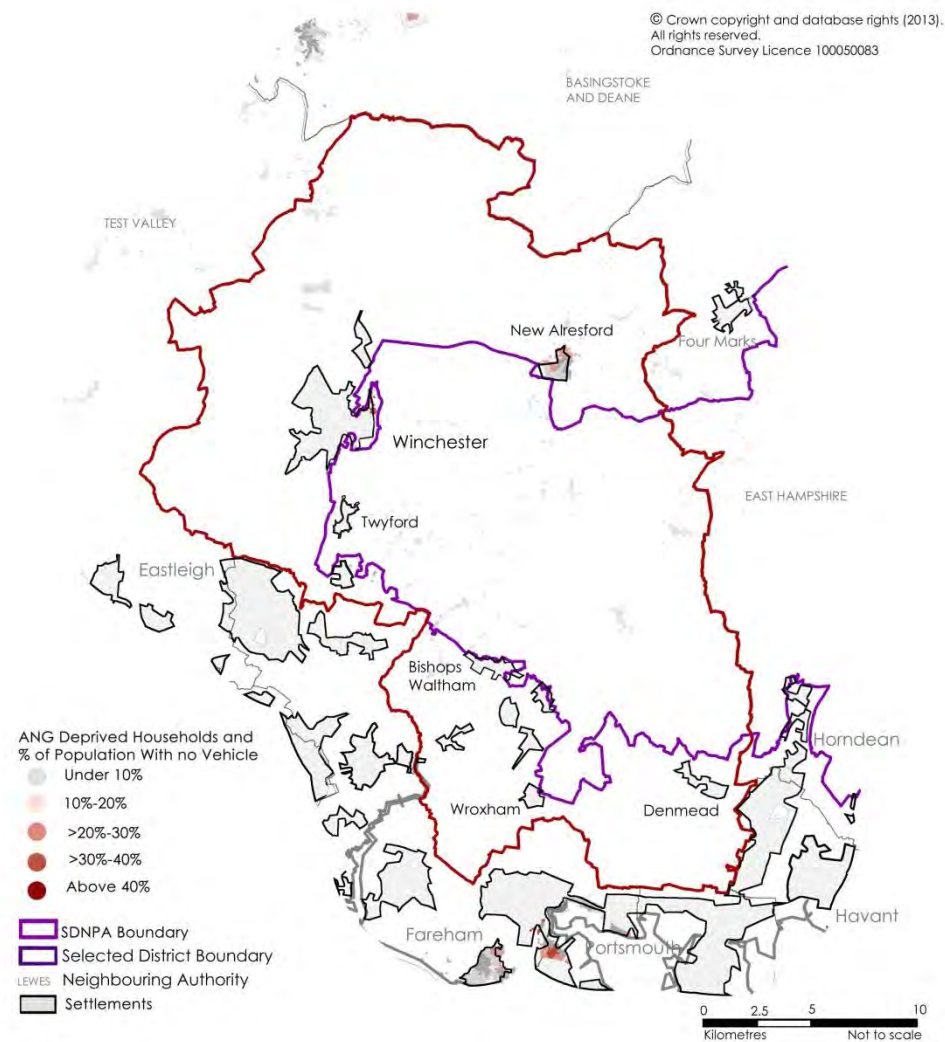
[Plan 124](#) shows households without access to a vehicle and [Plan 125](#) shows the distribution of households with no access to a vehicle and no access to any ANG. The incidence of households without access to a vehicle is low overall, although there is a fairly even spread of households across the sparsely populated SDNP area. The few areas where there are concentrations of households with no access to either a car or ANG are focused in Winchester city and New Alresford.



Plan 123: Winchester - All Woodland



Plan 124: Winchester - Car or Van Ownership, No Car or Van (Census 2011)



Plan 125: Winchester - No Car or Van, Households which fall outside of any ANG Buffer

## Summary and Opportunities

There are areas in the local authority area that have some deprivation and poor health issues and are also deficient in local ANG (5 hectare and 20 hectare sites). This is notable in parts of the city and could place pressure on the National Park in this area.

There are areas in the south of the local authority area where there may be cross boundary pressures from adjacent areas that are also deficient in ANG. There is also increasing growth outside the local authority area resulting from planned developments and predicted population growth.

The proposed strategic allocations at Winchester, North Whiteley and Waterlooville all have points of entry to the South Downs National Park within 10km of all homes. Whilst these sites are available and within the standards set by Natural England, a predicted 16% increase in visits to country parks<sup>11</sup> will increase visitor pressure on each of these sites. Whilst there are currently three Country Parks in the southern area, Manor Farm, Itchen Valley and Staunton, both Manor Farm and Staunton are under 100ha and Staunton is on the eastern side of the A3(M).

Creation of a Country Park in The Forest of Bere could assist in relieving pressure on, and reduce travel to, the other countryside recreation sites in the southern part of the local authority area. The proposal could also accommodate some of the recreation demands created by the proposed levels of new development, particularly in the southern part of

the local authority area and mitigate a potential increase in pressure on the New Forest National Park.

The opportunity should be taken to ensure that all new housing developments provide additional local ANG sites and cycling and walking route links to the local networks.

In addition woodland areas that are currently inaccessible could be targeted to help develop new local ANG sites for public access and may have the potential to create new LNRs.

Gaps in existing PROW could also be targeted and there is scope to join some of the existing routes with links.

Access could be improved to the South Downs and east-west along the Downs and southwards to the coast, to develop circular routes around the city and its hinterland and to make links with existing routes across boundaries to provide routes to railway stations and attractions. It is understood that at the time of writing this report the SDNPA had an aspiration to connect Wickham with Alton, via a non- motorised route.

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<sup>11</sup> From An assessment of countryside recreation supply and demand in Winchester (2007) by Hampshire County Council.

## Wealden

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As recorded in the 2011 Census, Wealden District has a total population of 148,915 people. This is the fourth largest district in the study area in terms of the total population. The population is spread across the larger towns of Hailsham, Crowborough, Heathfield and Uckfield, and a number of smaller towns including Wadhurst, Pevensey Bay and Polegate on the outskirts of Eastbourne. There is not one single large town which is the focal point of the district.

61km<sup>2</sup> or 7.3% of the area of the district is within the South Downs National Park and 2.5% of the population, around 3,746 people.

The district also includes a stretch of coastline, all of which is Heritage Coast and is within the South Downs National Park. The coastline of Wealden District does not include any urban areas, with Seaford falling within Lewes District.

Projects and partnerships within Wealden District include:

- Extension of Arlington Reservoir;
- Cuckmere and Pevensey Catchment Project.

