



Ward: District Wide (Excluding South Downs National Park)

Revised Draft Adur Local Plan 2013 – Consultation Document

Report by the Executive Head of Planning, Regeneration and Wellbeing

1.0 Summary

1.1 This report presents the Revised Draft Adur Local Plan for a second round of consultation. It explains the background to the development of the Revised Draft Plan; its role and objectives; key elements of its contents, and the forthcoming consultation programme. It then sets out steps for progression of the Adur Local Plan. The Revised Draft Adur Local Plan is attached as Appendix 2. Members are recommended to approve the Revised Draft Adur Local Plan 2013 for consultation.

2.0 Background

2.1 Following withdrawal of the Adur Core Strategy from Examination in Public in 2007, work has been undertaken to produce a revised document to set the framework for planning in Adur. This will form the cornerstone of Adur's Local Development Framework (LDF). Following the publication of the National Planning Policy Framework (NPPF) in March 2012, the document has been revised and expanded to form a Local Plan, rather than a Core Strategy. Local Plans should be consistent with the principles and policies set out in the NPPF.

2.2 Members will recall that a Draft Adur Local Plan was made available for consultation from the 19th September to the 31st October 2012. The responses received have been taken into account in the production of this revised document, together with new and updated evidence.

2.3 The Local Plan process acts as the mechanism for making decisions about how Adur's development needs will be met in the future. This includes determining the amount of housing and employment land required, and proposing allocations to deliver these; guiding development to appropriate locations, and protecting environmental and historic assets.

2.4 The Plan also has a key role in facilitating regeneration and guiding investment and infrastructure delivery. It also forms part of the policy basis for the Shoreham Harbour regeneration project and emerging Joint Area Action Plan. Work is being undertaken with infrastructure providers and promoters of potential strategic allocations to ensure that appropriate and adequate infrastructure will be delivered at the appropriate time to deliver the proposed policies in the Plan. A Draft Infrastructure Delivery Plan is also being prepared which will accompany the Local

Plan. It will set out what infrastructure is required; who will deliver it; how it will be funded, and when it will be delivered.

- 2.5 Preparation of a Local Plan is a statutory requirement. The NPPF states that the Local Plan is the starting point for decision making; proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless material considerations indicate otherwise. The Government is keen that Local Planning Authorities have an up-to-date plan in place. Where there is no up-to-date plan, there is less ability to positively influence development which could come forward on an ad hoc basis.
- 2.6 It should be noted that the Adur Local Plan covers only those parts of Adur that lie outside of the South Downs National Park; the South Downs National Park Authority is currently preparing a Local Plan which will include those parts of Adur District which lie within the Park boundary. It is therefore not possible for the Adur Local Plan to include policies or allocations within the Park boundary.
- 2.7 The previous Draft Local Plan covered the period up to 2028, but this end date has now been extended to 2031. This is because the NPPF requires that a Plan covers a period of at least 15 years from adoption, and given changes to the timetable this would have not been the case. In addition, some of the evidence studies cover the period up to 2031, hence the new 'end date'.
- 2.8 This Revised Draft Adur Local Plan is a consultation draft prepared under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. As such, the policies and proposals may change subject to consultation. Although the previous iteration of the Draft Adur Local Plan was prepared in line with the South East Plan, this has now been revoked, which has implications (with particular reference to housing targets) given the requirements of the NPPF.
- 2.9 A range of technical evidence has contributed to the development of this Revised Draft, including work on transport, retail needs, infrastructure, Strategic Flood Risk Assessment, Strategic Housing Market Assessment, Strategic Housing Land Availability work; landscape assessments; a Duty To Co-operate (Housing) Study, Landscape and Biodiversity Assessment, and Gypsy and Traveller Accommodation Assessment. The studies can be found on the Council's website. The Revised Draft Plan has also been informed by a Sustainability Appraisal.

3.0 Proposals

- 3.1 The Revised Draft Adur Local Plan is divided into five parts:

Part One: The Adur Local Plan: This sets out the Vision and Objectives of the Plan (what Adur should look like in 2031 if the policies and proposals are implemented, and what is required to make these changes). The Vision and Objectives have been developed from work with stakeholders early in the plan process, and will be delivered through the policies in the Plan. Part One also contains a model policy on Sustainable Development, which reflects the presumption in favour of sustainable development found in the NPPF.

Part Two: A Strategy for Change and Prosperity: This sets out the strategy of the Plan to facilitate the regeneration of Adur, and meet the objectively-assessed requirements for housing and employment land. It proposes allocations at West Sompting (housing – formerly known as Sompting Fringe and Sompting North); New Monks Farm (housing, commercial, community facilities etc) and Shoreham Airport (commercial) taking into account environmental assets and constraints. It also provides a ‘broad location’ policy for Shoreham Harbour (that part which lies within Adur) and forms the ‘policy hook’ for the Joint Area Action Plan being prepared. (More detail on these proposed allocations is set out below).

Part Three: Policies for Places: These are area-based policies for Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate, and Adur’s countryside and coast (outside of the National Park) which relate to place-specific issues and proposals.

Part Four: Development Management Policies: These are detailed policies on particular topics, including conservation areas and listed buildings, open space provision, and sustainable development, which will be used in assessing planning applications for development, in conjunction with others in the Plan as appropriate.

Part 5: Appendices: This section contains additional information including information on monitoring and delivery, and the Duty to Co-operate.

In addition, the Sustainability Appraisal of the Revised Draft Local Plan will be made available during the consultation process, and a Background Evidence Document is being prepared to give more context.

Key Strategic Proposals

- 3.2 Perhaps those parts of the Plan likely to be of most interest to the public and stakeholders are the proposals within Part Two ‘A Strategy for Change and Prosperity’, which seeks to address how Adur can meet its strategic needs for homes and jobs up to 2031.
- 3.3 The Coalition Government introduced the concept of ‘localism’, based on the principle that decisions about local areas should be made by those local communities which will be affected by them. However, at the same time the Government has made it clear that it is committed to housing growth, and has proposed a number of policies (such as the New Homes Bonus and Neighbourhood Plans) to achieve this objective. In addition, Local Plans must have regard to the NPPF, which is a material consideration.

- 3.4 The National Planning Policy Framework states:

“Local Plans should meet objectively-assessed needs with sufficient flexibility to adapt to rapid change, unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in the Framework indicate development should be restricted” (paragraph 14).

This is a clear statement that development needs based on clear evidence must be met through the Plan process.

- 3.5 Furthermore, Local Plans need to be based on sound evidence, and it is important that they comply with national policy and legislation. The 'tests of soundness' require that plans are prepared positively, are justified, effective, and consistent with national policy.

How much Housing is required in Adur?

- 3.6 Members will recall that following the Government's announcement of its intent to revoke Regional Spatial Strategies (which set housing targets for Districts) a Locally Generated Housing Needs Study (LGHN) was undertaken for Adur. Consequently the evidence base has been further updated and expanded. The Coastal West Sussex Strategic Housing Market Assessment (SHMA) was updated in 2012. This indicated a housing requirement in Adur of between 186-215 homes per year based on demographic trends. (The higher level was based on more recent 5 year trends). The projections cover the 2011-2031 period.
- 3.7 Subsequently a 'Duty to Co-operate – Housing' Study was commissioned by the West Sussex Coastal authorities, together with Brighton and Hove City Council, Lewes District Council and the South Downs National Park Authority. This took the 'demand' side conclusions of the SHMA and considered them alongside 'supply'-side issues and constraints, to give an assessment of the ability of the Housing Market Area (HMA) as a whole, and its constituent authorities, to meet their objectively assessed housing needs. (Some update work is currently being undertaken to take into account the 2011 Census and other demographic information). Its findings were that there was a minimum requirement of 215 dwellings per annum for Adur; however a figure of 180-200 dwellings per annum was stated to be more achievable, subject to further assessment. The study concluded however that even this level of development would be ambitious and could require public sector support and intervention.
- 3.8 However, following further work since the completion of the above study it is not considered feasible or realistic for Adur to be able to deliver the amount of housing recommended in the study for a number of reasons:
- The limited physical capacity of the District, much of which is already developed, and half of which lies within the National Park and beyond the remit of the Plan;
 - The potential impact of further allocations on the Local Gaps between settlements which would in turn impact on the character of the District and potentially lead to coalescence of settlements;
 - The fact that much of Adur lies within areas at various degrees of risk from flooding (as verified by the Strategic Flood Risk Assessment 2012)
 - The potential impact on Adur's infrastructure.
 - The housing market itself may not be able to deliver this rate of housing.

How the Local Plan Aims to Meet These Housing Target Options

- 3.9 Members will recall that the Draft Adur Local Plan 2012 published for consultation included two housing targets for consultation. In addition, at that time housing coming forward from Shoreham Harbour was to be 'ringfenced' due to its unique location and complex nature, and seen as additional to the main target (although

still contributing towards meeting Adur's needs). As a result the Draft Local Plan 2012 proposed housing targets as follows:

Option A: 1785 dwellings (105 per annum) + 1050 at Shoreham Harbour= (1785 to 2835 dwellings).

Option B: 2635 dwellings (155 per annum) + 1050 at Shoreham Harbour= (2635 to 3685 dwellings).

3.10 The Plan presented three options to meet the Greenfield sites element of Option A; and one for meeting Option B (all in addition to the brownfield land and housing at Shoreham Harbour). The results of consultation with regards to these two aspects were as follows:

Housing Target	Number of votes	Percentage
Option A (1785 homes)	123	42.56%
Option B (2635 homes)	31	10.73%
None of the above	47	16.26%
No specific preference	4	1.38%
No target selected	84	29.07%
Total	289	100.00%

Housing Option	Number of votes	Percentage
Option A1 (New Monks Farm, Sompting Fringe and Hasler)	28	9.69%
Option A2 (New Monks Farm and Hasler)	26	9.00%
Option A3 (New Monks Farm and Sompting Fringe)	66	22.84%
Option B (New Monks Farm, Hasler, Sompting Fringe and Sompting North)	28	9.69%
None of the above options	49	16.96%
No option selected	90	31.14%
No specific preference	2	0.69%
Total	289	100.00%

A summary of the consultation results, including the main issues raised may be found on the Adur Local Plan pages of the Councils' website.

- 3.11 In addition to analysis of the consultation responses, further work has been carried out to assess the implications of development on the proposed greenfield sites. This has included work in relation to landscape and biodiversity impacts and deliverability. It became apparent that there was insufficient evidence to demonstrate that the Hasler site is deliverable within the plan period, particularly in relation to addressing flood and drainage issues. In addition to the risk of tidal flooding, the site suffers from significant groundwater and surface water flooding issues which would not be resolved by the proposed Shoreham Tidal Walls. Significant concerns relating to flood risk on the site were raised as part of the Draft Local Plan consultation including by the Environment Agency. It has not been adequately demonstrated that these flooding issues can be overcome. For these reasons no allocation is proposed at Hasler within the Revised Draft Local Plan.
- 3.12 Discussions have been held with the promoters of the other potential allocations with regards to scale and type of development, infrastructure requirements, delivery, etc, assessing the suitability of the sites and proposed development, against the updated evidence base. This has allowed a reappraisal of the capacity of each of the proposed sites to accommodate development. Given the requirement of the NPPF for Local Planning Authorities to meet their objectively-assessed needs, it is necessary to be able to demonstrate that best efforts have been made to accommodate development and use land efficiently.
- 3.13 As a result of these discussions, as well as further detailed work and evidence in relation to constraints, including assessments of impacts on the natural environment and delivery, the proposed housing target and allocations do not precisely reflect the options proposed in the 2012 consultation (although the total number of dwellings proposed is close to Option A). However they seek to balance Adur's need for development while limiting (and mitigating where necessary) impacts on the landscape and infrastructure.
- 3.14 The ringfencing of housing coming forward from Shoreham Harbour has been removed primarily because: the South East Plan has now been revoked and the Shoreham Harbour Regeneration project has progressed. Evidence has refined the level of development to a more achievable, viable and deliverable figure and is supported by the Development Brief for the Western Harbour Arm. Therefore it is no longer considered that the site should be 'ring-fenced' and new homes in the Shoreham Harbour Regeneration area will contribute to Adur's overall proposed housing target. It should be noted that if for any reason new housing does not come forward at Shoreham Harbour this will be difficult to replace within Adur, as there are no contingencies and this would have to be addressed through the Duty to Co-operate.
- 3.16 The Sustainability Appraisal accompanying the Local Plan has also been used to assess the appropriateness of various options. This process has also helped to inform the allocations (and broad location) proposed within the Revised Draft Adur Local Plan 2013 as set out below.

Strategic Site Proposals

- 3.17 To summarise, the Revised Draft Local Plan proposes the delivery of the following over the period 2011- 2031:

- 817 dwellings within the built up area of Adur, plus
- 1050 dwellings as part of the Shoreham Harbour Regeneration Area Western Arm
- 450 – 600 dwellings at New Monks Farm
- 480 dwellings at West Sompting

Totalling 2,797 – 2,947 dwellings (minimum figure) 140-147 per annum.

3.18 The Revised Draft Local Plan, seeks to take significant steps to improve and change the nature of the economy in Adur to provide more high-skilled and high quality employment. As a result, new employment allocations are required, to facilitate growth, deliver jobs, contribute to reducing net out-commuting, and boosting the image and profile of Adur as a business location.

3.19 As such approximately 38,000 square metres of land will be allocated in the Revised Draft Local Plan as follows:

- Shoreham Airport (approximately 15,000 sqm subject to landscape considerations)
- New Monks Farm (approximately 10,000sqm)
- Shoreham Harbour Regeneration Area (approximately 13,000 sqm within Adur)

A summary of the strategic site proposals is set out below. Full details may be found in Part Two of the Revised Draft Adur Local Plan.

- **West Sompting:** Residential development of 480 dwellings (420 dwellings at Sompting Fringe, and 80 dwellings at Sompting North) (30% of all housing to be affordable tenures, and located across both sites). In addition a nature conservation area, community orchard, landscape buffer, and provision of, or mitigation of off-site traffic impacts on the Strategic Highway Network and the local highway network. (For full details please see Policy RD5). Primary school provision is being explored; this may need to be addressed on-site, or through a financial contribution.
- **New Monks Farm:** a minimum of 450-600 homes (number dependent upon addressing landscape impacts); a neighbourhood centre/ community hub; 1 hectare of land for the provision of a primary school; approximately 10,000sqm of employment-generating floorspace; an informal country park; suitable access onto the A27 in agreement with Highways Agency; provision or funding for mitigation of off-site traffic impacts on the Strategic Highway Network and local roads. Parts of the site are at risk from surface water and ground water flooding, and therefore mitigation measures will be required. (For full details please see policy RD 6).
- **Shoreham Airport:** Subject to landscape considerations approximately 15,000 sqm of new employment floorspace (both aviation and non-aviation related), including a mix of office, industrial and warehouse space and ancillary cultural and leisure space, will be provided on the north-eastern side of the Airport. This must be designed to minimise its impact on the open nature of the Shoreham-Lancing Local Green Gap and ensure key views are retained, as well as

minimise any impacts on the historic character of the Airport and the historic assets within it. The policy makes clear that due to the current Flood Zone 3b (functional floodplain) designation of the Airport, no development shall take place within the allocated area until the Shoreham Tidal Walls on the west bank have been completed. In addition, flood mitigation measures will need to be incorporated into the development in order to further reduce flood risk. (The amount of development proposed has reduced since the previous iteration of the Plan, on the basis of the new Landscape and Biodiversity evidence, and responses received during the 2012 consultation. Although promoters of development at the Airport have submitted revised layouts for a greater amount of development than allocated in this Plan, the landscape constraints could not be overcome to accommodate it. (For full details see policy RD 7).

Significant improvements would be required at the A27 Sussex Pad junction to accommodate new development. This would either take the form of a roundabout at the Sussex Pad junction serving both the airport and development at New Monks Farm or, if the new roundabout is provided adjacent to New Monks Farm, a reconfigured access would be provided at Sussex Pad with a link road to the roundabout at New Monks Farm. Any new roundabout location would need to provide improved pedestrian and cycle access across the A27 to the South Downs National Park. The location of the roundabout has yet to be resolved, and therefore both options are indicated in the Revised Draft Plan.

- **Shoreham Harbour (Broad Location):** Shoreham Harbour Regeneration Area is identified as a broad location for change in the Plan. (The Joint Area Action Plan currently being prepared will contain detailed policies for the harbour area). The Council will facilitate the delivery of 1050 new dwellings within the Western Arm during the plan period to 2031. Housing delivery will be balanced with the provision of new employment-generating uses including B1 uses, public open space, community uses and small-scale ancillary retail, restaurants and cafes, leisure, and tourism uses as part of a sustainable, new waterfront development. (For details please see policy RD8).

3.20 The employment allocations will provide a range of employment opportunities in terms of types of accommodation for a variety of business uses and should include small and affordable premises, and sites able to meet modern needs of businesses without conflicting with neighbouring uses.

3.21 It should be noted that in addition to these employment allocations, additional employment floorspace will be achieved through redevelopment, intensification, change of use, and provision of new employment sites. The majority of this floorspace will be provided within the main existing employment areas and town centres.

Presentation to Adur Planning Committee: Proposed Amendments and Comments

3.22 The Revised Draft Adur Planning Committee was presented to Adur Planning Committee on 2nd September 2013. The following amendments were proposed by officers at the meeting:

- RD Policy 5 Map 4: Proposed Allocation at New Monks Farm: A revised plan was tabled, which showed the deletion of shading and wording described as 'existing woodland' and 'proposed woodland' and their replacement with shading labelled as 'Proposed Landscape Buffer' (indicative). (Revised plan appended)
- RD Policy 6 Map 5: Proposed Allocation at West Sompting: A revised plan was tabled, showing an additional arrow indicating a potential cycle/pedestrian route across the Local Green Gap to Worthing. It was explained that the precise route is not yet determined. (Revised plan appended).
- Page 54 Map 7: Proposed Roundabout Options. An extract from the Sustainability Appraisal will be added after this map.
- RD Policy 8 page 59 Shoreham Harbour Regeneration Area supporting text (current) paragraph 2.120: the words '(and including the broad location at Shoreham Harbour)'. This paragraph will also be relocated within that section.
- RD Policy 8 page 63 Shoreham Harbour. Character Area 7 first bullet point: Deletion of duplicated heading.
- Members requested that references to the Shoreham footbridge be amended to acknowledge that it is both a cycle and pedestrian bridge. Also that reference to the A27 on page 86 be amended to read 'A270'.

3.23. Other issues raised by Members of the Adur Planning Committee included the following:

- In response to a point raised by the Chairman with reference to RD Policy 9 Lancing (supporting text, page 65). Text to be added to the end of paragraph 3.3: 'Existing inappropriate uses will be encouraged to relocate'.
- In response to a point raised by the Chairman, relating to RD Policy 13: Adur's Coast and Countryside. It was proposed that wording in relation to the Ricardos site be amended. The 3rd paragraph of the policy will be amended to read: 'Future development at the site currently occupied by Ricardos will be supported...' The following will be added to Paragraph 3.49 of the supporting text on page 91: 'Future development on the Ricardos site to meet the needs of this firm (or exceptionally for an alternative appropriate firm) will be supported subject to there being no adverse impact on the Local Green Gap.'
- With regards to explaining the range indicated for housing numbers at the proposed New Monks Farm allocation, it was clarified that this was based on the need to meet landscape constraints, as identified in the Landscape Study. With regards to concerns about the amount of the Gap which was proposed for allocation, it was explained that the allocation seeks to achieve a balance between meeting housing needs and maintaining the remaining Local Green Gap. The role of the Local Green Gaps, and the change from 'Strategic' gaps, was also explained.
- The role of higher density housing, and potential of 'building upwards' was also discussed. Officers explained that higher densities and/ or building heights might be appropriate in certain locations (for example, Shoreham Harbour) but that regard would need to be had to the impact on surrounding areas.

The Duty to Co-operate

3.24 The Localism Act introduced the Duty to Co-operate, which means that Local Authorities (and some other named bodies) now have a legal duty to co-operate on cross-boundary issues affecting them. The delivery of housing to meet needs is one such issue – particularly for those districts unable to meet all their objectively assessed housing needs. The NPPF states:

'Joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas – for instance, because of a lack of physical capacity or because to do so would cause significant harm to the principles and policies of this Framework.'

- 3.25 The Government clearly expects any shortfalls in delivery to be addressed across the sub-region.
- 3.26 The Duty to Co-operate is a very important element of the plan-making process, and it is vital that authorities in the sub-region (and further afield) work together constructively to demonstrate their capacity constraints and justify any shortfalls. Adur Planning Officers are in discussion with neighbouring authorities regarding housing provision. As indicated above, the evidence base has been updated to ensure that objectively assessed housing needs and other relevant issues are adequately taken account of, across the 'housing market area'. It will be important to demonstrate how the outcomes of these discussions have influenced the preparation of the Adur Local Plan.
- 3.27 In addition, a Local Strategic Statement (LSS) for Coastal West Sussex (CWS) and Brighton and Hove is currently being produced by the Strategic Planning Board. This will provide a mechanism for contributing to and coordinating work on strategic planning and economic activity in the wider area. It will also demonstrate that strategic co-operation has been an integral part of plan-making across CWS and that this is being managed on an on-going basis.

Consultation on the Revised Draft Adur Local Plan 2013

- 3.28 The Revised Draft Adur Local Plan will be made available for a six week consultation period from 26th September – 7th November. Exhibitions (staffed and unstaffed) will be held around Adur, leaflets distributed, and hard copies of the Revised Draft Local Plan will be available to view at libraries in Adur, and the Adur Civic Centre. The Revised Draft Plan, response forms and associated publications (Background Evidence Document and Sustainability Appraisal) will all be available on the Council's website. There is no specific minimum period for consultation in the Regulations at this stage in the Local Plan process.

Next Steps

- 3.29 Following consultation, responses will be analysed and appropriate amendments made to the Plan. Following this a formal, 'submission' version of the plan will be published (anticipated in May-June 2014). A statutory period of consultation will follow, at which point interested parties can comment as to whether the Plan meets the 'tests of soundness' as set out in the NPPF. These relate to whether the Plan is: positively prepared, justified, effective, and consistent with national policy. Following this, the Plan will be submitted for formal Examination (submission anticipated August 2014) with the Examination commencing November 2014. This would hopefully result in adoption of the Adur Local Plan in early 2015.
- 3.30 It should also be noted that work on refining the Local Plan and its evidence base is also ongoing. For example, it will be necessary to undertake a 'Whole Plan Viability Assessment' to demonstrate that the Local Plan's policy requirements (such as affordable housing, infrastructure requirements, etc) will not have an adverse

impact on the viability of development, and therefore the deliverability of the Plan. (This is necessary to ensure compliance with the NPPF.) This exercise will be closely interrelated with the development of the Adur Community Infrastructure Levy.

- 3.31 The Sustainability Appraisal and Infrastructure Delivery Plan will also be updated to accompany the submission version of the Local Plan.

4.0 Legal

- 4.1 The Revised Draft Adur Local Plan has been prepared in accordance with the Planning and Compulsory Purchase Act 2004, the Town and Country Planning (Local Planning) (England) Regulations 2012, the Localism Act 2011, and the National Planning Policy Framework 2012.

5.0 Financial implications

- 5.1 The production of the Local Plan and associated consultation is to be funded by the existing Planning Policy budget.

6.0 Recommendation

It is recommended that:

- 6.1) Members consider the contents of the Revised Draft Adur Local Plan;
- 6.2) Members consider the comments of the Adur Planning Committee and agree the amendments.
- 6.3) Members agree the Revised Draft Adur Local Plan for consultation purposes; and that
- 6.4) The Revised Draft Adur Local Plan is made available for public consultation 26th September – 7th November 2013.
- 6.5) Members delegate authority to Officers to amend the Revised Draft Adur Local Plan, prior to its consultation, where amendment is required to correct minor errors and for purposes of clarification only.

Local Government Act 1972

Background Papers:

Localism Act 2011
National Planning Policy Framework

Contact Officer:

Contact Officer: Moira Hayes
Contact No: x63247
Email: moira.hayes@adur-worthing.gov.uk

Appendix 1

1.0 Council Priority

- 1.1 The Adur Local Plan will help to
- Support major regeneration projects to tackle deprivation;
 - Support businesses in creating jobs and regenerating neighbourhoods;
 - Seek to meet the housing needs of our communities;
 - Seek to safeguard the District's environmental assets.

2.0 Specific Action Plans

- 2.1 Through specific policies, to improve the visual appearance of Adur; to ensure the provision of sufficient housing and employment; to promote regeneration including Shoreham Harbour and Shoreham Airport, and to promote the viability and sustainability of town centres.

3.0 Sustainability Issues

- 3.1 The Government requires that the all Development Plan Documents be subject to a formal Sustainability Appraisal, which will be published alongside the Revised Draft Local Plan.

4.0 Equality Issues

- 4.1 The Local Plan aims to ensure that all groups in Adur have equal access to the spatial opportunities offered by the new development plan. For example affordable housing and public transport are key issues being addressed through the new plan to promote equal opportunities. An Equalities Impact Assessment report will accompany the future submission version of the Adur Local Plan.

5.0 Community Safety issues (Section 17)

- 5.1 No negative issues have been identified.

6.0 Human Rights Issues

- 6.1 No negative issues have been identified.

7.0 Reputation

- 7.1 The Local Plan must be prepared in line with Government policy and legislation and is subject to extensive community involvement. The delivery of the policies and strategy should meet the spatial needs of Adur and therefore have a positive impact on the reputation of the Council.

8.0 Consultations

- 8.1 The Adur LDF and SCS Member Working Group is involved in producing the Local Plan. Consultation stages are a statutory requirement and integral to the development of this document.

9.0 Risk assessment

- 9.1 There is a statutory duty on the Council to produce a Local Plan. Failure to do so could impact on a number of this Council's priorities including economic and social regeneration as well as the delivery of affordable housing.

10.0 Health & Safety Issues

- 10.1 Matters considered and no issues identified.

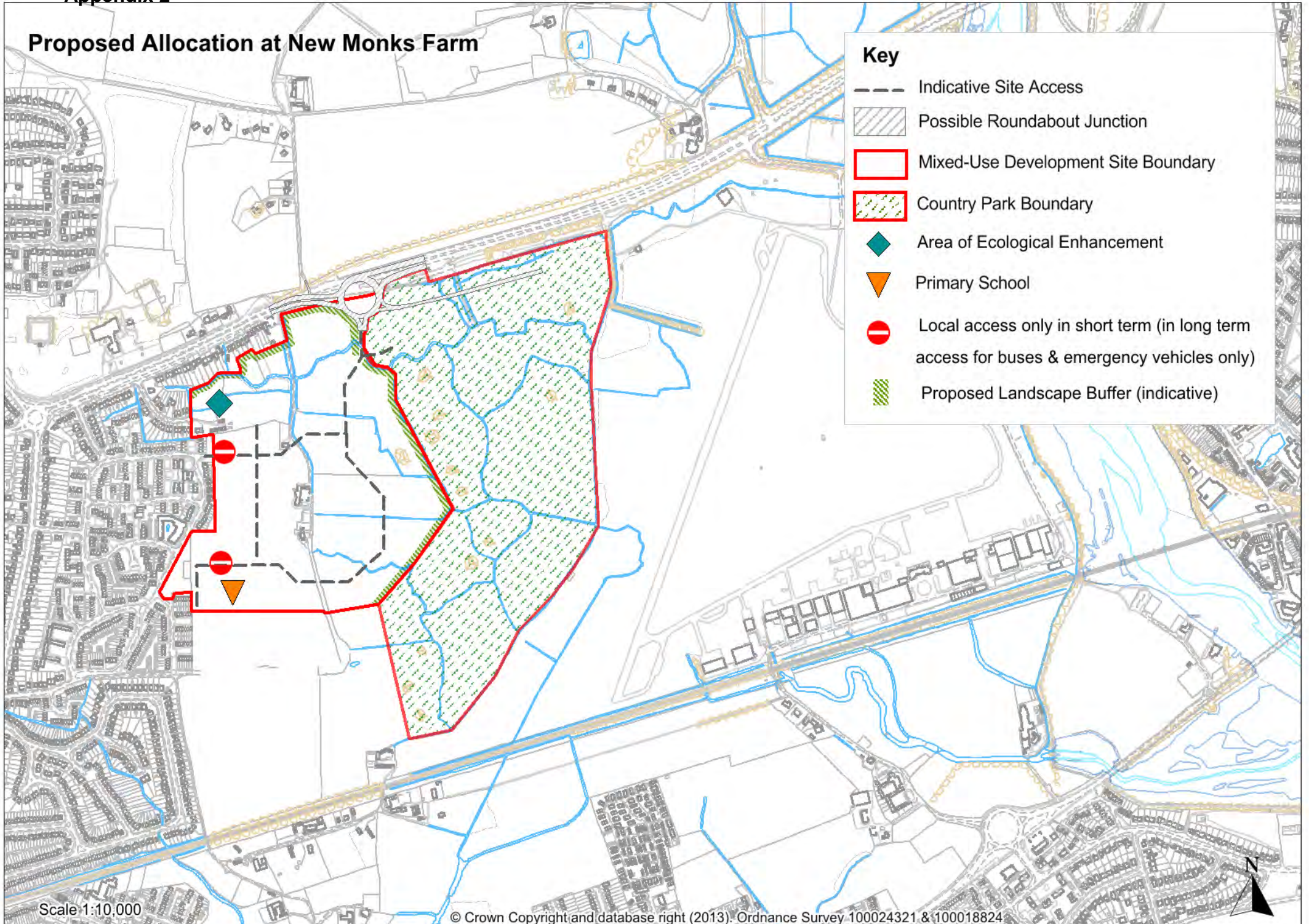
11.0 Procurement Strategy

- 11.1 This report complies with the Procurement Strategy.

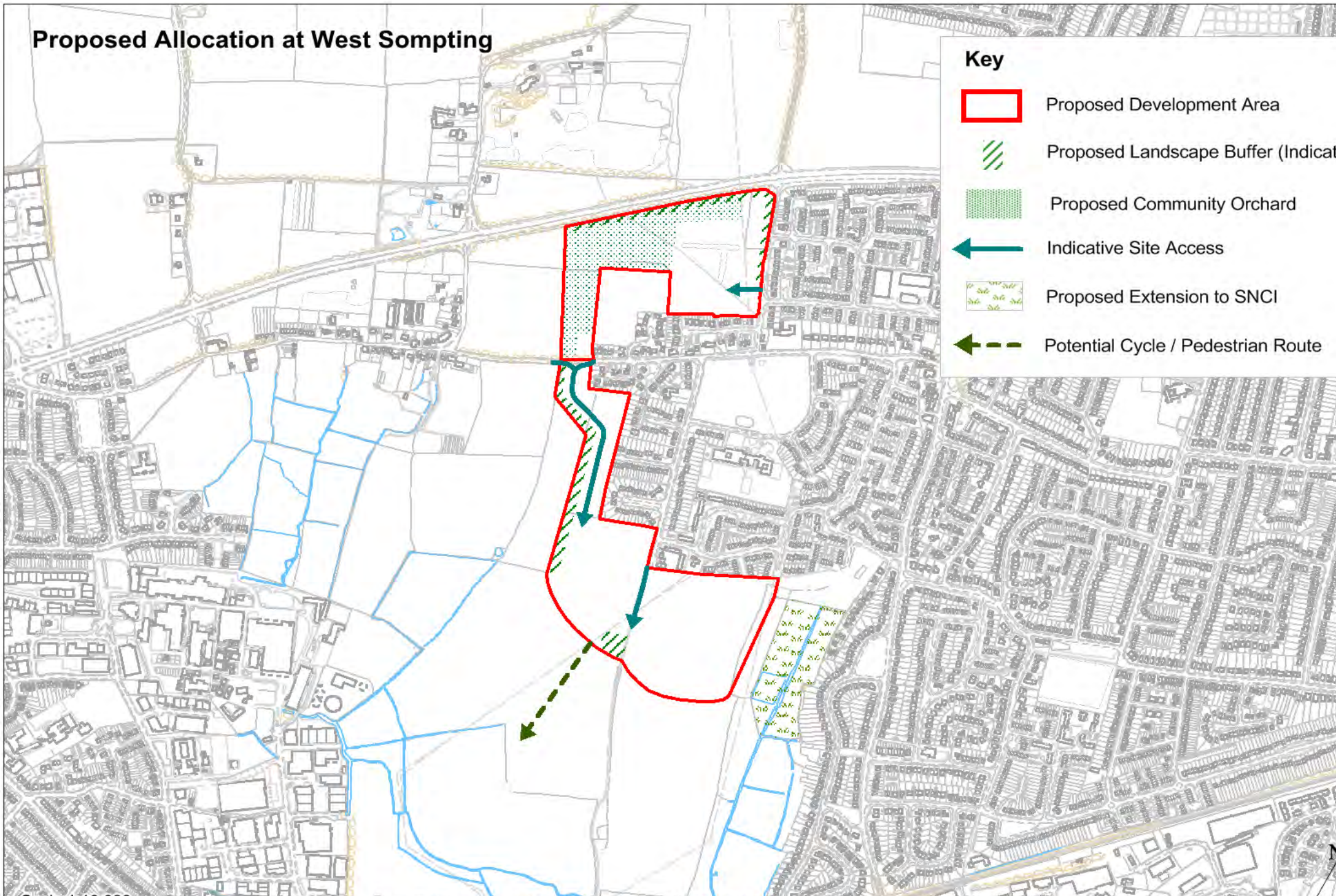
12.0 Partnership working

- 12.1 Other agencies, including infrastructure providers will be involved in delivering the policies of the Local Plan. The Duty to Co-operate applies not only to local authorities, but other specific bodies identified by legislation. In addition, the Joint Area Action Plan for Shoreham Harbour is being developed jointly by Adur District Council, Brighton and Hove City Council, and West Sussex County Council.

Proposed Allocation at New Monks Farm



Proposed Allocation at West Sompting



Key



Proposed Development Area



Proposed Landscape Buffer (Indicated)



Proposed Community Orchard



Indicative Site Access



Proposed Extension to SNCI



Potential Cycle / Pedestrian Route

REVISED DRAFT ADUR LOCAL PLAN 2013

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PART ONE: THE ADUR LOCAL PLAN

INTRODUCTION – WELCOME TO THE REVISED DRAFT ADUR LOCAL PLAN 2013

- 1.1 The Adur Local Plan is a new plan which will provide a strategy for development in Adur¹ up to 2031. It seeks to achieve a balance in meeting needs for development – such as housing, employment, retail and community facilities, while striving to protect and enhance the character and features of Adur which so many people value – its open spaces, landscape and historic features.
- 1.2 The Local Plan will play an important part in facilitating the regeneration of Adur, through indicating key sites and strategic locations for new development, and facilitating the delivery of appropriate infrastructure. This Draft Plan sets out a vision and strategy and looks at the planning issues the district is facing, and proposes policies for addressing them.
- 1.3 The Local Plan, when adopted, will be the ‘umbrella’ for all subsequent policy and guidance documents to be produced as part of the new Local Development Framework (LDF). The Council’s programme for preparing these is contained within the Local Development Scheme². Other documents to be prepared in the future include the Joint Area Action Plan for Shoreham Harbour regeneration area³, a Community Infrastructure Levy Charging Schedule, a Supplementary Planning Document (SPD) providing guidance on infrastructure provision (to include affordable housing), a Green Infrastructure SPD and guidance on internal and external space standards for new homes.
- 1.4 The Local Plan will also inform strategies and projects proposed by the Council, its partners and stakeholders which will have an impact on Adur’s economy, community and environment.
- 1.5 The LDF documents including this Local Plan will eventually replace the Adur District Local Plan 1996. Until this happens, much of the Adur District Local Plan is ‘saved’ and its policies will continue to be used in making planning decisions. A list of saved policies may be found in the Annual Monitoring Report available on the Adur District Council website.⁴
- 1.6 Development proposals will be assessed as to whether they comply with the National Planning Policy Framework and relevant development plan

¹ Excluding the area covered by the National Park – see below

² Please see Adur District Council website for the Local Development Scheme.

³ To be prepared jointly with Brighton and Hove City Council and West Sussex County Council

⁴ Weight will be given to these policies in assessing development proposals according to the degree of consistency with the National Planning Policy Framework (NPPF) – See NPPF 2012.

policies (which include the Local Plan and relevant minerals and waste⁵ policies,⁶) as well as for the contribution they make to delivering the vision and objectives of the Local Plan.

- 1.7 The development of the Local Plan has been informed by a Sustainability Appraisal, evidence from various planning studies and national planning policy. A separate Background Evidence Document has been prepared to demonstrate how these studies/documents have informed the Local Plan.

Sustainability Appraisal

- 1.8 Government legislation requires that all Development Plan Documents (DPDs) including Local Plans have to be assessed in terms of their impact on society, the economy and the environment. The Sustainability Appraisal process informs the Local Plan, and helps make decisions as to appropriate options. A report has been published alongside this document, and a further version will be produced to accompany the pre-submission version of the Local Plan.

Equality Impact Assessment

- 1.9 The Equalities Act 2010 requires Councils to undertake Equality Impact Assessments where a decision may affect equality in order to ensure that there is not a negative impact on different groups within the local community due to age, disability, gender reassignment, pregnancy and maternity, race, religion/belief, sex (gender) or sexual orientation.
- 1.10 Equalities issues have been taken into account in drafting the policies in this document. A full Equalities Impact Assessment report will be published to accompany the pre-submission version of the Plan.

Which Area Does the Local Plan Cover?

- 1.11 This emerging Local Plan covers Shoreham-by-Sea, Southwick, Fishersgate, Lancing and Sompting, and identifies Shoreham Harbour and Shoreham Airport as key regeneration sites.
- 1.12 On 12th November 2009 an order confirming the designation of the South Downs National Park was signed by the Secretary of State for Environment, Food and Rural Affairs (DEFRA). Much of Adur's countryside was previously designated as an Area of Outstanding Natural Beauty (AONB), but the AONB designation has now been removed and the majority of what was once the AONB has now

⁵ Relevant waste policies will be contained within the Waste Local Plan, which is being prepared jointly by West Sussex County Council and the South Downs National Park Authority. Work will begin on the Minerals Local Plan in 2013

⁶ Weight will be given to these policies in assessing development proposals according to the degree of consistency with the National Planning Policy Framework – See NPPF 2012.

become part of the National Park (see key diagram below) as of April 2010.

- 1.13 The South Downs National Park Authority (SDNPA) took on full powers from April 2011. Over half of Adur District (53%) lies within the National Park boundary, although the population in this area is estimated as very low.⁷ The National Park Authority will produce its own LDF and Local Plan in due course which will set planning policy for all areas within the South Downs National Park boundary. As a consequence, this Local Plan only covers those parts of Adur District which lie outside of the National Park. That is the area referred to as 'Adur' in this document. It includes the Built Up Areas of Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate. The majority of Adur District's housing, employment, facilities and services lie within this area. The key diagram below (figure 2) indicates the area covered by this document.

Using This Document

- 1.14 The Revised Draft Adur Local Plan has been written with the intention that it should be read as a whole. Taken together, the policies and proposals within the final adopted Local Plan will form a coherent strategy for development in Adur District up to 2031. ***It is therefore important that individual policies are not considered in isolation.***
- 1.15 This document focuses on the strategy, policies and proposals of the Local Plan. Greater detail as to the background, policy context and evidence can be found in the accompanying Background Evidence Document.

Previous Consultations

- 1.16 Due to the Government's stated intention to revoke the Regional Spatial Strategies, consultation on Housing and Employment Options was carried out in Summer 2011. This document proposed four alternative housing targets and two potential approaches to employment land provision in Adur. The outcomes of that consultation informed the Draft Adur Local Plan which was made available for consultation September – October 2012.
- 1.17 This Revised Draft Local Plan takes account of responses made in relation to the Draft Adur Local Plan 2012, and more recent evidence. This includes the Coastal West Sussex Strategic Housing Market Assessment 2012 and Duty to Co-operate Housing Report 2013.⁸

⁷ Estimated at 130 people by the South Downs National Park Authority 2012.

⁸ More information about these documents and their findings may be found in Part Two of this document

Next Steps

- 1.18 This Revised Draft Local Plan will be made available for public consultation during which time the Council will seek comments on its content, its proposed approach and detailed wording.⁹
- 1.19 A 'pre-submission' version will then be published¹⁰ May-June 2014 at which point comments may only be made in relation to the 'soundness' of the Local Plan.
- 1.20 The final adopted version of this document will be accompanied by a Policies Map which will show the area-specific policies and proposals on an Ordnance Survey base map. The Policies Map will also show safeguarded waste sites and waste site allocations, and any safeguarded minerals areas in the district once West Sussex County Council (the Minerals and Waste Planning Authority for the area) adopts the Waste Local Plan and Minerals Local Plan¹¹.

DUTY TO CO-OPERATE

- 1.21 A Duty to Co-operate has been introduced through the Localism Act 2011 which places a requirement on Local Planning Authorities (as well as a number of other public bodies) to work together on cross-boundary strategic issues. Local Planning Authorities and other public bodies are required to engage constructively, actively and on an on-going basis to develop strategic policies.
- 1.22 The National Planning Policy Framework (2012) introduces a new 'soundness' requirement to be met through the compliance with the Duty to Co-operate. Plans are to be positively prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. Joint working should be diligently undertaken for the mutual benefit of neighbouring authorities and enable Local Planning Authorities to work together to meet development requirements which cannot wholly be met within their own areas. As part of this process they should consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans. Local Planning Authorities will be expected to demonstrate evidence of having effectively co-operated to plan for issues with cross boundary-impacts when their

⁹ Under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

¹⁰ Under Regulation 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

¹¹ West Sussex County Council is preparing these Plans jointly with the South Downs National Park Authority.

Local Plans are submitted for examination. Co-operation should be a continuous process of engagement.

- 1.23 As part of its plan making process, Adur District Council has always consulted and engaged with relevant Local Planning Authorities and other public bodies on emerging policies at key stages. The Duty to Co-operate now formalises this process and places an emphasis on continuity.
- 1.24 In producing the Adur Local Plan, a continuous dialogue has taken place with neighbouring and other authorities in West Sussex as well as with Brighton and Hove City Council, Lewes District (with regard to housing provision), the South Downs National Park Authority and West Sussex County Council on cross boundary issues. Consultation has also taken place with other public bodies. Views have also been submitted by this Council on Local Plans and Core Strategies when invited by other local authorities.
- 1.25 The Coastal West Sussex Partnership (CWSP) is a group of businesses and public sector organisations which aims to strengthen the economy – this includes addressing issues of infrastructure and growth. The CWSP is being used as a basis to address Duty to Co-operate issues, and a Coastal West Sussex Strategic Planning Board has been established, with councillors with responsibility for planning matters participating in this, on behalf of each Local Planning Authority.¹²
- 1.26 The CWSP is also in the process of producing a Local Strategy Statement (LSS) to create an agreed, consistent set of objectives in relation to growth. This LSS will form the basis for discussion with neighbouring authorities in relation to Duty to Co-operate issues.
- 1.27 A Duty to Co-operate Officers Working Group was set up in the middle of 2012 consisting of lead planning officers from the authorities in the Coastal sub-region including Adur, Worthing, Arun, Chichester, Brighton and Hove and Lewes together with West Sussex County Council and the South Downs National Park Authority. The role of this group is to identify the strategic planning issues of relevance to the authorities and to address these on a joint basis where necessary. The emphasis of this group is to focus on outcomes rather than process – to find solutions on a joint basis to issues which face the sub region. (This group reports to the Strategic Planning Board of Members for Coastal West Sussex and to the Joint Planning Board of Members for West Sussex as a whole, thus ensuring a wider strategic approach).
- 1.28 A Duty to Co-operate (Housing) Study for the Sussex Coast Strategic Housing Market Authority (HMA) partners (Chichester, Arun, Worthing,

¹² However it should be noted that the Board has no formal powers and decisions made must be ratified by the individual authorities.

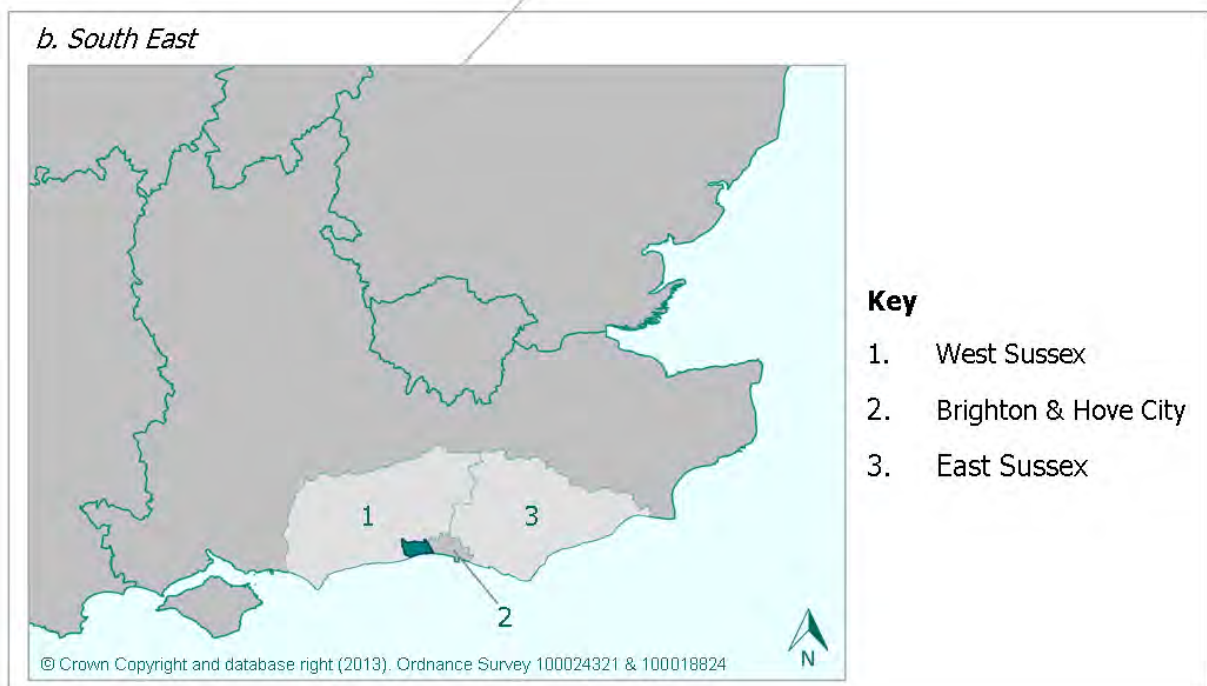
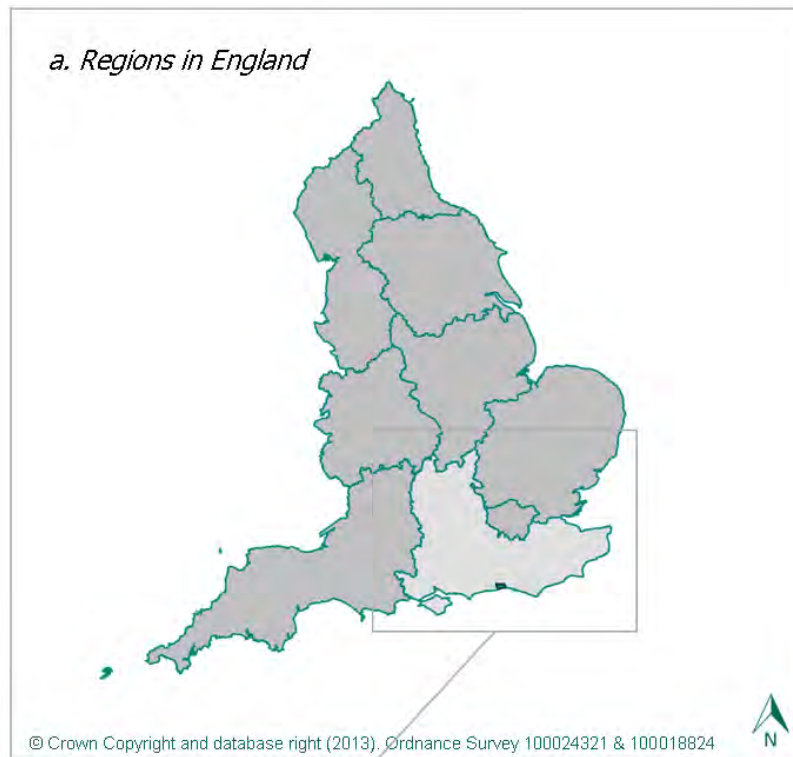
Adur) together with Brighton and Hove, Lewes, and the South Downs National Park Authority was completed in spring 2013. The main findings of the study are that it is highly unlikely that the level of objectively assessed housing need required in these local authority areas can be achieved in the sub-region in light of environmental, landscape and infrastructure constraints. Housing delivery up to 2031 across the HMA could fall at least 20% below the assessed needs. This evidence study will contribute to the development of the LSS.

- 1.29 Although housing provision is an important element of the shared aim of achieving regeneration across the Coastal sub-region, so too is the provision of infrastructure and the need to tackle existing inadequacies. All this needs to be set within the environmental capacity of the area which is constrained because of the National Park designation, river and coastal flood risk and biodiversity sites.
- 1.30 In addition to the above, there are specific cross boundary strategic issues (such as Gypsy and Travelling Showpeople's accommodation, regeneration, transport, water and waste water, flood risk, green infrastructure, countryside, minerals and waste, and infrastructure provision) which have and are being addressed through a range of measures detailed in the Duty to Co-operate Appendix of this document.

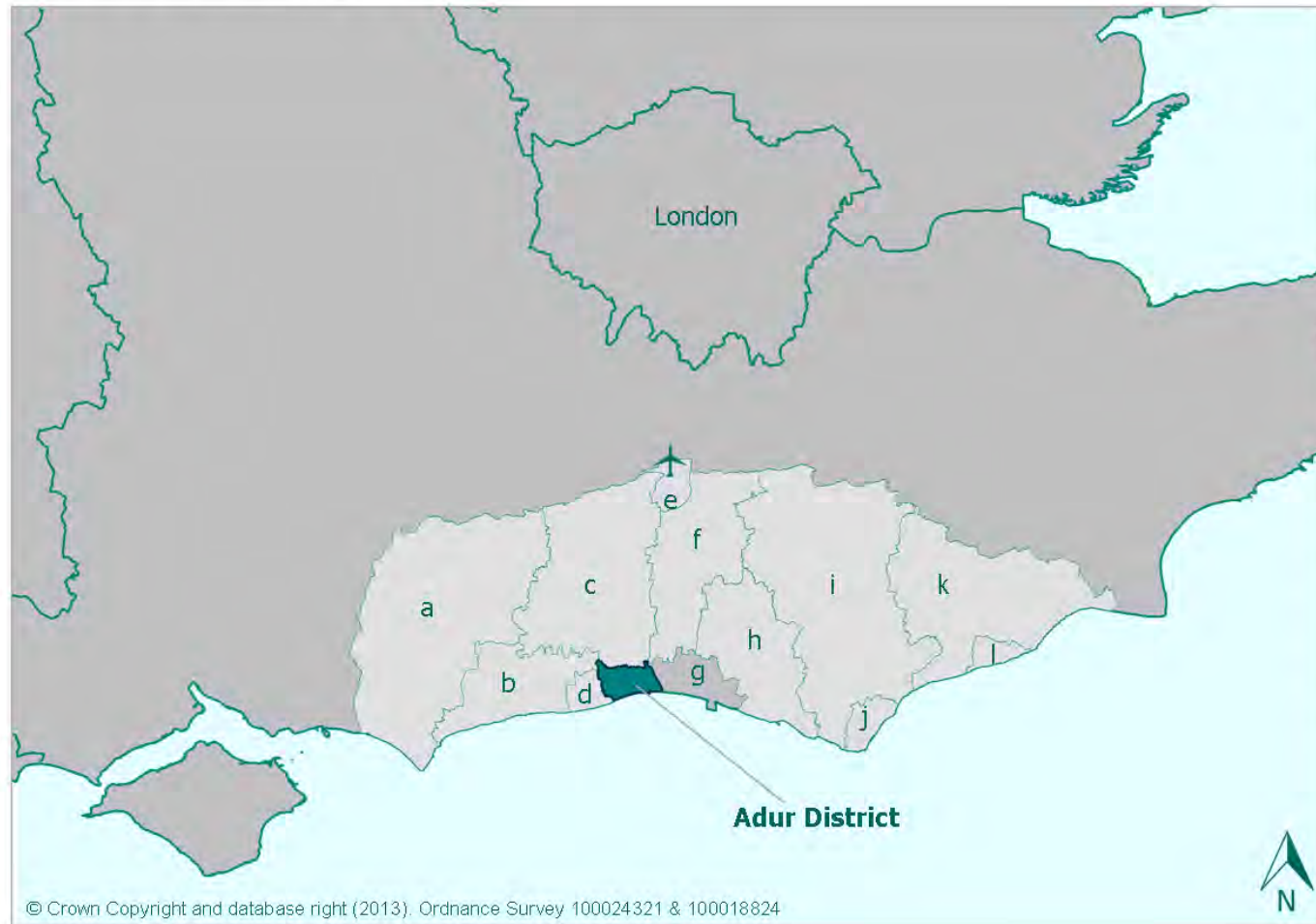
A SPATIAL PORTRAIT OF ADUR

1.31 Appendix RD9 of this document contains a Spatial Portrait of Adur. This describes its geography, people, and economy.

Map 1: Where is Adur?



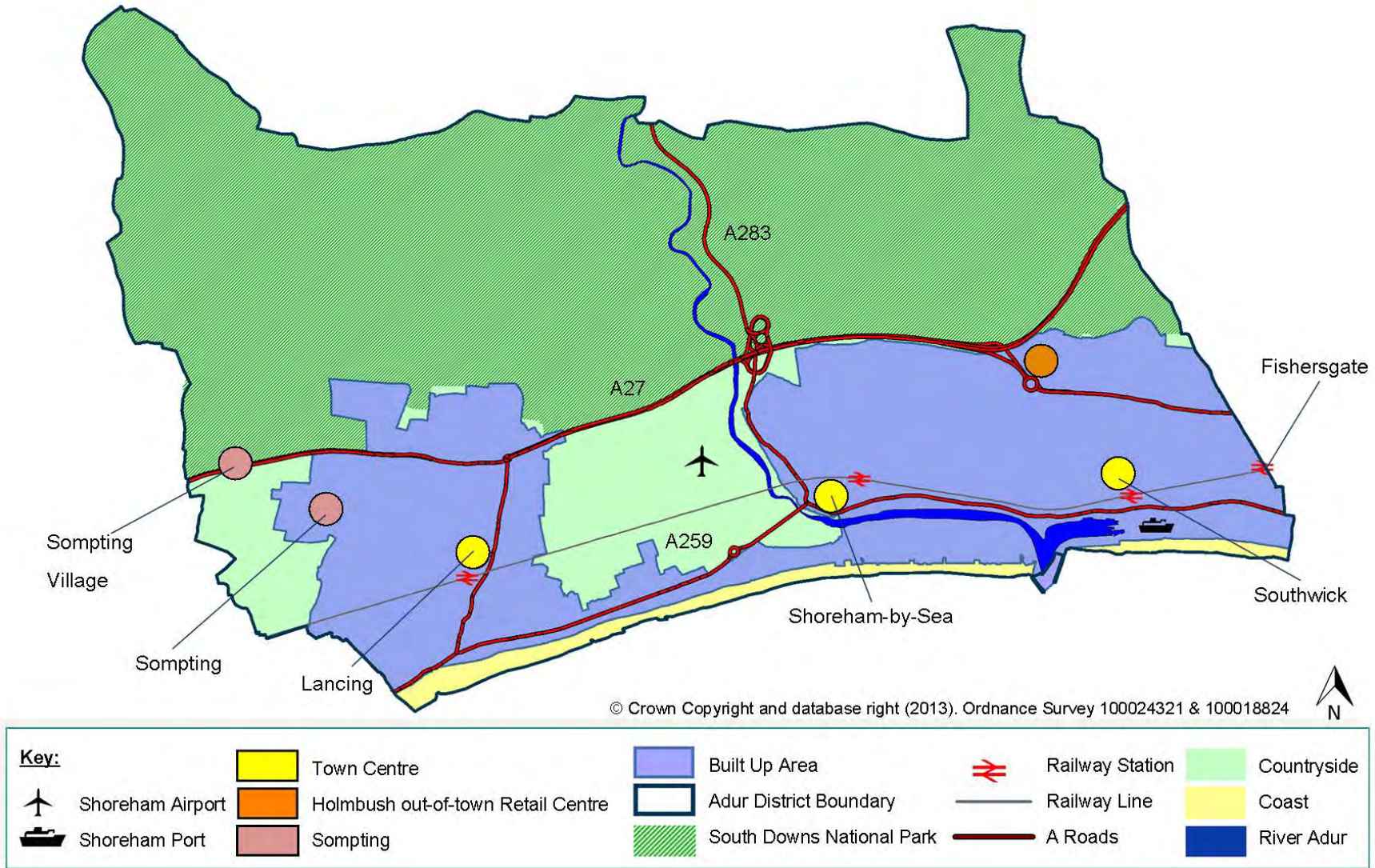
c. Sussex and Surrounding Area



Key

- a. Chichester District
- b. Arun District
- c. Horsham District
- d. Worthing Borough
- e. Crawley Borough
- f. Mid Sussex District
- g. Brighton & Hove City
- h. Lewes District
- i. Wealden District
- j. Eastbourne Borough
- k. Rother District
- l. Hastings Borough
- ✈ Gatwick Airport

Map 2: Key features of Adur



KEY ISSUES FOR THE LOCAL PLAN

1.32 This Revised Draft Local Plan is intended to address a number of key issues that will affect Adur up to 2031¹³ and beyond.

1. **The need to facilitate the regeneration of Adur** - There is a need to diversify the economy, safeguard existing employment locations, provide more opportunities for businesses to locate into or expand in Adur, and develop a strategy for economic development in the area. In addition, local residents need the opportunity to acquire better skills to improve their access to the labour market. The physical environment of parts of Adur also need upgrading so that it is more attractive to residents and businesses.¹⁴ A partnership between Adur District Council, Brighton & Hove City Council, West Sussex County Council, and Shoreham Port Authority has been set up to regenerate the Shoreham Harbour area. In addition, the Council is working with other agencies and stakeholders with regards to other sites and issues, including the delivery of infrastructure.
2. **The need to improve infrastructure** - Some of Adur's infrastructure is outdated and inadequate to meet modern needs (e.g. health and community facilities) and there is a need to ensure that new development is provided with appropriate new infrastructure (including 'green' infrastructure) at the right time, and in the right place.¹⁵
3. **The need to balance development and regeneration requirements against the limited physical capacity of Adur¹⁶ without detriment to environmental quality** - The Local Plan will need to strike a balance between facilitating development, achieving regeneration and delivering infrastructure, whilst maintaining built and natural environmental quality, 'sense of place' and the character of Adur.¹⁷
4. **The need to meet identified housing needs.** Adur needs to address a range of housing requirements including the projected increase in smaller households, more family housing and affordable housing.¹⁸
5. **The need to address demographic pressures** - Adur's population is ageing, with a quarter of residents above retirement age. There is a need to ensure that young people are encouraged to remain in the area.

¹³ This Plan covers the period up to 2031

¹⁴ See Employment Land Review, '*waves ahead*', and IDP and SA Appendix B Key Issues

¹⁵ See Infrastructure Delivery Plan (IDP).

¹⁶ that part of District which lies outside the South Downs National Park, and is therefore addressed by this Local Plan.

¹⁷ See Locally Generated Housing Needs Study and associated work on meeting housing needs; SHMA, SHLAA, Urban Fringe Study, and SA Appendix B Key Issues

¹⁸ See Coastal West Sussex SHMA 2012, Locally Generated Housing Needs Study 2011

6. **The need to address deprivation** - Adur is the most deprived district in West Sussex. Action needs to be taken to reduce disparities between the most, and least deprived parts of Adur in education, health, skills and training.¹⁹
7. **The need to address road congestion and related pollution – air and noise - whilst improving the existing transport network.** Parts of Adur experience road congestion and there is a high level of car dependence. This, along with anticipated future development, could worsen congestion and lead to poorer air quality by 2031 (especially in Air Quality Management Areas) unless measures are taken to mitigate these impacts, and encourage modal shift. The problems of the A27 and A259 will need to be addressed, in part through the policies in this Local Plan.²⁰
8. **The need to address climate change and flood risk** – Given the coastal location of the district and the presence of the River Adur, the risk of flooding from the sea and river is a serious issue. A significant amount of land is designated as flood zone 2 (medium probability), 3a (high probability) and 3b (functional floodplain). It will be necessary to ensure Adur is resilient to the predicted impacts of climate change such as warmer, wetter winters, hotter, drier summers, sea level rise and more frequent extreme weather events. Due to the topology and geology, the majority of Adur, including the Built Up Area, also has high potential for groundwater and surface water flooding. The Council's Strategic Flood Risk Assessment was updated in 2012 to help inform Council decisions on flood risk and appropriate mitigation measures. The First Review of the Beachy Head to Selsey Bill Shoreline Management Plan (2006) - a large scale assessment of the risks to people and the historic and natural environment resulting from the evolution of the coast - resulted in the Rivers Arun to Adur Flood and Erosion Management Strategy 2010-2020. As part of this Strategy, the Environment Agency is currently progressing the Shoreham Tidal Walls Scheme which aims to improve flood defences along the east and west banks of the River Adur. The Environment Agency has now received technical approval for the project and has secured funding to start the implementation phase of the scheme. Subject to continued funding for the scheme, an indicative completion date for the tidal walls is 2017.
9. **The need to work towards achieving sustainability** – Matters such as energy efficiency, renewable energy, water efficiency, waste efficiency and sustainable construction techniques need to be encouraged and incorporated into development to help address climate change and make efficient use of limited resources.²¹
10. **The need to improve health and wellbeing** - Two Air Quality Management Areas are already designated in Adur; it will be important

¹⁹ See also Community Needs Profile/ Index of Multiple Deprivation

²⁰ See Transport Study and SA Appendix B: Key Issues.

²¹ See Sustainability Appraisal

to ensure air quality is improved where possible. Although there are no fundamental deficiencies in open space or play facilities, access to open spaces and countryside must be maintained and improved where possible, as these resources can contribute to both physical health and wellbeing. The Council will work with health service providers to facilitate the delivery of health infrastructure where required.²²

11. The need to maintain and enhance the quality of the built, historic and natural environment - Adur has a number of natural and historic assets integral to the character of the area.

1.33 These are not the only issues affecting Adur, but they are the key ones highlighted through the Local Plan evidence base and previous consultations.

Policy Context

1.34 The Local Plan must be aligned to and conform with a number of other influences including national policy, local strategies and technical documents. The Background Evidence Document shows how individual policies and proposals of this Local Plan relate to these. The following provides a brief explanation of the key documents:

National and Strategic Planning Policies and Guidance

1.35 The Local Plan must encompass the requirements of Government planning policy guidance.

1.36 The National Planning Policy Framework (NPPF) was published in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied. The delivery of appropriate levels of development to meet objectively assessed needs is a key issue. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. Local Plans should not duplicate policies in the NPPF, although in some places this document refers to the NPPF in order to explain the context of certain policies.

1.37 In addition plans, policies and proposals of other relevant organisations and bodies have helped to form the evidence base of this plan.

'Waves ahead' - The Sustainable Community Strategy

1.38 '*Waves ahead*' is the name of the joint Strategic Partnership for Adur and Worthing. The Sustainable Community Strategy, also called '*waves ahead*' identifies four priorities for change²³. These are:

²² See Open Space Study and Sustainability Appraisal

²³ These four priorities mirror the priorities of the West Sussex Sustainable Community Strategy.

- A better place to live, work and enjoy
- Better health and wellbeing for all
- Learning, training and employment opportunities for all
- Staying and feeling safe

VISION AND OBJECTIVES OF THE ADUR LOCAL PLAN

- 1.39 The vision for Adur responds to local challenges and opportunities, is evidence based, locally distinctive and takes account of community derived objectives. The vision sets out how Adur will have changed by 2031 if the strategy in this document is implemented successfully. Many of these measures will be delivered through partnership working, including the Greater Brighton City Deal (see Section 2 for more details).
- 1.40 The objectives form a link between the vision and the detailed strategy and will deliver the vision through the policies set out in the Local Plan.

By 2031:

V1: Regeneration benefits for Adur will have been secured, and residents will enjoy an improved quality of life and wellbeing through better access to higher quality jobs, better choice in housing including affordable²⁴ homes and new and improved local services and community infrastructure. Inequalities between different parts of Adur will be reduced, uplifting the most disadvantaged neighbourhoods.

V2: Most development will have been focussed around Adur's main communities- Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate, and measures will have been taken to reduce their impact on the environment. Whilst many of Adur's residents will continue to visit Worthing, Brighton and other centres for employment and some retail and leisure functions, Adur and its town and village centres will continue to have an important role in providing retail, employment, leisure and community facilities, whilst also acting as a destination for visitors. Sompting village will have retained its rural village character.

V3: Through new development at Shoreham Harbour, Shoreham Airport and New Monks Farm, new opportunities for employment will have been created to benefit the economic prosperity of Adur- as well as the wider sub-region.

V4: Much of the regeneration of Shoreham Harbour will have been delivered, achieving a mix of residential, employment, community,

²⁴ The NPPF defines affordable housing; this definition will be used – see Glossary.

education, leisure and retail development, affordable housing, and new employment opportunities. The regeneration work will also have provided an opportunity for consolidating, reconfiguring and enhancing activities of the Port of Shoreham, which will continue to play a vital role in the local economy. Relocation of some commercial uses will have resulted in a more attractive urban environment and an improved interface between the Harbour and the rest of Adur.

V5: Town and village centres (Shoreham, Southwick, and Lancing) will be improved to increase their vitality and make them more pleasant places to shop and visit, enhancing their role as local service centres, ensuring they continue to thrive and can accommodate change (which respects their character) to meet needs arising from future growth. Shoreham town centre will also have provided new opportunities for development.

V6: High standards of design will have become an essential part of all new development to help create attractive, safer and healthier places. Significant improvements will have been made to the public realm.

V7: Adur's character and local distinctiveness (urban and rural, coastal and countryside) will have been maintained and enhanced through protection of its landscape, townscape, cultural heritage and biodiversity. Important views will have been protected. Much of Adur's coastline will continue to be used for leisure and recreation, and public access to the river, harbour, countryside and coast will have been improved. Opportunities will be taken to capitalise on Adur's location adjacent to the South Downs National Park.

V8: Working with the Highways Agency and West Sussex County Council, measures will have been introduced to address congestion, resulting in fewer delays on the road network and contributing to easier and more sustainable travel patterns. Railway stations at Lancing, Shoreham-by-Sea, Southwick and Fishersgate will continue to form an important part of Adur's public transport network. Improvements will encourage more people to use public transport rather than the private car, and help to improve air quality in Adur. More sustainable travel patterns will have been established including public transport, walking and cycling.

V9: Flood risk will have been greatly reduced through investment in flood defences, flood risk management initiatives and careful consideration of the location of new development.

V10: Progress will have been made towards a low carbon, sustainable community through sustainable construction, energy

efficiency, the use of renewable energy, water efficiency measures, waste reduction measures and appropriate location of development and transport infrastructure to reduce air pollution and noise; and to make a significant contribution to low and zero carbon energy production.

V11: Development which meets the economic, social and environmental objectives of this plan will have been supported. Change will have been managed through an ambitious yet achievable planning framework (and associated Infrastructure Delivery Plan) which reflects the proposals and priorities of key stakeholders, local authorities and others, and monitored to assess its effectiveness in delivering development and associated infrastructure.

O1: To deliver between 2797-2947 dwellings up to 2031 to contribute to meeting objectively-assessed needs in Adur District in terms of type, size and tenure.

O2: To ensure that local communities will benefit from regeneration through physical and social integration, and the provision of new homes (including affordable housing) which meet identified needs, employment opportunities, social and community facilities, leisure and transport facilities.

O3: To regenerate Adur through ensuring a range of employment opportunities and through new sustainable development opportunities. In particular, regeneration will seek to:

(a) Achieve strategic development at Shoreham Harbour, delivering housing and jobs; creating social, economic, environmental and infrastructure improvements which benefit Adur, its businesses, residents and visitors and contribute to the prosperity of the wider sub-region.

(b) Increase the role of Shoreham Airport in the local economy and wider area, through the provision of increased employment opportunities, enhancement of its role as an important visitor attraction, and its continued importance as a General Aviation Airport.

(c) Achieve strategic development at New Monks Farm, delivering housing and jobs and creating social, economic, and infrastructure improvements.

O4: To ensure the timely delivery of appropriate infrastructure to meet identified physical, social, community and environmental needs. This will include the use of the Community Infrastructure Levy (CIL) and partnership working as appropriate.

O5: *Enhancements to the streetscene of the town and village centres will be made, to ensure they remain attractive, vital and viable, and their role as retail centres serving local communities is maintained.*

O6: *Within the context of a Green Infrastructure strategy, to improve biodiversity, recreation and leisure facilities in order to provide an interlinked network of multifunctional open spaces - through and from urban areas (including Shoreham Harbour) to the coast and countryside, the provision of open space and greater opportunities for (and access to) informal recreational uses within the Local Green Gaps. Public access to the National Park and other countryside assets will be improved.*

O7: *To protect and improve the setting of the South Downs National Park, the River Adur, coastal waterfront, Local Green Gaps, conservation areas and other cultural and historic assets and where appropriate, access to them. Areas of nature conservation value will be preserved and enhanced. New development will avoid impacts on biodiversity and the natural environment as far as possible, and mitigate and/ or compensate where necessary.*

O8: *To deliver improvements identified in Conservation Area Management Plans and enhance other heritage assets where opportunities arise. High standards of design will be encouraged in all developments.*

O9: *To improve connectivity within and to Adur's communities as well as to Brighton and Worthing, achieve more sustainable travel patterns and reduce the need to use the private car through public transport services and infrastructure, demand management measures, and new and enhanced cycle and footpaths. These actions will contribute to an improvement in air quality. Innovative sustainable transport measures will be encouraged.*

O10: *To work with the Highways Agency and West Sussex County Council to determine how best to secure improvements to the A259 and A27 to manage (and where possible, reduce) congestion. The impact of Heavy Goods Vehicles servicing the Port and Adur's businesses will be managed.*

O11: *To ensure that the risks associated with flooding are avoided and mitigated through directing development to appropriate locations and, where this is not possible, through appropriate flood mitigation measures. Where feasible, new flood defences and other measures to reduce flood risk should take the form of ecologically sustainable solutions. Water quality will be protected and where possible, enhanced.*

O12: *To ensure that a range of sustainable construction and design measures, (including the Code for Sustainable Homes) will be utilised*

in new developments. New development will also have been designed to be more resilient to the effects of climate change.

This table indicates which objectives will be delivered by which policy.

Objective Number	Delivered by Policy/ Policies ²⁵ (Revised Draft Policy number)
O1	2, 3, 5, 6, 8,11,12, 20, 21, 22
O2	2,3,4,5,6,7,8,9,10,11,12,20,21,22,23,24,25,26,27,28,29,30,32,33,37
O3	2, 3, 4, 5, 6, 7, 8, 9, 11,12, 25, 26
O4	9, 28, 30, 32, 33, 37
O5	9, 11, 12, 14, 27
O6	5, 6, 7, 8, 9,11,12,13, 29, 30, 31, 32,
O7	2, 5, 6, 7, 8,10, 11, 12, 13, 14, 15, 16, 29, 30, 31, 32
O8	14, 15, 16
O9	9, 10, 11, 13, 28, 29
O10	5, 6, 7, 8, 28
O11	5, 6, 7, 8, 29, 35, 36,
O12	14, 17, 18, 19
Vision and All Objectives	1

THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

1.41 The National Planning Policy Framework published in March 2012 sets out national policy as a basis for plans such as this, and is a material consideration in determining planning applications. The presumption in favour of sustainable development is a fundamental principle of the NPPF²⁶ which views the planning system as having three key roles:

- an economic role contributing to building a strong, responsive and competitive economy;
- a social role, supporting strong, vibrant and healthy communities; and
- an environmental role, contributing and enhancing our natural, built and historic environment.

²⁵ The relevant policy name can be found in the Contents page at the front of this Revised Draft Adur Local Plan.

²⁶ Paragraph 14 of the NPPF gives more detail on the presumption in favour of sustainable development and its implications for plan-making.

- 1.42 The following policy integrates the presumption in favour of sustainable development into the Revised Draft Adur Local Plan.

Revised Draft Policy 1: Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **Specific policies in that Framework indicate that development should be restricted.**

- 1.43 Taken together, the policies in this Local Plan aim to address and deliver the Vision and Objectives set out above. As such, they should not be read in isolation.

PART TWO – A STRATEGY FOR CHANGE AND PROSPERITY**INTRODUCTION**

- 2.1 The consultation on the Draft Local Plan 2012 proposed two housing targets – Option A (1785 new homes plus 1050 at Shoreham Harbour) and Option B (2635 new homes plus 1050 at Shoreham Harbour). Of the responses received during the consultation, there was significantly more support for Option A than Option B ¹ (although it should also be noted that a number of respondents were concerned that Option A was still too high). These responses, along with a number of evidence studies (please see the Background Evidence Document for more information) a Sustainability Appraisal and Government guidance (most significantly the National Planning Policy Framework) have been used to inform the preferred housing option proposed in this document. This preferred option proposes 2797 – 2947 dwellings (including 1050 new homes at Shoreham Harbour) over the plan period (2011 - 2031) which equate to an annual target of 140-147 dwellings per year. To compare, the housing target proposed in this Revised Draft Plan is very similar to Option A included in the Draft Adur Local Plan 2012.
- 2.2 A significant amount of work has been undertaken to assess the various impacts of the preferred option and it is considered that this option can be achieved without having an unacceptable impact on the transport network, flood risk, landscape and biodiversity. The Council has a duty to meet its objectively assessed housing requirement as far as is practicable. It is recognised that Adur will not be able to meet its full housing requirement of 215 - 245 per year due to a limited supply of brownfield and greenfield sites, significant flood risk issues, and landscape constraints. However the Council must demonstrate that it has made every effort to try to meet its full housing needs. The proposed housing target in this plan reflects this, and aims to balance economic, social and environmental issues.
- 2.3 The Council has taken a ‘ground-up’ approach whereby all available sites (including brownfield) which can accommodate six or more dwellings have been considered (through the Strategic Housing Land Availability Assessment process). As part of the Sustainability Appraisal, all sites put forward for development, including those in the SHLAA, have also been assessed against a number of Sustainability Objectives. Where sites had unacceptable conflicts with these objectives, they were not included in the Revised Draft Plan.
- 2.4 As a result of further detailed work and evidence in relation to constraints, including adverse impacts on the natural environment and delivery, the preferred option does not precisely reflect options A1, A2 or A3 of the previous consultation, nor does it fully meet Option B.

¹ see ‘Summary of responses’ on Adur website for more details: <http://www.adur-worthing.gov.uk/adur-ldf/adur-local-plan/>

- 2.5 Land at Hasler was included in a number of housing options as part of the Draft Adur Local Plan 2012 consultation. However, this site is not being progressed for allocation. The majority of the site lies within flood risk zones 3a (high probability) and 3b (functional floodplain), with some small parts in the eastern part of the site in zones 1 and 2. The implementation of the Shoreham Tidal Walls Scheme would change those parts of the site within Flood Zone 3b to Flood Zone 3a. This would result in the site no longer acting as 'functional floodplain'. However, the whole site also suffers from significant groundwater and surface water flooding issues which would not be resolved by the proposed tidal walls. Significant concerns relating to flood risk on the site were raised as part of the Draft Local Plan consultation including by the Environment Agency. It has not been adequately demonstrated by the site promoters that these flooding issues can be overcome.
- 2.6 Within the Draft Local Plan 2012, Shoreham Harbour was 'ring-fenced', consistent with the approach taken by the South East Plan. However, the South East Plan has now been revoked and the Shoreham Harbour Regeneration project has progressed. Whilst acknowledging the potential delivery challenges, the level of development proposed at Shoreham Harbour appears more achievable, a development brief for the Western Arm has been adopted, and work on the Joint Area Action Plan is progressing (more details can be found in RD Policy 8 below). Therefore it is no longer considered that the site should be 'ring-fenced' and new homes in the Shoreham Harbour Regeneration area will contribute to Adur's overall proposed housing target. (More details on viability issues relating to the Shoreham Harbour Regeneration Project may be found in Appendix RD8).

SPATIAL STRATEGY

- 2.7 The Local Plan seeks to deliver a package of measures over the plan period in order to:
- meet the objectively assessed development needs of Adur as far as possible, taking into account environmental assets and constraints and the capacity of infrastructure (which will also entail working with other local authorities in the sub-region, and possibly further afield)
 - facilitate the regeneration of Adur; and
 - meet the vision and objectives of this Local Plan set out in Part One.
- 2.8 It is intended to achieve this through aiming to balance development in Adur; proactively seeking to meet housing needs, providing employment sites for new or expanding businesses and facilitating the delivery of infrastructure, whilst recognising that local people will still travel to jobs, or use retail, leisure or other services in other areas. Adur's role is to complement, not compete with other neighbouring centres.
- 2.9 As well as defining the scale of new development, this Local Plan must guide development to the most appropriate locations. Realistic options

for locating development are extremely limited due to the compact size of the district and its constrained location between the sea and the South Downs National Park. As a result, there are few real choices in terms of different locations or strategies if the Plan is to go as far as it can to realistically meet the needs of its communities, without damaging its character and environment.

- 2.10 Taking into account previous consultation work, evidence studies and the Sustainability Appraisal, the approach of this Local Plan is therefore to maximise development on brownfield land (including Shoreham Harbour) while adding sustainable greenfield urban extensions adjacent to the Built Up Area Boundary (BUAB). This means that the existing settlements of Lancing, Sompting (excluding Sompting Village which lies outside the BUAB), Shoreham-by-Sea, Southwick and Fishersgate will continue to be the focus for growth during the plan period, together with the regeneration area of Shoreham Harbour. Other than the identified potential strategic sites set out below, the BUAB (which will be redrawn to include these strategic sites) will serve to generally guide development within these settlements, in order to manage the pattern of development, prevent coalescence, maintain the existing character of the settlements, and ensure development is sustainably located. Although Shoreham Airport lies outside the BUAB it is recognised as a key opportunity area for regeneration.
- 2.11 Following a review, some other minor amendments are also proposed to the BUAB – these may be found in Appendix RD1 of this Revised Draft Local Plan².
- 2.12 Given the limited amount of land available, it is important that developments make efficient use of land by developing at appropriate densities whilst respecting the character of the area (although higher densities may be appropriate in town centre locations and Shoreham Harbour).
- 2.13 This strategy, which takes account of the compact nature of Adur and the location of the potential strategic sites selected (see below), will result in a pattern of growth which maximises sustainability as far as is realistically possible. The proximity of these proposed strategic greenfield sites adjacent to existing urban areas gives the opportunity for integration with existing communities and use of nearby facilities, services, and public transport. New infrastructure will also be required. The release of these greenfield sites will be carefully managed and controlled.
- 2.14 The proposed development strategy also takes account of the need to deliver jobs and employment land. Economic development and regeneration is a key priority of this Local Plan (as set out in the Vision

² Please note these proposed amendments were included in the Draft Adur Local Plan 2012, and are repeated here.

and Objectives in Part One), and is a priority shared by Coastal West Sussex, a partnership of local authorities. Coastal West Sussex is one of five local economies identified in the Coast to Capital LEP. (See Employment and Economy section below).

- 2.15 As well as working with Coastal West Sussex, the Council has a 'Duty to Co-operate' (through the Localism Act³) with other local authorities and agencies in the sub-region to ensure strategic priorities are co-ordinated and delivered. Local Plans play a key role in this process. The Council is already working with other local authorities to address strategic priorities (including how best objectively-assessed development needs can be met) and will continue to do so as this Local Plan is developed. More information can be found in Part One and Appendix RD4.
- 2.16 The spatial strategy set out below is interpreted through policies in this section, the 'place-based' policies in Part Three, and the development management policies relating to specific topics and types of development in Part Four. These all aim to address and deliver the Vision and Objectives set out in Part One.

Revised Draft Policy 2: Spatial Strategy

Up to 2031 the delivery of new development in Adur will be managed as follows:

Development within the Built Up Area Boundaries (to be defined on the Policies Map) of Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate will be permitted subject to other policies in the development plan.

Shoreham Harbour will be a focus for development to facilitate regeneration which will be delivered through an Area Action Plan being prepared jointly between Adur District Council, Brighton & Hove City Council and West Sussex County Council.

Shoreham Airport will also be a focus for new employment floorspace.

It will also be necessary to release the following greenfield sites on the edge of the built up areas to ensure an adequate supply of suitable land for development as long as this does not significantly compromise the Local Green Gaps:

- **New Monks Farm, Lancing (employment, residential and community uses)**
- **West Sompting (residential)**

³ Section 33 of the Planning and Compulsory Purchase Act 2004 was amended by Section 110 of the Localism Act 2011

Development which would result in the coalescence or loss of identity of settlements will be resisted.

The character of Sompting village, which lies outside of the Built Up Area Boundary, will be respected and maintained.

HOUSING PROVISION 2011-2031

- 2.17 Historically there has not been a strong relationship between housing targets set for Adur in regional and Structure Plans and need and demand for new dwellings in the district. Previous targets have been strongly influenced by the capacity of the district to accommodate new dwellings in terms of its physical and environmental characteristics – the sea to the south, the South Downs National Park to the north, flooding and key infrastructure constraints (including transport).
- 2.18 The National Planning Policy Framework now requires that Local Planning Authorities meet their full, objectively assessed needs for both market and affordable housing. To assess these needs, a Locally Generated Housing Needs Study (LGHNS) was undertaken in May 2011. This indicated a need to provide 270 new homes per year between 2011 - 2028 (equalling a total of 4590 homes) based on growth from within the current population of Adur, changes in household sizes and numbers together with in-migration from neighbouring areas and elsewhere in the country.
- 2.19 It is not considered possible or realistic for Adur to deliver this amount of housing either in terms of delivery (monitoring since 2001/2002 shows that an average of 135 gross / 122 net dwellings per annum have been delivered) or in terms of physical capacity. It is therefore not feasible to accommodate these levels of development while maintaining the character of Adur and addressing the resulting impact on infrastructure.
- 2.20 Consultation on four alternative housing targets was carried out in summer 2011 and further consultation on two of these were undertaken in the Draft Adur Local Plan 2012.
- Option A – 1785 homes/105 homes per year (plus 1050 dwellings at Shoreham Harbour) or:
 - Option B - 2635 homes/155 homes per year (plus 1050 dwellings at Shoreham Harbour)
- 2.21 On their own, neither of these two options fully meet the levels of need assessed in the LGHN (the highest option in the 2011 consultation exercise) although when added to the proposed residential development within the Adur section of the Shoreham Harbour Regeneration Area

within the plan period, the shortfall between supply and demand was reduced but still not met in full.

- 2.22 To meet the level of demand indicated in the LGHNS would require an extremely high level of development, with a severe impact on the Local Green Gaps, the landscape quality of Adur, biodiversity and on areas at risk of flooding, thus impacting on the character and environment of the area and leading to the coalescence of settlements. It would also have a greater impact on the highway network. Furthermore it would require delivery of around 270 dwellings per year. There is no evidence that the market could deliver at a rate sufficient to meet this level of demand.
- 2.23 Subsequently Adur, along with other Local Planning Authorities⁴, commissioned an update of the Coastal West Sussex Strategic Housing Market Assessment (SHMA) in 2012. It included remodelling of headship rates based on more recent data and inclusion of a vacancy allowance. It indicated a housing requirement in Adur of between 186 – 215 homes per year based on past demographic trends. The projections cover the 2011-31 period. (The higher level was based on more recent 5-year trends). However the study noted a significant shortfall of affordable housing – a backlog of 564 households.
- 2.24 As part of the Duty to Co-operate work, Adur, alongside the other Local Planning Authorities within the Sussex Coast Housing Market Area commissioned work to pull together housing evidence from each authority in relation to objectively assessed housing requirements and the residential land supply, capacity and constraints to development, including environmental, landscape and infrastructure constraints. This study also built on the SHMA Update 2012.
- 2.25 Taking into account a range of projections developed, the study stated that an objective assessment of development requirements would be for around 215 households per year, reflecting recent population trends and the economic evidence. However given the high evidence of housing need and significant affordability pressures in Adur, the study also took account of the need to meet the backlog of affordable housing need (564 households). Overall therefore an objective assessment of full need and demand for housing would be equivalent to around 215 – 245 homes per year over the 2011-31 period (a median figure of 230 per year).
- 2.26 The study stated that, if there were an absence of land supply and infrastructure constraints, that this would represent an achievable rate of development in Adur over the period to 2031 as a whole. However as noted elsewhere, the study recognises there are significant constraints to development within Adur and therefore this level of need is unlikely to be achievable.

⁴Commissioning authorities were Adur, Arun, Chichester, Worthing and the South Downs National Park Authority.

- 2.27 The study goes on to consider opportunities for development⁵ having regard to strategic constraints to development in assessing potential delivery. It concludes that housing targets for the Adur Local Plan area are likely to be primarily influenced by deliverable land supply. (This is consistent with the approach previously taken by the South East Plan). In setting housing targets within the Adur Local Plan, it will be important to take account of potential delivery risks associated with bringing forward sites.
- 2.28 In advance of the completion of detailed technical work and consultation on development options, the study stated that delivery of a maximum of 180 – 200 homes per year across the plan area might be achievable (subject to further detailed assessment). This includes development within the built-up area boundary, on greenfield sites within the urban fringe, and at Shoreham Harbour. However it should be noted that the Duty to Co-operate Study stated that even delivery of 180 – 200 homes per year would be ambitious and require public sector support and intervention.
- 2.29 The study notes that the Council is evidently making serious attempts to meet its own development needs, through considering options within the Local Green Gaps, but that the geography of Adur means that there are increasingly fewer opportunities to do so which are consistent with achieving sustainable development. It states:
- “Given the geography of the District and development constraints which exist, it seems likely that rates of development in Adur District outside of the National Park will fall short of meeting the District’s full development needs. It does not seem feasible that the Adur Local Plan will be able to meet any unmet requirements from neighbouring authorities”.*
- 2.30 A range of sources of housing land have been carefully considered in order to determine realistic levels of potential supply from previously developed land (PDL or brownfield land) as follows:
- *Housing allocations carried forward from the previous Local Plan 1996* - all the housing allocations identified in the Adur District Local Plan 1996-2006 have been delivered or are currently under construction and so have not been carried forward into this Plan.
 - *Dwelling completions since 1 April 2011* - these are the sites that have been completed since the base date of the Local Plan⁶.
 - *Number of dwellings identified through existing planning permissions (commitments)* - these include sites which can

⁵ See Duty to Co-operate (Housing) Study 2013

⁶ The figures are updated on an annual basis and are reported in the Council’s Annual Monitoring Report which is published in December each year.

accommodate six or more dwellings and either have planning permission but on which development has not yet commenced, or are currently under construction but not completed.⁷

- *Windfall allowance* - a site that has not been specifically identified as available in the Local Plan process is known as a windfall site. The NPPF states that an allowance for windfall sites can be made in the first five years of the housing land supply providing that there is compelling evidence that such sites have consistently become available and are likely to continue to do so. An allowance for windfall sites has not been made at this Revised Draft Local Plan stage. However, evidence is currently being gathered and, if it indicates that such sites have consistently come forward, a windfall allowance will be included in the housing land supply figures in the Submission version of this document.
- *Sites identified in the Strategic Housing Land Availability Assessment (SHLAA)* - a Strategic Housing Land Availability Assessment was undertaken in 2009 and updated in 2012. Its purpose is to identify brownfield sites which have potential for residential development and determines when they are likely to be developed. A review of the SHLAA, including a “Call for Sites” is currently being undertaken and the outcome will be included in the housing land supply figures in the Submission version of this document.

2.31 By assessing the various sources of housing supply, the table below demonstrates how much housing can be delivered on previously-developed land during the plan period.

Sources of Housing Provision 2011 – 2031⁸ (Brownfield sites only):	
Dwellings built 2011-2012 (net)	193
Dwellings identified through existing planning permissions (commitments)	335
Sites identified through the Adur SHLAA update 2012	289
Total supply (PDL)	817
PDL per year 2011 – 2031 (average)	41
Plus:	
Shoreham Harbour Broad Location	1050
Total PDL per year 2011-2031	93

⁷ These sites are identified as commitments at 1 April 2012 in the Housing Land Supply Study produced annually by West Sussex County Council.

⁸ The figures in this table will be updated for the Submission version of the Local Plan to take account of the updated SHLAA 2013 (following consultation) and the latest annual monitoring figures produced by WSCC.

- 2.32 Given the greater requirements discussed in paragraphs 2.17 – 2.29 above, it is then necessary to consider greenfield sites previously addressed in the 2012 consultation exercise, plus any other appropriate sites to go further towards meeting the objectively assessed housing needs.
- 2.33 Due to the lack of available and suitable greenfield sites in Shoreham-by-Sea and Southwick (most of which lie within the National Park) the majority of sites assessed are within Lancing and Sompting.⁹

Revised Draft Policy 3: Housing Provision

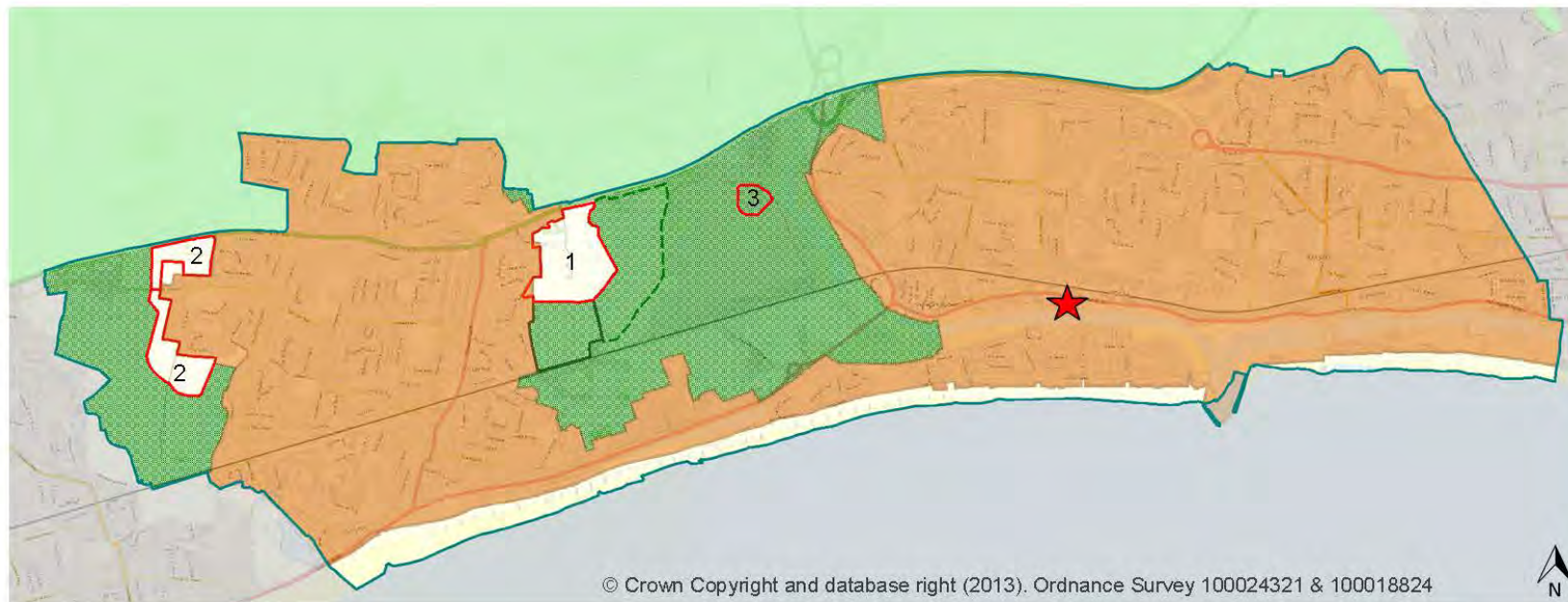
Over the period 2011 – 2031 a minimum of 2797– 2947 dwellings will be developed in Adur, as follows:

**817 within the built up area of Adur, plus
 1050 as part of the Shoreham Harbour Regeneration Area Western Arm
 450 - 600 at New Monks Farm
 480 at West Sompting**

- 2.34 The figures in RDP3 above equate to an annual target of (140 – 147) dwellings per year over the 20 year plan period.
- 2.35 Please note that policies elsewhere in this Plan will also apply to the strategic allocations below.

⁹ A number of potential greenfield sites were considered in developing the emerging Local Plan drawing on evidence from a variety of sources. The Sustainability Appraisal accompanying the emerging Local Plan has appraised these sites and assessed them according to relevant sustainability criteria. A number of sites have been excluded as a result of this process.

Map 3: Site allocations



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Key			
	South Downs National Park		Proposed Site Allocations
	Local Plan Boundary		Shoreham Harbour Regeneration Area - Western Arm
	Proposed Local Green Gap	1.	New Monks Farm
	Proposed Built Up Area Boundary (BUAB)	2.	West Sompting
	Brighton & Hove Albion Football Club Training Academy	3.	Shoreham Airport
	New Monks Farm Proposed Country Park		

EMPLOYMENT AND ECONOMY: PLANNING FOR ECONOMIC GROWTH

The Situation Today

- 2.36 Adur's economy is closely related to those of Brighton & Hove and Worthing. The 2001 census indicated that 44% of working residents in Adur work within the district. There is a net-outflow of 5,900 people from the district daily, reflecting the area's close proximity to larger employment centres such as Worthing and Brighton. Job densities in the district are low - in 2011, Adur had a job density of 0.56 (a ratio of 0.56 jobs to population of working age) which is significantly below the national average of 0.78 (ONS 2011). Therefore there is a need for more employment land to be provided in the district to help redress this balance¹⁰.
- 2.37 ONS data indicates that Adur spans two 'travel to work' areas with the west of the district (Lancing and Sompting) relating more to Worthing and the east (Shoreham, Southwick and Fishersgate) to Brighton¹¹. In-migration into Adur increases the need to ensure employment opportunities are available.
- 2.38 Relative to the South East as a whole, Adur has a concentration of employment in the manufacturing sector, in utilities and waste management, and in wholesale/retail and car repair. This partly reflects the established occupier profile of Adur, the nature of the floorspace stock (41% of Adur's commercial floorspace is industrial compared to 30% across West Sussex) and the relative lack of available land suitable for employment development. Only 10% of Adur's commercial floorspace is within office use which is significantly lower than the overall figure of 25% for the Adur-Worthing-Brighton area as a whole¹². Although the manufacturing sector in Adur has been performing relatively well, traditional manufacturing across the region has generally been in decline in recent years and this trend is set to continue. Therefore, it is important that a range of employment land and premises are provided in the district to help strengthen the economy.
- 2.39 The recent economic downturn has not had a significant impact on Adur's economy, and although economic activity rates fell from 85% to 80% immediately after the downturn, they are now back to 85%.
- 2.40 This Local Plan seeks to facilitate and deliver long-term sustainable economic growth, working in conjunction with relevant partners. This will be vital in securing positive outcomes for local residents and the community in general, in terms of increasing the number and types of

¹⁰ Adur District Council Employment Land Review Update (June 2011)

¹¹ As above

¹² As above.

jobs available, reducing out-commuting, and encouraging investment back into the local economy.

Adur in the wider sub-regional economy

- 2.41 The Coast to Capital Local Economic Partnership (LEP) extends as far north as Croydon and includes Chichester at its western end and Brighton & Hove and Lewes at its eastern end. The LEPs will carry out some of the responsibilities of the previous Regional Development Agencies, setting out economic priorities for their relevant area, but it will be the responsibility of the Local Authorities to determine many of the 'larger than local' strategic issues. Within this context, the Coastal West Sussex Partnership brings together Adur, Worthing, Arun and Chichester districts with partner organisations within the functional economic area to identify priorities and opportunities to improve local economic conditions. The Coastal West Sussex Partnership, along with the other economic partnerships in the County (Gatwick Diamond and Rural West Sussex), will deliver some of the LEP priorities. The Coastal West Sussex authorities experience similar problems in terms of access on key routes, pockets of deprivation, a limited supply of employment land, many people in low paid jobs, and many residents having low skills. These problems are very much apparent within the Adur District.
- 2.42 The West Sussex Economic Strategy (led by West Sussex County Council) covers the period 2012 – 2020 and sets out a high-level approach to supporting sustainable economic growth in the county. Key elements of this strategy include the need to ensure the best use of land and property to support a sustainable economy.