Relevant strategies for Wealden district include:

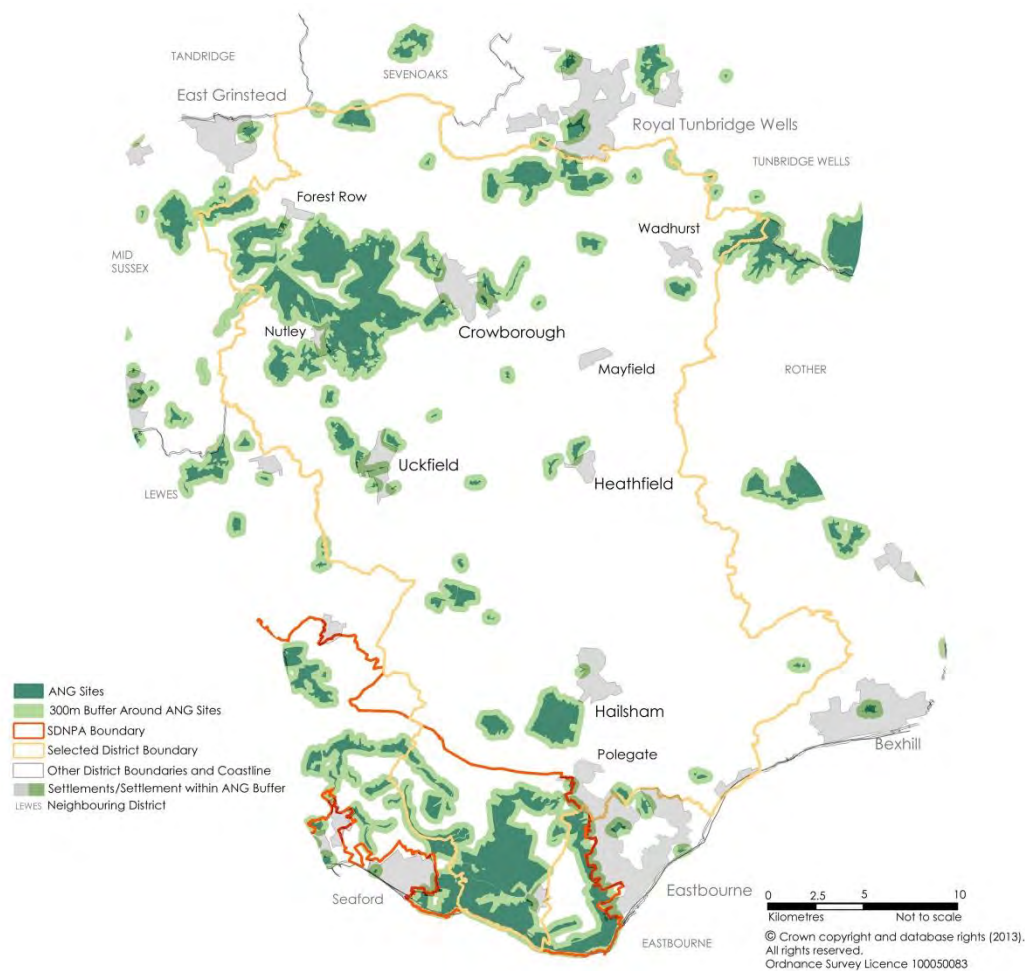
- Wealden PPG17 Assessment (2008, with amendments 2010);
- Wealden District (Incorporating Part of the South Downs National Park) Local Development Framework Background Paper 6: Green Infrastructure (2011);
- Wealden District (Incorporating Part of the South Downs National Park) Local Development Framework Background Paper 5: Biodiversity (2011);
- Wealden District Council Local Plan: Habitat Regulations Assessment of the Proposed Submission Strategic Sites Local Plan: June 2013;
- Ancient Woodland Inventory 2004.

### Accessible Natural Greenspace Provision

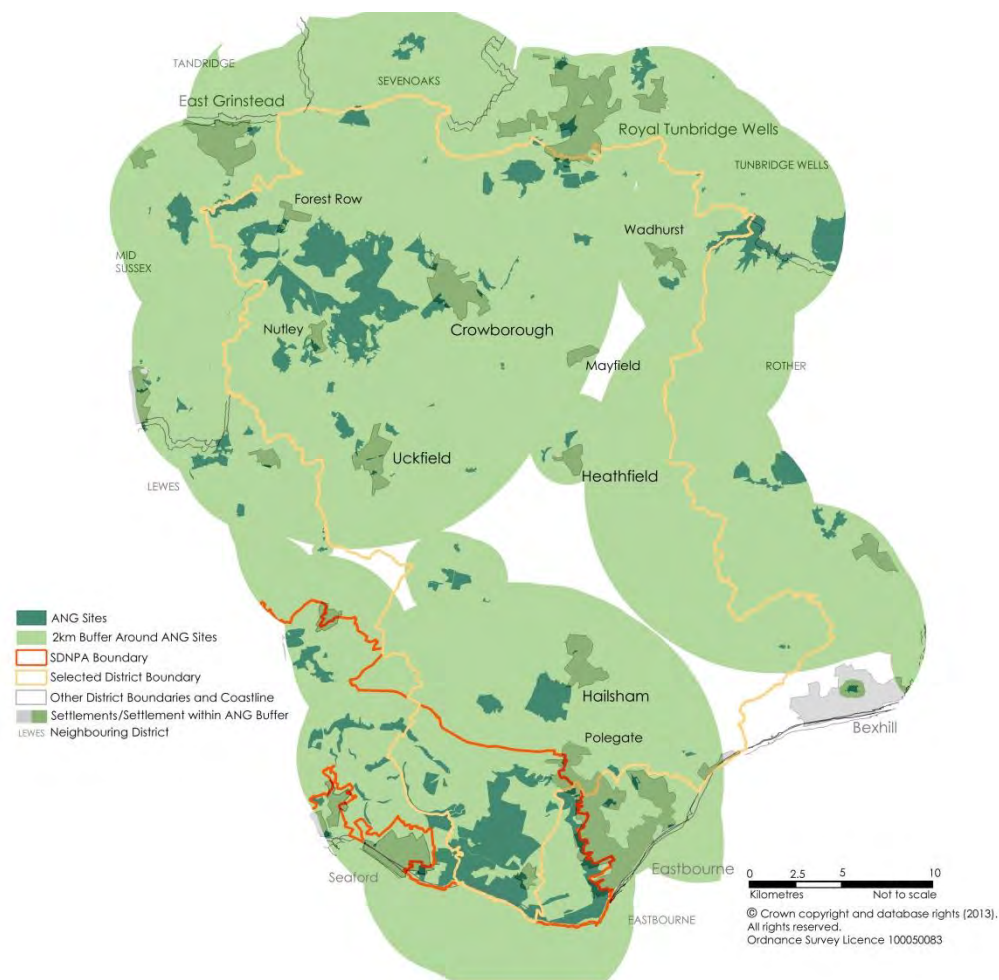
The provision of accessible natural greenspace is not evenly spread across the district. The main concentrations of ANG provision are the popular visitor destinations of the Ashdown Forest in the north west of the district and around the Seven Sisters Country Park and Beachy Head to the south see [Plan 126](#).

Outside of these areas, the east and central parts of the district are the least well served, with some small areas which have no ANG provision at all, see [Plan 127](#).





Plan 126: Wealden - ANG Sites with 300m Buffer

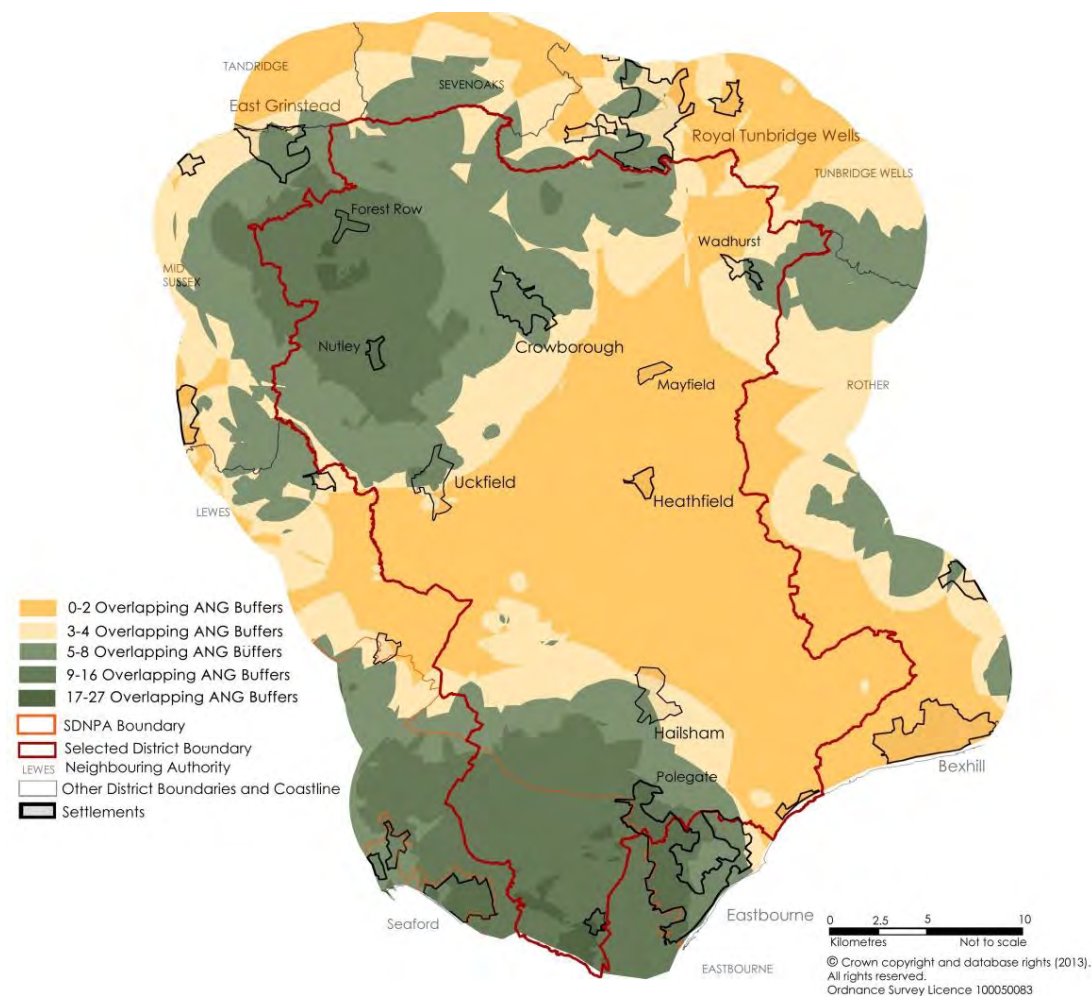


Plan 127: Wealden - Areas with Access to any ANG/no ANG

Although the areas which do not fall within the relevant sized catchment area of any ANG are small and only account for less than 3% of the population, this masks a deficit in choice which is revealed by analysis of the density of ANG provision. Plan 128 reveals that most of the central and eastern areas of the district only have the choice of one or two ANG sites and that for some areas the only ANG catchment is the 10km area surrounding the larger 500 hectare sites inside or outside of the district.

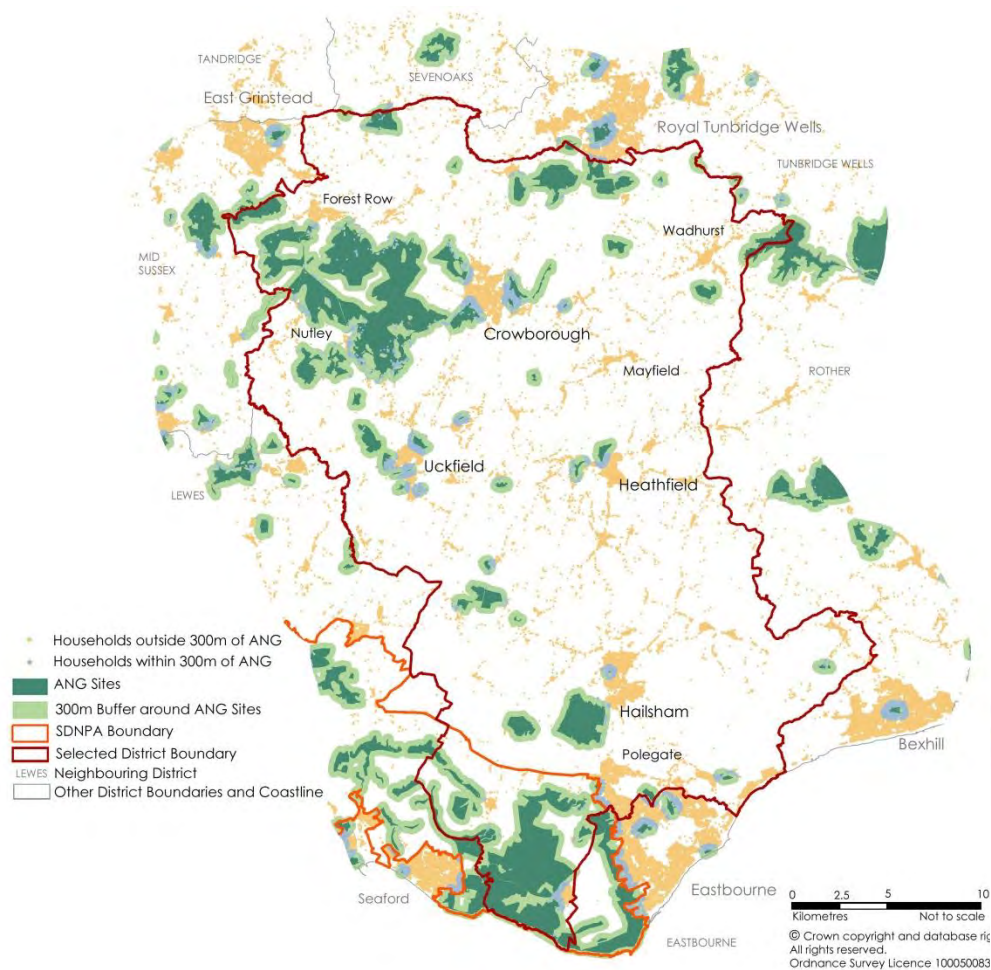
The district ranks 2nd highest in the study area for access to regional ANG sites within 10km, with 91% of the population having access to sites. This is due to the extensive Ashdown Forest in the north-west and the Seven Sisters Country Park and woodland in the south-west, but also due to the influence of Bedgebury Forest in Tunbridge Wells District and Darwell Reservoir and Woods in Rother District, both of which are within 10km of the eastern edge of the Wealden district. Wealden therefore is the district with the highest provision of the largest category of ANG sites.

In terms of access to local ANG, across the district as a whole, around 122,000 people, 82% of the population, do not have access to ANG within 300m of their home, ranking Wealden 8th out of the 11 districts in the study area, see [Plan 129](#). The situation improves at the 2km/20Ha and 5km/100Ha standards with 72% of the population having access to sites in these categories, see [Plan 130](#).