City Deal

- 2.43 The Greater Brighton Region (covering the area of Brighton & Hove, Adur, Lewes, Mid-Sussex and Worthing) has been successful in its City Deal application. City Deals are agreements between Government and a city that give the city control to:
- take charge and responsibility of decisions that affect their area
 - do what they think is best to help businesses grow
 - create economic growth
 - decide how public money should be spent
- 2.44 Through this agreement the Greater Brighton Region aims to prioritise economic growth supporting the delivery of the Coast to Capital LEP's Growth Strategy and the Government's Plan for Growth. The approach is to exploit and commercialise creative talent in core technologies linked to university specialisms. The ambition is to increase GVA, the number of people employed and productivity by:

- Developing a network of growth hubs, linked to universities
- Develop a bespoke City Region skills system responsive to the needs of high technology, service innovation businesses
- Test and extend new models of business and innovation support linked to Growth Hubs.

2.45 Shoreham Harbour and Shoreham Airport are identified as Growth Hubs which will focus on environmentally driven technologies.

Adur Employment Land Review 2011

2.46 An Employment Land Review (ELR) was produced for Adur in 2011. This report noted that the supply of land and premises for employment in Adur is very constrained and, on the whole, of relatively poor quality. It identified a clear need for additional high quality sites to meet market demand. The ELR went on to examine two scenarios for economic growth in the district. These were the 'baseline growth scenario' and the 'economic intervention scenario'.

Baseline scenario

2.47 This is a "business as usual" scenario which assumes that there will be no significant intervention in the economy of Adur over the plan period i.e. no new employment sites will be allocated. The employment forecasts for this scenario are based on the existing, relatively constrained, economy of Adur. Under this scenario the employment forecasts show that no significant amount of new employment floorspace would need to be provided in the district as the predicted growth in jobs could mainly be met by bringing existing vacant floorspace back into use and developing currently unimplemented planning permissions.

Economic intervention scenario

2.48 This scenario is based on an assumption that significant steps are taken to improve and change the nature of the economy in Adur to provide more high skilled and high quality employment. This scenario requires the allocation of new employment sites in the district and the employment forecasts show that this would be likely to result in a considerable growth in Adur's economy over the plan period.

2.49 Following public consultation on these employment options in 2011, the economic intervention scenario was considered the preferable scenario. Although land constraints in Adur do not make it possible to achieve the amount of jobs and floorspace required to achieve the economic intervention scenario, this Plan proactively allocates sites to provide as much new employment floorspace within the area as is possible without having a detrimental environmental impact. These sites, as identified in the ELR, are Shoreham Harbour, Shoreham Airport and New Monks Farm. The type of employment floorspace

provided on each site would vary according to the character and nature of the site and would need to provide a flexible range of opportunities for local businesses and inward investment as well as meeting the objectives of the City Deal agreement. The proposals for these sites are shown in more detail in the policies below.

Delivering a Flexible Economy

- 2.50 Although B class activities are traditionally vital to the local economy, other employment generating uses such as retail, leisure and service industries make a significant contribution to the economy and will be focussed in town centres and other locations within the Built Up Area Boundary.
- 2.51 Rather than a passive 'predict and provide' approach, this Local Plan seeks to take a proactive approach. Looking beyond meeting assessed business needs this plan aims to create an environment that enables firms to grow, should they choose to do so, making provision for local and inward investment in order to facilitate regeneration.
- 2.52 The key sites outlined in the policy below each represent a different type of employment-generating opportunity:
- Shoreham Airport– planning positively for aviation and non-aviation employment generating uses within a high-quality business environment (see Revised Draft Policy 7).
 - Shoreham Harbour – by facilitating the relocation of existing employment uses that wish to move in order to expand, modernise or operate in a more appropriate area, new opportunities will be created for B1 office space, plus other appropriate employment-generating uses. (See Revised Draft Policy 8)
 - New Monks Farm – Appropriate employment generating uses as part of a mixed use development incorporating residential and community uses (See Revised Draft Policy 5).

Revised Draft Policy 4: Planning for Economic Growth

To facilitate regeneration and ensure a sustainable economy, 38,000 square metres of land will be allocated for appropriate employment generating uses in Adur up to 2031 at the following locations:

- Shoreham Airport (approximately 15,000 sqm subject to landscape considerations)
- New Monks Farm (approximately 10,000sqm)
- Shoreham Harbour Regeneration Area (approximately 13,000sqm within Adur)

These allocations will provide a range of employment sites in terms of locations and sizes, and provision will be made within these allocations for a range of accommodation types.

In addition to the above provision, additional employment floorspace will also be achieved through redevelopment, intensification, change of use to employment, and provision of new employment sites. The majority of this floorspace will be provided within the town centres and the main existing employment areas.

Outside of designated employment areas, where new development for, or extensions to B1, B2 and B8 uses is proposed, such applications will only be permitted where it is demonstrated they will not have an unacceptable impact on adjacent residential properties.

Criteria for the identification and provision of new employment floorspace will include the need to provide a variety of new business premises including small and affordable premises; the need to meet the modern needs of businesses in terms of floorspace, security, quality of environment, good access and services, and ensuring there are no conflicts with neighbouring uses.

STRATEGIC ALLOCATION: NEW MONKS FARM

- 2.53 This is a large site (located within the Lancing – Shoreham Local Green Gap) which can incorporate a mix of uses, including a significant amount of employment-generating floorspace (approximately 10,000sqm), an informal country park and a community hub/ neighbourhood centre. The site also provides the opportunity for the provision of land for a new primary school to meet needs from the local area. The site could potentially accommodate 450-600 dwellings. The

level of residential development will be dependent on landscape and biodiversity issues, as indicated below. There is potentially scope for additional residential development as part of the proposed neighbourhood centre. Development at this site will also help to bring forward a new access that would unlock further development at Shoreham Airport (see below).

- 2.54 Land to the west of Mash Barn Lane is Grade 2 agricultural land and land to the east is Grade 3b although it has not been used for agricultural purposes for a significant length of time. The eastern part of the site is under construction as a golf course. The remainder has been left as relatively open field and rough pasture.
- 2.55 The Landscape and Ecological Survey of Key Sites Within Adur (2012) states that this part of the Lancing-Shoreham Local Green Gap has relatively low landscape sensitivity and is less visible than other parts of the Gap from key viewpoints. The fields between the edge of the built-up area of Lancing and Mash Barn Lane contribute little to the landscape setting of Lancing or the integrity of landscapes within the Strategic Gap. However, the study goes on to state that Mash Barn Lane is a natural landscape 'edge' and that the fields to the east of this lane form part of the central landscape of the Gap and make an important contribution to its sense of openness and 'greenness'. As a result, it is considered that any development to the east of Mash Barn Lane needs to be designed particularly sensitively and the principles set out in the Landscape and Ecological Survey, including strategically sited blocks of woodland, need to be incorporated into the design of development at New Monks Farm.
- 2.56 The most important biodiversity habitats on the site, as identified by the Landscape and Ecological Survey, are the network of streams and ditches which flow eastwards through the small pastures to the north west of the site and along Mash Barn Lane. These form part of a wider network of water bodies between Lancing and Shoreham Airport. This network of riparian habitats should be retained and managed as part of an ecological network.
- 2.57 Opportunities for a joint access from the A27 to proposed development at both New Monks Farm and Shoreham Airport are currently being explored. This would involve either a new roundabout at the Sussex Pad junction or a new roundabout adjacent to the New Monks Farm allocation with a reconfigured access at Sussex Pad. However, the Highways Agency is clear that only one roundabout would be acceptable. The relevant parties are working with the Highways Agency to ensure that an acceptable access solution is achieved. Whichever roundabout option is delivered, it will be essential to ensure that safe and improved pedestrian and cycle access across the A27 to the South Downs National Park is provided

- 2.58 Improvements would be made to facilitate access via the existing road network, including from Grinstead Lane. However it will be important to ensure that the amount of development delivered prior to the delivery of the new access onto the A27 is limited in order to avoid adverse impacts on the existing residential area. To minimise the impact of cars on local roads both within and adjacent to the proposed development, travel by foot, bicycle and bus will be encouraged.
- 2.59 On completion of the new A27 access, the existing accesses from the site onto Grinstead Lane will be restricted to buses and emergency vehicles only.
- 2.60 The mitigation of the congested North Lancing junction will be vital. Prior to the submission of any planning application for this site, a full Transport Assessment will be required to look at access onto, and impact on local roads, and off-site impacts on existing junctions along the A27 and will need to demonstrate how the development will deliver the necessary mitigation measures.
- 2.61 The site is predominantly located in flood zone 3a (high probability) with parts in flood zone 1 (low probability) and 2 (medium probability). Parts of the site are at risk from surface water flooding, particularly the northern section, and the site is also susceptible to ground water flooding. As a result any development on the site will need to address these issues through on-site mitigation measures. The developer will need to work with the Council and Environment Agency to ensure that flood risks from all sources can be mitigated without worsening flood risk elsewhere. Opportunities should be sought to improve flood risk elsewhere where possible.
- 2.62 Although the construction of the Shoreham Tidal Walls is not essential for development to take place at New Monks Farm, this scheme will help to reduce tidal flood risk on the site.
- 2.63 The proposed New Monks Farm site lies within Mash Barn ward, which suffers from deprivation in terms of education and living environment¹³. It is anticipated that opportunities arising from the new development will help to address this.
- 2.64 The site is relatively close to Shoreham Airport although it falls outside of the noise contours set out in the Draft Shoreham (Brighton City) Airport Noise Action Plan 2010 – 2015. Also, the northern part of the site is adjacent to the A27. A noise assessment will be required with appropriate mitigation where necessary.
- 2.65 As indicated in Part Four of this Plan, the Coastal West Sussex Gypsy and Traveller Accommodation Assessment (2013) has indicated that there is a requirement for 7 Gypsy and Traveller pitches and one

¹³ IMD and Community profile

Travelling Showpeople plot in Adur (outside of the National Park). Due to the limited opportunities available, the study recommends that consideration is given to meeting this requirement within the proposed strategic allocations.

Revised Draft Policy 5: New Monks Farm, Lancing:

Land at New Monks Farm (within the area shown on Map 4) will be allocated for mixed use development comprising:

- **450-600 homes, 30% of which are to be affordable, and will provide a mix of types and tenures in accordance with identified needs.**
- **A neighbourhood centre/ community hub**
- **1 hectare of land to accommodate a new primary school**
- **Approximately 10,000sqm of employment-generating floorspace**
- **Suitable access onto the A27 in agreement with the Highways Agency.**
- **Provision or funding of mitigation for off-site traffic impacts on the Strategic Road Network and local roads through a package of measures including improvements to the A27/Grinstead Lane (North Lancing roundabout) junction.**
- **Provision of sustainable transport infrastructure including improved public transport and improved cycle and pedestrian links to Lancing, Shoreham-by-Sea and the South Downs National Park.**
- **Site-specific travel behaviour initiatives which maximise opportunities to encourage sustainable modes of transport. (This should include a package of travel behaviour initiatives such as residential and workplace travel plans).**

Consideration is being given to the potential for this strategic allocation to accommodate a Gypsy and Traveller and/or Travelling Showpeople site.

Significant improvements will be required on the A27 to accommodate new development. Improved access across the A27 to the South Downs National Park for pedestrians and cyclists must be provided.

Developers will need to work with Adur District Council, West Sussex County Council and the Environment Agency to ensure that tidal and fluvial flooding as well as surface water and groundwater flooding are adequately mitigated without worsening flood risk elsewhere. Opportunities to reduce flood risk elsewhere should also be sought. These issues should be addressed in detail by a Flood Risk Assessment at the planning application stage.

As part of a Landscape Strategy/Green infrastructure strategy, the following are to be delivered:

- Ecological enhancements in the north-west corner of the site in order to address the safeguarding and enhancement of biodiversity assets.
- Retention and enhancement of existing network of water bodies on site for drainage and ecological benefits.
- Open space and recreation areas (to include children's play areas) located within the development, and provision for formal sports in accordance with Council standards.
- An Informal Country Park (22.3 hectares).
- Strategically sited areas of woodland to the north and east of the site to provide a distinctive 'green edge', screening views of the new development.
- Other infrastructure requirements to be addressed through CIL/ s106 requirements.

A number of assessments will also be required at the planning application stage. These will include:

- An assessment of archaeological assets (sampled by field investigation) before determination of any application. Reference should be made to the West Sussex Historic Environment Records.
- A site wide landscape and ecological management plan should be drawn up to cover the long-term maintenance of retained and newly created on-site habitats.

Appropriate mitigation of any issues raised through these assessments is to be delivered.

The development of this site, the location and layout of built development, green infrastructure and other landscaping is to be based on the following principles and site-specific requirements:

- Development must respect the landscape of the Lancing – Shoreham-by-Sea Local Green Gap and the South Downs National Park.
- Affordable housing is to be distributed throughout the development.
- The development is to be connected to sewerage and water distribution networks at the nearest points of adequate capacity, as agreed with Southern Water.

Development will be phased in order to:

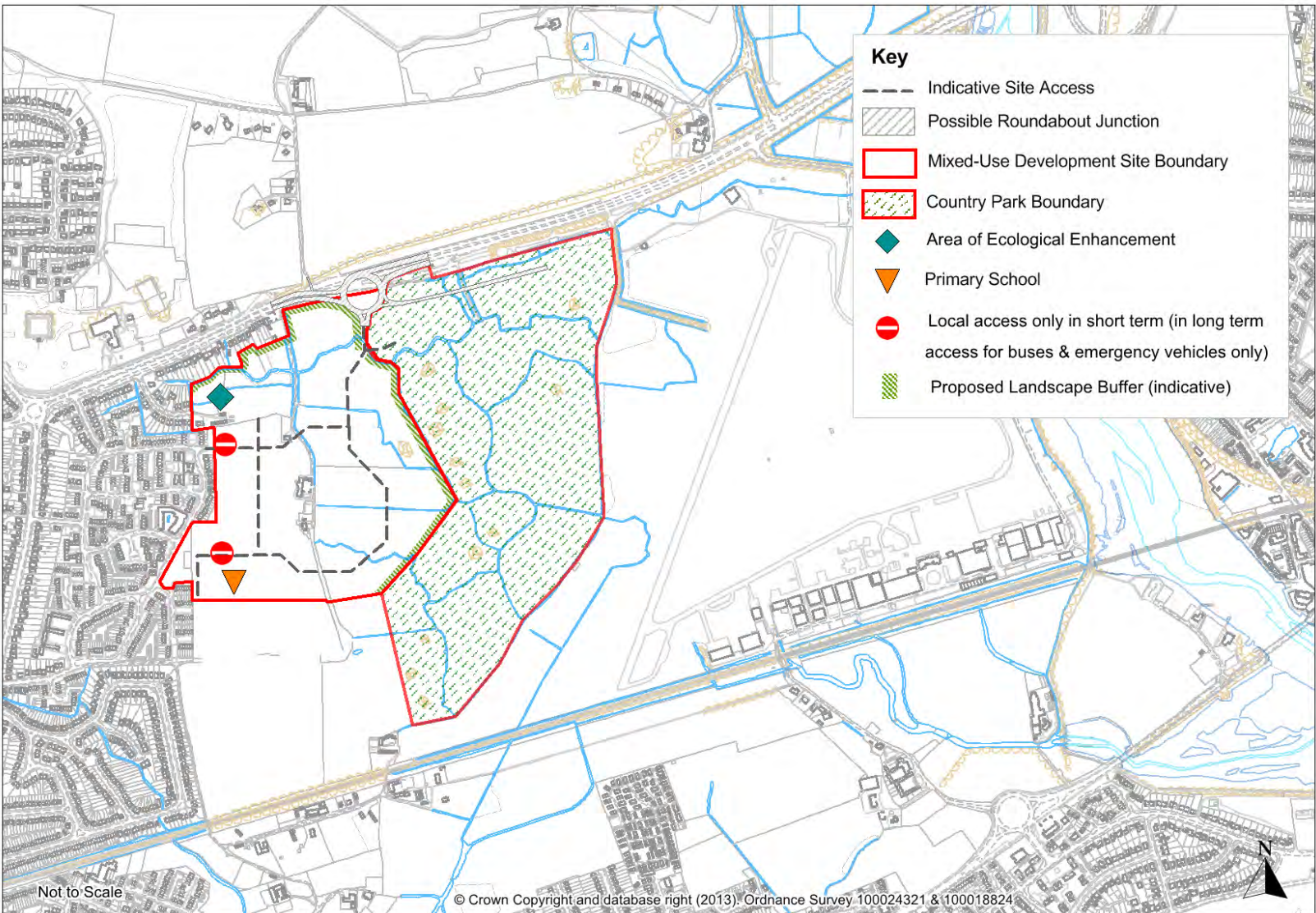
- **Ensure delivery of the A27 access at an early stage of development.**
- **Facilitate use of the neighbourhood centre and primary school at a stage to be agreed with West Sussex County Council and Adur District Council.**

All elements are to be secured through s106 planning obligations/ planning conditions.

2.66 A Sustainability Appraisal has been undertaken for the above policy, the conclusions of which are as follows:

This policy would have a number of positive social and economic impacts but there is some potential for conflict with a number of environmental objectives regarding biodiversity, historic environment, countryside, pollution and flood risk. However, the policy seeks to address these conflicts and it is considered that such potential impacts could be mitigated but these issues would need to be addressed carefully at the planning application stage.

Map 4: Proposed Allocation at New Monks Farm



STRATEGIC ALLOCATION: WEST SOMPTING

- 2.67 This site is comprised of two parcels of land (previously referred to as Sompting North and Sompting Fringe) within one ownership and which form part of the Local Green Gap between Worthing and Sompting/Lancing. (Please note that these sites were referred to separately in the Draft Adur Local Plan Consultation 2012, and are now referred to collectively as 'West Sompting' in this Plan).
- 2.68 These two sites form a single allocation for the development of 480 dwellings along with new open space, a community orchard, pedestrian and cycle access across the gap and a new nature conservation area immediately to the north of Cokeham Brooks SNCI.
- 2.69 The land is principally in arable use (Grade 2 agricultural land) and adjacent to the south-east boundary lies the Cokeham Brooks Site of Nature Conservation Importance (SNCI). This consists of an area of reedbeds and tall fern which is crossed and bordered by wet ditches. It is of considerable importance for wildlife as an area of semi-natural habitat which is especially valuable for birds such as warblers and starlings. The existing SNCI will be retained and enhanced as well as enhancements to the buffering habitat to the north of the SNCI. Opportunities to extend the SNCI will be investigated, as well as the possible creation of public access to the site. A management plan will also be required to benefit the SNCI.
- 2.70 The 'Landscape and Ecological Survey of Key Sites Within the Adur District (2012)' states that the Sompting Fringe area is an exceptionally open arable landscape with an expansive scale and long views. It is assessed as having a high visual sensitivity and medium-high overall landscape sensitivity. The site is visible from a number of sensitive viewpoints within the National Park. As a result, any new development within the Sompting Fringe area must be designed sensitively and the Landscape and Ecological Survey sets out a number of development proposals to minimise the impact of development on the landscape. This includes, amongst other things, a number of tree clump 'islands' to soften the built edge of the development and provide a visual screen at key visually sensitive locations, and off site planting in hedgerows to the west.
- 2.71 The Landscape and Ecological Survey also assesses the Sompting North area and states that only the south east corner of the site is visible from sensitive viewpoints within the National Park, as it is generally shielded from views from the National Park by the landform on the lower slopes of the Downs. The site is assessed as being of medium landscape sensitivity.
- 2.72 In terms of biodiversity, the Sompting North site is dominated by improved grassland which generally has low ecological value. The

most important biodiversity habitats in the immediate area are along the site's boundaries and within the adjacent Malthouse Meadow which is managed as a wildlife conservation area by Adur District Council and Sompting Parish Council.

- 2.73 There are potential opportunities to open up the countryside between Sompting and Worthing to the public by providing a public footpath/cyclepath east-west to link with the employment areas of Worthing and East Worthing train station. The Teville Stream Restoration Project being promoted by the Environment Agency in partnership with Worthing Borough Council and the landowner, which aims to return the stream back to its natural state, may also provide opportunities to enhance access to the Local Green Gap.
- 2.74 Access to the southern part of site would be via Loose Lane and potentially a new access from West Street which would run along the western boundary of Sompting Fringe, forming a boundary to this part of the development. If this is implemented, it will give priority to traffic going to/ from the development.
- 2.75 Traffic from this site will have to pass through the congested North Lancing roundabout to travel east on the A27. Potential mitigation measures have been identified and will need to be delivered as part of the development. The A27/ Dankton Lane junction will require further investigation. In addition, any local road improvements affecting Sompting Village Conservation Area must respect its historic character.
- 2.76 West Street experiences traffic problems, in part caused by westbound traffic 'ratrunning' to bypass congestion on the A27. There is an existing traffic calming scheme on West Street and Upper Brighton Road. However, further traffic management is likely to be required on this route. This is likely to involve extending the traffic calming measures to the east and intensifying existing measures.
- 2.77 Prior to the submission of any planning application for this site, a full Transport Assessment will be required to look at access onto, and impact on local roads, and off-site impacts on existing junctions along the A27 and will need to demonstrate how the development will deliver the necessary mitigation measures.
- 2.78 The site lies predominantly within Flood Zone 1 with small areas in Flood Zone 2, 3a and 3b. Parts of the site are at risk from surface water flooding, particularly the southernmost part. The site is also susceptible to ground water flooding. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site but that flood risk will not be worsened

elsewhere. Opportunities to improve flood risk in the area should also be sought where possible.

- 2.79 The layout will also need to take account of the high voltage power lines which run north-south through part of the site.
- 2.80 As indicated in Part Four of this Plan, the Coastal West Sussex Gypsy and Traveller Accommodation Assessment (2013) has indicated that there is a requirement for 7 Gypsy and Traveller pitches and one Travelling Showpeople plot in Adur (outside of the National Park). Due to the limited opportunities available, the study recommends that consideration is given to meeting this requirement within the proposed strategic allocations.

Revised Draft Policy 6: Land at West Sompting

Land at West Sompting (within the area shown on Map 5) will be allocated for residential development of approximately 480 dwellings comprising:

- 400 dwellings at Sompting Fringe (south of West Street) and
- 80 dwellings at Sompting North (north of West Street)
- of which 30% of the total are to be affordable homes to provide a mix of types and tenures in accordance with identified needs.
- Provision or funding of mitigation for off-site traffic impacts on the Strategic Road Network and local roads through a package of measures including improvements to the A27/ Busticle Lane junction, A27 Sompting Bypass/Upper Brighton Road junction and expansion of the traffic calming scheme in West Street.
- Provision of sustainable transport infrastructure including improved public transport. Cycle and pedestrian links to Sompting/ Lancing and Worthing will be provided across the Local Green Gap.
- A package of site-specific travel behaviour initiatives to maximise opportunities to encourage sustainable modes of transport. (This should include travel behaviour initiatives such as residential and workplace travel plans).
- Footpath improvements along West Street.

Consideration is being given to the potential for this strategic allocation to accommodate a Gypsy and Traveller and/or Travelling Showpeople site.

Developers will need to work with Adur District Council, West Sussex County Council, and the Environment Agency to ensure that surface water and ground water flooding are adequately mitigated without worsening flood risk elsewhere. Opportunities

to reduce flood risk elsewhere should be taken. This issue should be addressed in detail by a Flood Risk Assessment at the planning application stage.

As part of a Landscape Strategy/Green Infrastructure Strategy, the following are to be delivered:

- a nature conservation area north of the existing Cokeham Brooks SNCI.
- a community orchard
- a landscaped buffer alongside the western boundary of the development.
- Open space and recreation areas (to include children's play areas located within the development) and provision for formal sports, in accordance with Council standards.

The development must safeguard and enhance the Cokeham Brooks Site of Nature Conservation Importance.

The development should contribute to the Teville River Restoration project.

A number of assessments will also be required at the planning application stage. These will include:

- An assessment of archaeological assets (sampled by field investigation) before determination of any application. Reference should be made to the West Sussex Historic Environment Records.
- A site wide landscape and ecological management plan should be drawn up to cover the long-term maintenance of retained and newly created on-site habitats.

Appropriate mitigation of any issues raised through these assessments is to be secured.

Other infrastructure requirements are to be addressed through CIL/s106 requirements – including a financial contribution towards the provision of education facilities.

The development of this site, the location and layout of built development, green infrastructure and other landscaping is to be based on the following principles and site-specific requirements:

- Development must respect the landscape of the Worthing-Lancing/Sompting Local Green Gap and the South Downs National Park, and the historic character of Sompting Conservation Area.

- Affordable housing is to be distributed throughout the development (both North and Fringe sites).
- The development is to be connected to sewerage and water distribution networks at the nearest points of adequate capacity, as agreed with Southern Water. This site will require new and improved water mains.

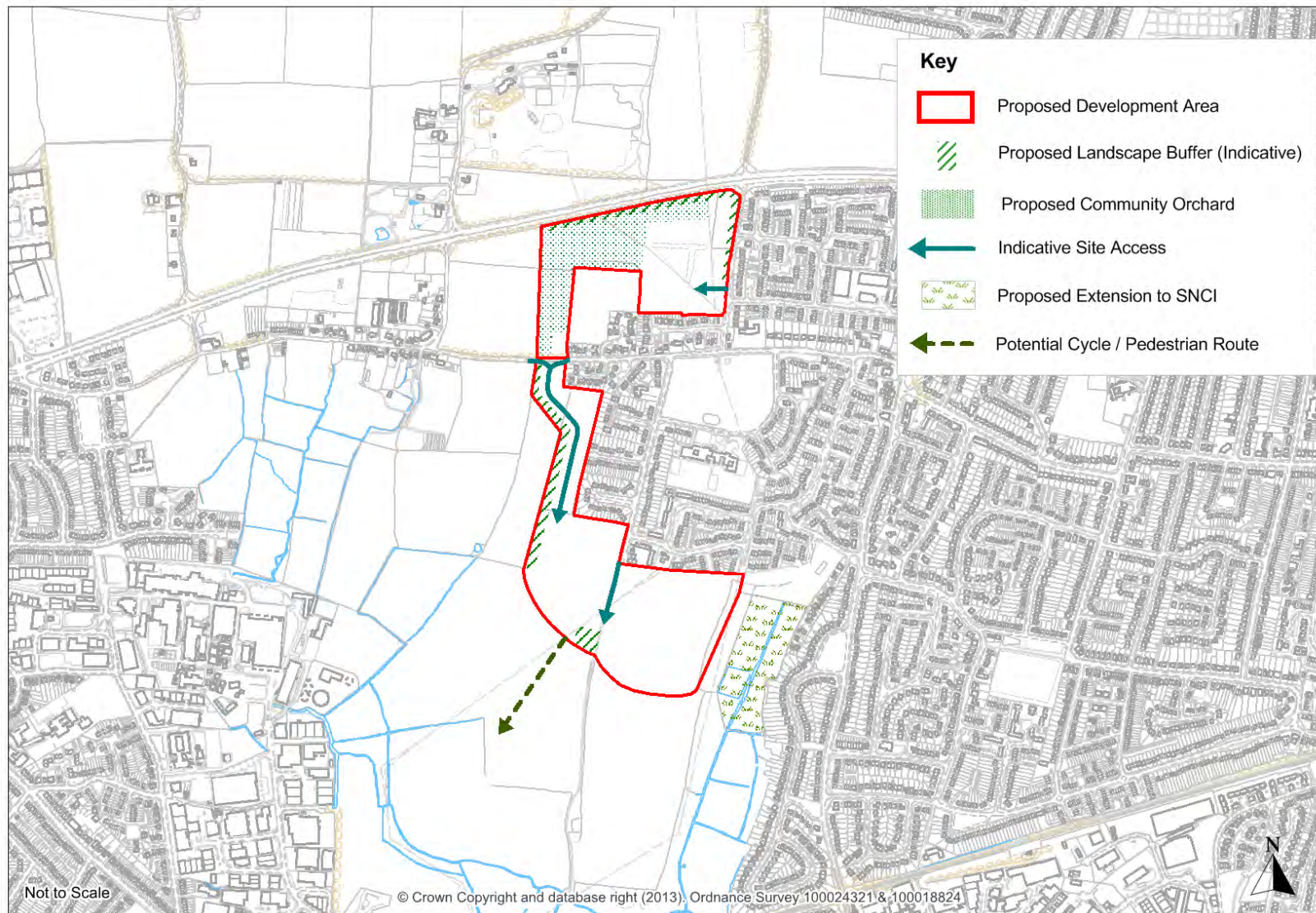
All elements are to be secured through s106/planning conditions.

A development brief will be prepared for the site.

- 2.81 A Sustainability Appraisal has been undertaken for the above policy, the conclusions of which are as follows:

This policy would have a number of positive social and economic benefits as well as some environmental benefits, but there is some potential for conflict with a number of objectives including the historic environment, countryside, pollution and sustainable transport. However, the policy seeks to address the issues and it is considered that such potential impacts could be mitigated but these issues would need to be carefully addressed at the planning application stage.

Map 5: Proposed Allocation at West Sompting



SHOREHAM AIRPORT

- 2.82 Small regional airports, such as Shoreham Airport, play a valuable role in the local economy. Shoreham Airport is the oldest licensed airfield in Britain and is home to a wide range of general and commercial aviation activities, related engineering operations and training (Northbrook College). Shoreham Airport is an important part of Britain's aviation heritage, a key business centre and a popular visitor attraction. The art deco Terminal Building at the Airport is Grade II* Listed. There is also a Grade II Listed aircraft hangar adjacent to the Terminal Building, a World War II 'dome trainer' Scheduled Ancient Monument close to the northern edge of the airfield, and pillboxes (partially buried) on the west bank of the River Adur.
- 2.83 The Employment Land Review update (2011) states that Shoreham Airport represents a key opportunity for economic development and growth as it is one of the few areas in Adur that can attract high value-added activities given its attractive environment with views to the National Park and Lancing College as well as relatively easy access from the A27.
- 2.84 The operators of the Airport consider that new development on this site is essential to ensure its long-term viability, particularly given the overall reduction in flights over the last ten years. Commercial property is a key source of income for the Airport in addition to aviation and leisure activities. However, it will be important to ensure that adequate provision is made for aviation-related development to support its viability.
- 2.85 Proposals to restore the terminal building and to secure additional commercial development (a total of 5430sqm) and hangar floorspace close to the terminal building (involving the demolition of the municipal hangar) were proposed and a planning application was submitted in 2007. However, prior to a decision being made on the planning application, the municipal hangar building, proposed to be demolished, was listed by English Heritage. The planning application is still pending at the time of writing. Subject to heritage issues being resolved, the proposed additional floorspace provided as part of this application at the Airport is supported in principle by Adur District Council.
- 2.86 On the basis of recent landscape and capacity work as well as further consideration of operational issues at the Airport, the Council considers that there may be potential to provide approximately 15,000sqm of employment generating floorspace in the north east corner of the airport without significant impacts on the open character of the area between Shoreham and Lancing and key views to and from the South Downs, as well as Airport operations. However, this is dependent on new development being sensitively designed and sited.

Key Issues to be Addressed

- 2.87 There is a need for road access improvements to the Airport, including improvements to the Sussex Pad junction. As stated earlier in Part Two, opportunities for a joint access from the A27 to proposed development at both New Monks Farm and Shoreham Airport are currently being explored. This would involve either a new roundabout at the Sussex Pad junction or a new roundabout adjacent to the New Monks Farm allocation with a reconfigured access at Sussex Pad. However, the Highways Agency is clear that only one roundabout would be acceptable. The relevant parties are working with the Highways Agency to ensure that an acceptable access solution is achieved. Whichever roundabout option is delivered, it will be essential to ensure that safe and improved pedestrian and cycle access across the A27 to the South Downs National Park is provided.
- 2.88 It should be noted that development at the Airport cannot be developed before the implementation of the Shoreham Tidal Walls, which is not anticipated to be completed until approximately 2017. This may impact upon the delivery of the roundabout (if this access option is selected) and employment floorspace on this site (and consequently access to and development at New Monks Farm).
- 2.89 Measures will be required to improve linkages and connectivity to encourage sustainable transport modes. There is also an opportunity to secure better footpath links to the surrounding residential areas of Shoreham-by-Sea and Lancing as well as to Shoreham town centre.
- 2.90 The need to manage and mitigate noise impacts from Airport operations will need to be taken into account.
- 2.91 Shoreham Airport is currently located within Flood Zone 3b (functional floodplain). The airport is at risk from tidal and fluvial flooding and has a high susceptibility to groundwater flooding. There are also potential surface water flooding issues but these are less significant. The construction of the Shoreham Tidal Walls Project led by the Environment Agency would reduce the impact of tidal and fluvial flooding at the airport and would result in a change to the Flood Zone of the Airport from 3b to 3a (high probability). Subject to landscape considerations (see below for more detail), this change would enable the allocation of approximately 15,000 sqm of employment floorspace at Shoreham Airport to be constructed and so the allocation is dependent on the construction of the Shoreham Tidal Walls. Technical approval has now been received for the Shoreham Tidal Walls Project and the Environment Agency secured funding to start the implementation phase of the scheme.
- 2.92 The Landscape and Ecological Survey of Key Sites Within the Adur District (2012) states that the completely flat, open and ordered airport landscape contrasts with the natural curve and textured pattern of the

River Adur and its mudflats alongside. The area makes a strong contribution to the impression of open, extensive greenspace in the Lancing-Shoreham Local Green Gap, enhancing the sense of separation between Shoreham and Lancing and providing a striking landscape setting for the lower stretches of the River Adur as it winds towards the sea. The study assesses the overall landscape sensitivity of Shoreham Airport as high.

- 2.93 It is essential that the open character of the area is retained and key views are protected. These key views are obtained from viewpoints within the National Park such as Lancing Ring and Mill Hill to the airport and Terminal Building, the Grade I Listed Church of St Nicholas and the Old Tollbridge, as well as key local views across the Local Green Gap and up to the Downs and Lancing College from the well-used paths running north-south on both sides of the River Adur.
- 2.94 It is important that the settings of the Grade II* Listed Terminal Building, the Grade II Listed hangar and the Dome Trainer Scheduled Ancient Monument are not negatively impacted upon as a result of new development and any potential associated access at the Airport.
- 2.95 The Airport is located adjacent to the Adur Estuary Site of Special Scientific Interest (SSSI) and the airport itself may provide a supporting role in terms of wintering/wading birds. It is essential that any new development at the Airport does not impact on the SSSI and opportunities should be taken to improve the SSSI where possible as well as biodiversity within the airport site itself.
- 2.96 There is an existing Section 52 agreement for the airport which restricts development outside of the existing developed area at the south of the airport. This agreement would need to be amended for development to take place within the area allocated in this plan.

Revised Draft Policy 7: Shoreham Airport

Subject to landscape considerations, approximately 15,000 sqm of new employment generating floorspace (both aviation and non-aviation related), including a mix of B1 (business), B2 (general industry) and B8 (storage) uses, will be provided on the north-eastern side of the Airport. New development at the Airport must be designed to minimise its impact on the open nature of the Shoreham-Lancing Local Green Gap and ensure key views are retained, as well as minimise any impacts on the historic character of the Airport and the historic assets within it.

Significant improvements will be required on the A27 Sussex Pad junction to accommodate new development. Access across the A27 to the South Downs National Park for pedestrians and cyclists must be retained.

A package of site- specific travel behaviour initiatives to maximise opportunities to encourage sustainable modes of transport will be required. (This should include travel behaviour initiatives such as residential and workplace travel plans). These initiatives will include improvements to adjacent footpaths, cycle ways and bus transport, linking the Airport to the A259 coast road and Shoreham town centre. A travel plan will need to accompany any future planning application at the site, detailing sustainable transport measures to reduce the impact of development on the highway network.

Due to the current Flood Zone 3b (functional floodplain) designation of the Airport, no development shall take place within the allocated area until the Shoreham Tidal Walls on the west bank have been completed. In addition, flood mitigation measures will need to be incorporated into the development in order to further reduce flood risk. A Flood Risk Assessment will be required at the planning application stage.

Mitigation measures will be required to ensure that new development at the Airport does not impact on the ecological value of the airport itself or the adjacent Adur Estuary SSSI. Opportunities for ecological enhancements should also be sought through new development.

A number of assessments will also be required at the planning application stage. These will include:

- An assessment of archaeological assets (sampled by field investigation) before determination of any application. Reference should be made to the West Sussex Historic Environment Records.
- A site wide landscape and ecological management plan should be drawn up to cover the long-term maintenance of retained and newly created on-site habitats.

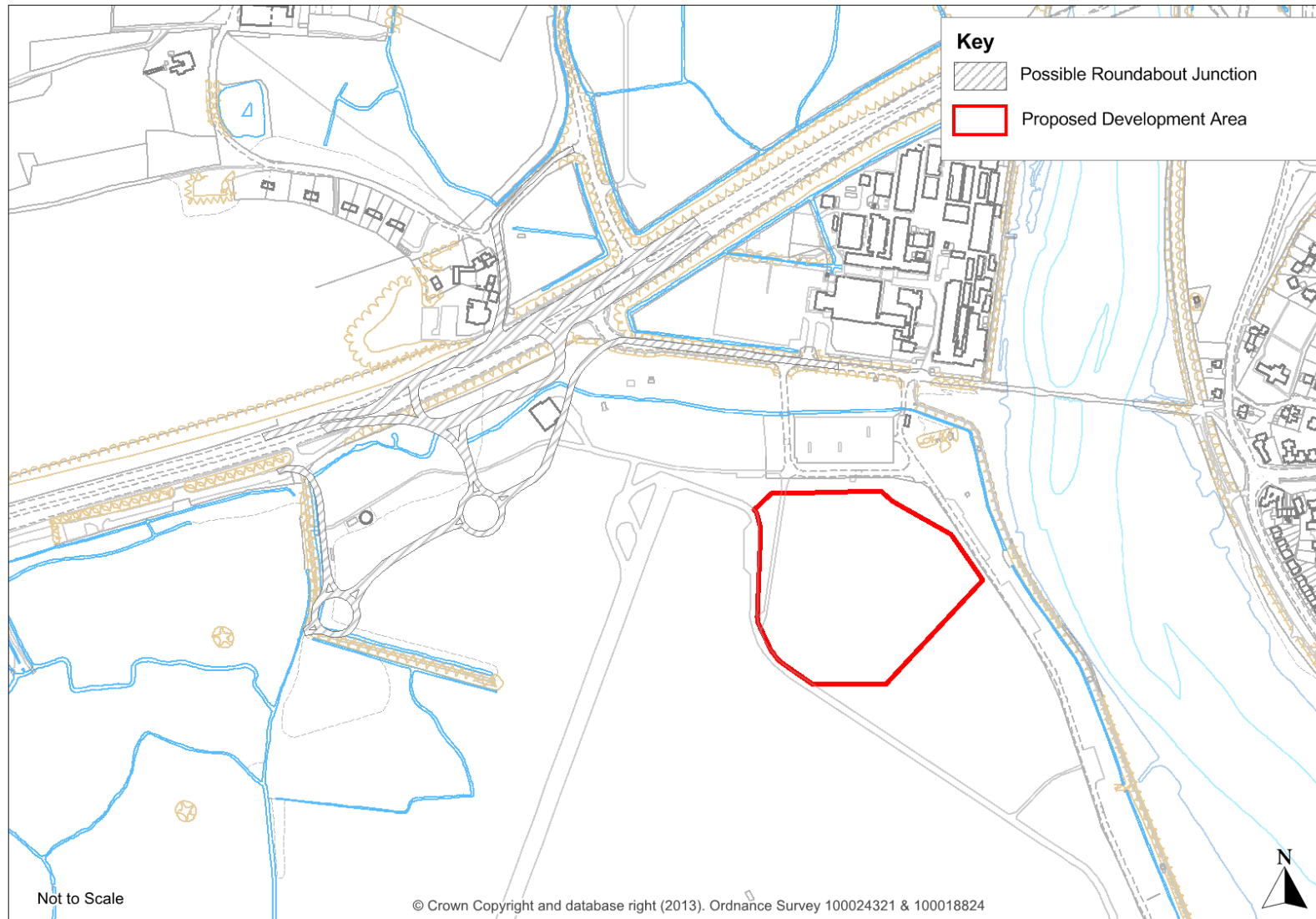
New development for aviation related B1, B2 and B8 uses as well as other appropriate ancillary employment generating uses will continue to be supported on the existing developed area located at the southern end of the Airport.

A Development Brief will be required for this site.

- 2.97 A Sustainability Appraisal has been undertaken for the above policy, the conclusions of which are as follows:

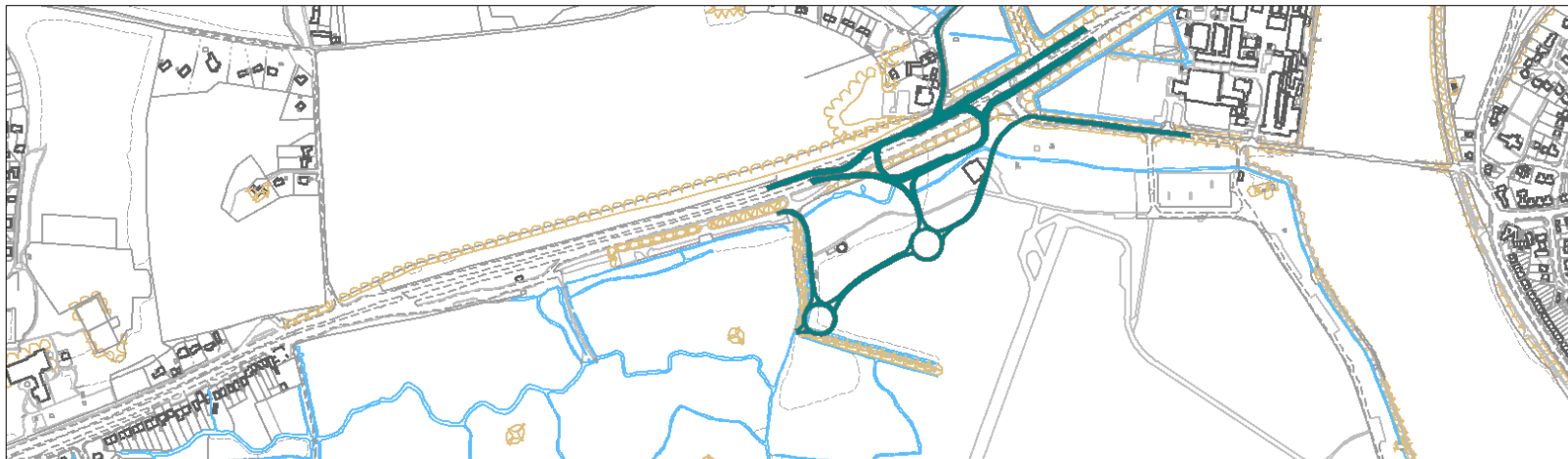
This policy has a number of social and economic benefits but there is potential for negative impacts on the environmental objectives including water quality, biodiversity, the countryside, historic environment, green infrastructure, pollution, and minimising flood risk. The policy aims to minimise/mitigate these impacts as far as possible but these issues would need to be carefully addressed at the planning application stage.

Map 6: Proposed Allocation at Shoreham Airport

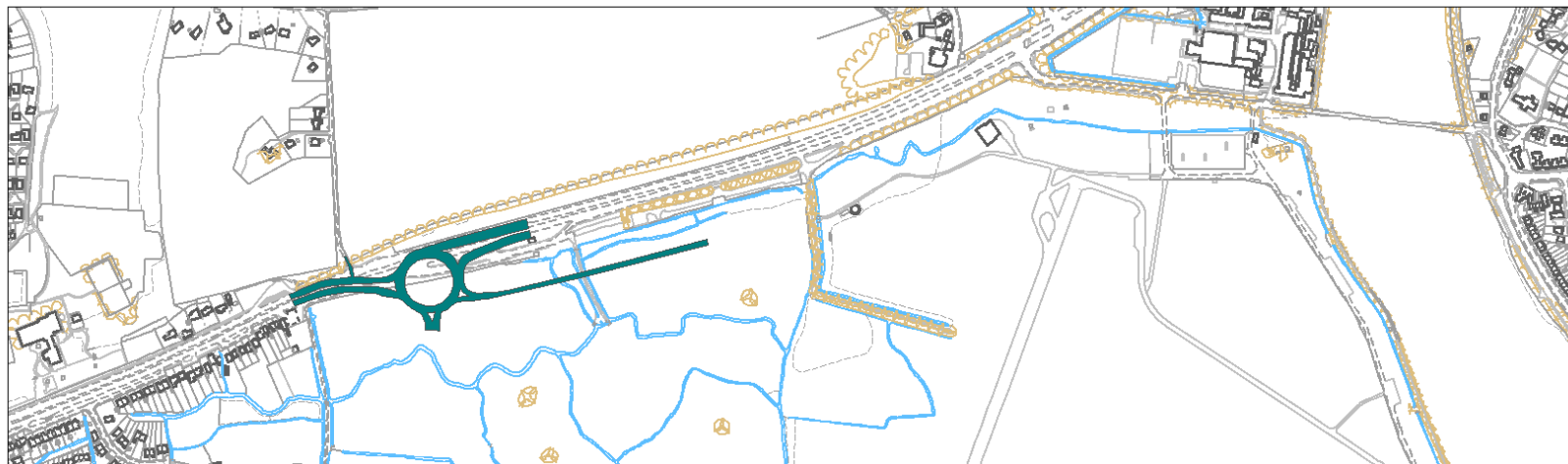


Map 7: Proposed Roundabout Options

Roundabout Option 1. Shoreham Airport



Roundabout Option 2. New Monks Farm



Please see paragraphs 2.57 and 2.87 for more information regarding the above roundabout options. A sustainability appraisal of the two roundabout options has been undertaken. The conclusion of this appraisal is as follows: *The Sustainability Appraisal shows that the general benefits and disadvantages of both roundabouts are largely similar. The main difference at this stage is the impact on the landscape – based on existing evidence, Shoreham Airport is a more sensitive location than New Monks Farm and, as a result, the Shoreham Airport roundabout option has more scope for conflict with the countryside and heritage objectives. However, more evidence is currently being produced in this regard so this SA will need to be refined for the submission version of the Adur Local Plan.*

SHOREHAM HARBOUR REGENERATION AREA: BROAD LOCATION POLICY

2.98 Shoreham Harbour Regeneration Area is identified in this Local Plan as a broad location for change (See Key Diagram). To maximise the opportunities offered by this diverse waterfront location the Council is working as part of the ‘Shoreham Harbour Regeneration Partnership’ (jointly with Brighton & Hove City Council, West Sussex County Council and the Shoreham Port Authority) to oversee the preparation of a Joint Area Action Plan (JAAP) to guide the revitalisation of the area. The JAAP will contain detailed proposals as to how the area could be developed up to 2031 and a planning framework to guide investment and delivery.

Context

2.99 Shoreham Harbour is an attractive location for new inward investment, benefitting from a natural coastal setting and accessible waterfront environment. The harbour stretches for five kilometres of waterfront bounded to the north by the A259 south coast road, the West Coastway railway line and the coastal communities of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishersgate, South Portslade and Hove. The harbour occupies a strategic location in the south-east region being well located for a wide range of economic functions and activities with Brighton and Shoreham-by-Sea readily accessible by quick road and rail journeys and Gatwick Airport and London within an hour away.

2.100 Between the backdrop of the South Downs National Park and the open horizon of the English Channel, the harbour boasts a wealth of maritime history dating back to Roman times. It has a rich and diverse landscape including the River Adur Estuary SSSI, historic landmarks including Shoreham Fort and Kingston Beach lighthouse, a number of

established residential communities and Shoreham Port as a highly engineered, operational environment.