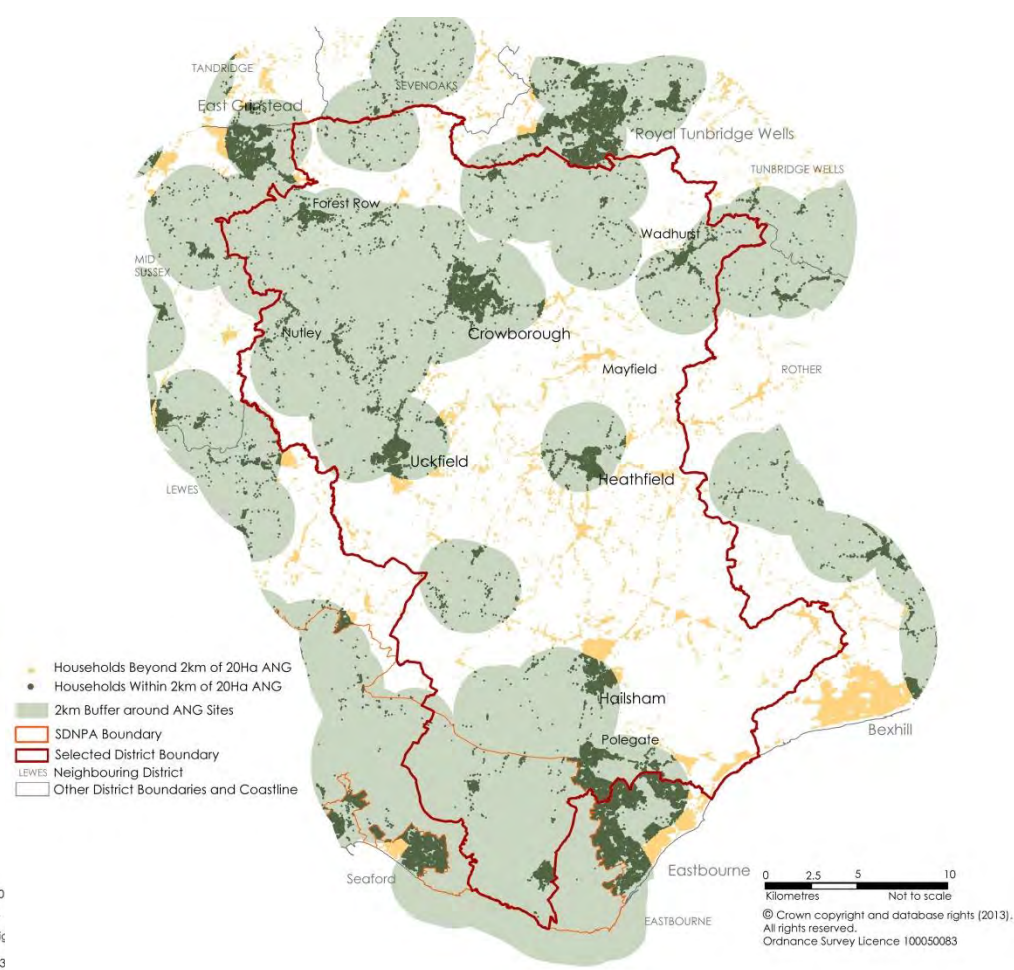


**Plan 128: Wealden - Density of ANG Provision**





Plan 129: Wealden - Households with and without Access to ANG within 300m



Plan 130: Wealden - Households with and without Access to ANG within 2km

In the National Park a slightly higher percentage of the population (25%) has access to local (300m) sites, but the situation is very different at the 2km, 5km and 10km standards where 100% of the population has access to sites in these categories. This is due to the relatively small area of National Park within the district (7.3% of the Wealden district area) and small population (3,746 people), together with the proximity of the Seven Sisters Country Park which provides most of the ANG in the National Park area.

Hailsham is the least well served in local ANG sites of the main towns, but has the larger Abbot's Wood Forestry Commission site to the south east of the town. Heathfield town is not well served with ANG, but also has provision outside of the town, with sites to the north west. Wadhurst also has no ANG provision in the town. Uckfield and Crowborough are better served with local ANG, and also have close access to the larger ANG area of the Ashdown Forest.

Within the South Downs National Park 75% of the population of around 22,470 people have no access to ANG within 300m. However, 100% have access within 2km, due primarily to the concentration of ANG along the Heritage Coast, including the Seven Sisters Country Park and Beachy Head, plus access land on the downs.

## Summary of ANG Provision

The ANGSt analysis for Wealden District shows that:

- 18.07% households meet the 300m:2ha ANGSt;
- 71.85% households meet the 2km:20ha ANGSt;
- 72.17% households meet the 5km:100ha ANGSt;
- 90.75% households meet the 10km:500ha ANGSt;
- 3.36% households with no access to any ANG;
- 24.3% households within 2km of a LNR;
- 2.7 hectares of LNR per 1000 population (standard passed);
- 7 LNR's, totalling 407 hectares.

## Cross-Boundary Influences

Existing larger settlements with a population greater than 50,000 people which are within 10km of Wealden are:

- Tunbridge Wells to the north of the district;
- Eastbourne to the south of the district;
- Hastings to the south east of the district.

Of these settlements, Eastbourne is considered within the study area, where there are particular deficiencies in local (300m) ANG sites.



Table 11: Wealden - Summary of ANG Provision

	Within 300m of 2ha ANG	Within 2km of 20ha ANG	Within 5km of 100ha ANG	Within 10km of 500ha ANG	With no access to any ANG
Entire Wealden District					
% of Households	18.1	71.9	72.2	90.8	3.4
Households (total 43,055)	7,782	30,936	31,074	39,075	1,448
Population (total 148,915)	26,916	106,999	107,476	135,149	5,008
Wealden District within SDNPA					
% of Households	25	100	100	100	0
Households (total 1,083)	271	1,083	1,083	1,083	0
Population (total 3,746)	937	3,746	3,746	3,746	0

### Summary of Key Points – ANG Provision

There is a good amount of ANG in Wealden District, with around 96% of the population having access to some ANG, although the majority of the ANG is found in Ashdown Forest in the north-west and the Seven Sisters sites on the downs in the National Park.

There is a marked lack of access to local ANG within a distance of 300m, affecting the eastern side of the district and most of the main conurbations.

There are two ANG sites of 500 hectares or more in Wealden District and access to two further sites in neighbouring Rother and Tunbridge Wells districts that help to provide some ANG to the eastern parts of Wealden district.

Key areas of ANG that could be under pressure are the smaller, more isolated sites close to towns, as there is little alternative in the vicinity. This may be a particular issue for towns that where housing growth is planned such as Uckfield and Hailsham. The development of 700 new homes near Polegate, in addition to the 5000 new homes planned in neighbouring Eastbourne, could put pressure on the National Park and in particular the Seven Sisters Country Park and surrounding ANG sites; and notably the length of Heritage Coast within Wealden district. In addition the absence of any regional ANG sites (500 Ha or more) in neighbouring Lewes district may place additional pressure on the Seven Sisters site.