- 2.101 A JAAP is now required to provide clarity and certainty for land owners, businesses, residents and the Shoreham Port Authority as to the future vision for the harbour. The JAAP will promote the type of new development needed to achieve the vision for Shoreham Harbour. Given the sensitivities of the area in terms of its environmental designations, heritage features, coastal location and its function as a working port, it is important that the area is planned comprehensively through the JAAP process.
- 2.102 Working closely with the Port Authority there is an opportunity to bring underused sites back in to active use for new employment and housing developments, raise the quality of community spaces and improve waterfront access. The development plans for the harbour are driven by an underperforming coastal economy, the need for port modernisation and consolidation and the increasing challenge of finding strategic growth sites given the physical constraints of the sub-region.
- 2.103 The aims of the plans for Shoreham Harbour over the next 15-20 years are:
- To maximise the potential of Shoreham Harbour for the benefit of existing and future residents, businesses, Port-users and visitors through a long term regeneration strategy.
 - To deliver a series of appropriately located, high quality, sustainable, mixed-use developments including new housing, employment space, leisure opportunities, improved public realm and associated infrastructure including flood defences and measures to encourage the use of sustainable transport.
 - The consolidation and enhancement of the operations of Shoreham Port, recognising the vital role it will continue to play in the local economy.
- 2.104 This policy applies to the areas of the harbour that fall within Adur District. There is a similar policy in the Brighton & Hove City Plan (Policy DA8) which covers the areas that fall within Brighton & Hove.

Background

- 2.105 The regeneration of Shoreham Harbour has been an objective of the local authorities and the Port Authority for a number of years. In 2006, a re-appraisal of a previous regeneration project (known as “Shoreham Maritime”) by the South East England Development Agency (SEEDA) and the Shoreham Port Authority concluded that a comprehensive mixed-use scheme covering a wider area than just the Port itself and providing up to 10,000 homes and 8,000 jobs could be viable.

- 2.106 These aspirations for a Shoreham Harbour Regeneration Area were subsequently identified in the (now revoked) Regional Spatial Strategy for the South East (May 2009) (known as the South East Plan). This indicated the Sussex Coast as a priority area for regeneration (SCT2) and specifically identified Shoreham Harbour as a Growth Point (SCT1). The harbour was one of three sites in Adur District described as requiring coordinated action to unlock economic development potential (Policy SCT3). An interim figure for testing of up to 10,000 dwellings was identified subject to feasibility analysis.
- 2.107 Since this time technical studies have concluded that the capacity of the harbour to deliver new housing land is significantly less than 10,000 dwellings. This is mainly due to the high costs of reclaiming land from the sea (that would have enabled additional development space to be accommodated) not being financially viable under foreseeable market conditions. There were also concerns about the impact on coastal processes, environment and character of the local area as well as loss of employment land that would have been required to accommodate that level of housing. The current level and mix of development being proposed is a more viable proposition with the realistic potential of being delivered within the plan period. Technical evidence underpinning the scale of development will be outlined in detail in the emerging JAAP.
- 2.108 The release of sites at the harbour for redevelopment is a long term process which requires careful management. The successful delivery of the JAAP proposals will be dependent upon the ability of the local authorities to work positively with existing site owners and businesses during this period of transition. There is a strong commitment from the Partnership to ensure that any release of sites is backed up by an accompanying strategy which minimises impact on existing business operations and retains local firms and associated jobs in the area.
- 2.109 In the short to medium term it is essential to ensure that the initial phases of development do not compromise the operations of businesses on sites which are unlikely to come forward until later in the process. In accordance with the Shoreham Harbour Interim Planning Guidance, prior to sites coming forward for redevelopment to alternative uses, planning permissions for continuation of current employment uses may be granted for temporary periods on a case by case basis.
- 2.110 As well as addressing the needs of existing businesses, a central aim of the JAAP is to facilitate the reconfiguration of underused and vacant industrial areas for a more efficient use of the space to provide new residential and employment generating uses such as office space, restaurants, cafes, leisure, entertainment and tourism related uses. Shoreham Harbour falls outside of the town centre boundaries and as such proposals for town centre uses which are not small-scale or ancillary to other uses must be in accordance with RD Policy 11 of this

Local Plan and will be assessed in accordance with the National Planning Policy Framework sequential and impact tests.

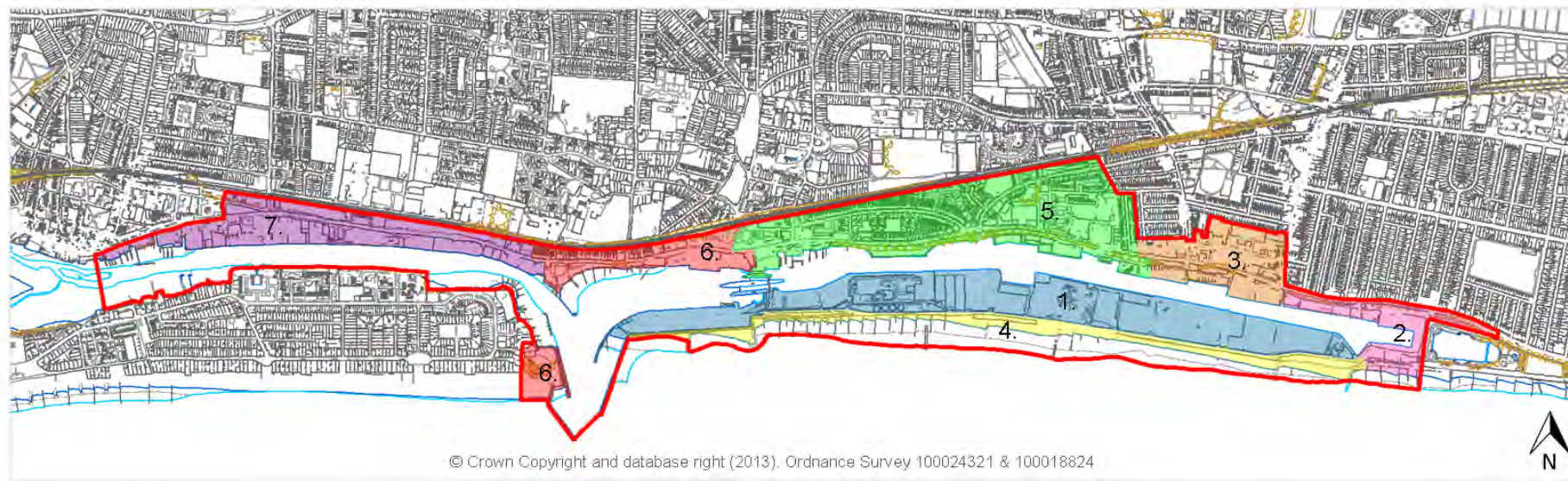
- 2.111 In 2010 the Port Authority adopted a Port Masterplan setting out its plans for future growth. The Masterplan has been subject to public consultation and endorsed by the three local authorities. The activities of the Port represent a key economic advantage for the area, with direct and indirect economic benefits arising from its planned development. The delivery of the Port Masterplan is vital to the success of the wider regeneration of the area which relies on the consolidation of port uses into the eastern part of the port. The local authorities will continue to work closely with the Port and its tenant businesses to ensure their future needs and aspirations are addressed through the JAAP process.
- 2.112 Shoreham Port is important regionally for the landing, processing and handling of minerals and as such minerals wharves are safeguarded under 'Policy 40 – Wharfage' of the West Sussex Minerals Local Plan (2003). The recently adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012) includes Policy WMP 14 which safeguards the overall mineral capacity in ports subject to no net loss of capacity rather than specifically safeguarding individual sites. As a result development proposals affecting minerals wharves are required to demonstrate that there is no net loss of capacity for handling minerals within the port. A similar policy is likely to be included within the emerging updated West Sussex Minerals Local Plan. The two waste planning authorities are currently preparing guidance in liaison with the Port Authority to set out clearly what the implications of this policy are and what is required of applicants as part of the planning process.
- 2.113 A Transport Study has recently been completed which has modelled the impacts on the highway network of future development at the harbour as well as the other strategic site allocations within this plan. The study found that the scale of development being promoted can be accommodated subject to specific mitigation measures to key junctions and supported by a package of sustainable transport and behavioural change initiatives. The outcomes of the modelling work will be taken forward as a Transport Strategy which will contain a set of integrated measures that will guide the provision of transport infrastructure in the area for the next 15-20 years.
- 2.114 Parts of the Shoreham Harbour Regeneration area are vulnerable to surface water, fluvial, and more significantly tidal flooding. Working closely with the Environment Agency, a significant amount of background work has been undertaken to establish the standards of protection that new developments will need to meet in order to protect from flooding. A Flood Risk Management Guide is being prepared which will set out the vision for a comprehensive flood defence solution integrated as part of a new landscaped, waterfront route. Currently the

Western Arm falls outside of the Shoreham Tidal Walls Scheme, therefore alternative sources of infrastructure funding are being sought to reduce flood risk in the area through new flood defences.

- 2.115 The Partnership will continue to work closely with Southern Water to ensure that Waste Water Treatment infrastructure is fit for purpose to accommodate future population increases. An assessment of the capacity of the Waste Water Treatment works at Shoreham Harbour has been undertaken concluding that the existing plant has sufficient capacity to accommodate the levels of development being proposed through the Local Plan, Brighton & Hove City Plan and the JAAP. However, proposed changes to environmental regulation requirements may have implications for future land take and an alternative site may need to be identified. The possible need for site expansion in the vicinity of Shoreham Harbour will be explored through the emerging JAAP in close liaison with Southern Water and the Port Authority.
- 2.116 As indicated in Part Four of this Plan, the recently completed Coastal West Sussex Gypsy and Traveller Accommodation Assessment (2013) has indicated that there is a requirement for 7 Gypsy and Traveller pitches and one Travelling Showpeople plot in Adur (outside of the National Park). Due to the limited opportunities available, the study recommends that consideration is given to meeting this requirement within the proposed strategic allocations (and including the broad location at Shoreham Harbour).
- 2.117 The current plans for the harbour aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites under current market conditions. Viability appraisal underpinning the emerging plans have helped to identify the significant costs of critical, enabling infrastructure – such as flood defences, highways improvements and site assembly costs. The Partnership is also continuing to work closely with stakeholders and local service providers to identify social infrastructure needs and priorities. The Partnership is proactively seeking ways to reduce viability gaps and unlock stalled sites, for example through applying for infrastructure funding and working closely with the Environment and Highways Agencies to identify requirements and delivery mechanism options.
- 2.118 The planning process is supported in parallel by an internal Delivery and Investment Strategy which includes a work programme for engaging with landowners and developers to deliver the regeneration proposals that will underpin the emerging JAAP. Full details of infrastructure requirements for the harbour area will be set out in the Infrastructure Delivery Plans (IDP) that underpin both the Adur Local Plan and the Brighton & Hove City Plan.
- 2.119 The broad location policy below sets out the high level strategy and approach to future planning at the harbour based on a deliverable scale

of development which aims to protect the economic opportunities offered by the Port and the environment of the local area. The detail of the proposals and associated planning policies will be set out in the JAAP to be jointly adopted by Adur District Council and Brighton & Hove City Council and endorsed by West Sussex County Council.

Map 8: Shoreham Harbour Regeneration Area



Key:

- 1. South Quayside
- 2. Aldrington Basin (see Brighton & Hove City Plan)
- 3. North Quayside / South Portslade (see Brighton & Hove City Plan)
- 4. Southwick and Portslade Beaches
- 5. Southwick Waterfront and Fishersgate
- 6. Harbour Mouth
- 7. Western Harbour Arm

Revised Draft Policy 8: Shoreham Harbour Regeneration Area

Shoreham Harbour Regeneration Area is identified as a broad location for change within this Local Plan. This policy identifies the regeneration proposals for the Shoreham Harbour Regeneration Area that will be delivered over the plan period.

The District Council will work with Brighton & Hove City Council, West Sussex County Council, Shoreham Port Authority and other key partners to support the long term regeneration of Shoreham Harbour and immediately surrounding areas.

A Joint Area Action Plan is currently being prepared, underpinned by community consultation, which will contain a harbour-wide spatial strategy, area-wide policies and proposals and priorities for individual character areas. The plan will be underpinned by a delivery strategy to address a range of issues, including the provision of infrastructure.

As part of the process of preparing the Joint Area Action Plan, development briefs are being prepared for key areas of change within the harbour and will set out guiding principles for development. Developments will be encouraged that are consistent with the Vision and Strategic objectives as set out in the Interim Planning Guidance and with the guiding principles set out within the development briefs.

The Council will facilitate the delivery of 1050 new dwellings within the Shoreham Harbour Regeneration Area within Adur District during the plan period to 2031, in addition to up to 550 beyond the plan period.

Housing delivery will be balanced with the provision of new employment-generating uses including B1 uses, public open space, community uses and small-scale ancillary retail, restaurants and cafes, leisure, and tourism uses as part of a sustainable, new waterfront development.

The Council will work closely with existing site owners and businesses to identify their needs, support their future aspirations and facilitate relocations to suitable sites either within the consolidated harbour or elsewhere in the local area.

New development at the Harbour will be expected to meet high standards of environmental efficiency and a Sustainability Statement will be required as supporting information to accompany all development proposals in the parts of the Shoreham Harbour regeneration area within Adur. The Sustainability Statement should be set out in accordance with the

Sustainability Statements Guidance Note for Shoreham Harbour Regeneration Area (July 2013).

A Transport Strategy for Shoreham Harbour will be produced.

All new development proposals must take into account local noise and air quality impacts and improvements sought wherever possible.

Until the JAAP is adopted, the Port Masterplan, Interim Planning Guidance, Development Briefs and this policy will be material considerations in determining applications within the harbour.

Area Priorities

An area vision and detailed proposals will be defined for the seven Character Areas within the regeneration area through the JAAP process.¹⁴

The character areas have been adapted from those identified within the Port Masterplan for consistency. Note that two of the Character Areas (1 – South Quayside (Port Operational) and 4 - Southwick and Portslade Beaches) straddle the boundary with Brighton & Hove and are therefore included in both Local Plans.

Character Area 1: South Quayside / Port Operational

Area Priorities:

- **To support Shoreham Port Authority in improving operational efficiencies, developing new trade and exploring opportunities for sustainable energy generation, in line with the adopted Port Masterplan.**
- **To accommodate the relocation of existing port operators from elsewhere within the Port.**
- **To identify and where appropriate accommodate the future capacity requirements for the Waste Water Treatment Plant.**
- **To improve Wharf Road and Basin Road South as a popular recreational route for walking and cycling, providing access to the beaches.**
- **With the exception of the existing Power Station, and the Waste Water Treatment Plant, non-port operations will not be permitted in this area.**

Character Area 4: Southwick and Portslade Beaches

¹⁴ Note that Character Areas 2-Aldrington Basin and 3-North Quayside / South Portslade are entirely within Brighton & Hove and are therefore included in the Brighton & Hove City Plan.

Area Priorities:

- To improve the quality, access, appearance and maintenance of the Public Right of Way corridor, beach promenade, public areas and beach environment.

Character Area 5: Southwick Waterfront and Fishersgate**Area Priorities:**

- To support the comprehensive reconfiguration of Lady Bee Marina/Southwick Waterfront in line with a future development brief, led by Shoreham Port Authority.
- To address deprivation through partnership working.

Character Area 6: Harbour Mouth**Area Priorities:**

- To support the comprehensive restoration of Shoreham Fort.
- To enhance connections between Shoreham town centre, Shoreham Beach and the Fort through environmental and landscaping improvements.
- To upgrade the public realm environment of Kingston Beach.

Character Area 7: Western Harbour Arm**Area Priorities:**

- To facilitate the comprehensive redevelopment of the waterfront area to become an exemplar sustainable, mixed-use residential area, in accordance with the guiding principles of the adopted Western Harbour Arm Development Brief (2013).
- To improve townscape and access arrangements to create better linkages to Shoreham town centre and surrounding areas.
- To enhance the area's natural biodiversity by incorporating multi-functional green space.
- To facilitate the strategic relocation of appropriate industrial uses to elsewhere in the Port or local area to free up waterfront opportunity sites.
- To deliver a comprehensive flood defence solution integrated with a publicly accessible riverside route including pedestrian/cycle way and facilities for boat users.

2.121 A Sustainability Appraisal has been undertaken for the above policy, the conclusions of which are as follows:

This policy generally scores positively and has a number of social, economic and environmental benefits. There is potential for conflict with a number of environmental objectives including water quality, biodiversity, pollution, and flood risk. However it is considered that these potential impacts can be mitigated and they will be addressed in more detail through the Joint Area Action Plan preparation process and at the planning application stage for individual schemes.

PART THREE – POLICIES FOR PLACES

LANCING

Lancing Village Centre and Seafront

- 3.1 Lancing village centre tends to cater for the day-to-day needs of local residents. In order to strengthen the area known as the ‘village heart’,¹ which primarily comprises North Road, non-retail uses will be restricted² and street scene improvements implemented where possible. Primary and secondary shopping frontages have been identified in Lancing town centre to ensure that appropriate town centre uses are retained and improved and that the town centre continues to meet the needs of residents. More detail regarding appropriate uses in Lancing town centre is set out in the policy below. These are viewed as positive planning actions to maintain and enhance a healthy and vibrant village centre.
- 3.2 The Lancing Vision, a regeneration strategy produced in 2012, aspires to make the village a lively seaside destination through the encouragement of more activities and greater use of the village centre and seafront. Lancing Beach (part of the ‘seaside zone’ as defined in Lancing Vision) is already a popular destination and in recent years has become a focus for kitesurfers.
- 3.3 The Vision has identified a need to improve the link between Lancing village, the railway station and the seafront along South Street - including Beach Green³- through environmental improvements (including traffic management, parking schemes and creating a network of community places and spaces⁴and addressing unsightly or inappropriate uses) and bringing vacant shops back into use. Existing inappropriate uses will be encouraged to relocate.

The Wider Lancing Area

- 3.4 A new Brighton and Hove Albion Football Club training facility is currently under construction at New Monks Farm on the eastern edge of the built up area of Lancing to the north of the railway line and south of (adjacent to) the proposed strategic allocation (see Part 2). This will comprise approximately 15 pitches, a two storey building containing related facilities and car parking. This training facility will have a number of regeneration and community benefits.

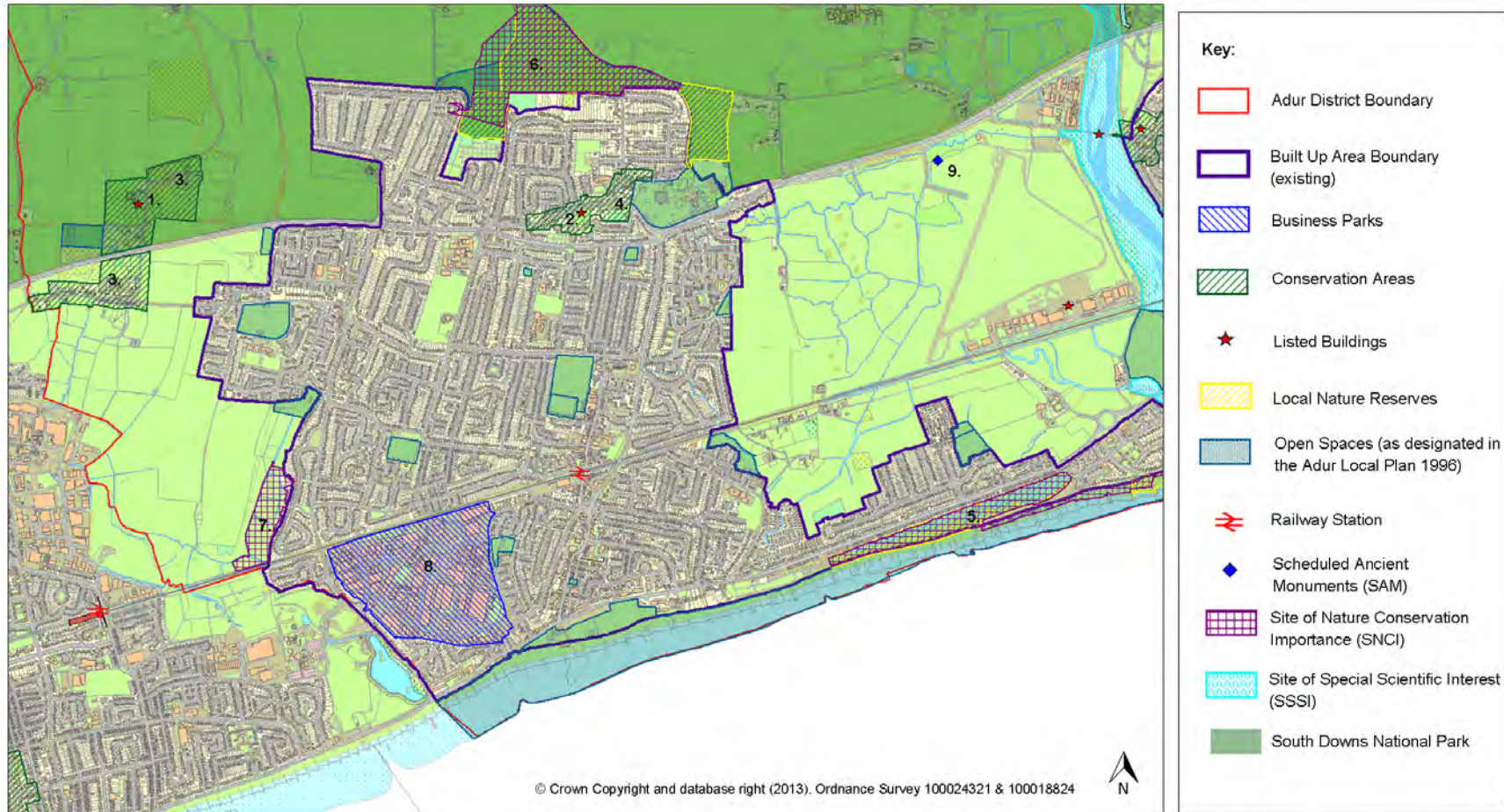
¹ Lancing Vision 2012

² DTZ 2012 Retail Report, Adur’s Town Centres.

³ Adur Character Study, Tibbalds, June 2009

⁴ Lancing Vision 2012

Map 9: Sompting and Lancing Character Area Map



Listed Buildings (Grade)

- 1. St Mary's Sompting (I)
- 2. Church of St James, Manor Road (I)

Conservation Areas

- 3. Sompting Conservation Area
- 4. North Lancing Conservation Area

Local Nature Reserves (LNR) and Sites of Nature Conservation Importance (SNCI)

- 5. Widewater Lagoon SNCI and LNR
- 6. Lancing Ring, North SNCI and LNR
- 7. Lower Cokeham Reedbed and Ditches, Lancing SNCI

Business Parks

- 8. Lancing Business Park

Scheduled Ancient Monuments (SAM)

- 9. Shoreham Airfield Trainer Dome

- 3.5 Lancing Business Park plays an important role in the local economy, providing over 2,000 jobs and accommodation for over 200 companies. The current approach of protecting employment uses at this site through planning policies will be maintained, and opportunities will be taken for improvements and enhancement. This is to ensure that job opportunities can be provided in locations close to where people live, and to assist the local economy by ensuring a range of sites and premises are available locally. Lancing Business Park is also a Business Improvement District (BID) whereby a levy is collected from businesses at the park and used to make improvements. These improvements are decided by the businesses.
- 3.6 Mash Barn ward is in the top 20% of deprived wards in terms of education and living environment. Pilot Neighbourhood Action Plan work has been carried out which looked at ways of building stronger communities.
- 3.7 The Strategic Housing Land Availability Assessment update (SHLAA) has identified one site in Lancing which could potentially deliver 8 new homes⁵. Other sites may come forward as windfall sites during the plan period.
- 3.8 Part Two of this Local Plan proposes development of greenfield sites at New Monks Farm and other sites in the Adur area.

Revised Draft Policy 9: Lancing

Lancing Vision will be a material consideration in guiding the future development of the village centre.

Links between Lancing village centre and Beach Green will be improved through environmental improvements and improved cycle and pedestrian facilities.

Appropriate retail development and environmental enhancements in Lancing village centre will be supported. The shopping area along North Road will be strengthened through restricting non-retail uses, while allowing a more flexible approach to uses at ground floor level along South Street.

Development within the primary and secondary frontages of Lancing village centre will need to be in accordance with the following:

Within the primary frontages of blocks 1, 2 (excluding Queensway Shopping Precinct) and 3, the following uses will be acceptable at

⁵ Lancing Manor Filling Station, Old Shoreham Road

ground floor level, subject to compliance with other relevant policies:

- A1 (shops)
- A3 (food and drink) where there is a long term vacancy (normally a minimum of 1 year) and reasonable attempts have been made to sell or let the premises for A1 use.

Any other uses will be resisted.

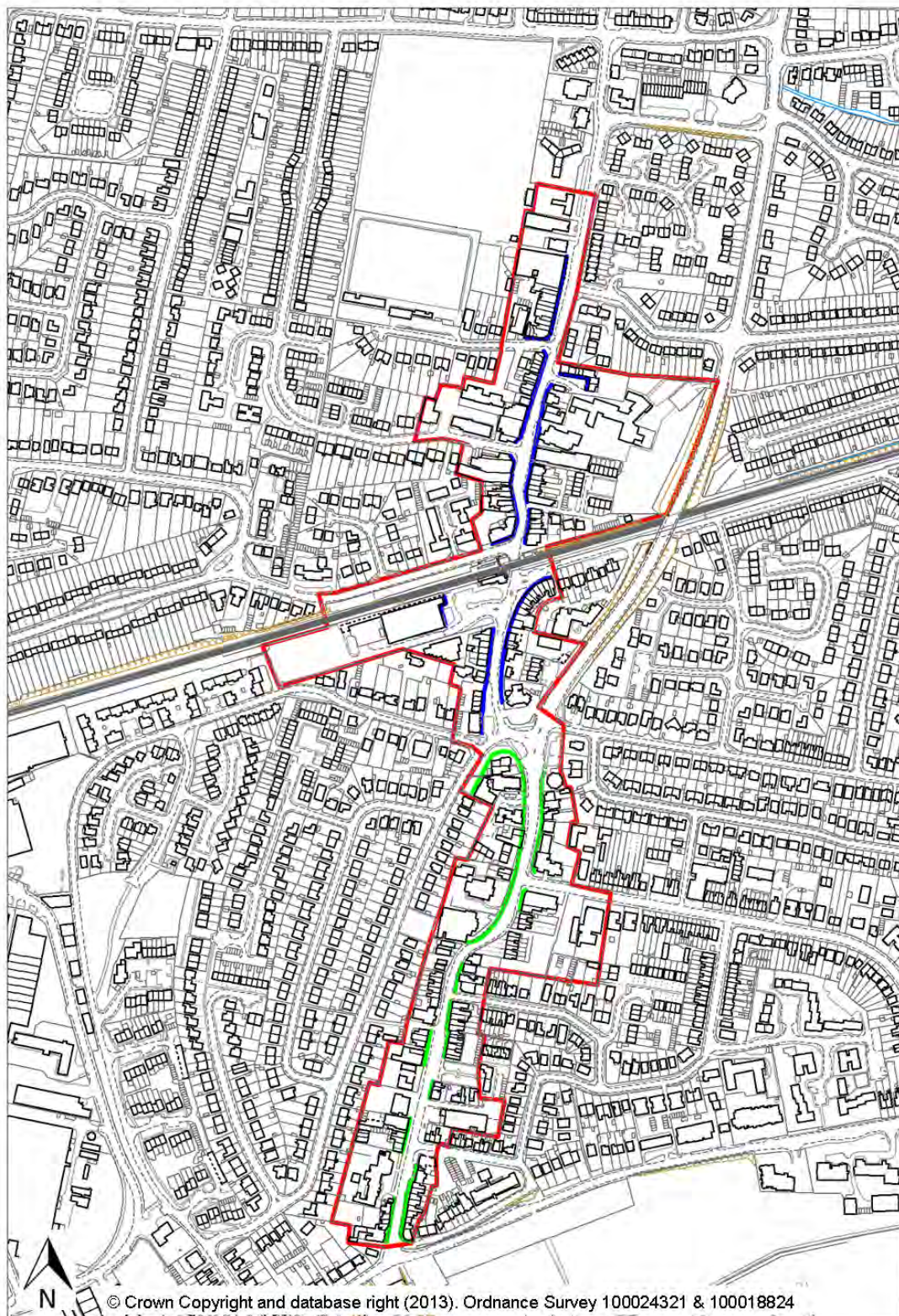
Within the primary frontage of Queensway Shopping Precinct, the following uses will be acceptable at ground floor level, subject to compliance with other relevant policies:

- A1 (shops)
- A2 (financial and professional services), A3 (food and drink) and A5 (hot food takeaways) uses where there is a long term vacancy (normally a minimum of 1 year) and reasonable attempts have been made to sell or let the premises for A1 use.

Within the secondary frontages of blocks 4, 5 and 6 a more flexible approach to change of use will be taken providing that such changes of use do not conflict with other policies in this Plan or the Lancing Vision.

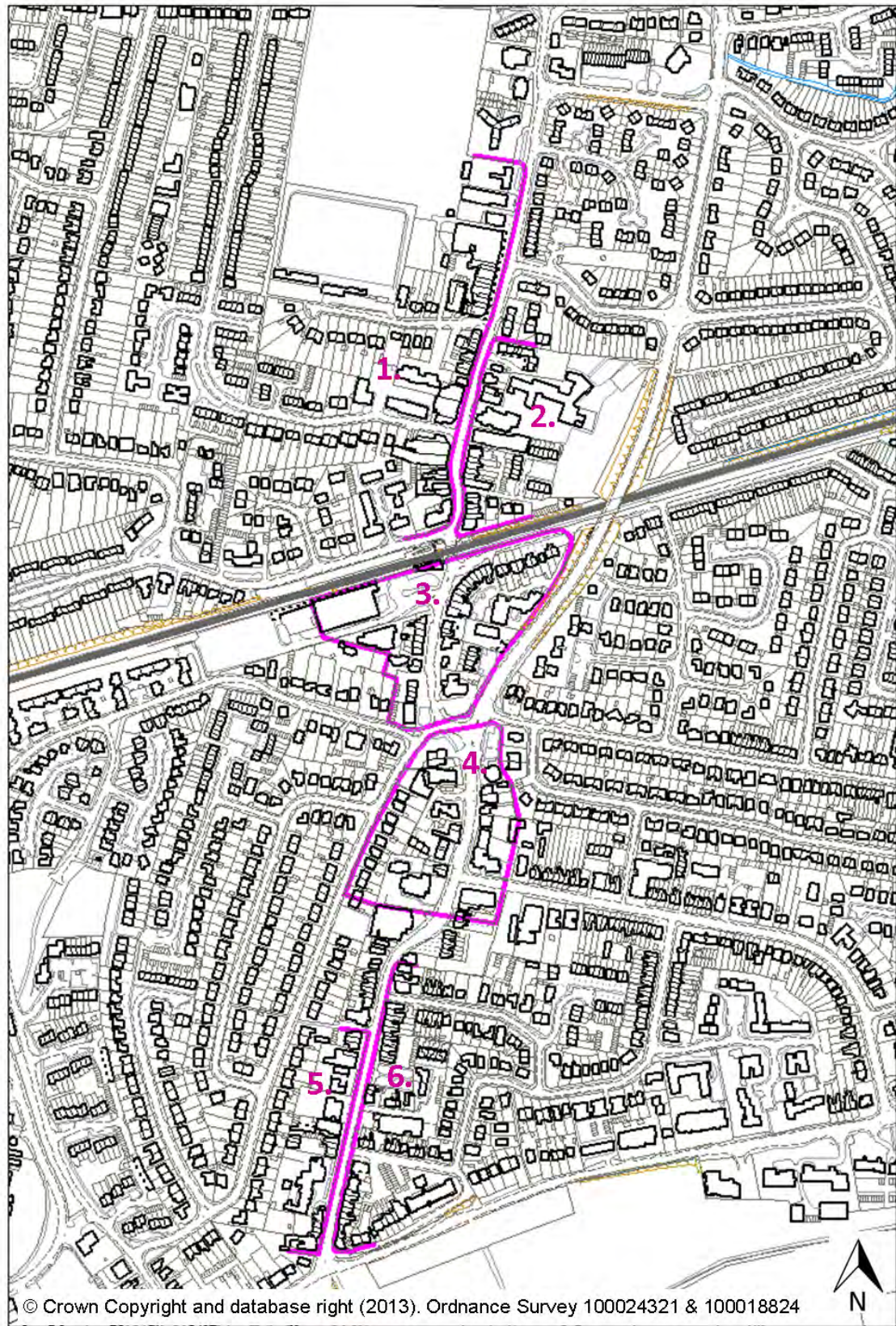
Lancing Business Park will continue to be protected for business use.

Map 10: Lancing Village Centre



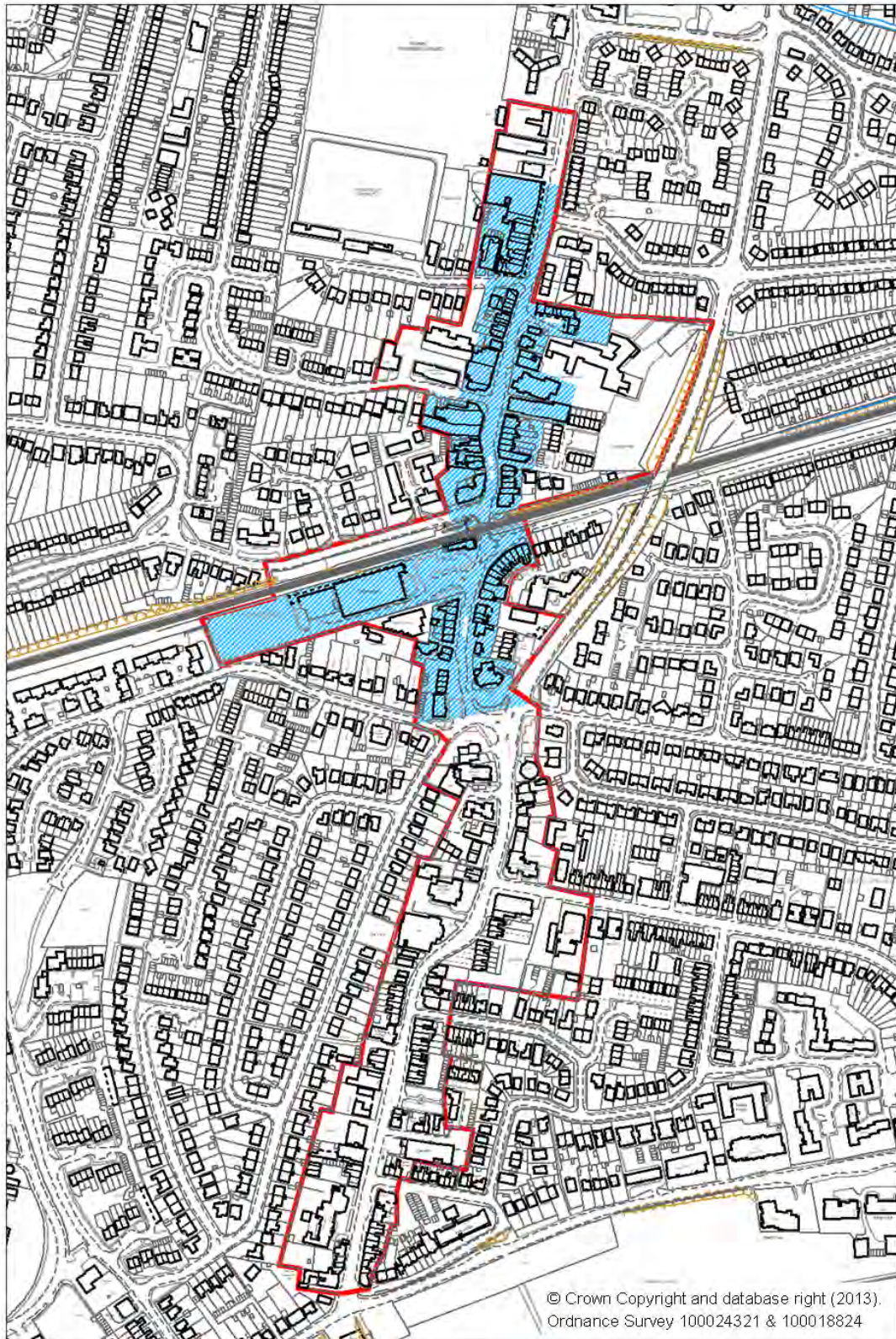
Key:		Town Centre Boundary
		Primary Shopping Frontage
		Secondary Shopping Frontage



Map 11: Lancing Village Centre Blocks



Key: ——— Town Centre Blocks

Map 12: Lancing Primary Shopping Area



Key:  Town Centre Boundary  Primary Shopping Area

SOMPTING

Sompting Village

- 3.9 Sompting village lies outside of the Built Up Area Boundary (BUAB), and is therefore considered to be countryside. It also lies within the Local Green Gap, and is designated as a Conservation Area. (That part of the village north of the A27 also lies within the South Downs National Park and therefore outside the remit of this plan). Given this location, and relevant policies, Sompting village will not be seen as a focus for new development in order to retain the historic character and identity of the village, in particular the established linear pattern of development. Adur District Council will continue to work with West Sussex County Council and the Highways Agency to address traffic issues in the area, particularly West Street. (At present, many vehicles use West Street in order to avoid congestion on the A27). The rest of Sompting lies within the Built Up Area Boundary.
- 3.10 Part of Peverel ward in Sompting is the second most deprived area in the county in terms of education, skills and training⁶.

The wider Sompting area

- 3.11 The Adur Strategic Housing Land Availability Assessment update (SHLAA) has not identified any specific large sites within Sompting with development potential within the Built Up Area Boundary; however sites may come forward as windfall sites during the life of this Local Plan.
- 3.12 Sompting Parish Council are currently working with their community and partners (with support from Action in Rural Sussex) to prepare a Neighbourhood Plan for Sompting Parish. This will give the community the opportunity to influence and address development needs in Sompting. The Neighbourhood Plan will need to be in general conformity with this Local Plan.
- 3.13 In addition, Sompting has been allocated funding as part of the Lottery BIG Local programme. The funding, which will be spread over the next 10 years, will facilitate community-led initiatives to make Sompting a better place to live.
- 3.14 Part Two of this Local Plan proposes development of greenfield sites on the edge of Sompting, (referred to as West Sompting in this Plan) as well as other sites in the Adur area.

⁶ Lower Super Output Area; information from 'A Community Profile for the Adur District and the Worthing Borough 2011'.

Revised Draft Policy 10: Sompting

Sompting village will not be expanded or intensified due to its linear and historic character, and countryside location within the Local Green Gap.

Improvements to West Street and/or the A27 and wider transport network to reduce through-traffic in Sompting village will be sought; these should respect the character of the conservation area.

SHOREHAM-BY-SEA**Shoreham-by-Sea**

- 3.15 The Strategic Housing Land Availability Assessment update (SHLAA) has identified a number of sites in Shoreham-by-Sea which could potentially deliver 277 new homes on brownfield land. Other sites may come forward as windfall sites during the plan period.

Shoreham town centre and its environs

- 3.16 Shoreham town centre is relatively healthy and provides a different and complementary retail offer distinct from the larger shopping centres in the area (Brighton and Worthing). Its day-to-day shopping function should be protected, and its niche shopping role maintained and developed to serve the needs of residents and visitors, including the needs arising from new homes and businesses proposed in the area. However, opportunities are limited in the core of the existing town centre to accommodate significant additional retail floorspace because of physical constraints. As a result any larger-scale convenience retail development should be located on the eastern side of the town centre to help reinforce the existing shopping centre and to meet the demand from growth at Shoreham Harbour⁷. The Adur Retail Study Update produced in 2009 identified capacity for an additional 250sqm of convenience goods floorspace and 2700sqm of comparison goods floorspace in Shoreham town centre. However, it also identified an additional capacity of 1850sqm of convenience goods and 10,500sqm of comparison goods at the Holmbush Centre. The study recommended that this additional capacity at the Holmbush Centre should be directed towards the town centre where possible in order to draw trade back to the town centre in line with the sequential test identified in NPPF (or PPS4 at the time the retail study was produced). For this reason, the study went on to recommend that Shoreham town

⁷ Adur District Council Retail Study Update 2009

centre would benefit from a new national food store operator trading either in, or on the edge of the primary shopping area, particularly in light of the proposals for the regeneration of Shoreham Harbour and the additional capacity new residential development there would generate.

- 3.17 The historic centre and its setting provides much of Shoreham's character, and it is vital that the town's heritage assets are protected whilst ensuring they are not undermined by new development. The Extensive Urban Survey of Shoreham provides valuable information as to the historic development of the town⁸. In particular, the tower of St Mary de Haura church (which dates from the 11th century and is Grade 1 listed) is visible from many viewpoints, rising above the rooflines of the rest of the town. It forms a prominent landmark in the Conservation Area and the town centre generally. Development in the surrounding area should not obstruct these views, or adversely impact on them as a result of their unsympathetic height. The historic street pattern within the Conservation Area and other heritage assets should also be respected. Narrow lanes running north to south from the High Street to the river provide important views of the river and the Harbour. Such views should also be protected from inappropriate development.
- 3.18 Parts of the town centre adjacent to the River Adur lie within areas at risk of flooding. In order to secure the regeneration/ improvement of the town centre some development will need to take place within these areas but within an overall management and mitigation programme, in line with national policy on development in flood risk areas.
- 3.19 Development at Ropetackle North will provide mixed use development, including residential and employment uses.
- 3.20 Other development opportunities may arise to the south and east of the town centre. Part Two of this Plan refers to the Shoreham Harbour regeneration area.
- 3.21 It has been announced that the police station on Ham Road is likely to be vacated within the next 5 years. This presents an opportunity for a mixed use development (including retail) within the Primary Shopping Area of Shoreham town centre which would be likely to have a positive impact on its vitality and viability.
- 3.22 Pond Road acts as a focus for community uses, including a community centre, library and health centre, and former accommodation for the elderly. With the exception of the community centre, the premises are inadequate to meet current needs. The eastern part of the site has been identified through a development brief⁹ for redevelopment for mixed use, to include community facilities as well as enabling

⁸ Shoreham Historic Character Assessment Report, Sussex Extensive Urban Survey. RB Harris, January 2009.

⁹ Pond Road Development Brief 2010 Adur District Council

residential development. This will facilitate the provision of more up-to-date health and library facilities.

- 3.23 Adur District Council, a major employer in the town, has relocated the majority of its staff to alternative accommodation in Worthing town centre. However, a civic presence in Shoreham will remain and Shoreham Community Centre will be extended for this purpose. This will release the Civic Centre site for development.
- 3.24 Shoreham town centre suffers from traffic congestion which worsens air quality, and there are on-street parking problems. An Air Quality Management Area (AQMA) is designated along Shoreham High Street. It will be necessary to ensure that new development does not exacerbate existing air quality issues.
- 3.25 A number of public realm improvements have already taken place, are planned or under construction in Shoreham town centre, such as the pedestrianisation of East Street and the cycle and pedestrian bridge across the river. Further improvements will be sought in order to make the centre more attractive, and provide further benefits for pedestrians and cyclists.
- 3.26 A significant number of houseboats are located within the western arm of Shoreham Harbour on long-established moorings. The Council recognises that they fulfil a useful housing purpose and provide a unique type of accommodation. Although replacement houseboats generally do not require planning permission, permission is required for new houseboat moorings and significant new structures constructed on the boats or the riverbank.
- 3.27 A houseboat guidance document was produced by the Council in 2007, and it is recommended that houseboat owners refer to this to ensure that their houseboats have a minimal impact on the surrounding environment and the amenity of adjacent properties. The location of the houseboats within the Adur Estuary SSSI is particularly sensitive.
- 3.28 Where planning permission is required, houseboat-related proposals will be assessed in accordance with other policies in this Local Plan, having specific regard to Revised Draft Policy 14: Quality of the Built Environment and the Public Realm and Revised Draft Policy 35: Water Quality and Protection.

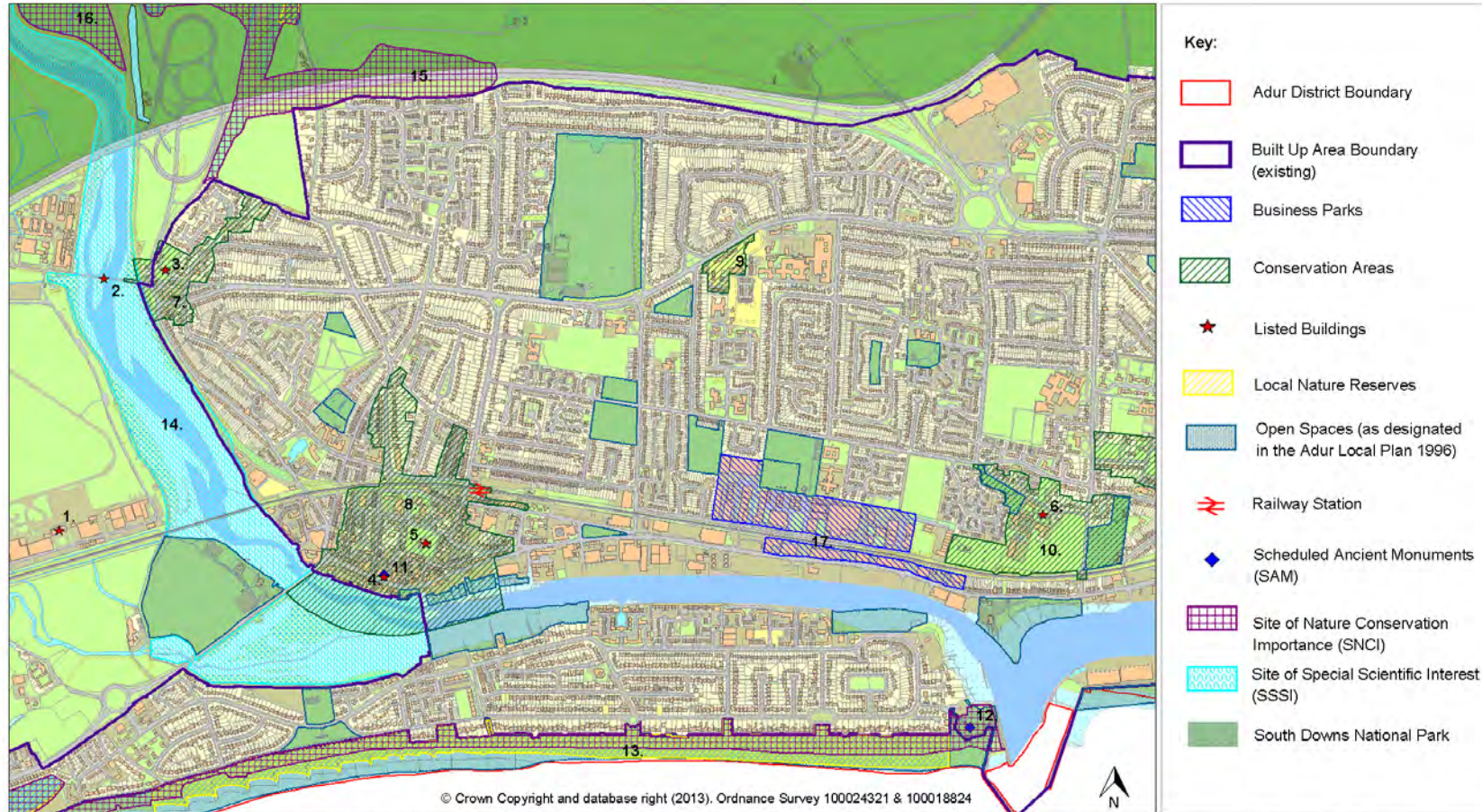
Outside of the Town Centre

- 3.29 Shoreham-by-Sea is a visitor destination in its own right due to the unique character created by its heritage interest and proximity to the South Downs, the beach and the River. However, it has the potential to improve its visitor offer and for this to help diversify the local economy and regenerate the area. The designation of the South Downs National

Park is likely to attract more visitors who may require accommodation in the local area.

- 3.30 There is a need to protect the setting and views of the River Adur, to improve access to the river for walkers and cyclists, and to seek new opportunities for slipways for boats. Improvements to cycle paths, including connections to the National Cycle Network, will be supported.
- 3.31 There is potential for environmental enhancements at Shoreham Beach, including the Old Fort (a Scheduled Ancient Monument – see Policy RD8: Shoreham Harbour) and Beach Green.
- 3.32 Western Sussex Hospitals NHS Trust has carried out public consultation on the reorganisation of services at Southlands Hospital, and the outcome is awaited. Should any reorganisation on-site result in redundant land becoming available for development, alternative uses will be assessed against national and local policy. Permission has been granted for the relocation of the Northbourne GP Surgery to the Southlands site.
- 3.33 Dolphin Road is identified in the Employment Land Review (2011) as a key employment area which should be protected so that it can continue to provide employment opportunities in the local area. However, the estate access (which runs partly through a residential road and is close to a level crossing) should be improved if the opportunity arises.
- 3.34 Southlands ward is the 7th most deprived ward in West Sussex (out of 145). It experiences particular problems in terms of education, skills and training (and is in the worst 10% of areas nationally in relation to these issues). It is also in the worst 20% of wards nationally in terms of health and disability. The Adur and Worthing Wellbeing Hub undertake health initiatives in this area.
- 3.35 The Brighton and Hove and Lewes Biosphere Partnership (which includes Adur District Council) are applying to UNESCO to designate a 'Biosphere Reserve'. The area proposed comprises of three inter-related environments; the rural environment of the South Downs National Park (the area between the River Adur in the west and the River Ouse in the east); the coastal and marine environment running from Shoreham Harbour in the west to Newhaven Harbour in the east (and up to 2 miles offshore); and the urban environments within that area, which include Shoreham-by-Sea, Southwick and Fishersgate.

Map 13: Shoreham Character Area Map



Listed Buildings (Grade)

1. Shoreham Airport Terminal Building (II*) and Aircraft Hangar (II)
2. Old Shoreham Bridge (II*)
3. Church of St Nicolas (I)
4. Marlipins Museum (II*)
5. Church of St Mary de Haura (I)

Conservation Areas

7. Old Shoreham Conservation Area
8. Shoreham Conservation Area
9. Southlands Conservation Area
10. Kingston Buci Conservation Area

Scheduled Ancient Monuments (SAM)

11. The Marlipins
12. Shoreham Old Fort

Natural Environment

13. Shoreham Beach LNR and SNCI
14. Adur Estuary SSSI
15. Mill Hill, Shoreham, SNCI and LNR
16. River Adur Meadows SNCI

Business Parks

17. Dolphin Road Business Park

Revised Draft Policy 11: Shoreham-by-Sea

In addition to Shoreham Harbour, Shoreham town centre will be the main focus for new development in Shoreham-by-Sea to meet needs including housing, employment, community facilities and retail.

The town centre sites identified below will contribute to the vitality of the town:

- Pond Road - community uses, including a health centre and library, residential uses and a civic presence.
- Ropetackle North - mixed use development to include housing and employment)
- Civic Centre site – mixed use development to include residential
- Police station site, Ham Road – mixed use development (including retail)

The role of Shoreham town centre as a shopping centre meeting day-to-day needs and providing a niche retail offer will be reinforced and enhanced. Any proposals for new retail floorspace will be directed to the town centre first.

Development within the primary and secondary retail frontages of Shoreham town centre will need to be in accordance with the following:

Within the primary frontages of blocks 2, 3, 5 and 6 the following uses will be acceptable at ground floor level, subject to compliance with other relevant policies:

- A1 (shops).
- A3 (food and drink) where there is a long term vacancy (normally a minimum of 1 year) and reasonable attempts have been made to sell or let the premises for A1 use.

Any other uses will be resisted.

Within the primary frontage of block 4, the following uses will be acceptable at ground floor level, subject to compliance with other relevant policies:

- A1 (shops) and A3 (food and drink).

Any other uses will be resisted.

Within the secondary frontages of blocks 1, 7 and 8, the following uses will be acceptable at ground floor level, subject to other relevant policies:

- A1 (shops), A2 (financial and professional services), A3 (food and drink), A4 (drinking establishments) and A5 (hot food takeaways).

Any other uses will be resisted.

Traffic management measures, a car parking strategy (developed by Adur District Council with support from West Sussex County Council), and environmental improvements will be implemented to make the town centre more pedestrian friendly, more attractive and less polluted. New and improved cycleways and footpaths will link to the town centre, to the railway station, and to the new cycle and pedestrian footbridge. Opportunities to improve pedestrian/cycle access along the urban water front/river will be taken where feasible.

Dolphin Road Business Park will continue to be protected for business use. Improvements and upgrades to meet modern business standards will be supported and encouraged.

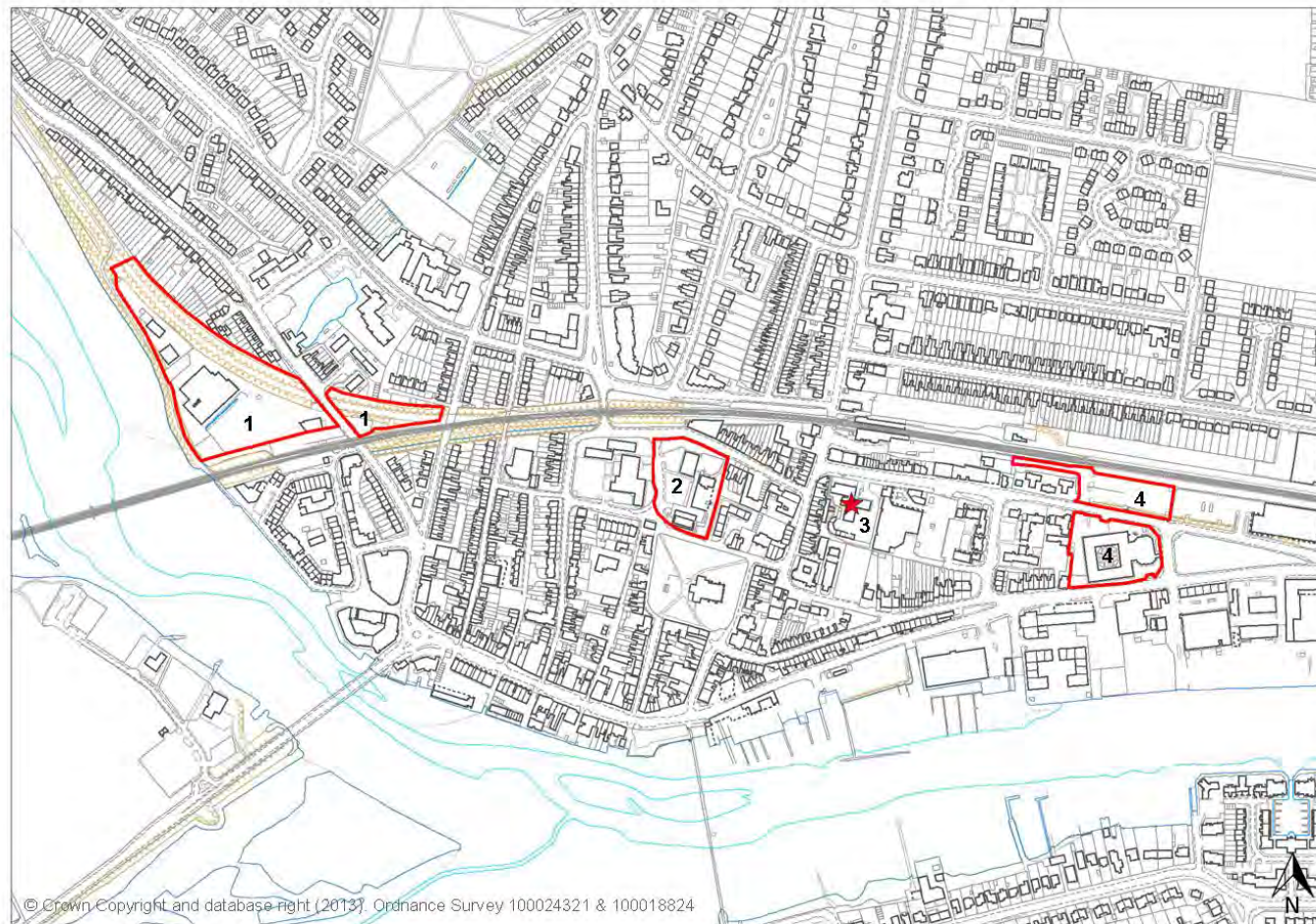
Development must respect the setting of the historic town centre and should not have an adverse impact on views or the setting of St Mary de Haura church.

The setting of the River Adur will be protected and opportunities taken through new development and other measures to improve public access to and along the River (where consistent with this aim) and open up views to it. New development adjacent to the river must respect its location and character. Sites on the waterfront will provide new and improved access to the water including a new waterside cycle and walkway, and slipways where appropriate, in conjunction with flood defence works where necessary.

The main area of houseboats on the western and eastern banks of the River Adur will be maintained and new proposals assessed against the Council's Good Practice Guide for Houseboats (as amended or superseded by other Council guidance in force at the time an application is considered).

Throughout Shoreham-by-Sea, improvements to open space and the local environment will be carried out (some of which will be secured through funding associated with the regeneration of Shoreham Harbour). Areas including Beach Green, the Riverside car park and parts of the river frontage (on Shoreham Beach) will be improved through new landscaping, signage and street furniture. Opportunities to improve footpaths and cycle ways will also be taken.

Map 14: Potential town centre development sites

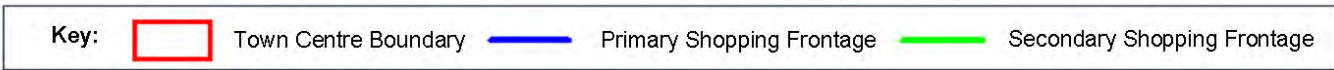
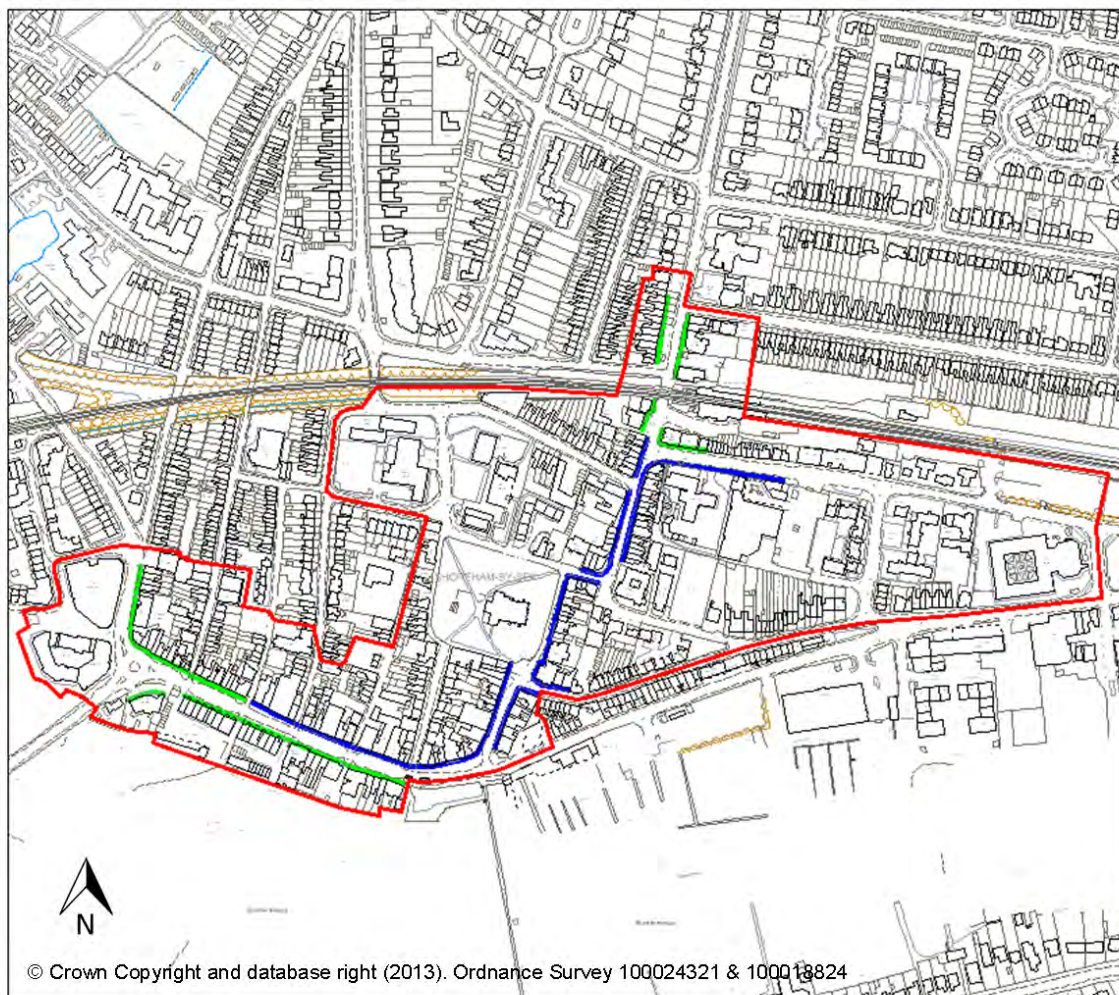


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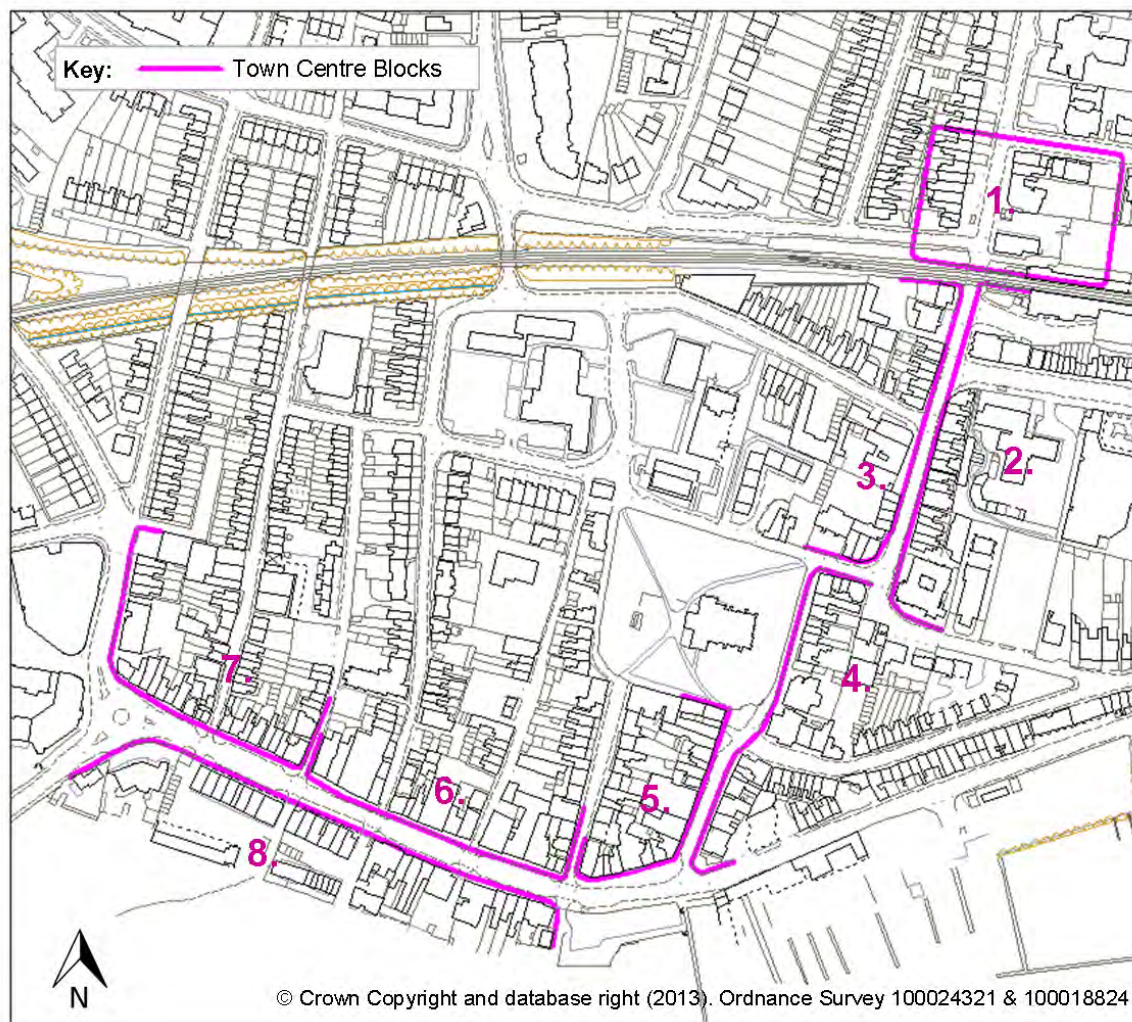
Key:

- | | |
|---------------------|------------------------|
| 1. Ropetackle North | 3. Police Station Site |
| 2. Pond Road (East) | 4. Civic Centre Site |

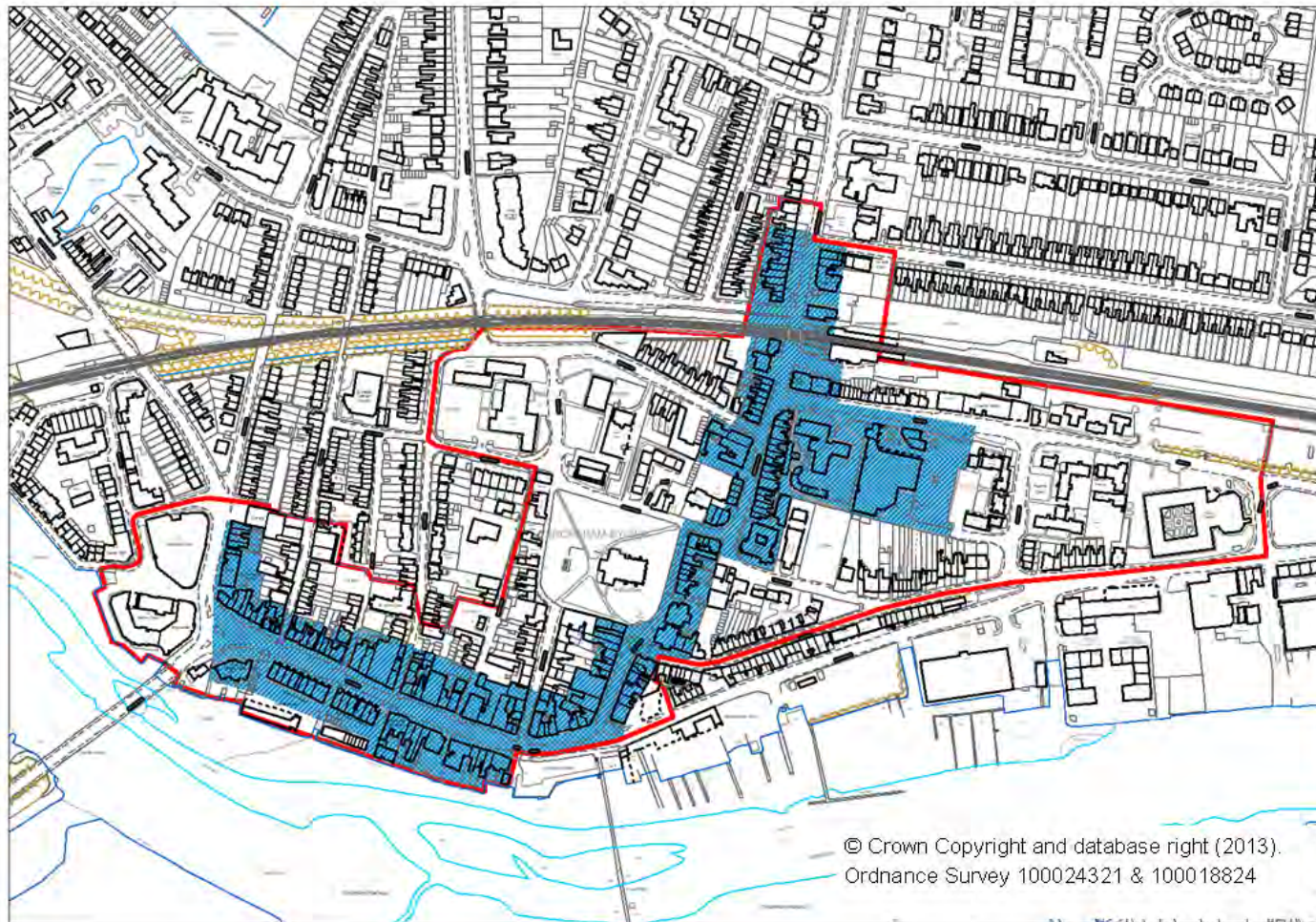
Map 15: Shoreham Town Centre



Map 16: Shoreham Town Centre Blocks



Map 17: Shoreham Primary Shopping Area



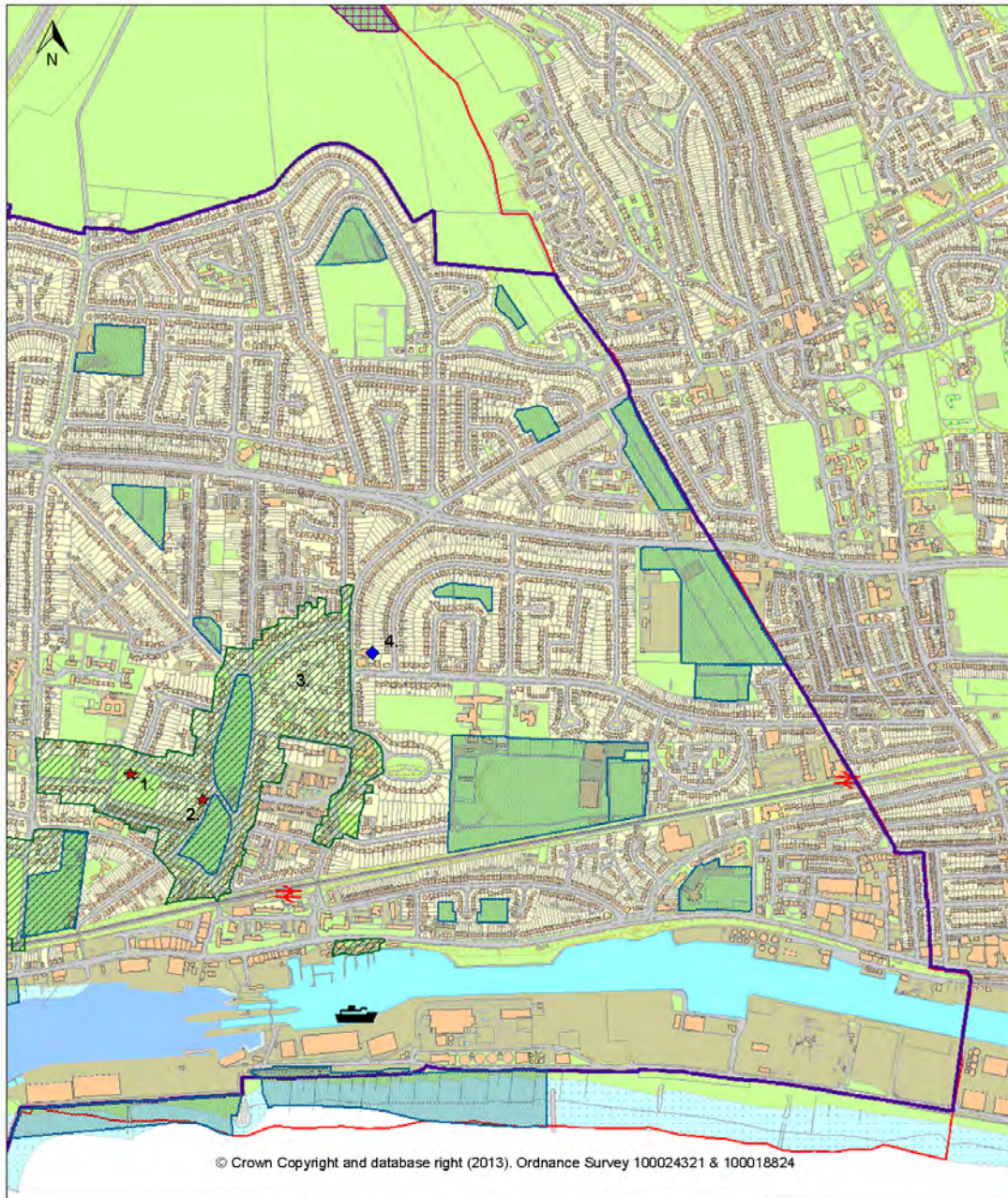
Key:  Town Centre Boundary  Primary Shopping Area

SOUTHWICK AND FISHERSGATE

- 3.36 The area between Kingston Beach and the Lady Bee Marina forms part of the Shoreham Harbour Regeneration Area (see Revised Draft Policy 8). Kingston Beach has village green status.
- 3.37 The Strategic Housing Land Availability Assessment update has identified one site in Southwick which could potentially deliver six new homes¹⁰. Other sites may come forward as windfall sites during the plan period.
- 3.38 Southwick Square is owned by Adur District Council and performs well as a shopping centre meeting local day-to-day needs. The Adur Retail Study Update (2009) recommends that every opportunity should be taken to sustain and enhance its important shopping function and to improve its existing environment and townscape quality. The centre also provides other services for the community including a library, health centre and a community centre.
- 3.39 Eastbrook ward suffers deprivation, particularly in terms of educational attainment. This impacts upon the ability of some residents to enter the job market, or undertake training or skills development. The Council in partnership with local residents has developed a Neighbourhood Action Plan (“Action Eastbrook”) to address local needs and priorities.
- 3.40 A development brief is being produced which identifies land at Eastbrook allotments, Southwick, (adjoining the border with Brighton & Hove City) for mixed use development including employment uses (B1 and B8) to the north of the site, and/or training and education facilities and community facilities. Small-scale residential development may be possible at the south-western part of the site, but this will require suitable access being achieved.
- 3.41 There is an issue with Heavy Goods Vehicles moving to and from Shoreham Harbour, using inappropriate, often residential, roads in the area. This has an impact on road safety and residential amenity. Work is being undertaken to see how this situation may be resolved, and will be addressed in the emerging Transport Strategy for Shoreham Harbour.
- 3.42 Southwick and Fishersgate lies within the area proposed as a Biosphere Reserve (See Shoreham-by-Sea section above for further details).

¹⁰ Land rear of 77-83 Southview Road.

Map 18: Southwick and Fishersgate Character Area Map



Key:	
	Adur District Boundary
	Built Up Area Boundary (existing)
	Business Parks
	Conservation Areas
	Listed Buildings
	Local Nature Reserves
	Open Spaces (as designated in the Adur Local Plan 1996)
	Railway Station
	Scheduled Ancient Monuments (SAM)
	Shoreham Port
	Site of Nature Conservation Importance (SNCI)
	Site of Special Scientific Interest (SSSI)
	South Downs National Park

Listed Buildings (Grade)

1. Church of St Michael (II*)
2. No.s 47, 49 and 51 The Hall, The Green, Southwick (II*)

Conservation Areas

3. Southwick Conservation Area

Scheduled Ancient Monuments (SAM)

4. Romano-British Villa

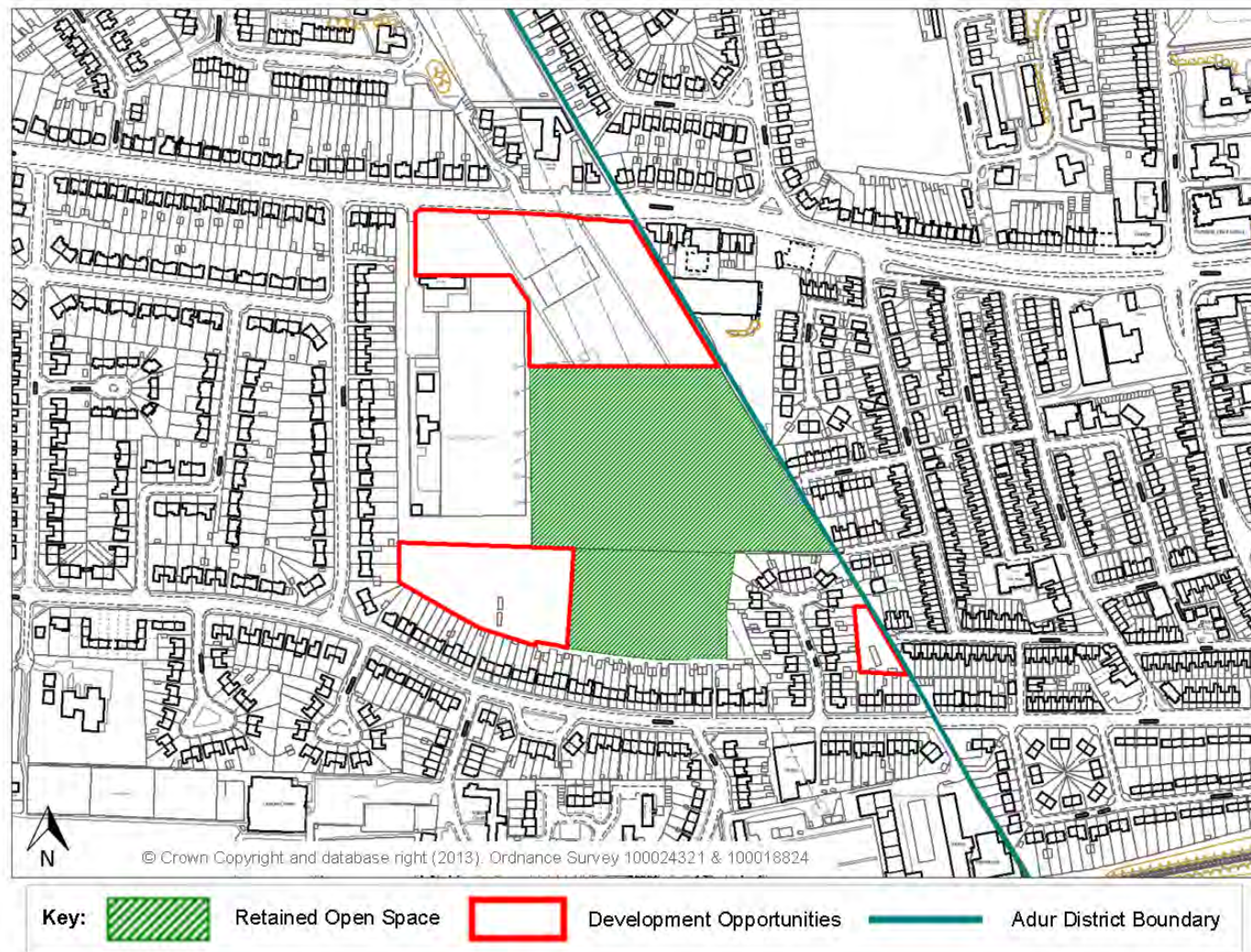
Revised Draft Policy 12: Southwick and Fishersgate

Within the primary frontage of Southwick town centre, A1 (shop) uses will be supported. A2 (financial and professional services), A3 (food and drink), A4 (drinking establishments) and A5 (hot food takeaways) uses will also be permitted where they would not have an adverse impact on the vitality and viability of the town centre.

Environmental enhancements in Southwick Square will be supported. Traffic management measures to minimise the impact of HGVs on residential areas will be implemented and the use of agreed lorry routes will be promoted.

A site in Eastbrook ward south of the A270 is identified as having potential for mixed use development. This could include some residential (south-western part of site – subject to suitable access), employment uses (B1 and B8), training and educational facilities as well as open space, allotments and a small-scale community use. Potential uses will be explored through a development brief.

Map 19: Development opportunities at Eastbrook



Map 20: Southwick Town Centre



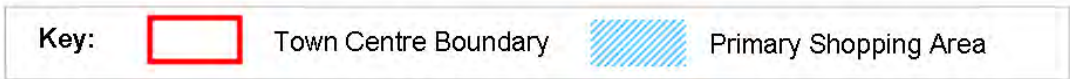
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Map 21: Southwick Primary Shopping Area



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ADUR'S COUNTRYSIDE AND COAST – OUTSIDE THE BUILT UP AREA BOUNDARY

(including the Lancing/Sompting – Worthing Local Green Gap and Lancing – Shoreham-by-Sea Local Green Gap)

3.43 Land which lies outside of the defined Built Up Areas is considered to be countryside for the purposes of planning policy; the Built Up Area also excludes some of Adur's coastline. The boundaries of the built-up areas and the Local Green Gaps have been reviewed and proposed changes are indicated on maps in Appendix RD2.

The Countryside

3.44 The South Downs became a National Park on 1 April 2010 and took on its full range of statutory powers from 1st April 2011. The South Downs National Park Authority has two statutory purposes: to conserve and enhance the natural beauty, wildlife and cultural heritage; and to promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public¹¹. It also has a duty to work in partnership with others. Over 50% (53.4%) of Adur District lies within the National Park.

3.45 The majority of land within Adur District's administrative boundary which was previously designated as part of the Sussex Downs Area of Outstanding Natural Beauty (AONB) now falls within the boundaries of the National Park. However, land north of The Street, Shoreham, and land to the north of Lancing which was within the AONB falls outside of the National Park boundaries and is treated as countryside. The Council will work with the South Downs National Park Authority to improve access to the Park where appropriate, and in relation to Shoreham Cement Works, which lies across the boundary of Adur District and Horsham District.

3.46 The majority of the countryside affected by the policies and proposals within this Local Plan lies within the open areas between Worthing – Lancing/ Sompting and Lancing – Shoreham-by-Sea defined as 'Local Green Gaps'. A key challenge for this Local Plan is to balance the need for development against the need to minimise the impact on the countryside and landscape character, particularly in these gaps (see Spatial Portrait). The village of Sompting is also located within one of these gaps. Great importance should be attached to protecting and where possible enhancing the distinctive character of these areas. This includes protecting and reinforcing the main natural character areas, the river, waterways and coast, and retaining the separate identities of towns and villages and historic features.

3.47 However, at the same time there is limited land available to meet the

¹¹ Environment Act 1995.

identified development needs of Adur, and as referred to elsewhere in this Plan, some land on the periphery of these areas will need to be used for the strategic developments identified in Part Two of this Plan. However, where this is the case, development will be carefully controlled, and only brought forward when it is demonstrated that they are required. They will need to be designed so as to minimise landscape impact, protect important views and respect the character of the area. These developments should also provide opportunities to enhance green infrastructure, such as improving areas identified as poor urban fringe, and improve access to the open areas for walkers and cyclists, where appropriate. The Built Up Area Boundary will eventually be redrawn to include strategic sites allocated through the Local Plan process.

- 3.48 Given the limited amount of countryside in Adur, it is important that the few uses allowed elsewhere in these gaps genuinely require a countryside location and cannot be located elsewhere. The countryside is generally unsuitable for active recreation or leisure uses requiring permanent built facilities. However 'quiet informal recreation' utilising the natural environment (such as walking or cycling) may be permitted if any associated buildings are within the Built Up Area, or use existing buildings in the countryside. The level of activity generated (people, traffic or noise) should be appropriate to the countryside location. Where appropriate, improvements to public access to these gaps will be sought, potentially in conjunction with the strategic allocations in Part Two of this Plan, contributing to the development of a network of green links in Adur, in accordance with Revised Draft Policy 30. This could include improving access across the A27 for pedestrians and cyclists should resources allow.¹²
- 3.49 Ricardo International Plc is an important local employer. The firm is long-established in the district, and plays an important part in the local economy. The company's Shoreham Technical Centre is located in the countryside and Local Green Gap between Shoreham and Lancing. Future development on the Ricardos site to meet the needs of this firm, (or exceptionally for an alternative appropriate firm) will be supported subject to there being no adverse impact on the Local Green Gap.
- 3.50 Although Shoreham Airport is located within a local green gap, and within the countryside, it is recognised as a key site for regeneration and some development is anticipated – see Policy RD7 in Part Two.
- 3.51 Only in exceptional circumstances will new residential accommodation required in connection with agriculture be permitted, due to the proximity with the Built Up Area. It is not considered necessary to include an 'exceptions' policy for affordable housing in the countryside in this Local Plan because of the opportunities available in nearby settlements. Applications for residential mobile homes will only be

¹² Adur Character Study, Tibbalds, June 2009

acceptable on land which is acceptable for permanent housing.

- 3.52 The Council has prepared a Design Bulletin ‘Development Involving Horses in the Countryside’, which will be used to assess proposed facilities for equestrian uses.
- 3.53 The ‘Strategy for the West Sussex Landscape’¹³ and associated Land Management Guidelines and Sussex Historic Landscape Characterisation may be used to assess relevant development proposals.

The Coast

- 3.54 The coast and beaches of Adur provide a valuable resource for both active pursuits, such as watersports, and for informal recreation. The use of the beaches themselves for such uses is generally supported. However any associated permanent built facility required to support such uses should be located within the adjacent built up area and be of a design appropriate to the character of the area. In considering any proposal for new recreation or ancillary facilities, the need to maintain and improve sea defences will be taken into account.

Revised Draft Policy 13: Adur’s Countryside and Coast

Outside of the Built Up Area Boundary (and outside of the sites identified in Part Two of this plan) development will only be permitted where the need for a countryside location is essential; it is for quiet informal recreation or the essential needs of agriculture or horticulture, flood management, or is otherwise consistent with this Local Plan (or subsequent DPDs). Improvements to green infrastructure, including enhanced pedestrian and cycle links, and better access for those with mobility difficulties will be supported. The extension of isolated groups of buildings or the consolidation of linear or sporadic development will not be permitted.

Any development in the countryside should not result in a level of activity which has an adverse impact on the character of the area.

Future development at the site currently occupied by Ricardos will be supported subject to there being no adverse impact on the setting and function of the Lancing – Shoreham-by-Sea Local Green Gap.

Outside of the strategic sites identified in this Local Plan, Local Green Gaps between the settlements of Lancing/ Sompting–Worthing, and Lancing-Shoreham-by-Sea will be protected in

¹³ WSCC 2005

order to retain the separate identities and character of these settlements. Within these areas any development permitted must not (individually or cumulatively) lead to the coalescence of settlements.

The landscape character of Adur and other areas of countryside, the coast, river, and settlement pattern will be protected and where possible enhanced. Any development or activities within the countryside must respect and where appropriate reinforce the distinctiveness and sense of place of the above areas, taking into account the various elements which contribute to their distinctiveness such as geology and landform, biodiversity, scenic quality, strategic views, tree cover, settlement patterns, heritage and local vernacular, and land use. The setting of the South Downs National Park must be respected.

The appropriate change of use or conversion of existing buildings in the countryside will be permitted providing that:

- they are structurally sound and of permanent construction,
- they are in keeping with their surroundings in terms of form, bulk, design and materials;
- the proposals do not involve the erection of substantial extensions or the substantial demolition and rebuilding of existing buildings, and
- the proposals for conversion or change of use would conserve the character, fabric and setting of the building.

In the case of residential buildings, any extensions should be subservient to the existing building.

Opportunities to improve access to the South Downs National Park will be sought through joint working with the South Downs National Park Authority and West Sussex County Council.

Proposals for equestrian development in the countryside will only be granted where existing buildings are utilised; new buildings or associated development for such uses will only be permitted if they are well-sited in the landscape, and do not result in sporadic development that erodes the open character of the landscape.

Development to support informal recreation uses on the coast will normally be permitted subject to:

- (i) built facilities being located within the adjacent Built Up Area.
- (ii) the need to maintain and improve sea defences.

Best practice guidance published by the Government, the Council and other bodies will be used when assessing applications.

PART FOUR: DEVELOPMENT MANAGEMENT POLICIES

- 4.1 These policies will be used in making decisions on planning applications in conjunction with the policies in Part Two and Three, and will help to deliver the Vision and Objectives set out in Part One.

QUALITY OF THE BUILT ENVIRONMENT AND PUBLIC REALM

- 4.2 The quality of new design plays an important part in creating successful developments - those that relate well to existing buildings and spaces around them, are pleasant to use and take account of local distinctiveness without necessarily replicating what is already there. The National Planning Policy Framework seeks to secure high quality design and makes clear that poor design that fails to take the opportunity to improve the character and quality of an area and the way it functions should not be approved. Existing poor design should not set a precedent.
- 4.3 New developments should be well-designed and integrated into the landscape and townscape, and contribute positively to Adur's character and distinctiveness. These matters should be taken account of in proposals for new development. The urban areas of Adur also have differing characters, which should be taken account of, and be respected by, new development (see A Spatial Portrait of Adur). Good design encompasses architectural design, form, height, scale, siting, layout, density, orientation, materials, parking and open space/green infrastructure.
- 4.4 Improvements to the public realm (streets and public spaces) provide an opportunity to enhance the quality, character and distinctiveness of an area, and can be an important part of regeneration and renewal schemes. Good use of 'natural surveillance', natural and artificial light, and careful siting of buildings and street furniture can improve the layout of an area, reduce perceived and actual crime and opportunities for anti-social behaviour, and make an area more pleasant to use. Advertisements also form part of the public realm and need to be designed sensitively.
- 4.5 While Part M of the Building Regulations addresses access to buildings for people with disabilities, the needs of users with disabilities should also be taken into account at all stages of the design and development process.
- 4.6 Private residential gardens are now excluded from the definition of previously developed land.¹ However, this does not mean that applications for this type of development will not be considered. Where these sites lie within the Built Up Area, development may be appropriate. A range of issues, including the size and shape of the

¹ Glossary, National Planning Policy Framework 2012

garden, impact on neighbouring dwellings, biodiversity, density, and the character of the area, will all be taken into account, and each case will be determined on its own merits.

- 4.7 A Public Art Strategy for Adur and Worthing was published in 2009. This is intended to provide guidance and direction on the opportunities for future investment and commissioning of public art in Adur and Worthing. The policy below requires public art to be provided, in some form, as a part of major developments; it will also be encouraged on smaller sites. The Council will have regard to a range of other documents, standards and advice such as 'By Design' (DETR/CABE), CABE's 'Building in Context' toolkit, and 'Safer Places' (Home Office/ODPM). The Commission for Architecture and the Built Environment (CABE) have published 'Buildings for Life' standards by which residential applications will be assessed. The use of these standards will be encouraged.
- 4.8 Lighting is an important element of design quality; whilst necessary for safety reasons it can also add character and highlight elements of architectural quality. However, it is also important to ensure that light shines on its 'target' and does not waste energy or contribute to 'skyglow', which detracts from the night sky's natural state and is a form of visual pollution.
- 4.9 Shopfronts can have a significant impact on the streetscene. The Council's guidance note 'Design Bulletin 4: Shopfront Security' describes the range of shopfront security devices which the Council considers to be acceptable.

Revised Draft Policy 14: Quality of the Built Environment and Public Realm

Development should be of a high architectural quality, and respect and enhance the character of the site and its surroundings in terms of proportion, form, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping. Development should:

- **Enhance the local environment by way of its appearance and character, with particular attention being paid to the architectural form, height, materials, density, scale, orientation, landscaping and layout of the development;**
- **Include a layout and design which take account of the potential users of the site;**
- **Incorporate the principles of securing safety and reducing crime through design in order to create a safe and secure environment;**
- **Make a positive contribution to the sense of place, local character and distinctiveness of an area; and not have an unacceptable impact on adjacent properties, particularly**

residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook or open amenity space;

- Respect the existing natural features of the site, including land form, trees and biodiversity and contribute positively to biodiversity;
- Have safe access to the highway network, and not result in harm to highway safety;
- Have acceptable parking arrangements (in terms of amount and layout)
- Incorporate public art in major developments* where appropriate.

Opportunities will be taken to improve the public realm through new development, transport schemes or regeneration schemes. These will aim to improve the quality, accessibility and legibility of public streets and spaces.

Best practice guidance published by the Government, the Council and other bodies will be used when assessing applications. Design codes, planning briefs and masterplans will be developed for key sites where appropriate.

Lighting incorporated into developments should provide the minimum for public safety, be energy efficient, designed to illuminate the target only and avoid light pollution.

Express consent will only be granted for advertisements which respect the character and appearance of the surrounding area, and do not create a danger or hazard to public safety. Where an illuminated advertisement is acceptable in principle, such advertisements should be either externally illuminated or have internally illuminated individual lettering with a solid or opaque background.

New shopfronts will be permitted where the design and materials respect the character of the area and of the building of which they form part. Planning permission to replace shopfronts of inappropriate design or materials, or in poor condition in Conservation Areas, will be granted providing the replacement is of appropriate design and materials, respecting the character of both the building and the Conservation Area.

(*Major development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as 10 or more dwellinghouses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwellinghouses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm or more, or development on sites of 1 hectare or more).

THE HISTORIC ENVIRONMENT

- 4.10 Adur has a rich historic environment: 118 Listed Buildings; 7 Conservation Areas; various archaeological features; and several Scheduled Ancient Monuments (including Shoreham Fort and the Trainer Dome at Shoreham Airport) which collectively can be referred to as its 'heritage assets'. These not only add to the character of the district, but also create a unique sense of place, adding to the enjoyment of Adur by its residents and supporting tourism and regeneration. Other historic buildings and features which are not formally designated also contribute to the character of Adur. It is vital that the historic character of the built environment is taken account of in the design of new development whether it directly or indirectly affects it.
- 4.11 Historic characterisation information can assist in managing the historic environment, and inform its capacity for development or change. The Council will have regard to the West Sussex County Council's Historic Environment Records (HER) which includes Historic Land Characterisation, and the Sussex Extensive Urban Survey, which itself includes the Historic Character Assessment Report for Shoreham². Such information forms the evidence base for the historic environment and will be used to inform and appraise development proposals. Existing evidence can also be used to predict whether currently unidentified heritage assets might be discovered in the future.
- 4.12 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out requirements for built heritage and states that special attention should be paid to the desirability of preserving and enhancing the character or appearance of Conservation Areas. It also sets out requirements in relation to Listed Buildings (buildings of special architectural or historic interest, as approved by the Secretary of State) and their settings. The protection of sites of archaeological interest is also covered by legislation³.
- 4.13 The National Planning Policy Framework states that heritage assets should be conserved "in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations".
- 4.14 Development within Conservation Areas will be expected to be of a high standard of design, use appropriate materials, and to preserve and enhance the character and appearance of the particular Conservation Area. Character appraisals and management strategies have been prepared for Shoreham-by-Sea, Southlands and Southwick Conservation Areas⁴ and others will be published for the remainder in

² Prepared as part of Sussex Extensive Urban Survey (EUS) RB Harris 2009.

³ The Ancient Monuments and Archaeological Areas Act 1979.

⁴ Approved Shoreham-by-Sea Conservation Area Character Appraisal and Management Strategy March 2008; Southlands Conservation Area Character Appraisal and Management

due course, together with management plans for preserving and enhancing these important areas. Key non-listed buildings of local interest within the Conservation Areas are also being identified as the appraisals are being undertaken. These are not afforded the same protection as Listed Buildings but their importance to the local area would be a material consideration in considering an application for demolition or development. There are also a number of Scheduled Ancient Monuments (including Shoreham Fort) and sites of archaeological interest. These will continue to be protected. In certain circumstances where specific control over development is required in order to protect heritage assets, the use of Article 4 directions may be applied. These remove permitted development rights under planning legislation necessitating a planning application to be made.

Revised Draft Policy 15: A Strategic Approach to the Historic Environment

The Council will conserve and enhance the historic environment and character of Adur, which includes historic buildings, features, archaeological assets and their settings. Where development affecting any heritage asset is permitted, it must be of a high quality, respecting its context and demonstrating a strong sense of place.

The Council will:

- **Continue to produce Conservation Area Character Appraisals and Management Plans for Adur's Conservation Areas.**
- **Recognise the role of and encourage the best use of heritage assets in regeneration, design, tourism and education.**
- **Use Article 4 directions where important heritage assets are under threat.**
- **Work with others, including the local community where appropriate, to address how best to conserve any assets at risk of loss and to understand the significance of the historic environment in Adur's character and sense of place.**

Revised Draft Policy 16: The Historic Environment

For All Heritage Assets:

Where a proposed development would lead to substantial harm to, or total loss of a designated heritage asset, this will not be permitted unless there are compelling circumstances⁵. Development should not adversely affect the setting of a Listed Building, conservation area or archaeological feature.

Listed Buildings:

Planning permission and/or Listed Building consent will only be granted for internal or external alterations, changes of use or extension to a Listed Building provided that the internal or external appearance or historic character of the building is not adversely affected. The reinstatement or replication of original features such as windows or doors will be supported. In the case of extensions and alterations, materials used must be consistent with those originally used or typical of the locality. Changes of use may be considered which might normally be resisted on other grounds (subject to local access and environmental considerations) in order to secure the retention of a building of historic or architectural interest. New development which would adversely affect the setting of a Listed Building, in terms of design or materials, will not be permitted.

Conservation Areas:

Development in Conservation Areas will be required to be of a high standard of design and materials so as to respect, preserve and enhance the character and appearance of that area.

Advertisements in Conservation Areas should respect the character, proportions and design of the building on which it is displayed, and use traditional materials where necessary.