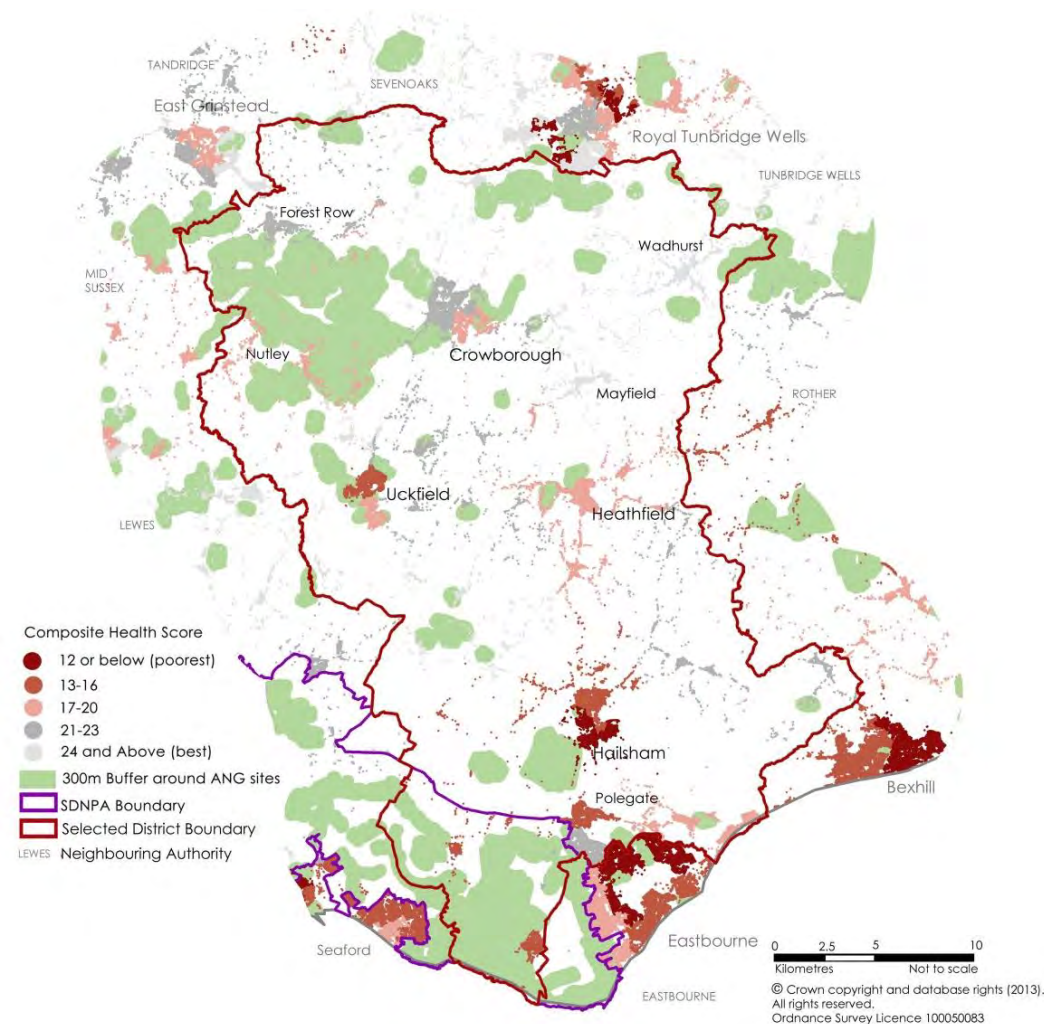
Wealden district exceeds the ANG standard of 1 hectare per one thousand population, providing 2.7Ha per thousand population. There

are 7 LNRs in the district totalling 407 hectares. However, when analysing the location of LNRs in relation to households, less than a quarter (24.3%) of the population has access to a LNR within 2km of their home.

## Health and Socio-Economic Factors

Most areas of Wealden District score below 25 on the indices of multiple deprivation, indicating low levels of deprivation, see [Plan 4](#). The exception to this is Hailsham, which records higher (i.e. worse) scores on the indices of deprivation, with local super output areas scoring 25-35 and 35-45 (on a scale where the worst deprivation levels are at scores of more than 45).

The Composite Health Score reveals that most of the population is also in good health, see Plan 131 and [Plan 132](#). There are pockets of poorer health in the main towns, including Crowborough and a more extensive area, again around Hailsham. There are smaller pockets which score lower on the Composite Health Score scale in Uckfield, in Polegate on the outskirts of Eastbourne and Alfriston within the South Downs National Park.



Plan 131: Wealden - All Composite Health Scores with ANG, 300m Buffer

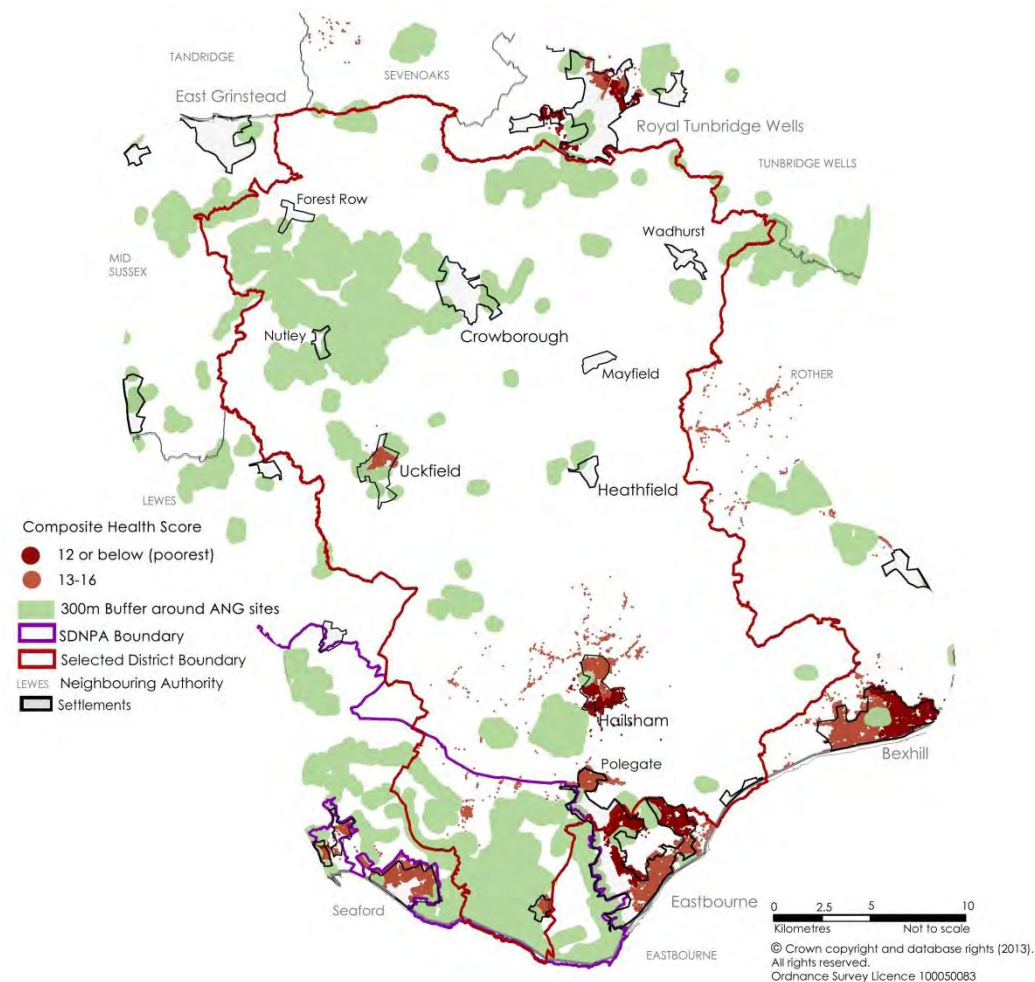
From the 2011 Census, levels of people self-reporting 'bad' or 'very bad' health is generally low when compared with the rest of the study area, with no areas in the highest category of over 10% of the population, see [Plan 2](#). Areas around Hailsham, the outskirts of Eastbourne and some rural areas within the South Downs National Park have a higher incidence of reporting 'bad' or 'very bad' health, mainly at 6-8% of the population, with one small area in Hailsham reporting 8-10%.

Those reporting in the Census that their illness limits them in some way, with 'a lot' or 'a little', the highest is around Polegate on the outskirts of Eastbourne and around to Pevensey Bay, Hailsham and a rural lower super output area just to the north of the South Downs National Park. Other smaller pockets appear in Uckfield and Crowborough, see [Plan 3](#).