Where an application for planning permission or Conservation Area consent is submitted for the alteration, change of use, extension or repair of a building or feature in a Conservation Area, the retention of original features or, where this is not possible, their reinstatement with appropriate materials and the removal of unsympathetic features will be sought.

Conservation Area Character Appraisals will be used to assess applications within designated Conservation Areas and opportunities will be taken through new development and other measures to preserve and enhance these areas, and to implement the recommendations of the Conservation Area Management

⁵ For the purposes of this policy, 'compelling circumstances' will be defined by the National Planning Policy Framework paragraph 133.

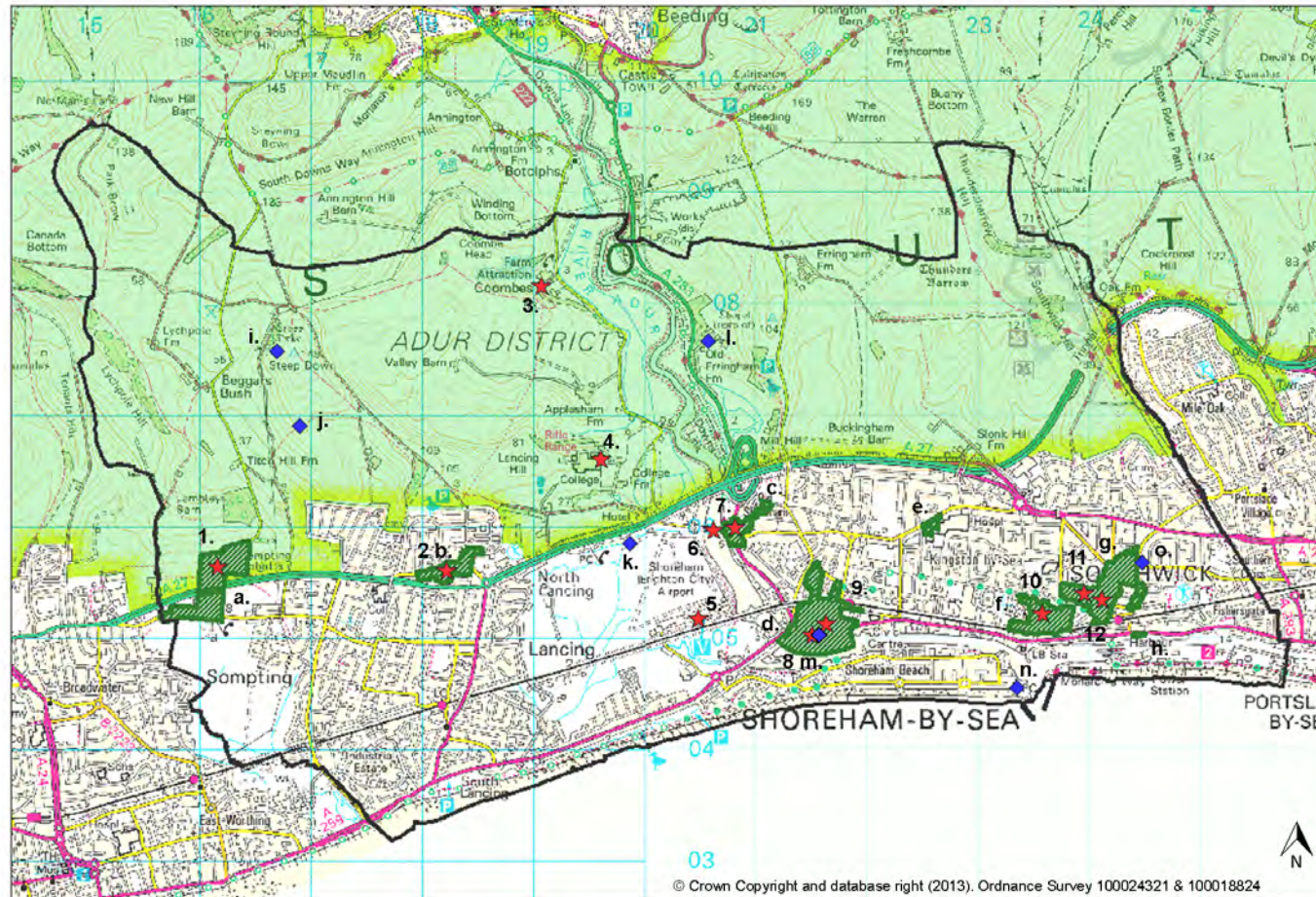
Plans. The importance to the local area of key non-listed buildings within Conservation Areas will be a material consideration in assessing an application for their demolition or development.

Where in compelling circumstances the Council is minded to grant consent for demolition of a building in a Conservation Area, this shall not be granted until detailed plans for redevelopment have been approved. Consent will be subject to a condition preventing demolition until a contract for the approved redevelopment scheme has been awarded.

Archaeological Features:

The Council will ensure where possible the preservation of archaeological features against damaging or discordant development. Such features should only be removed or altered in compelling circumstances where there is no practical alternative and where provision can be made for recording.

Map 22: Adur's Historic Environment



Listed Buildings (Grade)

1. St Mary's, Sompting (I)
2. Church of St. James, Manor Road (I)
3. The Parish Church, Coombes Road (I)
4. Lancing College including The Chapel (I) and The East and West Quadrangle (II*)
5. Shoreham Airport Terminal Building (II*) and Aircraft Hangar (II)
6. Old Shoreham Bridge (II*)
7. Church of St Nicolas (I)
8. Marlpins Museum (II*)
9. Church of St Mary de Haura, Shoreham (I)
10. Church of St. Julian (I)
11. Church of St. Michael (II*)
12. No.s 47, 49 and 51 The Hall, The Green, Southwick (II*)






Conservation Areas

- a. Sompting
- b. North Lancing
- c. Old Shoreham
- d. Shoreham
- e. Southlands
- f. Kingston Buci
- g. Southwick
- h. Southwick

Scheduled Ancient Monuments (SAM)

- i. Cross Dyke on Beeding Hill
- j. Cross Dyke on Steep Down
- k. Shoreham Airfield Trainer Dome
- l. Shrunken Medieval Settlement at Old Erringham
- m. The Marlpins
- n. Shoreham Old Fort
- o. Romano-British Villa

Key:

- | | | | | | |
|---|------------------------|---|-----------------------------|---|---------------------------|
|  | Adur District Boundary |  | Conservation Areas |  | South Downs National Park |
|  | Listed Buildings |  | Scheduled Ancient Monuments | | |

SUSTAINABLE DESIGN POLICIES

The Energy Hierarchy

- 4.15 The Adur Energy Study (2009) highlights the benefits of following a greenhouse gas emissions reduction approach for new development set within a hierarchy of demand reduction, efficient energy supply and renewable energy provision (the 'be lean, be clean, be green' hierarchy). Through this approach developers will be asked to adopt sensible demand reduction measures (e.g. passive design / high levels of insulation etc), followed by installing clean supply technologies where needed or are applicable (e.g. more efficient energy production such as Combined Heat and Power (CHP)) with a reduced requirement for renewable energy generation (e.g. a solar panel). This approach represents the most cost effective means of reducing greenhouse gas emissions for new developments.
- 4.16 Energy Assessments provide an opportunity for applicants to set out how this energy hierarchy has been applied to new development. This approach encourages developers to think about the most suitable and financially viable energy strategy for their development when comparing carbon savings against the cost of different approaches used. The Council will produce a Sustainable Design Supplementary Planning Document which will provide greater detail on the requirements of an energy assessment.

Revised Draft Policy 17: The Energy Hierarchy

All development proposals should include an energy assessment to demonstrate how the energy hierarchy will be addressed. This should include information on the predicted energy demand and carbon dioxide emissions for the site and subsequently how these have been reduced using the energy hierarchy set out below.

All new development proposals must demonstrate, as part of an energy assessment, how they will reduce their energy use through the hierarchy of:

- 1. demand reduction**
- 2. efficient energy supply**
- 3. renewable energy provision**

Deviation from this hierarchy approach as part of the energy assessment must be fully justified to the satisfaction of Adur Local Planning Authority.

Sustainable Design

- 4.17 Building-related energy consumption is a significant contributor to greenhouse gas emissions. The need to achieve higher levels of energy efficiency and locally produced clean, low carbon and renewable energy related to new development is an important aspect of sustainable construction. However, sustainable construction for new and refurbished buildings incorporates more than just aspects of energy use. It also relates to other environmental impacts that buildings and inhabitants cause, for example, on water drainage and usage, waste generation, and the use of unsustainable materials (in construction). Improved design of buildings and developments can also lead to benefits in terms of ecology and quality of life for residents.
- 4.18 The Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. At the time of writing it is mandatory for all new residential development to be rated against this Code, but not for new dwellings to meet a particular level of the Code. Code rating is carried out by an independent assessor.
- 4.19 The exception to the above is for the Energy and CO₂ category. For this category the Government have proposed increasingly tighter building regulations over time so that all new development should be zero carbon⁶ by 2016.
- 4.20 Given that the South East is an area of serious water stress⁷, it is important that new development has a specific focus on water efficiency measures and that this is reflected in the points scored under the Code for Sustainable Homes and Building Research Establishment Environmental Assessment Method (BREEAM) Domestic Refurbishment Standard.
- 4.21 BREEAM is an accredited, independent method for assessing the environmental performance of non-domestic development. There is currently no phased timetable or Code for Sustainable Homes equivalent for non-domestic development, although it is anticipated that by 2019 non-domestic development will be zero carbon.
- 4.22 The Council will produce a Sustainable Design Supplementary Planning Document which will provide further guidance on meeting standards required through this policy.
- 4.23 The Council will require the Code for Sustainable Homes level and BREEAM standard to be verified by an independent assessor.

⁶ See 'Building a Greener Future: Policy Statement' (DCLG, July 2007) for information regarding building regulations and <http://www.communities.gov.uk/statements/newsroom/1905627> for proposed definition of zero carbon.

⁷ Environment Agency

Revised Draft Policy 18: Sustainable Design***Residential:***

New build: Developments must achieve Code for Sustainable Homes level 4 as a minimum.

All domestic planning applications must ensure the development has:

- **Sufficient natural light and ventilation, and that solar heat gains in winter are maximised whilst overheating in summer is prevented through appropriate site layout and orientation, taking the micro climate and building form into account.**
- **Good thermal performance and air tightness to prevent heat loss.**
- **Energy efficient fittings and appliances.**

Conversions of non-domestic buildings to residential use and refurbishments of existing domestic buildings must achieve the BREEAM Domestic Refurbishment 'Very Good' standard.

In achieving both Level 4 of the Code for Sustainable Homes and the BREEAM Domestic Refurbishment 'Very Good' standard, there should be a specific focus on water efficiency in new development.

Non-residential:

Non-domestic floorspace must achieve a minimum BREEAM 'Very Good' standard.

Developers will be expected to provide certification evidence of the levels for both BREEAM and Code for Sustainable Homes at the design stage and post construction stage of development.

Decentralised Energy and Standalone Energy Schemes

- 4.24 As detailed in Revised Draft Policy 17, the approach to reducing building related CO2 emissions should follow the energy hierarchy of demand reduction first, efficient energy supply next, followed by renewable energy generation. With respect to efficient energy supply, decentralised energy systems and networks can provide an extremely cost effective approach to minimising CO2 emissions especially where networks can be expanded to accommodate new and existing developments over time. Such networks could include, for example, specifically designed Combined Heat and Power systems (CHP) linked to district heating networks or utilising existing waste heat from

industrial uses/ existing power stations through a district heating network. These types of systems represent a particularly efficient use of energy and should be considered by developers in new proposals.

- 4.25 The potential for new standalone renewable energy developments was investigated through the Council's Energy Study (2009) as a potential 'allowable solution' to reaching zero carbon homes standards as part of new development. While the potential for new stand-alone technologies has been identified as low within Adur, there may be interest in developing suitable schemes in the area.

Revised Draft Policy 19: Decentralised Energy and Stand-alone Energy Schemes

An assessment of the opportunities to use low carbon energy, renewable energy and residual heat/ cooling for both domestic and non-domestic developments must be provided with any major planning application⁸. This must include details of:

- **Any new opportunities for providing or creating new heating networks**
- **The feasibility of connecting the development to existing heating / cooling / CHP networks where these already exist.**
- **Opportunities for expansion of any proposed networks beyond the development area over time, and to plan for potential expansion.**

HOUSING MIX AND QUALITY

- 4.26 The National Planning Policy Framework encourages local authorities to deliver a wide choice of quality homes by planning for a mix of housing based on current and future demographic trends, market trends and the differing needs of the various sectors of the community⁹.
- 4.27 Ensuring appropriate, good quality housing underpins the Local Plan Vision and a number of the Local Plan objectives, and is a key component of creating sustainable, quality environments.
- 4.28 A Strategic Housing Market Assessment Update (SHMA – September 2012) has been completed for the Coastal West Sussex local

⁸ *Major development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as 10 or more dwellinghouses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwellinghouses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm floorspace or more, or development on sites of 1 hectare or more.

⁹ Paragraph 50 National Planning Policy Framework 2012

authorities (Chichester District, Arun District, Worthing Borough and Adur District together with the South Downs National Park). It considers a range of issues relating to the future needs for both affordable and private sector housing in this housing market area. A wide range of complex factors, both internal to and external of the market will affect housing needs during the plan period. Factors specifically identified include population growth, demographics (in particular, the ageing population), the growth of single person households, and the influence of the economy – directly in terms of house prices and costs, and indirectly in terms of aspirations. It is therefore necessary to ensure a range of housing types are available.

- 4.29 The SHMA found that the housing stock in Adur is focussed towards semi-detached dwellings, with two and three bedroom properties being the most common size. Over the last 5 years (2006-2011) almost three quarters of new homes built have had two or three bedrooms, with two bed dwellings accounting for 51% of total completions. Completions of one bed dwellings have fallen and three bed dwellings have increased compared to the previous five year period 2001-2006. Adur plays an important role in providing family housing which balances against the housing stock profile in Brighton and Hove which is focused towards smaller properties and flats.
- 4.30 The findings from the SHMA emphasise that future housing provision in Adur should concentrate on mid-market two and three bedroom family homes. There is a limited demand for dwellings with four or more bedrooms. The provision of smaller dwellings should be focused in and around the town centres and Shoreham Harbour although consideration should be given to the provision of family sized housing as well as flatted developments. This would enhance the housing offer and support town centre regeneration. In Shoreham-by-Sea town centre, there may be opportunities to develop a more ‘town centre living’ offer aimed at younger, aspirational and economically active households and here, where land supply is limited, there remains a valid role for flats to play. However, across Adur in general, flats should not form the principal type of new housing stock in the future. Much of the new development in the Built-Up Areas of Adur comes from smaller sites where it is not always appropriate to provide a mix of dwellings. On potential strategic sites, in considering the overall housing mix a proportion of 10-15% of new homes of four or more bedrooms may be appropriate to help cater for future housing demands.
- 4.31 The SHMAA indicates that as of 2010 approximately 21.9% of the population was aged 65 or over. This is expected to increase significantly to 27.5% by 2030 with some of these people requiring specialist housing such as sheltered housing and extra care provision.
- 4.32 It will be important to ensure that new homes built in Adur meet the

needs of future occupiers, in terms of size, tenure, and affordability. This applies to market-sector housing, as well as 'affordable' homes. The type (number of bedrooms) of affordable homes developed will also be influenced by the Council's Housing Register.

- 4.33 In contrast to affordable housing, private sector dwellings are not required by law or guidance to meet any specific internal space standards. In order to address concerns about small dwellings, Adur District Council has developed a good practice Guidance Note on Internal Space Standards for new homes. This is an interim measure until a Supplementary Planning Document can be adopted.
- 4.34 The Lifetime Homes standard is a set of sixteen design criteria that provides a model for building accessible and adaptable homes. Building to this standard means that the home is designed to meet the changing needs of the occupant who is able to remain living independently at home for longer. The Council will therefore encourage all new homes to be built to this standard.
- 4.35 Given the limited amount of potential land available for new residential development in the built-up area of Adur it is important to safeguard Adur's existing housing stock which contributes to meeting local needs. To maintain the current stock of dwellings the Council will not generally support proposals which would result in the net loss of residential units. Exceptions may be made where a need for a particular community use has been identified and where the loss of residential accommodation would facilitate such provision.
- 4.36 A joint Adur and Worthing Empty Property Strategy (to be completed during 2013) will aim to reduce the number of empty homes in the district by positive actions and interventions to return homes into use and to prevent others becoming empty in the future.

Flat Conversions

- 4.37 Conversions from houses to flats can provide a useful addition of smaller dwellings to the housing stock. However, the SHMA indicates that flats should not be the principal type of new housing in the future, given the increasing demand for family housing and the high level of flatted developments delivered in the district in recent years.
- 4.38 It is recognised that some existing older and/or larger units may have potential to be converted into flats or maisonettes. However, it is important to retain a mix of dwellings. The size and type of dwelling as well as the impact on adjoining properties and the character of the area will be taken into account when considering proposals for conversion to flats. The conversion of semi-detached and terraced properties is not favoured.

- 4.39 The Council has adopted Development Control Standard No 4 “Flat Conversions” which sets out minimum standards for flat conversions. Any proposal will be expected to comply with its criteria. Should this be amended or superseded by other Council guidance this new guidance will be used to assess relevant applications.

Revised Draft Policy 20: Housing Mix and Quality

New residential development should incorporate a range of dwelling types, tenures and sizes (including affordable housing) that reflect and respond to Adur’s identified housing needs and demands.

This will include market housing, based upon the following principles:

- **Family sized housing should be provided through infill developments, identified strategic locations, and town centre regeneration. Such dwellings should mainly provide 2-3 bedrooms.**
- **Town centre developments should aim to create family sized housing as well as flatted developments, to enhance the housing offer and support town centre regeneration.**

Where appropriate, new residential development should incorporate housing for older persons (including extra care and supported housing) in both affordable and market tenures. This should be provided within the Built Up Area, in accessible locations.

The Council will encourage the provision of housing (of all tenures) to Lifetime Homes standard.

In order to protect the existing residential stock, proposals which result in the loss of dwellings to non-residential use will not be supported. An exception may be made if the loss would facilitate the provision of a community facility.

When considering proposals for the conversion of dwellings into flats or maisonettes, account will be taken of the size and type of property to be converted, the effects the proposal will have on the amenity of adjoining dwellings and the character of the area, including the current mix of dwellings. Proposals will be expected to comply with the criteria contained in the Council’s adopted Development Control Standard “Flat Conversions”.

Adur District Council will develop a Supplementary Planning Document on Internal and External Space Standards to address private sector housing.

AFFORDABLE HOUSING

- 4.40 Affordable housing is that provided to eligible households whose housing needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. The term “affordable” as defined in the National Planning Policy Framework includes social rented, affordable rented and intermediate housing. These definitions will be used by the Council.
- 4.41 Annual monitoring since 2006 indicates that on average, 43 new affordable homes have been delivered per annum¹⁰. The Adur Housing Strategy 2012 aims to achieve 50 affordable dwellings per annum.
- 4.42 The Coastal West Sussex Strategic Housing Market Assessment Update (SHMA) (2012) indicated that there was a high level of need for affordable housing in Adur and identified a requirement for 381 homes per annum between 2011-2016 if all households in housing need were to be housed. Smaller properties are in greatest demand, although letting requirements on 4+bed properties are more critical, as there is minimal turnover on these larger homes. At a district-wide level, the SHMA recommends the following mix of affordable housing:
- 1 bed dwellings 20-25%
 - 2 bed dwellings 30-35%
 - 3 bed dwellings 30-35%
 - 4 bed dwellings 10-15%
- 4.43 Given the levels of current and potential future need, it is important that opportunities are taken to ensure the delivery of affordable housing. Measures which can be addressed through the Local Plan include:
- Ensuring that new residential developments (whether from the proposed strategic sites or unidentified sources) contribute to the supply of affordable homes in Adur, to meet identified local needs in terms of type and tenure.
 - Ensuring that the strategic development at Shoreham Harbour delivers affordable dwellings to meet identified needs.
 - Working with public bodies and Registered Providers to maximise development of affordable housing on sites.
- 4.44 The Council will use up-to-date information from research and the Housing Register to negotiate the provision of affordable housing in new developments. Precise requirements will depend on the development and the site in question
- 4.45 The NPPF encourages local authorities to meet their need on site, unless off-site provision or a financial contribution of broadly equivalent

¹⁰ Adur District Council Annual Monitoring Report 2011.

value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. The Council follows this approach.

- 4.46 Local Planning Authorities are now able to set their own threshold above which affordable housing should be sought. Historically, the majority of sites that come forward in Adur accommodate less than 15 dwellings. Emerging evidence from the Community Infrastructure Levy and Affordable Housing Viability Study indicates that the size of site (in terms of numbers of dwellings) can be lower than the current thresholds of 15 dwellings without adversely affecting viability. This means that affordable housing can be provided in smaller developments than is currently the case.
- 4.47 At the time of writing, the Community Infrastructure Levy (CIL) does not allow for CIL to be used to provide affordable housing (neither is CIL sought from affordable housing units – they are currently exempt); however, the Government have consulted on whether this approach should change. Adur is currently developing a CIL Charging Schedule. This will consider the most appropriate way forward with regards to affordable housing.

Revised Draft Policy 21: Affordable Housing

New residential development will be expected to make provision for a mix of affordable housing, including social rented, affordable rented and intermediate housing according to the following site size thresholds:

- **On sites of 1-5 dwellings (gross) 10% affordable housing will be sought via a financial contribution**
- **On sites of 6-14 dwellings (gross) 20% affordable housing will be sought**
- **On sites of 15 (gross) dwellings or more 30% affordable housing will be sought**

The preferred mix of tenure will be 60% social/affordable rented housing and 40% intermediate housing

On individual sites, the preferred affordable housing mix in terms of site size and tenure will be determined through negotiation, taking account of up-to-date assessments and the characteristics of the area.

Where developers are unable to meet the requirements for delivery of affordable housing, the Local Planning Authority will need to be satisfied by robust financial viability evidence (through an open book approach) that the target cannot be met. An independent assessment will be provided at the

developers cost.

On sites of 6 or more dwellings, in exceptional circumstances only, if a site meets requirements for affordable housing as set out in the policy, but other factors demonstrate that affordable housing may not be appropriate, development of affordable dwellings on another site may be considered. If this is not achievable, as a last resort in exceptional circumstances only, the Council will seek a financial contribution to enable provision of affordable homes elsewhere within Adur. In these exceptional cases, the payment will be negotiated, and should reflect the cost of providing the number, type and size of affordable dwellings which would have been provided on-site.

This policy will apply to all types of residential development, including conversions and changes of use. Where it is feasible, the affordable housing should be integrated throughout the development.

DENSITY

- 4.48 Land is a scarce resource in Adur and there are competing demands for its use. Given the need for additional homes it is important that the limited amount of previously developed land available is used efficiently when considering proposals for new residential development. As such, the density of new residential development should be maximised, subject to it being appropriate to the character of the area. Whilst it is recognised that where there is good access to local facilities by walking, cycling or public transport, higher density housing can help to regenerate an area by supporting local facilities and businesses, this should be balanced against the desire to provide a good living environment and retain the character of Adur.
- 4.49 Providing for more efficient use of land means developing at reasonable densities whilst still protecting valuable open space, respecting privacy and retaining the character and distinctiveness of an area. It is considered that a minimum density of 35 dwellings per hectare is appropriate throughout Adur when applied to developments of family housing; developments of flats, mixed residential developments or developments in town centres will be expected to achieve densities higher than this figure.
- 4.50 There may be exceptional cases when a lower density would be appropriate, for example, within a Conservation Area where a higher density could have an adverse impact on its unique and special character, or where a proposal would make a significant contribution to the creation of a mixed and balanced community. Where the density

falls below 35 dwellings per hectare, the applicant will be expected to provide supporting information justifying the density proposed, and demonstrating why higher densities would be detrimental.

Revised Draft Policy 22: Density

New residential developments should achieve densities of a minimum of 35 dwellings per hectare.

Development in the defined town/village centres and Shoreham Harbour will be expected to achieve higher densities.

In exceptional cases residential development may be permitted at a lower density, where it is demonstrated by the applicant to the satisfaction of the Local Planning Authority that the minimum density specified above would result in an unacceptable impact on the surrounding area.

PROVISION FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- 4.51 There is a need to ensure that sufficient and appropriate accommodation is made available for Gypsies and Travellers and Travelling Showpeople. In recent years the number of pitches nationally has decreased, resulting in a rise in unauthorised encampments and developments.
- 4.52 The CLG document “Planning Policy for Travellers Sites” (March 2012) together with the NPPF sets out the Government’s policy for traveller sites. It enables local planning authorities to set their own robust pitch/plot targets. It also requires local planning authorities to identify a 5 year supply of specific deliverable sites and to identify a supply of specific developable sites or broad locations for growth for years 6-10 and where possible for years 11-15.
- 4.53 Adur has a small settled Gypsy and Traveller community, located on a local authority owned site at Withy Patch in Lancing, which has 12 pitches. Pitch turnover is very low. In response to Government requirements a Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA) was undertaken in 2013 by consultants on behalf of the Coastal West Sussex Authorities (Adur, Arun, Worthing and Chichester) together with the South Downs National Park Authority and with support from West Sussex County Council. Phase 1 of the GTAA considered future accommodation needs and identified that an additional 7 permanent pitches are required in Adur up to 2027, all on public sites. This need largely arises as a result of family growth at Withy Patch together with Gypsies and

Travellers on the current waiting list for a pitch.

- 4.54 The table below sets out the requirement for Gypsy and Traveller pitches, to be provided on public sites, during the period to 2027 (it is likely to be updated during the life of the Local Plan to cover the period to 2031):

2012 - 2017		2018-2022		2023-2027	
Public	Private	Public	Private	Public	Private
5	0	1	0	1	0

- 4.55 Travelling Showpeople travel the country holding fairs, circuses or shows. They require a permanent, secure base both to live and store their equipment when not travelling. The GTAA has identified a need for one plot for a Travelling Showperson in the Local Plan area.
- 4.56 The GTAA also considered the requirement for transit sites within Coastal West Sussex. Transit sites serve a specific function of meeting the needs of Gypsy and Traveller households who are either visiting the area or are passing through. There are currently no public transit sites within Coastal West Sussex which has led to many unauthorised encampments, particularly during the summer months. The GTAA indicates that at least one 10 pitch transit site or emergency stopping place should be provided within the Coastal West Sussex area which would help to manage unauthorised encampments. The Council will continue to work with the other local authorities and the South Downs National Park to identify suitable location/s.
- 4.57 Phase 2 of the GTAA undertook an assessment of existing sites, a search for new sites and a survey of the district but was unable to identify any additional capacity to meet future needs. Therefore, there remains a need to identify a supply of land to meet the local target for pitches and plots. The GTAA recommends that:
- Consideration is given to including Gypsy and Traveller or Travelling Showpeople site provision within the potential strategic allocations;
 - Investigate with neighbouring authorities, including the South Downs National Park, the potential to meet Adur’s needs outside of its administrative boundaries through the Duty to Cooperate;
 - Include a criteria based policy against which to assess any future planning application for a Gypsy and Traveller, Travelling Showpeople or transit site. (See Revised Draft Policy 23 below).
- 4.58 There may be limited opportunities for Gypsy and Traveller or Travelling Showpeople site provision on the edges of the urban area within Local Green Gaps. However, it would have to be demonstrated

that the objectives of these designations would not be compromised by the development of such a site. The potential to expand Withy Patch to accommodate future needs generated from this site is currently being explored in conjunction with a potential new access onto the A27 serving the proposed strategic allocations at New Monks Farm and Shoreham Airport.

- 4.59 It is intended to produce a Development Plan Document to address the accommodation needs of Gypsies and Travellers and Travelling Showpeople in Adur. It will cover that part of Adur which lies outside the South Downs National Park. Please note however that should any accommodation needs be addressed through this emerging Local Plan or through engagement with other authorities in the sub-region (as part of the Duty to Co-operate), this DPD may no longer be required.

Revised Draft Policy 23: Provision for Gypsies, Travellers and Travelling Showpeople

-The Council will seek to deliver Gypsy, Traveller and Travelling Showpeople sites to meet all identified needs.

Proposals for new Gypsy, Traveller or Travelling Showpeople site/s or extensions to existing sites will be permitted provided that the following criteria can be satisfied:

- **The site should have safe access to the highway network and provision for parking and turning;**
- **The site should be well related to existing settlements where local services and community facilities (including schools and health services) can be accessed by foot, cycle and public transport as well as by car;**
- **Development should be of a scale that is sympathetic to the local environment and should not have an unacceptable adverse impact on the amenities of both residents of the site and occupiers of nearby properties, particularly in respect of noise and disturbance from vehicular movements, on-site business activities and other potential sources of noise;**
- **The site should be served, or be capable of being served by an adequate mains water supply, and electricity, drainage and sewerage connections;**
- **The site should not be located in an area of high flood risk (flood zone 3), on contaminated land or near refuse/landfill sites or electricity pylons. Where satisfactory flood risk mitigation measures are proposed however, development may**

be considered, and

- There is adequate provision for storage and maintenance of equipment, where required for Travelling Showpeople

In assessing applications for Gypsy and Traveller or Travelling Showpeople sites, the Council will have regard to the Good Practice Guide: Designing Gypsy and Traveller Sites (CLG, May 2008).

The Council may consider granting planning permission for sites outside of the Built Up Area Boundary provided that there is evidence of need, that the above criteria are met and that the intended occupants meet the definition of Gypsies and Travellers or Travelling Showpeople as set out in Government guidance.

Revised Draft Policy 24: Safeguarding Existing Gypsy and Traveller and Travelling Showpeople Sites

The existing Gypsy and Traveller site at Withy Patch in Lancing, (together with any new site/s that may come forward during the Local Plan period) will be safeguarded.

Proposals that would result in the loss of all or part of a site will be refused unless the Local Planning Authority is satisfied that the need for the provision of the site no longer exists in a particular location, or the proposal complies with other policies in the Local Plan and a suitable replacement Gypsy and Traveller or Travelling Showpeople site is provided.

PROTECTING AND ENHANCING EXISTING EMPLOYMENT SITES AND PREMISES

- 4.60 There are few readily-available and unconstrained sites in Adur to provide new employment floorspace so it is important that existing sites are protected to ensure a sufficient range of opportunities for people to work in the area and for businesses to locate and grow. This forms a key strand of this Local Plan's approach to supporting sustainable economic growth. Although it is recognised that Adur will always experience a significant degree of out-commuting, particularly to Brighton and Worthing, a loss of existing employment land would exacerbate this further as well as having a detrimental impact on Adur's economy as a result of decreased spend in the district.
- 4.61 The Adur Employment Land Review Update (2011) found that existing employment areas in Adur generally have reasonable occupancy rates. Any loss of employment land to other uses such as residential is likely to have a detrimental impact on the economy in the longer term. Proposed conversions to other uses on key employment sites will be resisted (see also the policies in Part Three of this Local Plan). Other employment sites will be protected unless proposals can demonstrate that they satisfy the policy criteria below.
- 4.62 It is noted that the permitted development rights allowing the change of use from B1 office to residential have come into force for a period of three years, up to 2016. However, given the longer-term nature of this Local Plan, the need to address other business use classes and other proposed changes of use, and the limited amount of employment floorspace in Adur, it is still considered necessary to include the following policy. In those circumstances where planning permission is required relevant applications will be determined in accordance with this policy.

Revised Draft Policy 25: Protecting and Enhancing Existing Employment Sites and Premises

Where planning permission is required, proposed conversions to uses other than employment (B1, B2 and B8 of the Use Classes Order) in the following employment sites will be resisted:

1. Rectory Farm Industrial Estate, Sompting
2. Lancing Business Park
3. Shoreham Airport
4. Dolphin Road Industrial Estate, Shoreham
5. Grange Industrial Estate, Southwick
6. Gardner Road, Fishersgate
7. Manor Hall Road (Chalex Works), Fishersgate
8. Mill Road and Chapel Road, Fishersgate

For sites not listed above, the preferred approach is that the conversion or redevelopment of land or buildings, currently or last in class B1, B2 or B8, for other uses will be resisted unless it can be satisfactorily demonstrated that the site or premises is/are genuinely redundant and unlikely to be re-used for B1, B2 or B8 uses within the Plan period, having regard to the following factors:

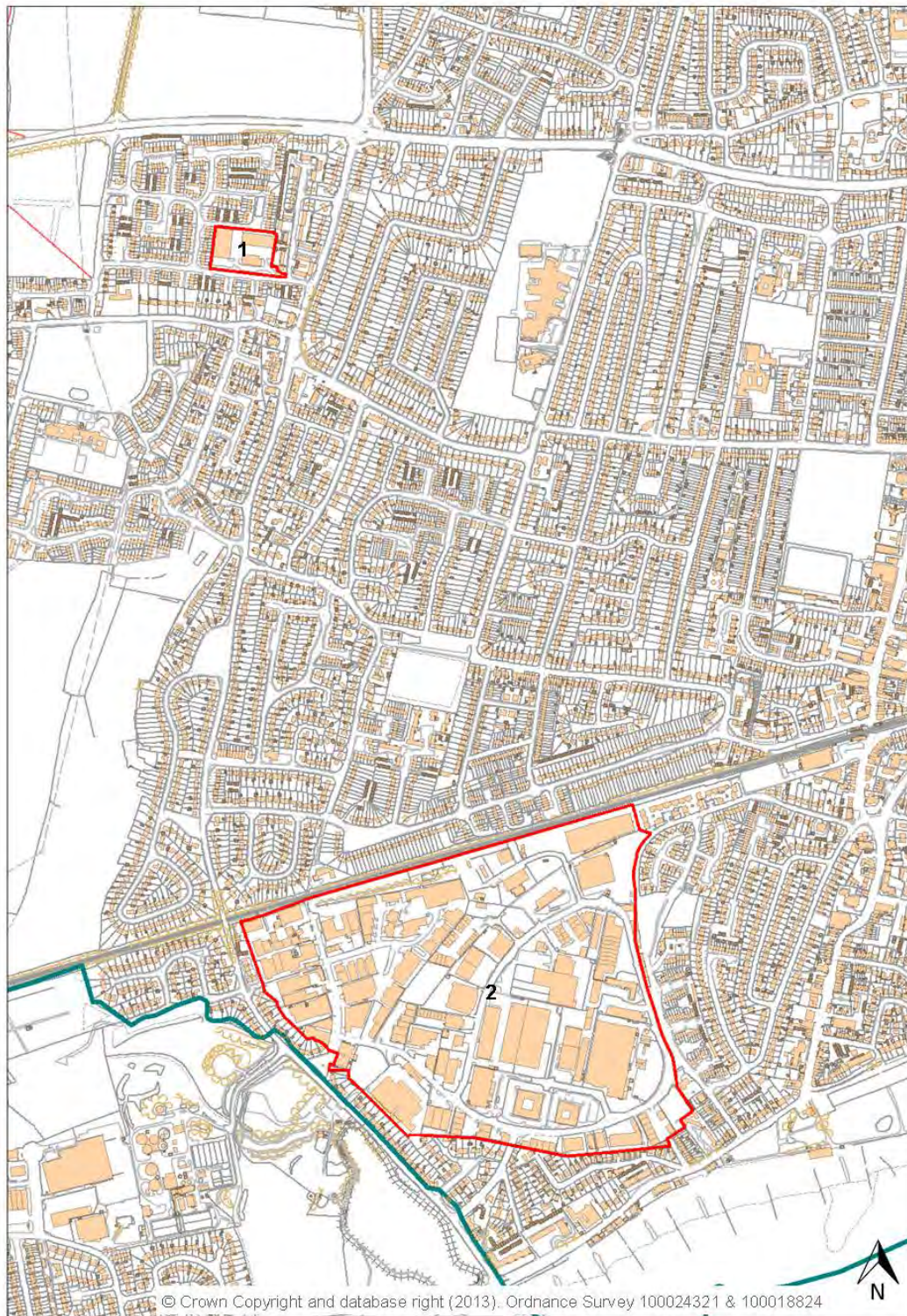
- (i) no effective demand exists or is likely to exist in the future to use the land or buildings for employment generating activities. Consideration should include the length of time the property has remained vacant, the attempts made to sell/let it, and the demand for the size and type of employment premises in the area; or
- (ii) the loss of a small proportion of employment floorspace would lead to a significant upgrade of the remaining employment floorspace.

Where either of the above criteria have been satisfied, a reduced amount of employment on the site as part of a mix of uses will be considered. Employment generating uses should be considered as part of this mix of uses. Complete loss of employment uses will only be acceptable where it has been demonstrated to the satisfaction of the Local Planning Authority that partial employment use cannot realistically be achieved.


A Supplementary Planning Document addressing the need to protect employment sites, and assessing genuine redundancy will be produced.

The upgrading of existing employment sites and buildings will be supported.

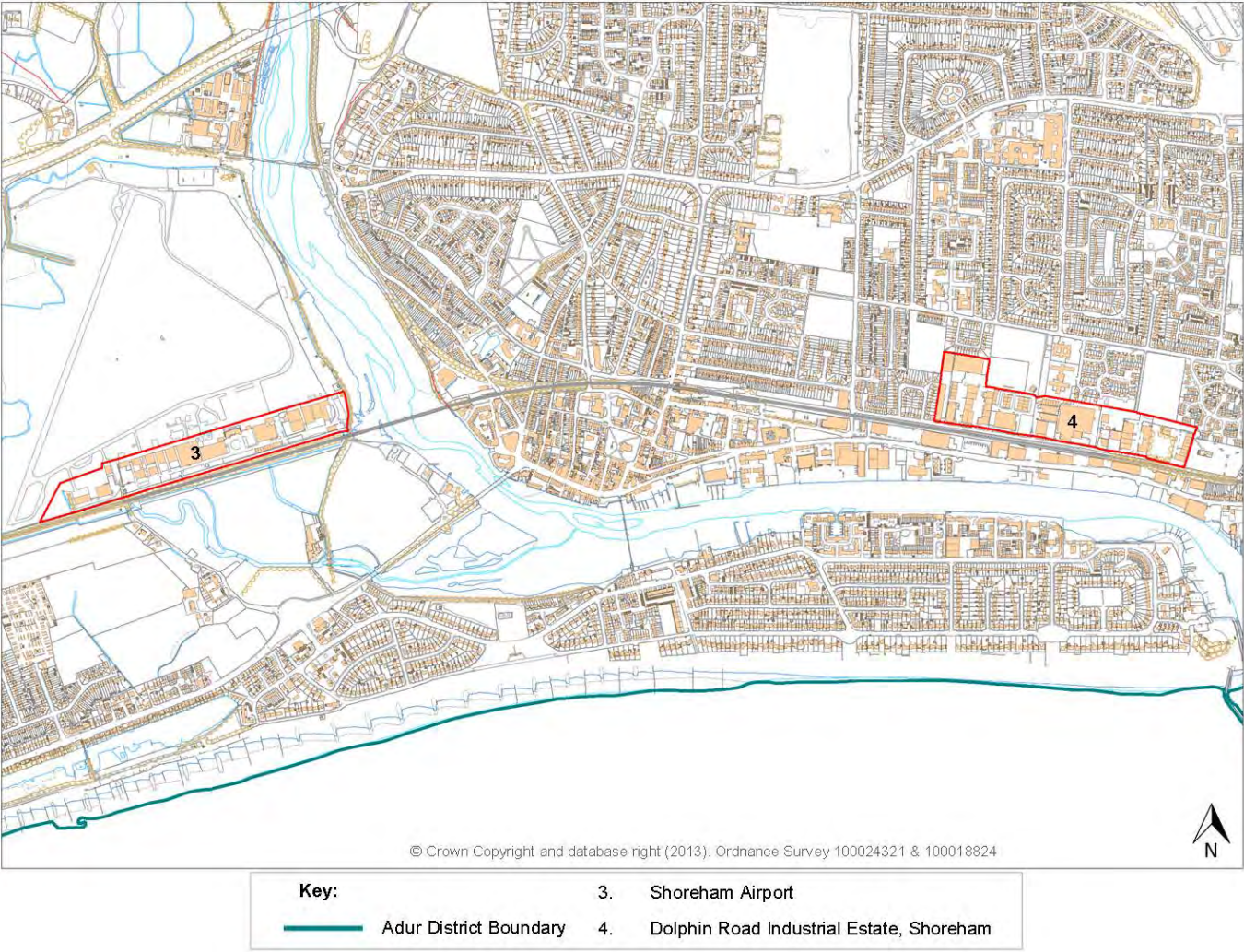
Map 23: Protected Employment Sites Sompting and Lancing



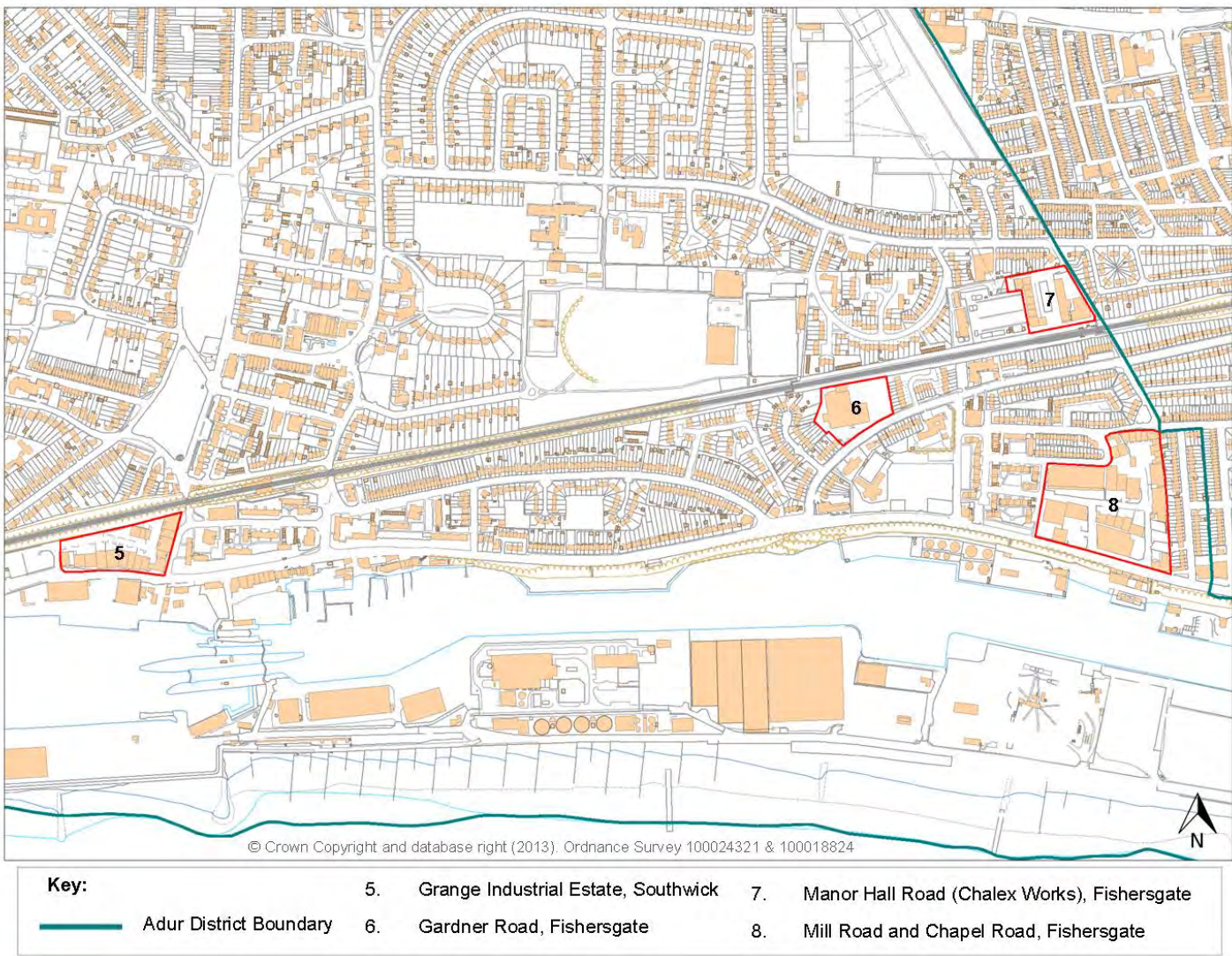
Key:

- | | | |
|---|--|------------------------|
| 1. Rectory Farm Industrial Estate, Sompting |  | Adur District Boundary |
| 2. Lancing Business Park | | |

Map 24: Protected Employment Sites Shoreham



Map 25: Protected Employment Sites in Southwick and Fishersgate



THE VISITOR ECONOMY

- 4.63 In 2011, Adur had approximately 896,500 trips by day visitors and over 86,800 trips by staying visitors¹¹. The district has a number of natural assets that can help to promote and encourage tourism such as the coast, the river and the South Downs National Park as well as a number of historic assets. In addition, Shoreham and Lancing are major destinations for kite-surfing, attracting participants from a wide area. There is potential to further enhance the visitor offer which will in turn help to diversify the local economy and potentially bring more money and investment into the district.
- 4.64 The amount of visitor accommodation in Adur is comparatively small compared to other districts and boroughs in West Sussex. For this reason, it is estimated that overall only 2.7% of all overnight trips involved use of the district's serviced accommodation. The majority of Adur's visitors who make overnight visits stay with friends and relatives¹². A Hotel and Visitor Accommodation Study (2008) for the Coastal West Sussex area indicated that the district would benefit from a hotel.
- 4.65 Due to the close proximity and limited amount of Adur's countryside, it is considered that visitor accommodation (hotels, guest houses, etc) is most appropriately located within the Built Up Area. This approach will protect the countryside, yet still allow easy access to the countryside and South Downs National Park. Similarly, visitor attractions will be expected to be located within the Built Up Area, unless it can be demonstrated that they require a countryside location, and comply with RD Policy 13 Adur's Countryside and Coast.
- 4.66 Food and drink is the largest category of expenditure by visitors to Adur¹³. Restaurants, pubs, cafes and bars play an important part in the 'evening economy', for both visitors and local people.

Revised Draft Policy 26: The Visitor Economy

The visitor economy should be promoted through the provision of new facilities including visitor accommodation, in locations with good public transport access and within the Built Up Area. Access (including new footpaths, cycleways and slipways) to the river, the coast and the South Downs National Park should be improved where possible.

All proposals for visitor facilities should be sensitively designed so as to minimise impacts on the environment to an acceptable level.

¹¹ Economic Impact of Tourism in Adur 2011, Tourism South East Research Unit.

¹² 75.6% of staying trips 2011. Economic Impact of Tourism on Adur 2011, Tourism South East Research Unit

¹³ 38% of expenditure associated with trips, Economic Impact of Tourism on Adur 2011, as above.

RETAIL, TOWN CENTRES AND LOCAL PARADES

- 4.67 The NPPF states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. It recognises town centres as the heart of their communities and sets out a sequential test for main town centre uses that are not in an existing centre and not in accordance with an up-to-date Local Plan to ensure a 'town centre first' approach.
- 4.68 The NPPF also states that the extent of town centres and primary shopping areas should be defined, based on a clear definition of primary and secondary frontages in designated centres, and that policies should make clear which uses will be permitted in such locations.
- 4.69 The three main centres in Adur are Shoreham-by-Sea, Lancing and Southwick (see Part 3 for more details). Town centre boundaries have been defined for each of these centres and primary and secondary frontages have been drawn up for Shoreham-by-Sea and Lancing. In addition to primary and secondary frontages, the town centres have also been divided into blocks. The purpose of these blocks is to provide more individual guidance appropriate to the nature of that specific frontage rather than generic 'one size fits all' guidance for all the primary and secondary frontages. Secondary frontages have not been designated in Southwick town centre due to its relatively small size. Primary shopping areas have also been defined for the town centres.
- 4.70 The Holmbush Centre also provides an out-of-town retail park serving a wider than local catchment.
- 4.71 The threshold for the requirement of an impact statement has been set at 1000sqm (rather than the default of 2,500sqm as set out in the NPPF) due to the relatively small size of the town centres in Adur and the disproportionate impact a large retail scheme may have on them. Town centre uses are defined in the NPPF.
- 4.72 There are a number of small local shopping parades throughout Adur serving day to day local needs. These are shown in Appendix RD3 and will be retained to help serve local needs and reduce the need to travel.

Revised Draft Policy 27: Retail, Town Centres and Local Parades

Within the defined town centre boundaries of Shoreham-by-Sea, Southwick and Lancing, town centre uses will be permitted, subject to compliance with other relevant policies.

Development within the primary and secondary shopping frontages will need to be in accordance with the place based policies in Part Three of this Plan.

New development for town centre uses outside of the defined town centre boundary (or Primary Shopping Area in the case of retail uses) will be assessed in accordance with the National Planning Policy Framework sequential and impact tests. An impact test will be required for any proposed retail development outside of the Primary Shopping Area with a floorspace of 1000sqm or more.

In the areas designated as local shopping parades, a predominant shopping use (as defined in the Town and Country Planning (Use Classes) Order 1987 as amended) on ground floor premises will be retained. Where proposals would result in a dominance of non-retail uses, this will only be acceptable where it can be demonstrated that retailing is no longer a viable use in that unit, particularly where it has remained vacant for a long period (normally a minimum of one year) and that reasonable attempts have been made to market it for retail purposes.

TRANSPORT AND CONNECTIVITY

4.73 The main objectives of the West Sussex Local Transport Plan (2011 - 2026) are to promote economic growth; tackle climate change; provide access to services, employment and housing and to improve safety, security and health. The Plan identifies the main transport issues which need addressing in Adur. These include the following:

- Road congestion during peak periods affects many parts of the highway network throughout Adur and causes poor air quality and noise problems. Roads particularly affected include the A27, A259 and the A270.
- Some junctions – in particular the roundabouts at North Lancing and Shoreham High Street¹⁴ are at or near capacity.
- Due to the geography and density of the developed area, physical improvements to the highway network, which require space outside the existing highway boundary, are challenging to deliver.
- Increased transport movements have negative impacts on the AQMA at A270 Old Shoreham Road/Upper Kingston Lane and the AQMA at Shoreham High Street.

¹⁴ Adur Local Plan and Shoreham Harbour Transport Study 2013

- In some areas HGVs divert onto unsuitable residential roads to avoid congestion.
- The pedestrian and cycle network could benefit from improvements, as it is indirect, disjointed in parts and has inadequate signing, safe crossing points and poor surfacing in some places. In addition there is a lack of safe pedestrian and cycle crossing points on the A27.
- On-street and off-street parking is insufficient to meet current demand and can result in parking problems, particularly around the railway stations and shopping areas. Traffic 'churn', as a result of vehicles seeking parking spaces, contribute to an already congested network and exacerbate air quality issues.
- Some areas are not well served by bus services.
- There is limited funding available for infrastructure improvements.

4.74 The 'Adur Local Plan and Shoreham Harbour Transport Study 2013' provides an assessment of the impact of potential housing and employment development on the transport network and identifies mitigation measures. The study indicates that the development of proposed Local Plan allocations and the Shoreham Harbour Regeneration Area can be accommodated if a suitable package of mitigation measures is provided. This package consists of capacity improvements to the highway network and sustainable transport improvements to reduce demand for the private car.

4.75 The Council will continue to work with the Highways Agency (with regards to the A27) and West Sussex County Council (the local Highway Authority) to address Adur's transport issues through the introduction of a range of measures, including those identified in the emerging transport strategy for Shoreham Harbour.

4.76 Encouraging the use of sustainable transport alternatives to the car is an important part of reducing pollution and congestion and creating a more pleasant environment. There is a need for improved public transport including enhanced rail access and interchange facilities (improving the environment and safety at stations), improving the existing cycle and pedestrian network and tackling traffic emissions and poor air quality.

4.77 In order to improve access and safety and to reduce congestion and rat-running, a number of improvements are needed to the road network and its junctions, particularly the A27 and A259. These will help to improve the interconnectivity between the main areas of employment

and help in the overall regeneration of the area.

- 4.78 A range of sustainable transport measures will be required from developers to reduce car dependence. These could include public transport facilities, bus shelters, bus priority measures, real-time information, road improvements, walking/cycle paths and facilities and provision of travel plans. Developer contributions will be sought for such measures via S106 agreements and undertakings and potentially via the Community Infrastructure Levy in due course. Depending on the type, size and location of a proposed development, Travel Plans and Transport Assessments may also be required in line with the NPPF and West Sussex County Council guidance¹⁵.
- 4.79 Working with West Sussex County Council, a Parking Review and Strategy for Adur's on-street parking and car parks will be produced in 2012. Controls to manage on-street parking around Shoreham town centre and the railway station (to address commuter parking in residential areas) are being considered.
- 4.80 Car parking standards aim to ensure that parking provided to serve new development is appropriate to the type and location of the development and does not encourage unnecessary car travel. Cycle parking should also be provided. Standards for vehicle and cycle parking have been produced by West Sussex County Council and adopted by Adur District Council.
- 4.81 Two areas within Adur have been designated as Air Quality Management Areas due to the high levels of pollution, specifically nitrogen dioxide: Shoreham High Street in Shoreham-by-Sea and Old Shoreham Road, in Southwick by Kingston Lane. Air Quality Action Plans have been developed to reduce the levels of pollution which include measures such as traffic control/management, new signage and variable message signs, speed limits, increased monitoring and a range of measures to reduce overall car usage.
- 4.82 HGVs are using inappropriate residential roads in parts of Adur in order to access the main industrial areas including Shoreham Harbour. A range of measures including the setting up of parcel collection points, improvements to the A27 and its links to the A259, routing agreements, improved signage and information, are to be investigated with the relevant stakeholders and partners.

¹⁵ A Travel Plan is a long term management strategy to meet sustainable transport objectives. A Transport Assessment provides detailed information on a range of factors relating to a proposed development and its immediate vicinity including safety, trip generation, access junction design and new infrastructure required.

Revised Draft Policy 28: Transport and Connectivity

In order to secure significant improvements to transport and mobility in Adur, new development should:

- Improve public transport and access to it where opportunities arise.
- Work with West Sussex County Council and Brighton and Hove City Council to promote a sustainable transport system along the coast to help in the regeneration of the area including Shoreham Harbour, ensuring that the A259 is improved.
- Provide for improvements to the road network, including the A259 and A27. Measures include junction improvements, traffic calming, and where necessary new roads. Appropriate mitigation measures to address capacity issues at a number of key junctions including the Sussex Pad on the A27 will be sought.
- Encourage proposals to extend the existing cycle network and secure a network of cycle and pedestrian facilities linking urban areas, key sites, open space, countryside and coast. These will include new and improved rights of way as well as improved access across the A27.
- Ensure that new development is located and designed to minimise the need for travel, facilitates and promotes the use of alternative sustainable modes of transport to the private car and provides or contributes to the necessary infrastructure to serve the development and to mitigate against any adverse impacts to an acceptable level. Travel plans and Transport Assessments will be required for certain developments in line with West Sussex County Council guidance and the National Planning Policy Framework.
- Ensure new development contributes to the mitigation of air pollution, particularly in Air Quality Management Areas. Air quality assessments may be required. Where practical, new development should be located and designed to incorporate facilities for electric vehicle charging points, thereby extending the current network.
- Where appropriate, implement measures to address on and off-street parking issues, following completion of the Adur Parking Review and Strategy and survey work of Shoreham town centre by West Sussex County Council.

- **Apply the most up-to-date car parking and cycle parking standards.**
- **Pursue with West Sussex County Council ways of managing the impact of HGVs in Adur and implement measures as appropriate.**
- **Implement an area-wide behaviour change programme to encourage sustainable modes of transport and reduce demand for the private car. This should include a package of travel behaviour initiatives.**

DELIVERING INFRASTRUCTURE

- 4.83 New development often generates a need for additional or improved infrastructure or facilities, in order to make it acceptable in planning terms. At present, infrastructure is secured through legal s106 agreements or undertakings containing planning obligations.
- 4.84 The term infrastructure includes a wide range of items, such as utilities, green infrastructure (including open space); sports facilities; play areas; roads; public transport; education; libraries; health facilities; flood defence; drainage; waste and recycling; and public art. (This is not an exhaustive list). It can also include management agreements to ensure that effective arrangements are in place to look after infrastructure. The delivery of various forms of infrastructure required in this Local Plan is a fundamental part of delivering the Vision for Adur.
- 4.85 The proposed strategic development sites will be required to deliver infrastructure on-site to serve their communities, and if appropriate, financial contributions for off-site facilities. Delivery of major infrastructure will often require a multi-agency approach and partnership working. Smaller sites should also contribute towards the delivery of facilities and services to ensure that the cumulative impacts of development can be managed and provided for in a timely and effective way.
- 4.86 To address this, the Council is progressing work towards the use of the Community Infrastructure Levy (CIL). Once adopted, this will be applied to new development across the Adur Local Plan area¹⁶. The type of developments which CIL will be applied to and the appropriate rates for different land uses have yet to be determined. This will be based on viability assessment. In addition, in certain cases site-specific infrastructure requirements required to make a specific development acceptable in planning terms will be sought. This 'site specific' infrastructure would include facilities and services which are essential

¹⁶ The South Downs National Park Authority will be developing their own CIL in due course which will cover the areas of the District which fall within the Park boundary.

for development to take place on individual sites or which are needed to mitigate the impact of development at the site or neighbourhood level. Further details relating to the use of CIL and how it will operate will be developed in due course. In addition, a 'Guidance on Infrastructure Provision' SPD will be developed to clarify when a section 106 agreement or undertaking would be appropriate.

- 4.87 A Draft Infrastructure Delivery Plan (IDP) is being developed. Following the adoption of the Local Plan the IDP will be regularly updated. It will set out the infrastructure needs associated with the implementation of this Local Plan, how they will be delivered, by which agencies, and how they could be funded.
- 4.88 It should be noted that this policy addresses the mechanisms required to secure infrastructure. Requirements relating to the specific types of infrastructure to be provided are addressed elsewhere.

Revised Draft Policy 29: Delivering Infrastructure

Development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, or where it gives rise to a need for additional or improved infrastructure.

Infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.

The Council will seek to develop a Community Infrastructure Levy (CIL) for the area covered by this Local Plan, to address the delivery of infrastructure, including that required for the regeneration of Shoreham Harbour.

Prior to the adoption of a CIL charging schedule, planning obligations from developers to secure the delivery of infrastructure will be provided by way of legal undertaking or agreement pursuant to s106 of the Town and Country Planning Act 1990 (as amended). Where appropriate these will continue to be used after the adoption of CIL to secure site specific infrastructure delivery, any financial contributions and/or phasing. An Infrastructure Provision SPD will also be prepared.

Proposals by service providers for the delivery of utility infrastructure to meet the needs generated by new development and by existing communities will be permitted.

GREEN INFRASTRUCTURE

- 4.89 The NPPF states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. It also states that planning should contribute to and enhance the local and natural environment.
- 4.90 Planning policies can have direct and indirect effects on both human health as well as the health of many other forms of biodiversity. The provision of a green infrastructure network is a key way of improving health and biodiversity across Adur through the planning system.
- 4.91 The Government, in its White Paper ‘The Natural Choice: Securing the Value of Nature¹⁷’ defines Green Infrastructure (GI) as the following:
- “Green Infrastructure is a term used to refer to the living network of green spaces, water and other environmental features in both urban and rural areas. It is often used in an urban context to cover benefits provided by trees, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands.*
- Green Infrastructure is also relevant in a rural context, where it might refer to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification. Green Infrastructure maintains critical ecological links between town and country.”*
- 4.92 Government guidance supports a strategic approach to the identification and delivery of green infrastructure. Green infrastructure is a ‘multifunctional’ resource. As well as conserving and enhancing biodiversity as it can provide benefits in terms of recreation, water management, climate change adaptation, and social and cultural benefits to help promote health and well-being
- 4.93 Key areas of green infrastructure in Adur District include the South Downs National Park, the River Adur SSSI and Cissbury Ring¹⁸. In addition the Local Green Gaps between Worthing-Sompting/ Lancing and Sompting/ Lancing – Shoreham-by-Sea are also part of Adur’s GI network. In addition to these sites there are a number of Sites of Nature Conservation Importance (SNCIs) and Local Nature Reserves as well as undesignated sites that make an important contribution. Other forms of open space, including parks, play areas, and private gardens, also contribute to the overall ‘GI’ network.
- 4.94 The Green Infrastructure Wildlife Corridors Study (2009) and the Shoreham Harbour Joint Area Action Plan Assessment of Open Space and Recreation (2009) proposed the creation of a network of ‘green

¹⁷ DEFRA June 2011.

¹⁸ Although please note that some of these lie outside of the area covered by the Local Plan.

corridors' linking town centres, communities, open spaces, the coast and countryside. Green corridors include river banks, road and rail corridors, cycleways and rights of way and are a valuable element of GI and can have recreational as well as biodiversity benefits.

- 4.95 Strategic sites, such as the proposed housing allocations in Part 2 of this Plan will be expected to make significant contributions to the green infrastructure network on-site. Other new developments should seek to incorporate elements of green infrastructure into their design where appropriate, for example through provision of green roofs, SuDS¹⁹, landscaping, tree planting etc.
- 4.96 A Green Infrastructure Strategy will be produced in order to provide a holistic approach to the provision of green infrastructure and to maximise the many benefits that green infrastructure brings.

Revised Draft Policy 30: Green Infrastructure

Green infrastructure will be protected and enhanced and access to it improved where necessary and appropriate. When considering green infrastructure provision, the ecological characteristics of the area will be taken into account in order to maximise the biodiversity benefits.

Developments will be required to incorporate elements of green infrastructure into their overall design, and/or enhance the quality of existing Green Infrastructure as appropriate.

The Council will work with relevant partners and developers to facilitate the creation of an integrated network of green infrastructure in Adur. A Green Infrastructure Strategy will be produced and developments will be expected to comply with this document.

The planting of trees will be supported and encouraged and Tree Preservation Orders will be made to ensure that healthy locally important trees that make a positive contribution to the streetscene are protected.

BIODIVERSITY

- 4.97 The NPPF states that Local Planning Authorities should aim to conserve and enhance biodiversity, and sets out how biodiversity issues should be addressed when determining planning applications.

¹⁹ Sustainable Drainage Systems

- 4.98 All new developments will be required to take account of and incorporate biodiversity features at the design stage
- 4.99 Conserving biodiversity is not just about protecting rare species and designated nature conservation sites. It also encompasses the more common and widespread species and habitats, all of which make an important contribution to quality of life. The Council will work with partners to conserve and enhance the biodiversity and geological diversity of Adur.
- 4.100 There are 5 Biodiversity Opportunity Areas (BOAs) in the district (although some lie outside of the area covered by the Local Plan). These include Shoreham Estuary and Beach, Adur to Newtimber including Mill Hill (South Downs National Park), Central Downs Arun to Adur (South Downs National Park), and Crooked Moon to Thundersbarrow (South Downs National Park). The BOAs are regional priority areas of opportunity for restoration and creation of Biodiversity Action Plan (BAP) habitats and are a spatial representation of the BAP targets and area.
- 4.101 The issue of coastal squeeze is a particular issue in the south east of England and poses a significant threat to coastal habitats. Over the next twenty years coastal squeeze is likely to result in the loss of a significant amount of intertidal flats and saltmarsh. This is an issue for Adur due to its coastal location, the Adur Estuary SSSI and the compact nature of the district. New development that could result in further coastal squeeze will need to demonstrate how it is addressing this issue.

Revised Draft Policy 31: Biodiversity

All development should ensure the protection, conservation, and where possible, enhancement of biodiversity, including nationally and locally designated sites, Biodiversity Opportunity Areas (BOAs), marine habitats and other Biodiversity Action Plan (BAP) habitat areas, wildlife corridors, and protected and priority species. New development must seek opportunities to protect and, where possible, enhance biodiversity. If significant harm cannot be avoided (by locating on an alternative site with less harmful impacts), adequately mitigated, or compensated for, then planning permission should be refused.

Nationally designated sites: Proposed developments which would adversely affect a Site of Special Scientific Interest (SSSIs) (individually or cumulatively) will not normally be permitted. Exceptions will only be made where the benefits of the development on the particular site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts.

Local Designations: Proposals for development in, or likely to have an adverse effect (directly or indirectly) on a Local Nature Reserve, Site of Nature Conservation Importance (including ancient woodlands or wildlife corridors) or Regionally Important Geological/Geomorphological Site will not be permitted unless it can be demonstrated that reasons for the proposal outweigh the need to safeguard the nature conservation value of the site/feature.

Where appropriate, the Authority will use planning conditions or obligations to provide appropriate, enhancement and site management measures, and where impacts are unavoidable, mitigation or compensatory measures.

Where relevant, new development adjacent to the Adur Estuary or the coast will have to demonstrate how it is addressing the issue of coastal squeeze.

OPEN SPACE, RECREATION AND LEISURE

4.102 Designated open space used for recreation and leisure purposes forms a key component of a green infrastructure network. An Open Space, Sport and Recreation Study was produced for Adur District in 2005 and updated in 2009. It concluded that, generally, the quantity of open space in Adur is satisfactory and that Adur has predominantly good quality, accessible open spaces. However, there are some areas in the district which fall short of the minimum provision standards for certain types of open space and there is therefore a need to address this shortfall over the plan period. As well as outdoor recreation and leisure space, the study also addressed the provision of, and requirements for built leisure facilities. A Playing Pitch Strategy for Adur District was also produced in 2007 which identified a significant shortfall in playing pitches.

4.103 The Open Space, Sport and Recreation Study set a number of local standards regarding the quantity, quality and accessibility of different open space typologies. In terms of quantity, the standards are as follows (all quantities are per 1000 population):

Parks and gardens	0.06 ha
Natural and semi-natural green space	1.4ha
Amenity greenspace	0.81ha
Provision for children and young people	0.14ha
Outdoor sports facilities	1.5 ha
Allotments and community gardens	0.3ha

- 4.104 A new Open Space Strategy is being developed, which will include an update of the Playing Pitch Strategy and any implications will be reflected in the Local Plan in due course.

Revised Draft Policy 32: Open Space, Recreation and Leisure

Major development for residential use will be required to provide open space on site in accordance with the Council's adopted standards. The type of open space to be provided will be determined by the scale and type of development and the needs of the area.

The loss of existing open space as indicated on the Policies Map, sports and recreation buildings facilities will be resisted unless:

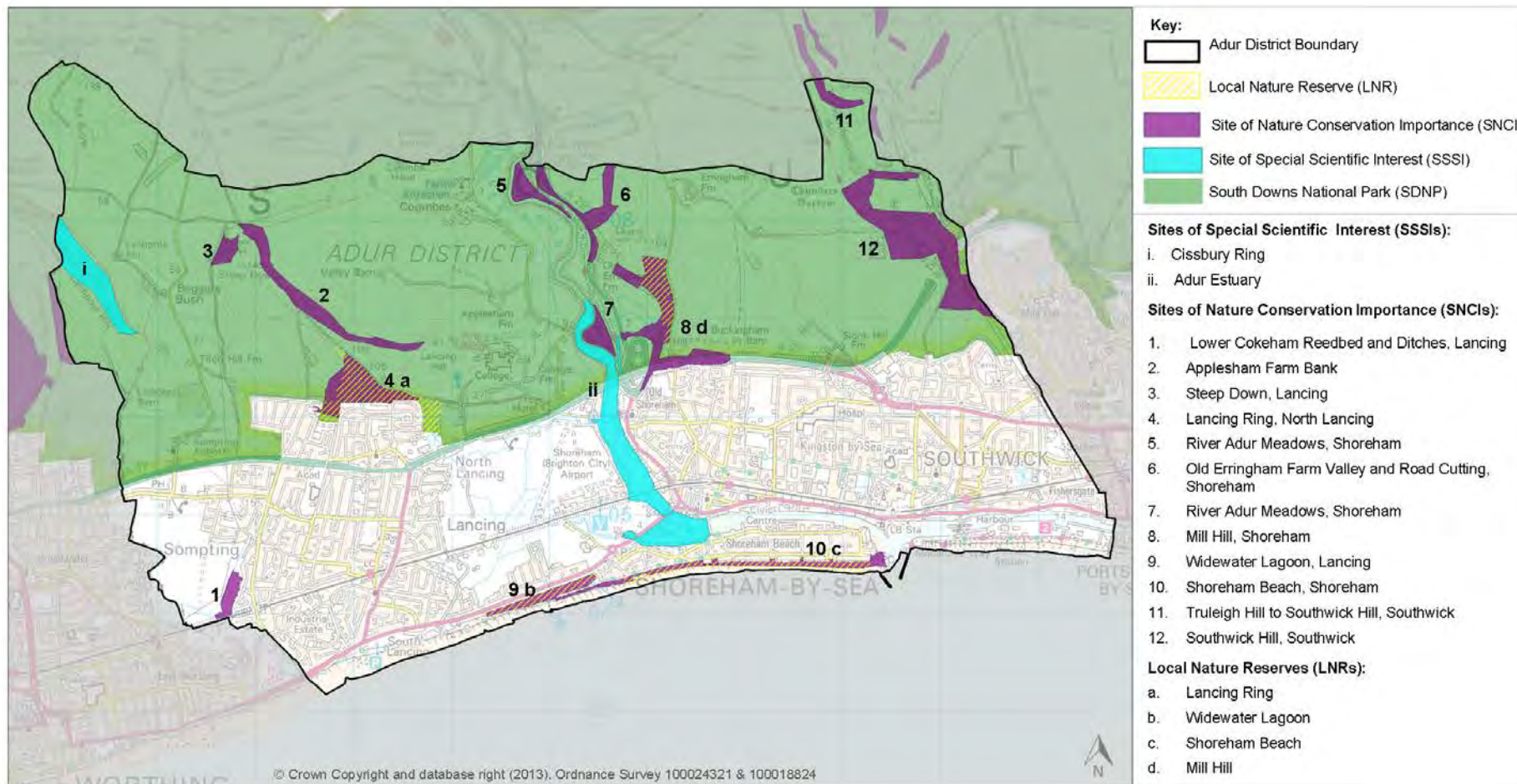
- **The open space, buildings or land has become surplus to requirements and is not required to meet any other shortfalls in open space types; or**
- **The loss resulting from the proposed development would be replaced by equivalent or improved provision in terms of quantity and quality in a suitable location.**

Proposals for built sports facilities will be supported where they are in accordance with other policies in this plan.

A Green Infrastructure and Open Space SPD will be produced.

For information, a Policies Map will be produced to accompany the Local Plan. This will show protected open spaces.

Map 26: Adur's Natural Assets



PLANNING FOR SUSTAINABLE COMMUNITIES

- 4.105 Ensuring that appropriate and sufficient social and community infrastructure is provided is a vital part of delivering healthy, sustainable communities. A range of facilities may be required, or improvements made to existing facilities, to address issues arising from changes in population or deprivation. For the purposes of this policy, social and community facilities may be defined as community venues, cultural buildings, places of worship and health facilities.²⁰
- 4.106 Work is being carried out to assess current facilities and future requirements in Adur given future development, including strategic development at Shoreham Harbour and elsewhere. Should this or other work identify social and community infrastructure requirements for Adur, these will be reflected in the Local Plan and Infrastructure Development Plan as appropriate.
- 4.107 It is also important to ensure that social and community facilities are protected, where they are viable and used.
- 4.108 Health is a material consideration in relevant planning decisions. The document 'Steps to Healthy Planning: Proposals for Action'²¹ states that LDFs should contain policies on health and that planning authorities and the public health service should work together. Ways in which the Local Plan can contribute to a healthy environment include:
- Locating development near to existing facilities, town centres, etc, thereby reducing the need to travel by car. Shorter trips are more likely to be made on foot or by bicycle, which has health benefits, and such journeys do not contribute to CO2 emissions.²²
 - Creating well-designed public spaces which people enjoy using and feel safe in.²³
 - The provision of open space and green infrastructure.
 - Addressing the planning aspects of pollution.
- 4.109 The health service providers in Adur are the Western Sussex Hospitals Trust and Coastal West Sussex Clinical Commissioning Group and Adur Clinical Commissioning Group. These recognise the health issues associated with deprivation which occur in Adur. In addition a Wellbeing Hub has been set up for Adur (and another in Worthing) - a partnership between Adur District, Worthing Borough and West Sussex County Councils, and NHS Sussex. The Hub provides universal advice and support for adults and families on lifestyle issues that

²⁰ Open spaces and built sports facilities are covered by Revised Draft Policy 32

²¹ Steps to Healthy Planning: Proposals For Action. Spatial Planning and Health Group June 2011

²² See Parts Two and Three of this Local Plan

²³ See Quality of the Built Environment and Design policy.

impact on health and wellbeing and signposts to other services. It works with all communities but targets those most in need in areas of deprivation and disadvantaged groups.

- 4.110 The Sustainability Appraisal process also considers the impact of the proposals and policies of this Local Plan on health. The use of these assessments will ensure that the health impacts of development are identified and addressed at an early stage in the planning process.

Revised Draft Policy 33: Planning for Sustainable Communities

Development which would result in the loss of existing social or community facilities will only be permitted where:

- **It can be demonstrated there is no demand for the facility within the area and the premises have been marketed for a reasonable period of time; or**
- **There is alternative provision available locally that is accessible, and at least equivalent in terms of quality; or**
- **The proposed development would provide an alternative social and community facility.**

The Council will work with health care providers to deliver up-to-date healthcare facilities, and with the providers of other social and community infrastructure to deliver appropriate facilities in accessible locations, to meet local needs.

The reduction of health inequalities and initiatives to facilitate healthier lifestyles will be supported, where these can be delivered through the planning system.

- 4.111 For the purposes of the policy above, ‘the area’ referred to in the first bullet point will be dependent upon the type and scale of facility in question, and its catchment area. It may commonly relate to the neighbourhood, although not necessarily in every case.

POLLUTION AND CONTAMINATION

- 4.112 Air quality is an issue within Adur, primarily as a result of traffic congestion. Two Air Quality Management Areas (AQMAs) have been designated at Shoreham High Street and Old Shoreham Road, Southwick, and the Brighton AQMA borders the district boundary. Adur has an Air Quality Action Plan and an Air Quality and Emission Mitigation guidance document is currently being prepared by ‘Sussex –

air' which will address air quality throughout the district²⁴ (which will complement the existing Air Quality Action Plan²⁵). A guidance note or Supplementary Planning Document will be developed in due course. Air Quality Assessments will be required in conjunction with relevant development proposals to demonstrate that there are no potential adverse impacts on health, or to show how any impacts can be mitigated.

- 4.113 The measures indicated in the Transport and Accessibility, Green Infrastructure and place-based policies to achieve improved cycle and walking routes and improve public transport will all play a part in encouraging modal shift, particularly on local journeys, and therefore contribute to reducing the amount of emissions produced by vehicles. In addition, the layout of development can be important - for example, levels of air pollutants drop off rapidly with distance from the road so locating facades as far as possible from the kerbside will help and will also reduce the impact of noise.²⁶
- 4.114 Noise pollution is also a local issue, again primarily related to transport. Shoreham Airport has a draft Noise Action Plan (2010-2015), prepared in line with the Environmental Noise (England) Regulations 2006, which contains Noise Level contour maps and an Action Plan. In addition, Defra²⁷ has indicated several 'Important Areas' for noise in Adur, all of which are related to either the A27 or A259. DEFRA's Noise Policy Statement sets out current policy and practice in noise management. Planning decisions in Adur will, where relevant, be informed by the Brighton Agglomeration Noise Action Plan (DEFRA 2010) which includes Adur District. The Council will work with the relevant bodies to reduce the number of dwellings impacted by noise in the district.
- 4.115 Noise assessments (to include assessment of the impact of traffic noise where appropriate) may be required in conjunction with relevant proposals. Sussex-wide guidance is currently being developed²⁸, and a guidance note will be produced in due course.
- 4.116 With regard to contaminated land, the Council aims to:
- encourage the re-use of previously developed land (brownfield sites) to reduce the demand for developing green-field sites;
 - help regenerate areas;
 - reduce risks posed to human health and the environment.

²⁴ This document will make clear as to when an Air Quality Assessment will be required to support planning applications.

²⁵ Air Quality Action Plan, Adur District Council, July 2007.

²⁶ Light pollution is addressed in the Quality of the Built Environment and Public Realm policy.

²⁷ The Department for the Environment, Food and Rural Affairs.

²⁸ This document will make clear as to when a Noise Assessment will be required to support planning applications.

- 4.117 The Council will endeavour to ensure that all contaminated land²⁹ is remediated prior to development and/or during construction to a level appropriate to its proposed use. In order to achieve this investigations and assessments of all sites situated on or in close proximity to potentially contaminated land will be required in conjunction with relevant development proposals. The purpose of these investigations and assessments is to ascertain whether the land poses potential risk to human health and the environment and if necessary, outline remedial measures and future monitoring to mitigate and monitor the risk. All investigations of potentially contaminated land should be carried out in accordance with established procedures.³⁰
- 4.118 In accordance with the NPPF (which sets out the Government's planning policy approach to pollution issues) where a site is affected by contamination or land stability issues responsibility for securing a safe development rests with the developer and/or landowner. A desk study report and site reconnaissance is the minimum requirement of information that should be provided with a planning application. Following remediation, the land should not be capable of being determined 'contaminated land' under Part IIA of the Environmental Protection Act 1990.
- 4.119 Conditions may be used to secure pollution mitigation measures in new developments.

Revised Draft Policy 34: Pollution and Contamination

Development should not result in pollution or hazards which prejudice the health and safety of the local community and the environment, including nature conservation interests and the water environment.

New development in Adur will be located in areas most suitable to the use of that development to avoid risks from noise, air or light pollution.

Mitigation measures will need to be implemented for developments that could have a negative impact on pollution or drinking water supplies in Adur, including the Air Quality Management Areas. Any new development that would have an unacceptable impact on levels of pollution in Adur and cannot be mitigated to an acceptable level will be resisted.

Guidance and/ or Supplementary Planning Documents relating to Noise and Air Pollution will be produced by the Council.

²⁹ As defined under Part IIA of the Environmental Protection Act 1990

³⁰ such as British Standard 10175:2001 Investigation of Potentially Contaminated Land – Code of Practice.

Air quality assessments and/or noise assessments will be required in conjunction with development proposals.

Investigations and assessments of all sites situated in or in close proximity to potentially contaminated land will be required in relation to relevant development proposals.

WATER QUALITY AND PROTECTION

4.120 In 2003 the Water Framework Directive became part of UK law. This provides an opportunity to deliver a better water environment focussing on:

- Surface freshwater (including lakes, streams and rivers)
- Groundwater
- Groundwater dependent ecosystems
- Estuaries

4.121 Key water features in Adur are the River Adur SSSI estuary and the Teville Stream. There are also five Groundwater Source Protection Zones (SPZs).

4.122 Under the Water Framework Directive, the Environment Agency has prepared a River Basin Management Plan for the South East River Basin District. This plan assesses the pressures facing the water environment in the area and the actions that will address them.

4.123 It is essential that new development does not have a detrimental impact on water quality in Adur and, where possible and necessary, development should contribute to water quality enhancements. Appropriate Sustainable Drainage Systems (SuDS) can also contribute to water quality through filtration.

Revised Draft Policy 35: Water Quality and Protection

Development proposals that have an unacceptable impact on the quality and potential yield of local water resources and the water environment will not be permitted.

A preliminary risk assessment will be required for any development where there is potential risk of contamination of controlled waters

New development within Groundwater Source Protection Zones will not be permitted unless mitigation measures can be secured to the satisfaction of the Local Planning Authority and the Environment Agency.

FLOOD RISK AND SUSTAINABLE DRAINAGE

Flood Risk

- 4.124 With the effects of climate change creating wetter, warmer winters and rising sea levels, the risk of flooding is increasingly putting the natural and built environment as well as people's livelihoods and safety under threat. Flood risk is a significant issue in Adur due to its coastal location and the River Adur bisecting the district. The large area of open land between Shoreham and Lancing, as well as more urban areas including parts of Shoreham town centre are in areas with a high probability of flooding.
- 4.125 The Council's Strategic Flood Risk Assessment (SFRA) was updated in 2012 to help inform the location of future development within the district. As well as being a useful tool for the Council in terms of land-use planning and emergency planning, the SFRA should also be used by developers when considering new development and should, where necessary, inform their Flood Risk Assessments (FRAs). However, the SFRA should not be considered the sole source of information, particularly with regard to surface water and groundwater flooding. Developers should have regard to, amongst other things, the West Sussex County Council's Flood Risk Management Strategy and the records the County Council keep as part of their Lead Local Flood Authority role as well as the County Council's Preliminary Flood Risk Assessment (PFRA).
- 4.126 The SFRA has shown that there are a number of different types of flood risk in the district and that in addition to tidal and fluvial flooding, many parts of Adur are subject to groundwater and surface water flooding. The groundwater flood risk mainly results from the geology of Adur which is dominated by chalk and much of the surface water in the district originates from run-off from the steep slopes of the South Downs.
- 4.127 The SFRA recommends that a detailed site specific flood risk assessment be submitted with planning applications as set out in the policy below. This approach goes beyond national guidance but is considered appropriate given the surface water and groundwater issues in the district.
- 4.128 In addition to the SFRA, the Council will work with relevant partners to help implement the aims of the Beachy Head to Selsey Bill Shoreline Management Plan First Review (2006) and the resulting Rivers Arun to Adur Flood and Erosion Management Strategy 2010-2020.
- 4.129 In assessing the suitability of sites for various uses in this Local Plan, the approach set out in the NPPF has been used to ensure that flood

risk has been properly taken into account to avoid inappropriate development in areas at risk of flooding. To ensure that sites with little or no flood risk are developed in preference to areas at high flood risk, the Council has carried out, in accordance with the NPPF, a Sequential Test informed by the SFRA. The Sequential Test takes into consideration the vulnerability of the development proposed, ensuring that the more vulnerable uses are directed away from areas of high flood risk.

- 4.130 Where sites have passed the sequential test, they have been assessed against the objectives of the Sustainability Appraisal to determine whether the sustainability benefits to the community outweigh flood risk as part of the Exceptions Test. The sites that demonstrate these wider benefits have been allocated in this plan. The second part of the exceptions test requires that a site specific flood risk assessment must be undertaken to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. This part of the exceptions test would be undertaken at the planning application stage.
- 4.131 It has not been possible to locate all sites within areas at low risk of flooding due to the limited capacity of Adur for further development as well as wider sustainability and regeneration objectives for the district. The Environment Agency, as part of the Rivers Arun to Adur Flood and Erosion Management Strategy 2010-2020, are working to secure funding for a flood defence scheme along both the east and west bank of the River Adur, which will help to considerably reduce the risk of tidal flooding in the district. Subject to funding being confirmed, an indicative completion date for this scheme is 2017.
- 4.132 Please see Part Two for more site-specific information on flood risk.

Sustainable Drainage

- 4.133 Sustainable Drainage Systems (SuDS) are a way of managing rainwater falling on roofs and other surfaces. The key objectives are to manage the flow rate and volume of surface runoff to reduce the risk of flooding and water pollution. SuDS also reduce pressure on the sewerage network and can improve biodiversity and local amenity. A SuDS Approval Body is likely to be set up for West Sussex which will approve all surface water drainage schemes prior to construction.

Revised Draft Policy 36: Flood Risk and Sustainable Drainage

The Council will work with relevant bodies to ensure that flood risk in Adur is reduced.

A site specific flood risk assessment must be submitted with planning applications for:

- Proposals of 1 hectare or greater in Flood Zone 1
- All development in Flood Zones 2 and 3
- All development or change of use, regardless of flood zone or size, where flood risk from other sources (surface water, sewer, groundwater) is identified by the Strategic Flood Risk Assessment.

The flood risk assessment will need to demonstrate that development:

- is appropriately flood resilient and resistant, includes safe access and escape routes where required, and that any residual risk can be safely managed;
- will be safe for its lifetime taking account of the vulnerability of its users;
- will not increase flood risk elsewhere;
- will, where possible, reduce flood risk overall; and
- will give priority to the use of sustainable drainage systems.

New development within Adur must include some form of Sustainable Drainage System (SuDS) or other appropriate design measures in order to reduce the risks of surface water flooding and to mitigate the risk of pollution to groundwater sources. SuDS should be considered before other forms of disposal.

Substantial storage through SuDS will be required to achieve a reduction in runoff to levels below that experienced prior to development. On relevant sites, storage of runoff during the high part of the tidal cycle should be addressed. SuDS must be designed sensitively and must seek to enhance landscapes, increase biodiversity gains, and provide quality spaces.

For all developments, applicants will be required to demonstrate that acceptable management arrangements are in place and funded to ensure the ongoing maintenance of SuDS into the future. Where it is not practical to provide SuDS on site, the development of strategic level SuDS may be considered appropriate. In these circumstances, contributions may be required through s106 undertakings/ CIL.

TELECOMMUNICATIONS

4.134 The ways in which people shop, work and communicate have changed in recent years, and are likely to continue to do so due to further developments in technology throughout the lifetime of this plan. Although it is difficult to predict the precise impacts of these changes, a balance should be struck between facilitating communication and

ensuring that the environment is protected.

- 4.135 In certain situations planning permission for works are provided through provisions within the Town and Country Planning (General Permitted Development) Order 1995 (as amended) subject to the limitations and conditions specified therein being satisfied.

Revised Draft Policy 37: Telecommunications

The expansion of electronic communication networks including high-speed broadband connections will be supported. Proposals should demonstrate that:

- **All opportunities for mast sharing, or the use of existing buildings or structures have been thoroughly assessed; and**
- **There are no satisfactory alternative sites available.**

Applications for telecommunications development (including for prior approval) should be accompanied by the necessary evidence to support development, including evidence which demonstrates that the proposal is the least environmentally harmful option, and includes a statement that self-certifies that the cumulative exposure will not exceed the guidelines of the International Commission on Non-Ionising Radiation Protection.

All proposals for telecommunications development should ensure that siting and design of the equipment results in acceptable visual impact. Conditions or planning obligations may be used to secure landscaping as well as restoration of the site once operation has ceased.

APPENDICES:

**Appendix RD1: Proposed Amendments to Built Up Area Boundary –
Maps**

**Appendix RD2: Local Green Gaps (formerly known as Strategic
Gaps) - Maps**

Appendix RD3: Local Parades – Maps

Appendix RD4: Duty to Co-operate

Appendix RD5: Delivery and Implementation

Appendix RD6: Monitoring

Appendix RD7 : Glossary

**Appendix RD8: Shoreham Harbour Regeneration - Viability and
Deliverability Progress Update**

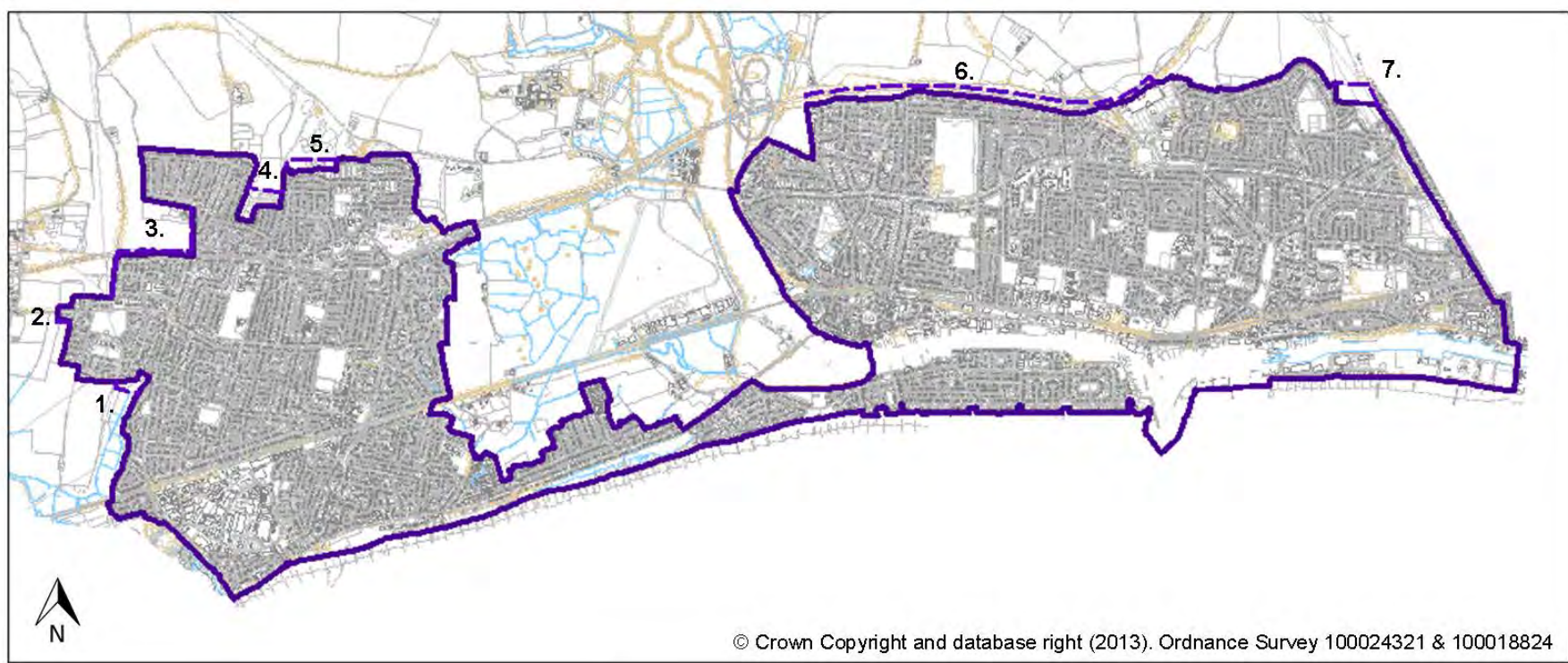
Appendix RD9: A Spatial Portrait of Adur

Appendix RD10: Main Results of Transport Study

Appendix RD1: Proposed Amendments to Built Up Area Boundary – Maps



Map 27

Proposed Amendments to Built Up Area Boundary – Overall



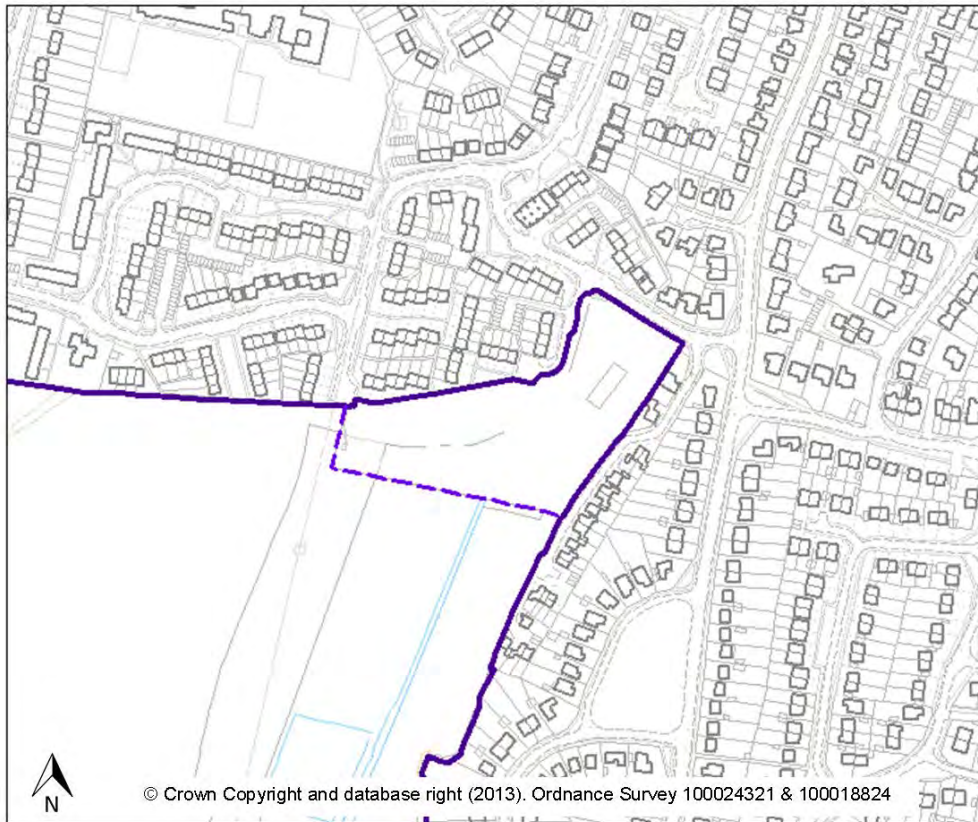
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Key:

-  Existing Built Up Area Boundary (BUAB)
-  Proposed Built Up Area Boundary (BUAB)

Note: numbers correspond to proposed changes shown on following pages.