## Development

### Housing Allocations and Major Development

The draft Core Strategy indicates 9,600 additional houses for Wealden District in the period to 2030, with the largest single allocation at Uckfield. This makes Wealden a district with one of the highest levels of housing allocations.



**Plan 132: Wealden - Two Lowest Composite Health Score Categories, ANG with 300m Buffer**

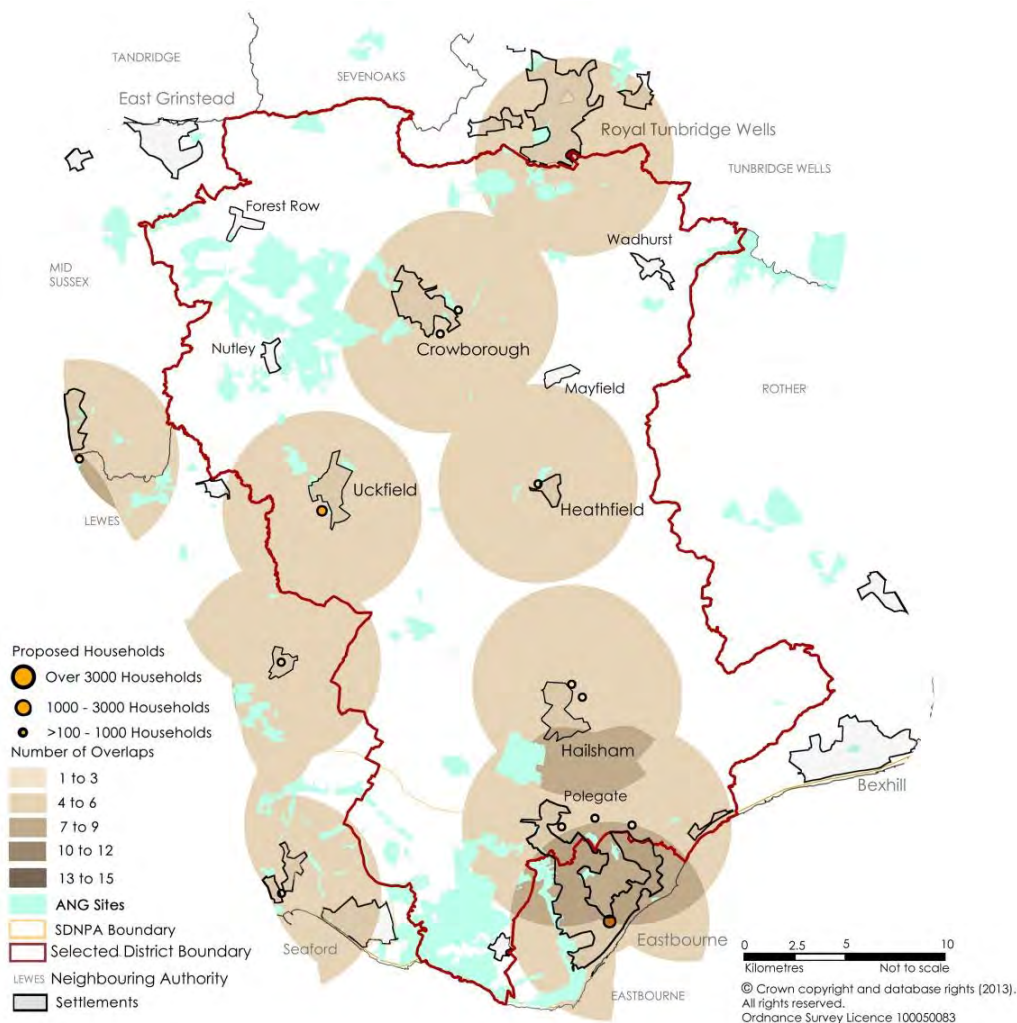


The sites are, however, spread over twelve Strategic Development Areas. The Strategic Development Areas (SDA's) identified in the Core Strategy are:

- SDA 1 - Land to the West of Uckfield (1,000);
- SDA 2 - Land to the East of Hailsham (600);
- SDA 3 - Land to the North of Hailsham (700);
- SDA 4 - Land South of Polegate and East of Willington (700);
- SDA 5 - Land at Dittons Road, Polegate, employment space;
- SDA 6 - Land East and South East of Stone Cross (650 spread across SDA 6 & 7);
- SDA 7 - Land North of Stone Cross;
- SDA 8 - Land at Pine Grove, Crowborough (140 homes spread across SDA 8 & 9);
- SDA 9 - Land at Jarvis Brook, Crowborough;
- SDA 10 - Land to the South East of Crowborough (160);
- SDA 11 - Land to the North West of Heathfield (160);
- SDA 12 - Land adjacent to Tunbridge Wells in the Parish of Frant (120).

The locations are dispersed, meaning that there are few locations where there is a marked cumulative effect. An exception to this is the area around Hailsham and Polegate. This area is also within 5km of the proposed housing allocation sites for Eastbourne, see Plan 133, which is itself one of the major existing urban areas in the study area. There is little local 300m ANG provision in this area, making the Seven Sisters and Beachy Head areas an even more important resource.

There is some development planned within 5km of the district boundary at Ringmer. Although this site is only just within 5km, there is no ANG immediately adjacent to Ringmer.



**Plan 133: Wealden - Housing Allocation Sites with Weighted 5km Buffer**



## Population Projections

The Census 2011 population predicts that the population of Wealden will increase by up to 7,000 people, or an increase of 5% on current levels.

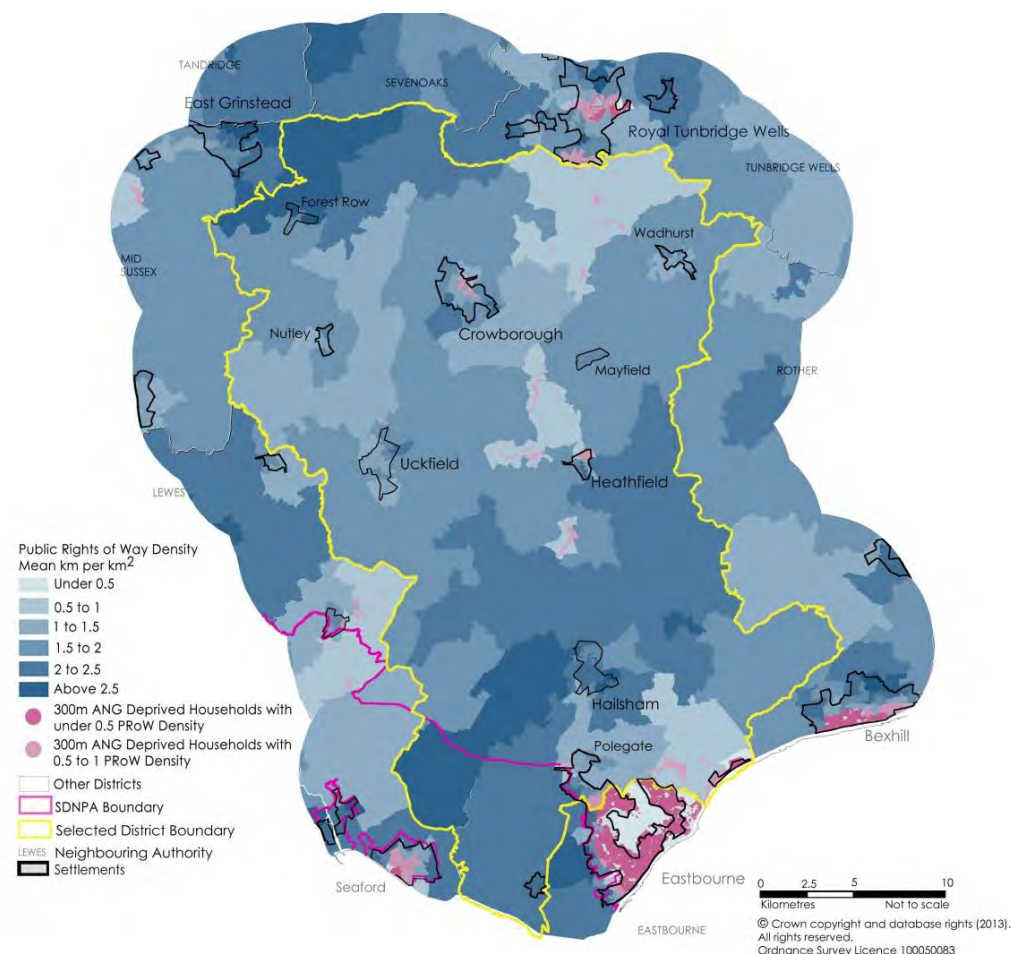
## The Access and Public Transport Network

### Public Rights of Way

Wealden has moderately good provision of public rights of way when compared with the study area as a whole. It does not have the highest density, but most of the area falls within 1 - 2.5km per km<sup>2</sup>, see Plan 134.

The north eastern part of the district has areas with lower rights of way density, particularly around Wadhurst and Mayfield with, on average, a higher density in the south of the district.

Analysis of those households which do not have access to ANG within 300m and also which have lower provision of rights of way highlights pockets of households around north west of Wadhurst, the centre of Crowborough and Heathfield and a small area around Polegate just on the border with the South Downs National Park. Hailsham has a relatively good density of rights of way provision, although access to local ANG is lower than other areas of the district.



**Plan 134: Wealden - Density of Public Rights of Way and Households outside of 300m ANG Buffer**

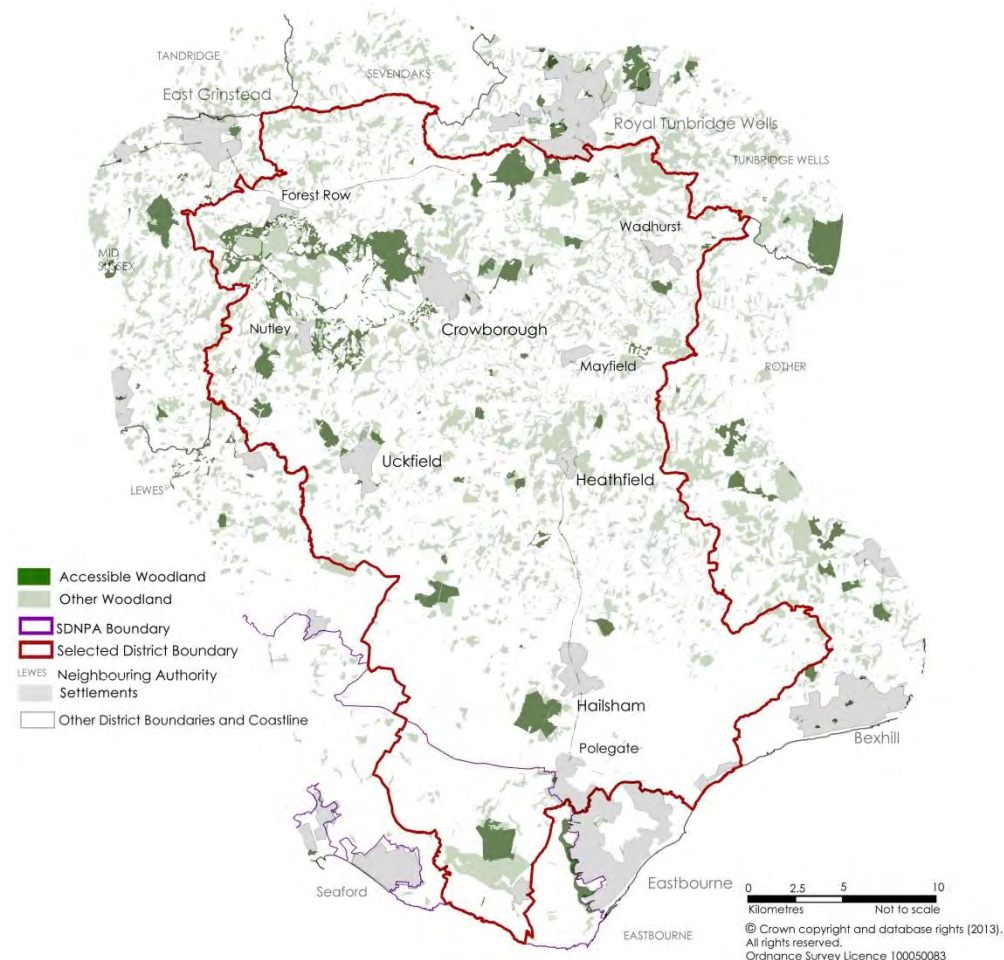
## Accessible Woodland

Wealden district has moderate provision of accessible woodland when compared with the rest of the study area, with a total woodland coverage of 16,520 hectares, 24% or 3,920 hectares indicated by the Woodland Trust to be accessible. In line with general ANG provision, accessible woodland is more sparse in the east of the district, see Plan 135. There is higher provision around the Ashdown Forest and some notable larger Forestry Commission sites including Abbot's Wood just outside Hailsham.

## Cycling

There are two Sustrans cycle routes running through Wealden district. Sustrans Route 21 'Downs and Weald Cycle Route' runs from Crawley north to south through the district to Polegate and Eastbourne via Heathfield, with a spur to Crowborough. From Heathfield the route is the traffic-free 'Cuckoo Trail'. The coastal Sustrans route 2 runs east-west through the southern part of the district linking with Route 21 at Polegate north of Eastbourne.

There is a good cycling network in the National Park around the Seven Sisters area, and this includes the South Downs Way National Trail. There is also a route from Crowborough into the Ashdown Forest.



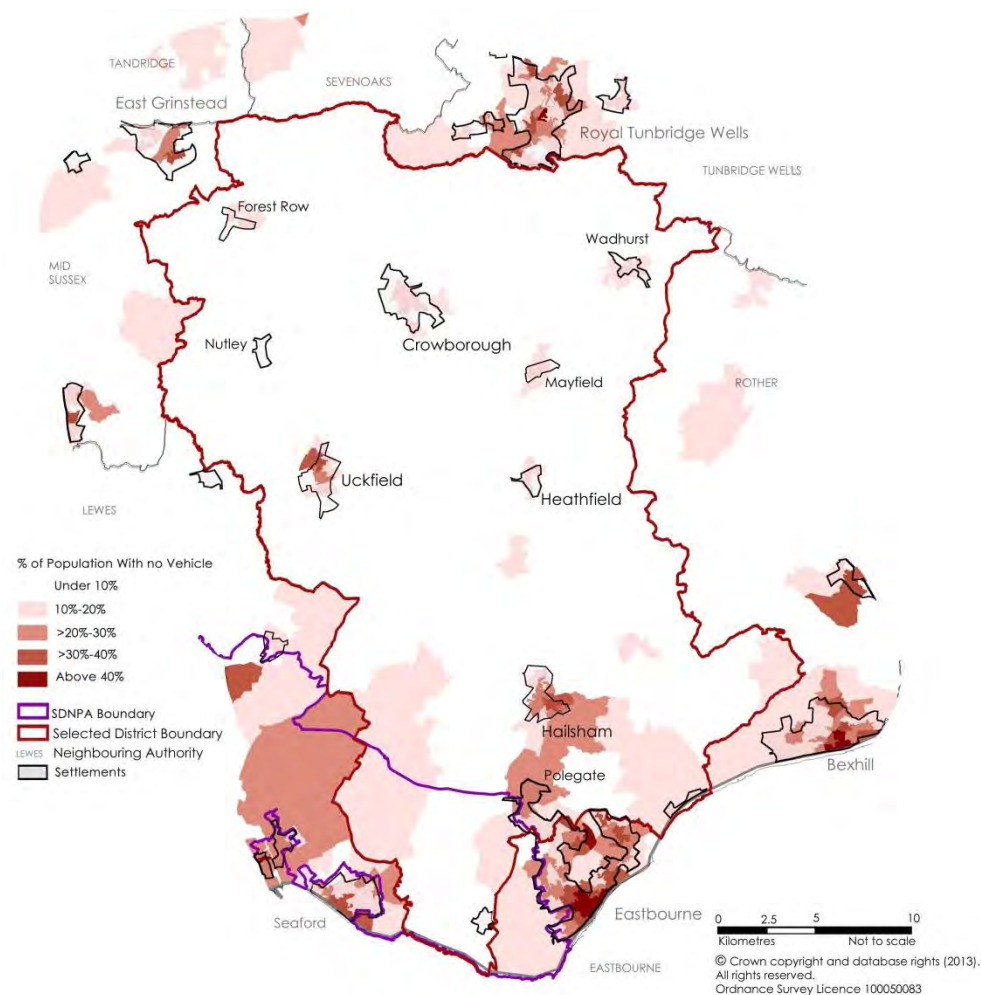
**Plan 135: Wealden – All Woodland**

The main towns are connected in to the Sustrans Route 21 with the exception of Uckfield which has a poor cycling network. Outside of the National Park, and with the exception of the two Sustrans routes, the cycling network is poor. The PROW network that can provide cycling routes is sparse; and permeability with neighbouring districts is only evident in a few locations with Rother district in the central part of the district around Burwash.

### Links with Public Transport

[Plan 9](#), [Plan 10](#) and [Plan 11](#) show the gateway railway stations, attractions and bus routes. The weekday service provides connections to Uckfield from Lewes and the coastal towns. There are also good connections in the south of the district into the National Park and a number of gateway railway stations. The bus routes connect Polegate with Eastbourne, Friston, Seven Sisters and Seaford, providing access to a number of attractions, and connections with the main Sustrans cycle routes. However, the bus connections to the majority of the district are poor. On Sundays there is a reduced service, with poorer connections east-west along the downs.

Car ownership is generally high in the district, again with pockets of lower car ownership around Uckfield, Hailsham and Polegate, with between 20% and 30% of households without a car, see Plan 136. Around Pevensey Bay and in the National Park there are some areas of up to 20% without a car.



**Plan 136: Wealden – Car or Van Ownership, No Car or Van (Census 2011)**



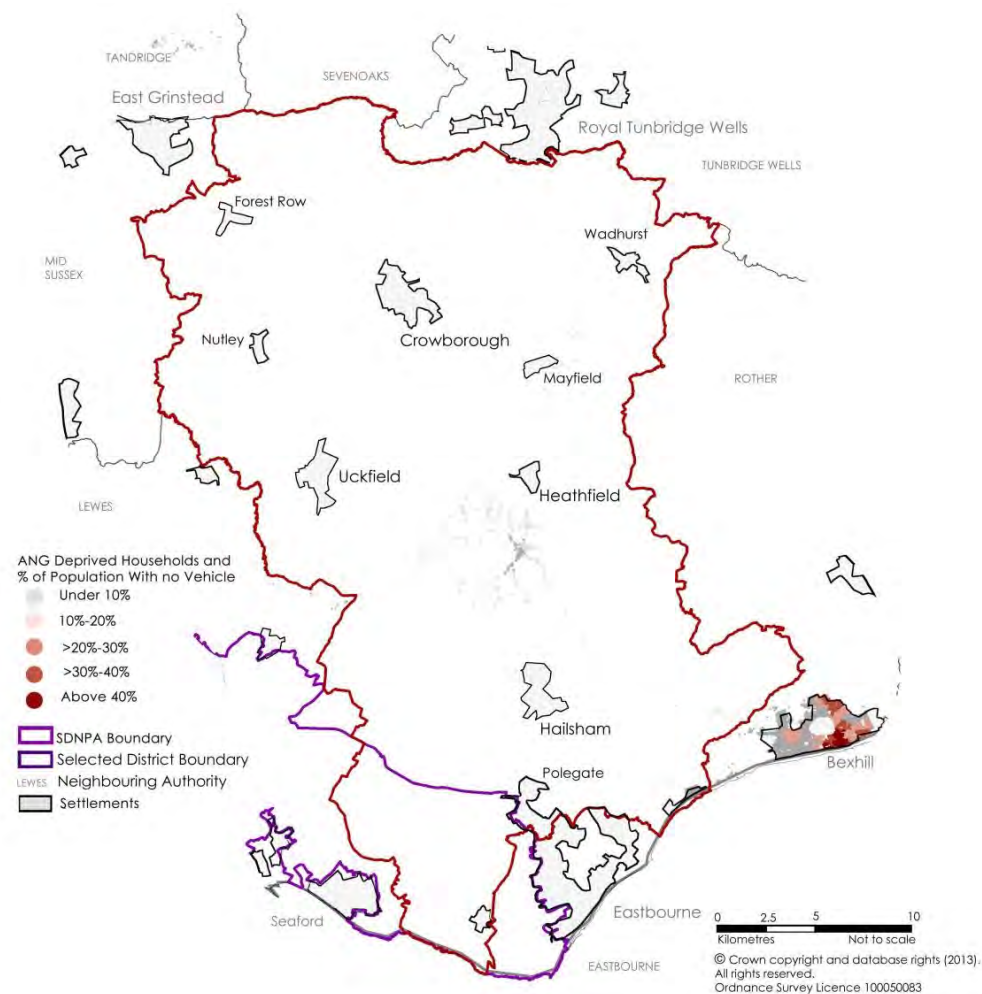
On the northern boundary there are parts of Tunbridge Wells with low levels of car ownership. This is coupled with low PROW density and deficiencies in ANG in the areas nearby, see Plan 137.

Analysis of levels of car ownership alongside ANG provision would suggest that those in areas which do not fall under any ANG catchment generally have good levels of car ownership. However, as previously outlined, this does not fully interpret the situation, as some of those areas which have low car ownership are not served by local ANG, but fall within the catchment of larger ANG sites several kilometres away. Map 3.7 shows the low incidence of households without a vehicle or access to ANG. There are very few areas affected; low level effects exist around Pevensey Bay and south of Heathfield.

## Summary and Opportunities

Areas of currently inaccessible woodland could be investigated for their potential as ANG. Of particular interest are areas of woodland in the north east and east of the district in areas of ANG deficiency and low PROW density.

The cycling network appears patchy and generally poor outside of the National Park. There may be opportunities to improve links between the towns and into the National Park, and to improve permeability of routes across district boundaries to provide access to ANG sites and other attractions. Development pressure around Uckfield and Polegate may provide opportunities for access improvements and new local ANG sites as part of new housing developments.



Plan 137: Wealden – No Car or Van, Households which fall outside of any ANG Buffer



Part 1 of this report (Main Report) provides a strategic overview across the South Downs National Park.

Part 3 (Appendix) contains further methodology and data.



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