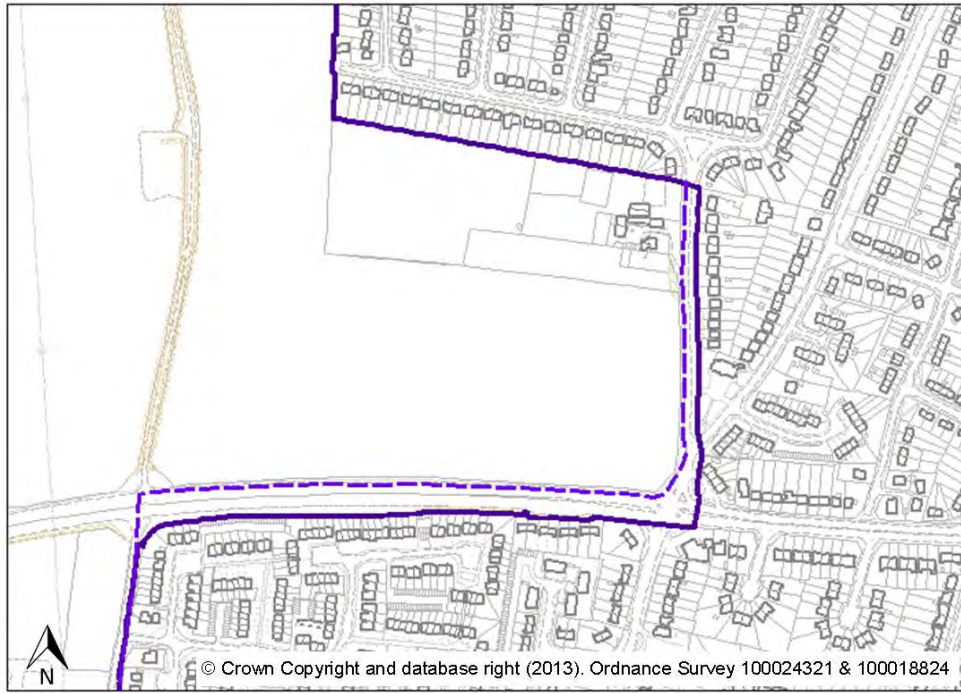
Map 27
Proposed Amendment to Built Up Area Boundary No.1



Map 27
Proposed Amendment to Built Up Area Boundary No.2



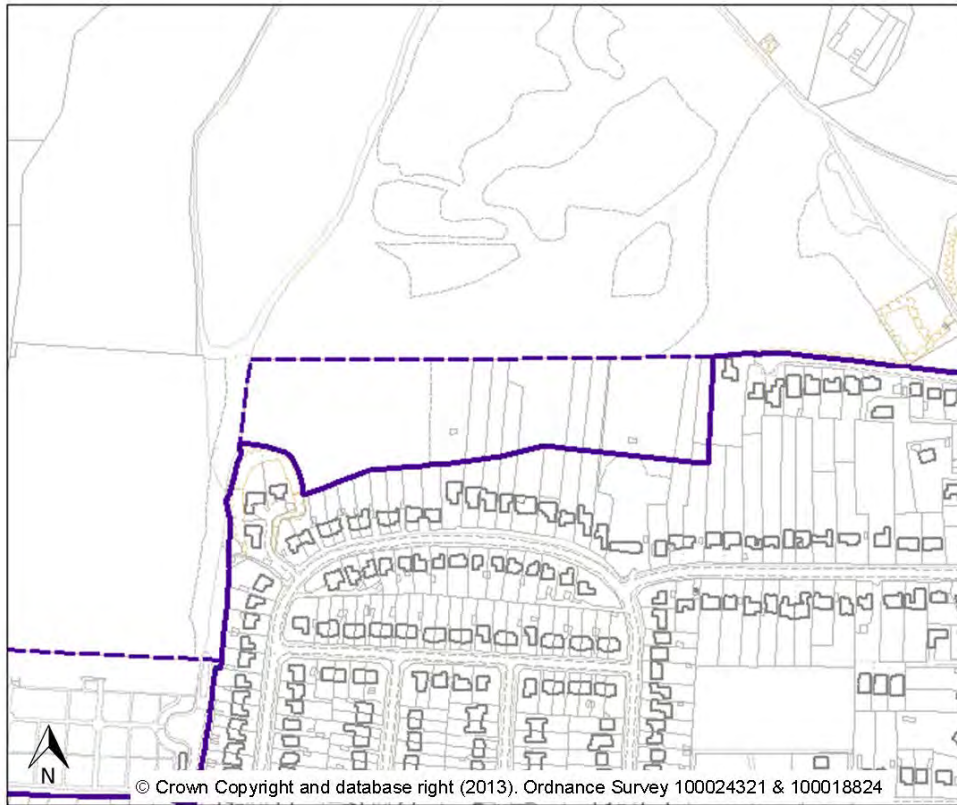
Map 27
Proposed Amendment to Built Up Area Boundary No.3



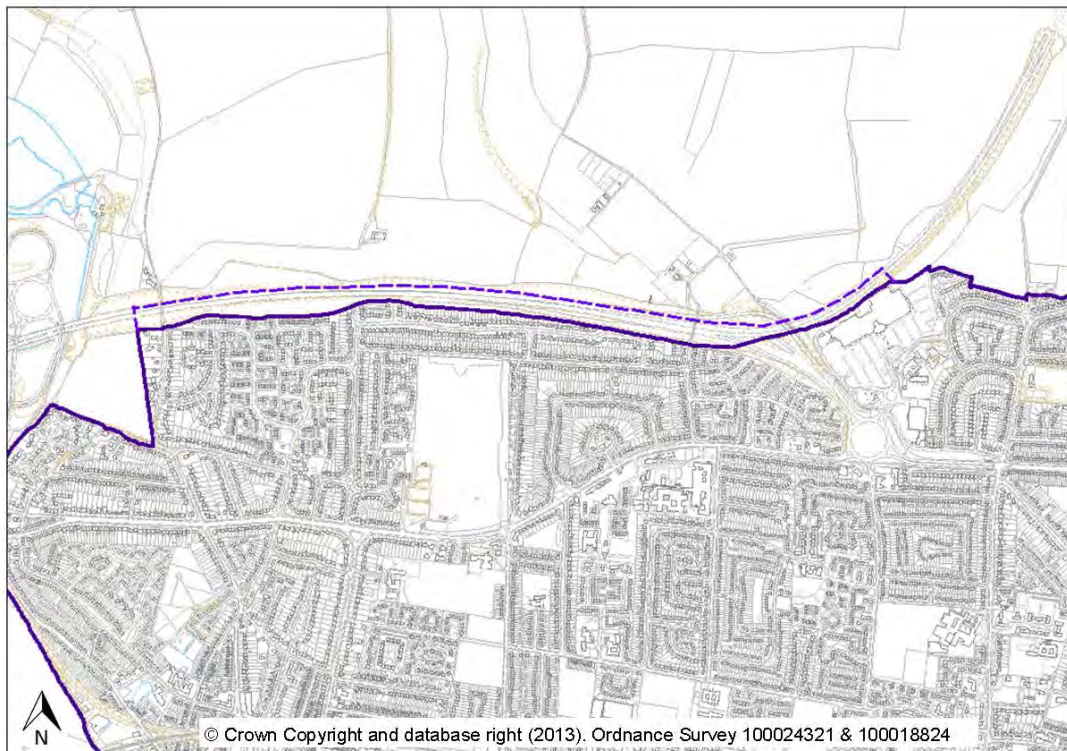
Map 27
Proposed Amendment to Built Up Area Boundary No.4



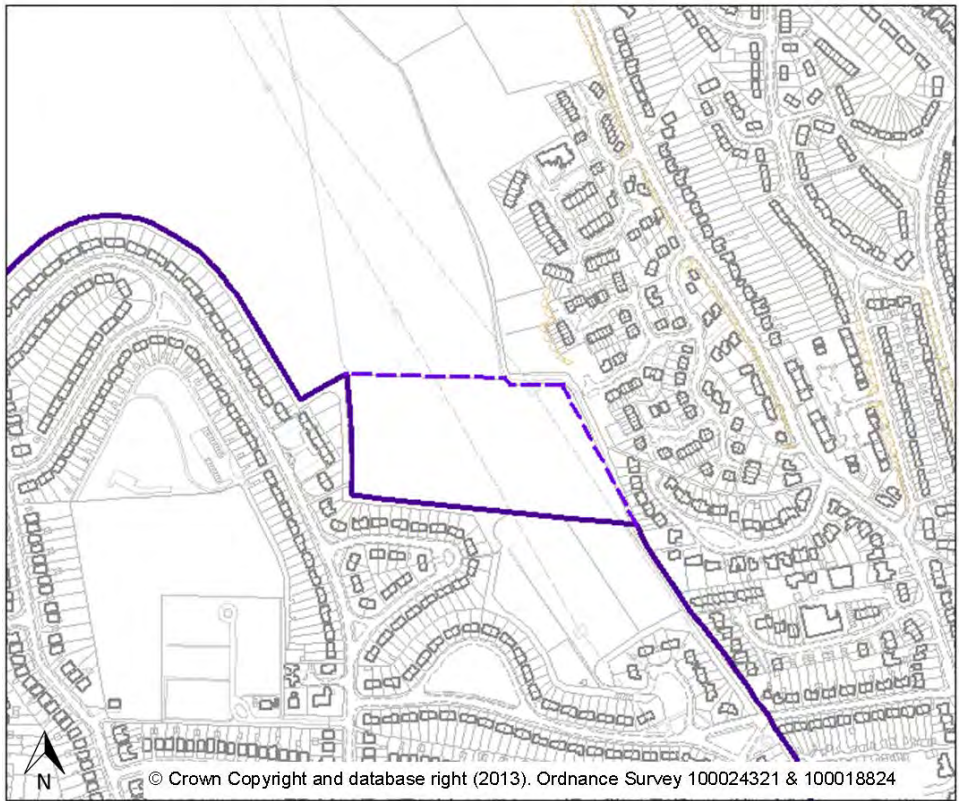
Map 27
Proposed Amendment to Built Up Area Boundary No.5



Map 27
Proposed Amendment to Built Up Area Boundary No.6

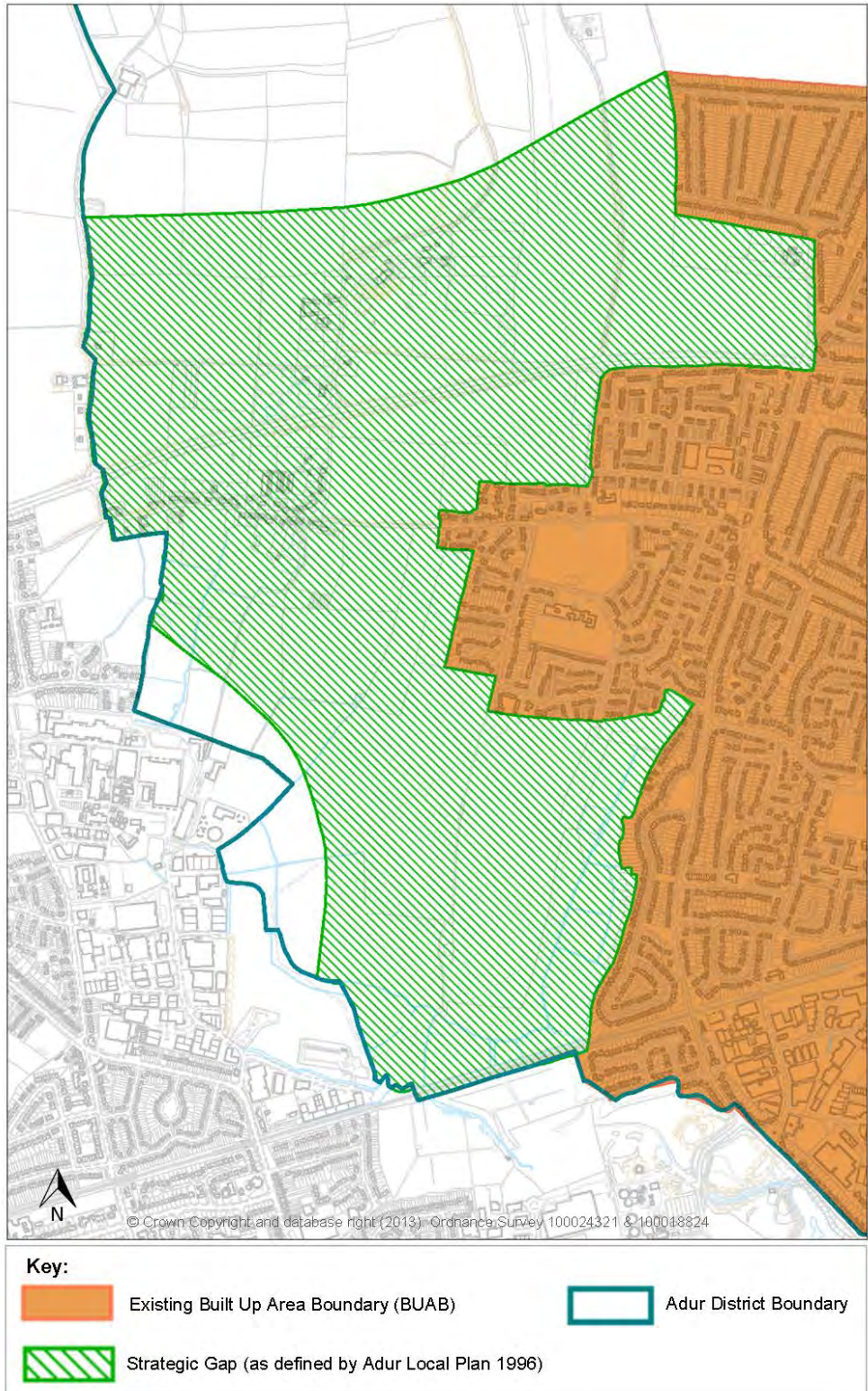


Map 27
Proposed Amendment to Built Up Area Boundary No.7

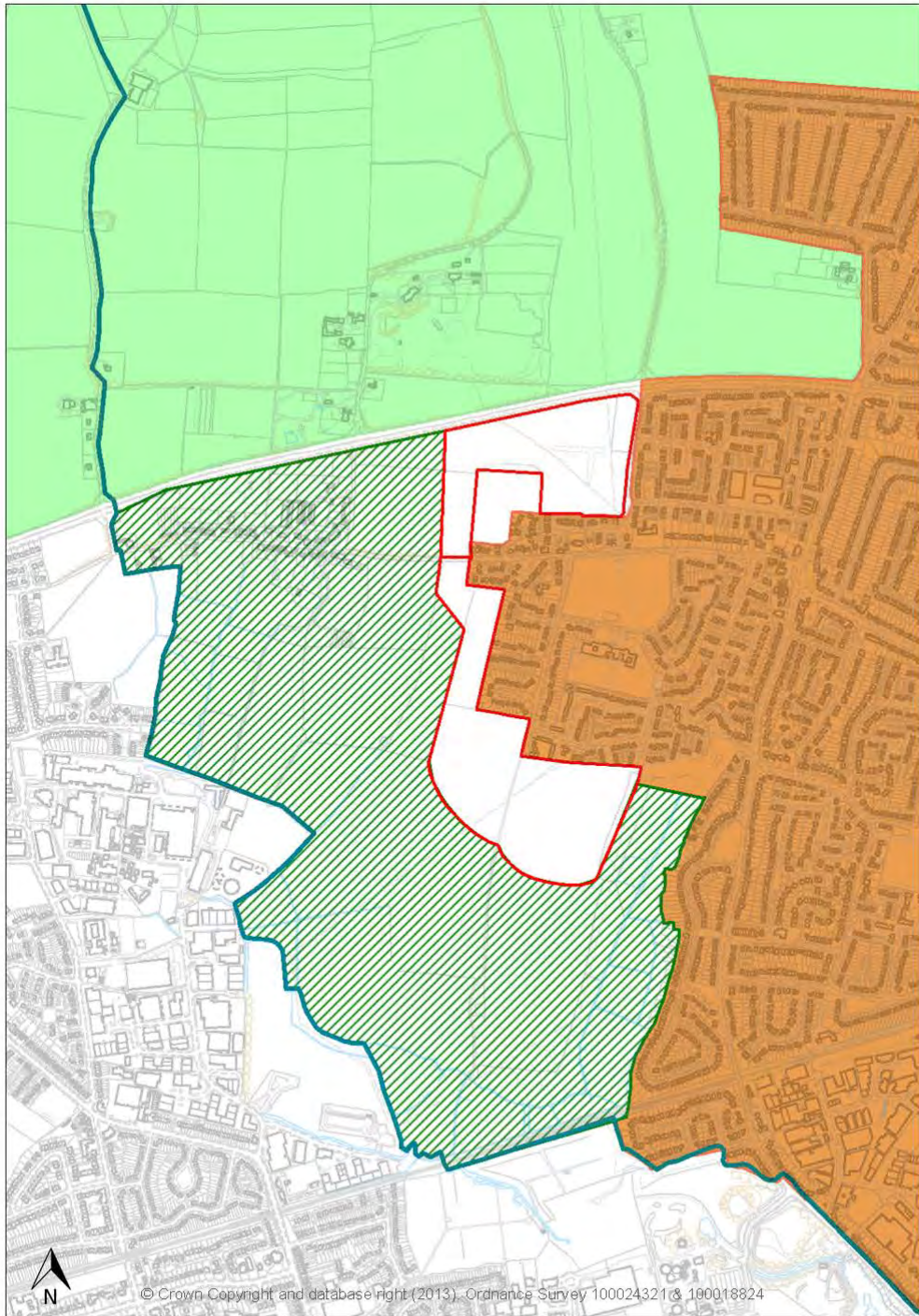


Appendix RD2


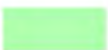


Map 28: Strategic Gap (as defined in Adur Local Plan 1996)
Sompting/Lancing –Worthing



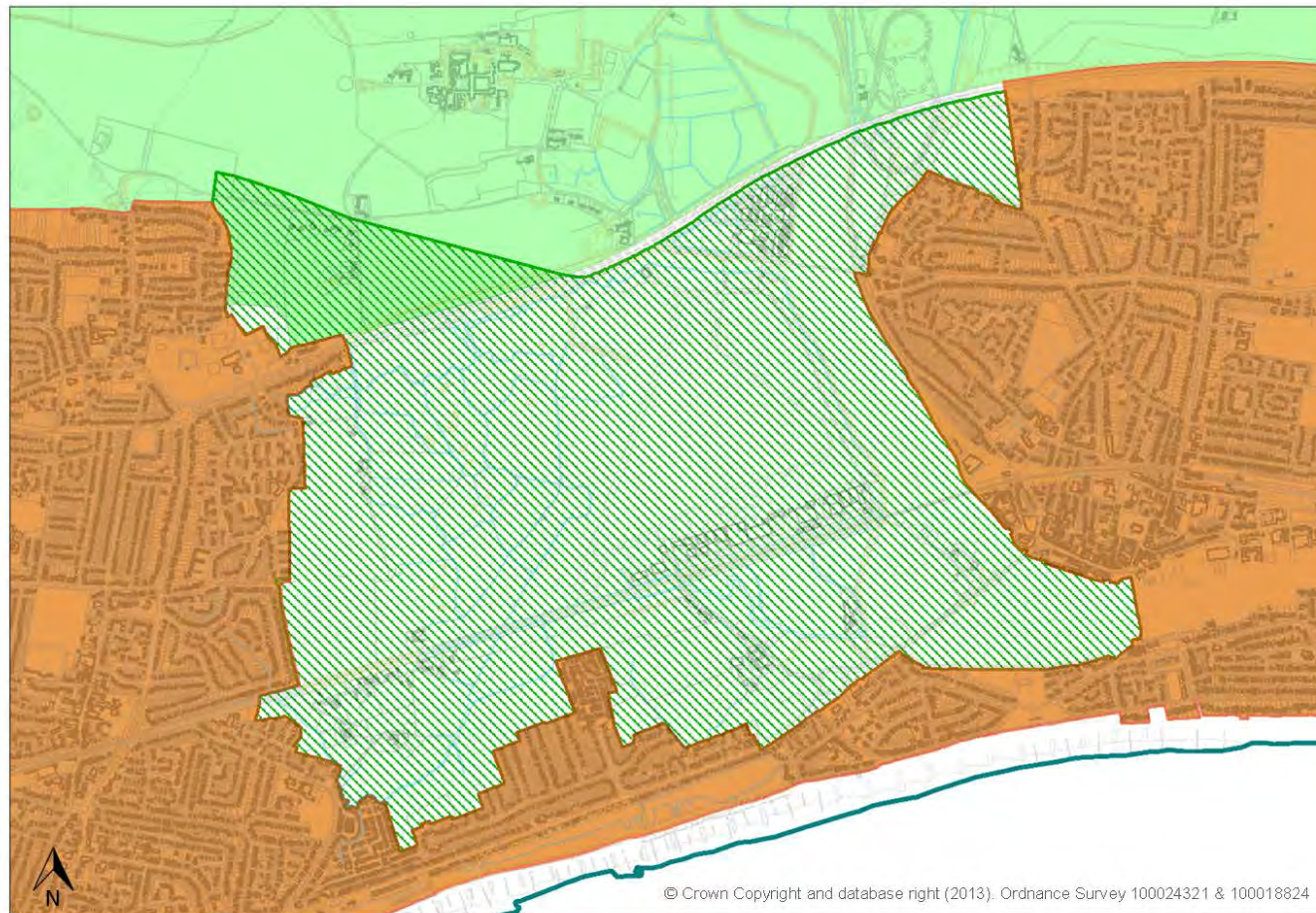
Map 29 Proposed amendments to Sompting/Lancing – Worthing Local Green Gap


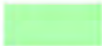




Key:

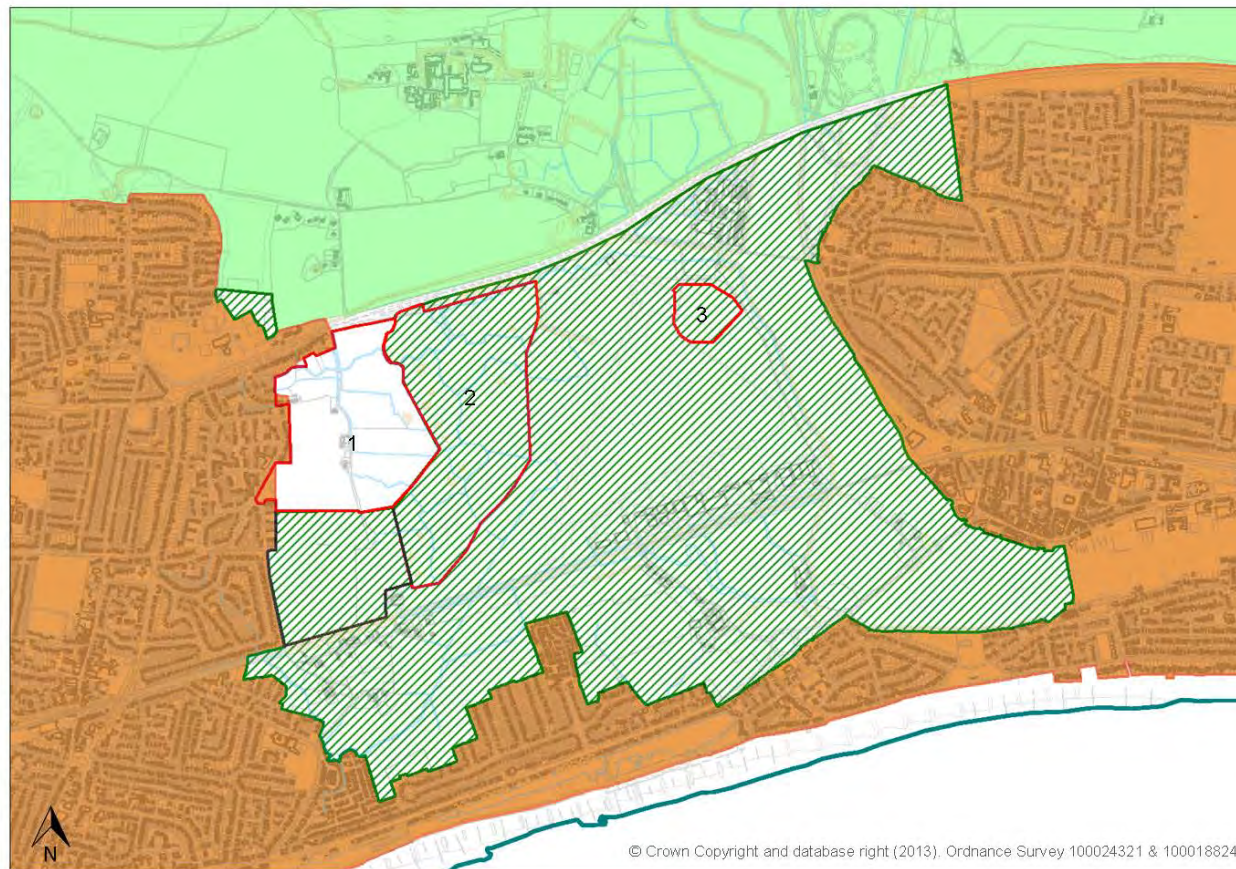
	Adur District Boundary		South Downs National Park (SDNP)
	Proposed Built Up Area Boundary (BUAB)		Proposed Local Green Gap
	Proposed West Sompting Site Allocation		







Map 30: Strategic Gap (as defined in Adur Local Plan 1996) – Lancing - Shoreham



Key:	
	Adur District Boundary
	South Downs National Park (SDNP)
	Built Up Area Boundary (BUAB)
	Strategic Gap (as defined by Adur Local Plan 1996)

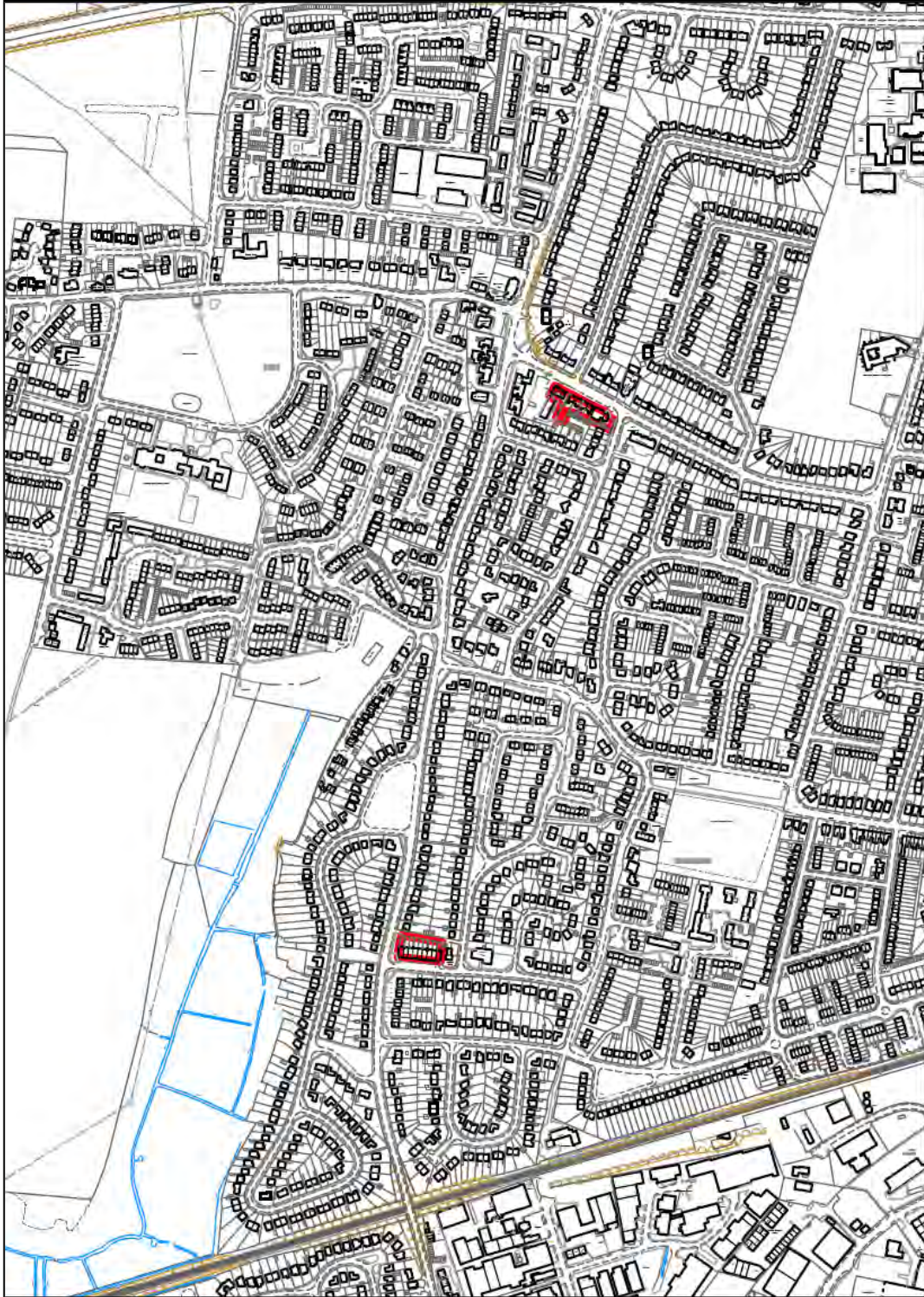
Map 31: Proposed amendments to Lancing – Shoreham Local Green Gap



Key:					
	Adur District Boundary		Proposed Local Green Gap	1.	Proposed New Monks Farm Mixed-Use Development Site Boundary
	Proposed Built Up Area Boundary (BUAB)		Proposed Site Allocations	2.	Proposed New Monks Farm Country Park Boundary
	South Downs National Park (SDNP)		Brighton & Hove Football Academy	3.	Proposed Shoreham Airport Allocation

Appendix RD3: Local Shopping Parades Proposed to be Protected by Revised Draft Policy 26: Retail, Town Centres and Local Parades

Map 32: Seadown Parade, Bowness Avenue and The Parade, Cokeham Road, Sompting



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Map 33: Hillbarn Parade, Sompting and Manor Road, Lancing



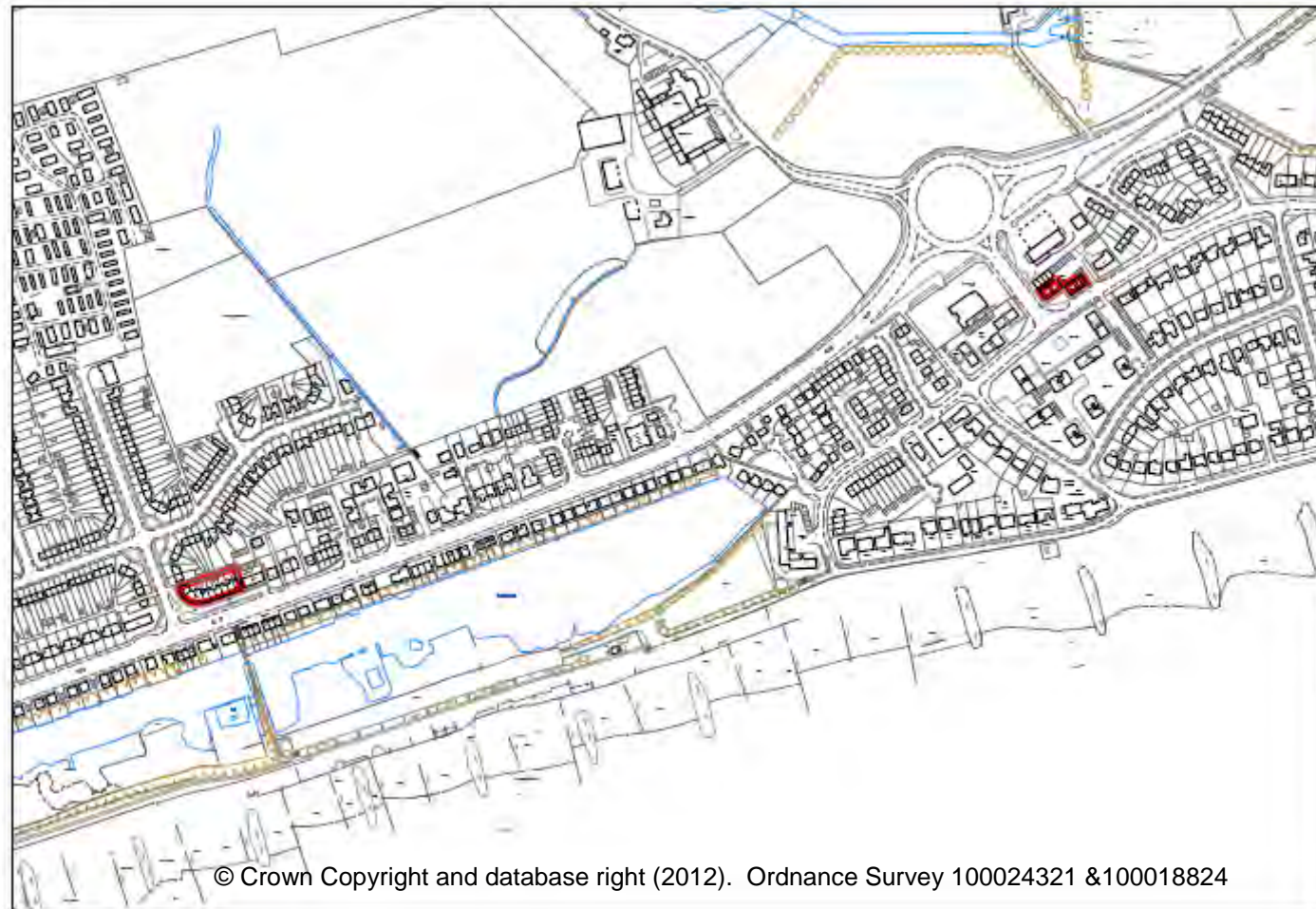
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Map 34: Crabtree Arcade, Crabtree Lane and Lisher Road, Lancing



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Map 35: Brighton Road, Lancing and Beach Green, Shoreham Beach

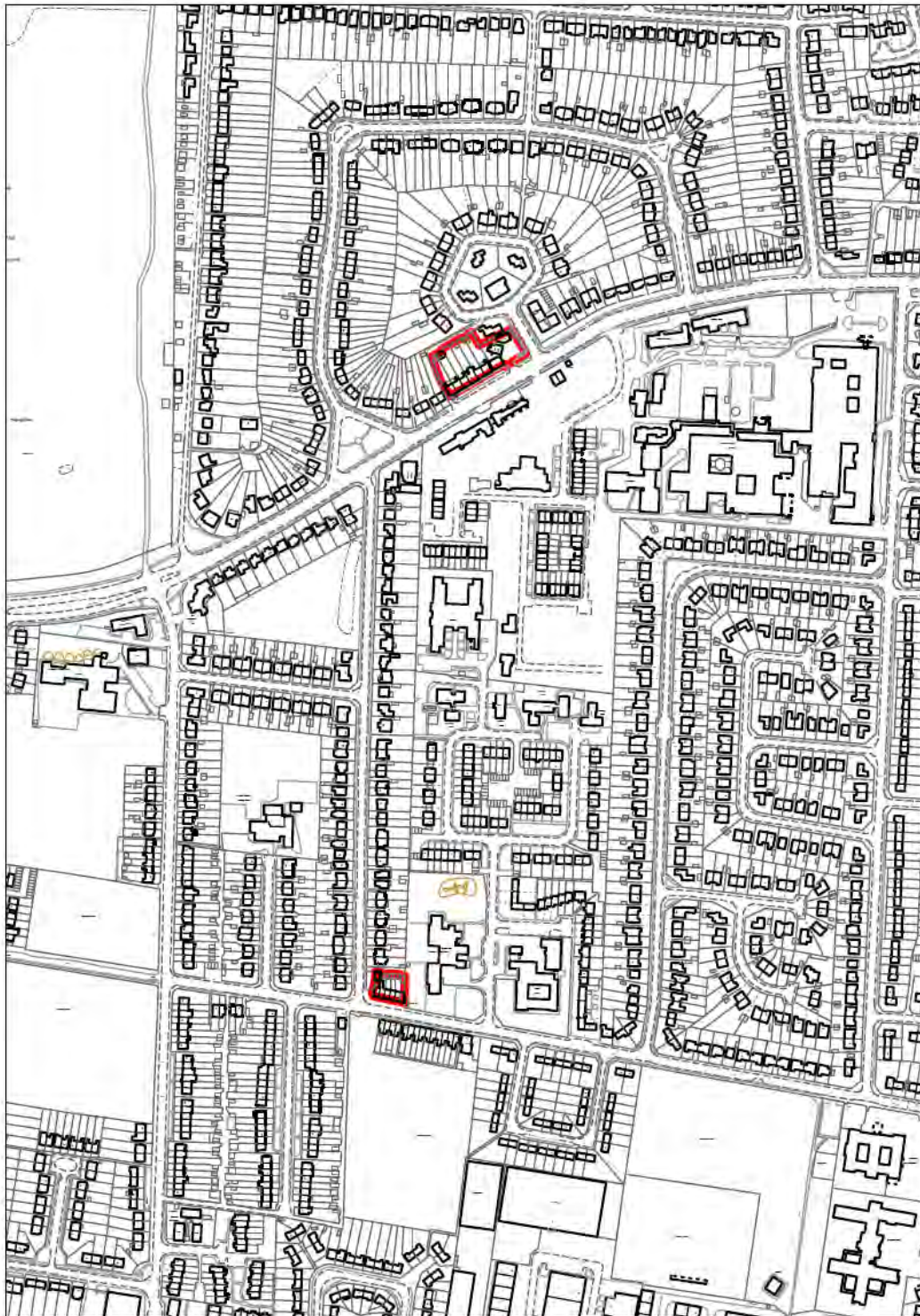


Map 36: Ferry Road, Shoreham Beach



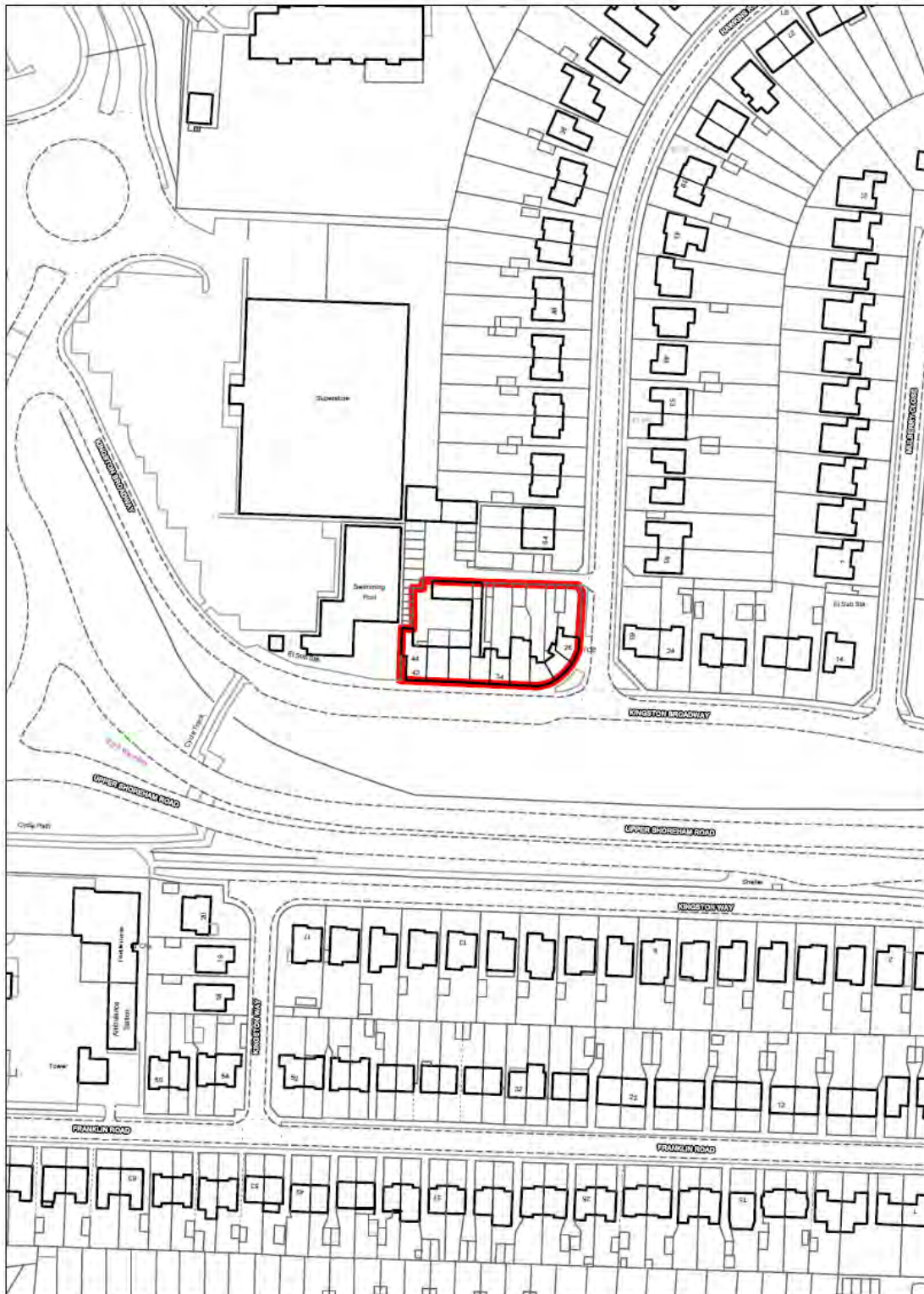
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Map 37: Middle Road and Upper Shoreham Road, Shoreham-By-Sea



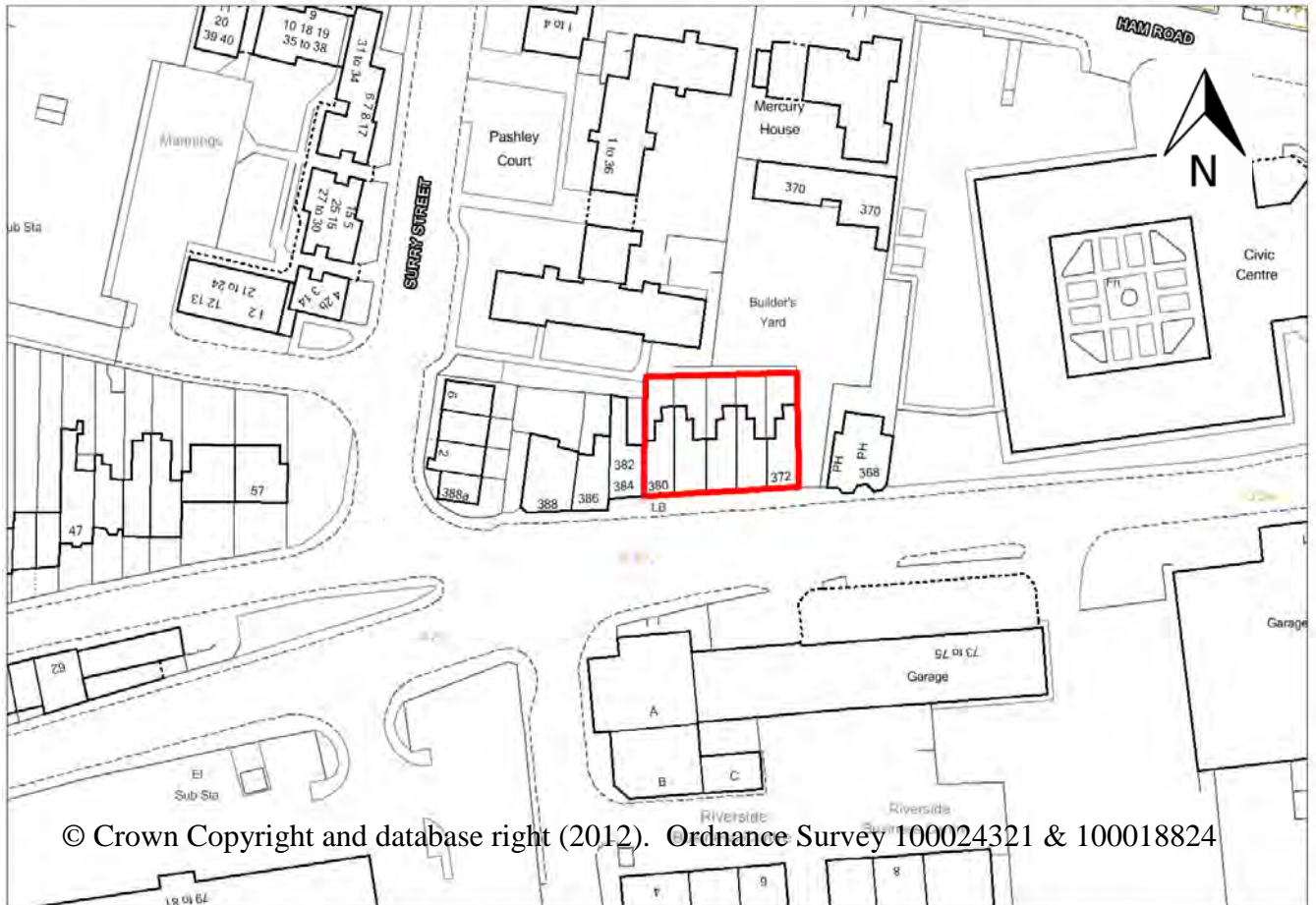
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Map 38: Kingston Broadway, Shoreham-By-Sea



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Map 39: Brighton Road, Shoreham-By-Sea



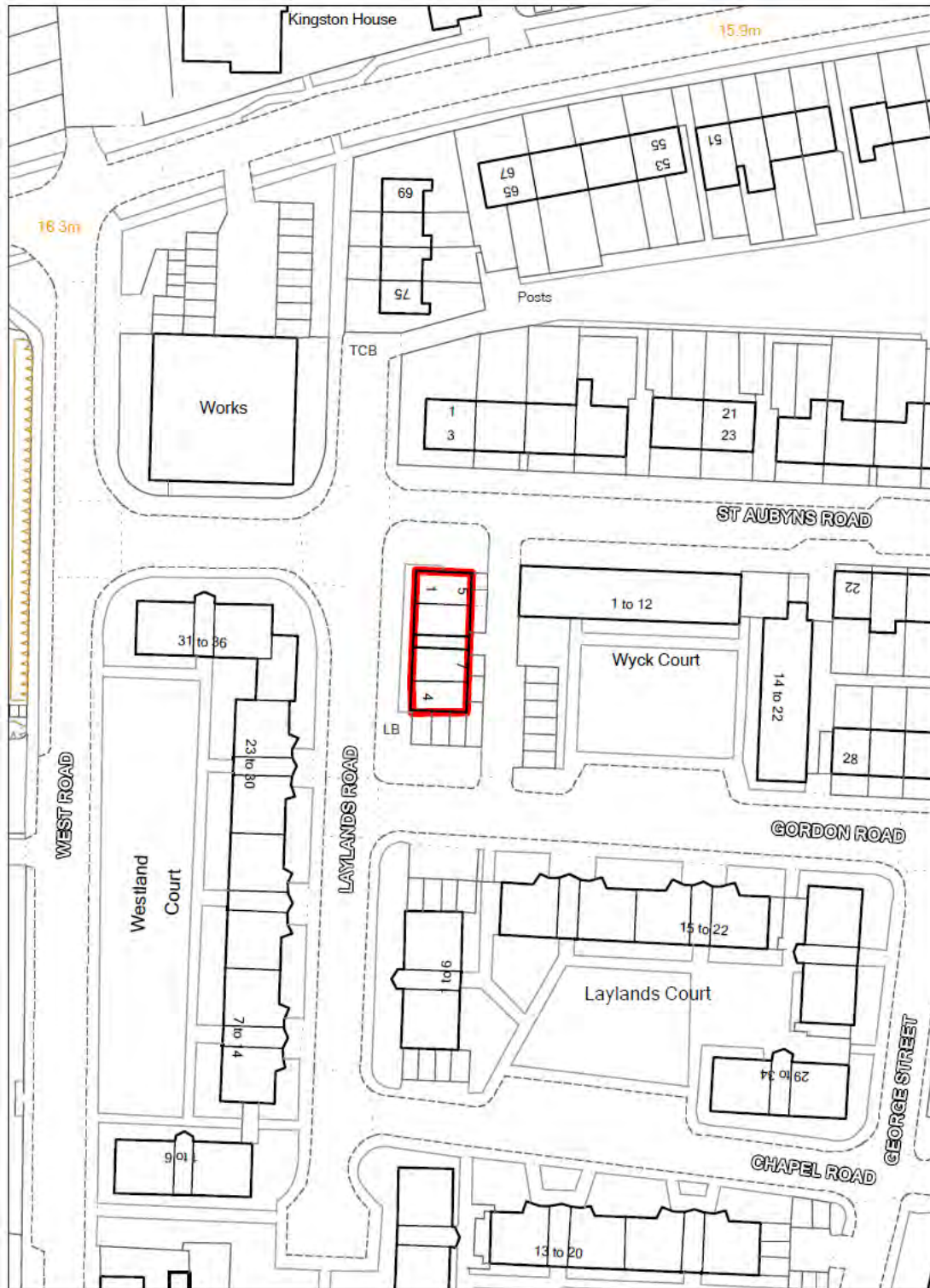
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Map 40: Windmill Parade, Old Shoreham Road, and Broadway, Manor Hall Road, Southwick



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Map 41: Laylands Road, Fishersgate



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Appendix RD4: Duty to Co-operate

Further to the information in Part One of this Plan, this section provides more detail as to work being carried out as part of the Duty to Co-operate.

Housing

- 1 Following the preparation of a Coastal Strategic Housing Market Assessment Update (2012) to assess housing needs across the coastal authorities in West Sussex (completed in 2012), the Strategic Planning Board on behalf of the Coastal West Sussex Partnership commissioned consultants to produce a further evidence-based study on housing needs and provision. The Duty to Co-operate Housing Study (2013) brings together evidence from the authorities in the Group to consider objectively-assessed housing requirements (addressing needs and demands for market and affordable housing) and compares this to the residential land supply and capacity taking account of environmental, landscape constraints and infrastructure constraints¹ as well as economic issues.
- 2 The study states that housing targets for the Adur Local Plan area are likely to be primarily influenced by assessed land supply which could be delivered in the plan period in the plan area (consistent with the approach to the development of the South East Plan). It notes that in setting housing targets within the Adur Local Plan, it will be important to take account of potential delivery risks associated with bringing forward sites within Adur.
- 3 The study recommends that some contingency is made to take account of:
 - The potential for some SHLAA sites not to come forward because of site specific development constraints, landowner intentions or market / viability issues;
 - Challenges in bringing forward development within Shoreham Harbour related to the timing and costs associated with land assembly, potential infrastructure delivery to support development and viability of schemes;
 - Key infrastructure dependencies for delivery of strategic sites, (particularly in the Lancing/Sompting – Shoreham Local Green Gap) related to the funding and delivery timescales for improvements to A27 access, improvements to the A259 and the Adur Tidal Walls Scheme.
- 4 Prior to further technical and consultation work, the study indicates that delivery of a maximum of 180 – 200 homes per annum across the plan area might be achievable (subject to further detailed assessment)

¹ This study is currently being updated to reflect the 2011 Census and new population projections from the Office of National Statistics.

representing a shortfall when compared against the assessed needs for between 215 – 245 homes per annum. However, the study makes clear that even this level of delivery would be ambitious and potentially require public sector support and intervention.

- 5 The study recognises that the Council is evidently making serious attempts to meet its own development needs by exploring opportunities in the limited Gap areas. It goes on to state:

“However the geography of the District means that there are increasingly fewer opportunities to do so which are consistent with achieving sustainable development, and so the study states that given the geography of the District and development constraints it seems likely that rates of development in Adur District outside of the National Park will fall short of meeting the District’s full development needs”.

- 6 The study also states that it does not seem feasible that the Adur Local Plan will be able to meet any unmet requirements from neighbouring authorities.

- 7 It is noted that it will be important moving forward that Adur District Council engages with the development of the National Park Local Plan. Given evident land supply constraints in the District, in the longer-term (beyond the current plan period) the Council might also need to consider strategic issues associated with the potential to increase densities set against requirements for different types of homes and impacts on neighbourhood character; and the longer-term role and function of green gaps between settlements. The study also recommends that the Council continues to monitor housing land supply, as well as economic performance and occupancy rates of existing employment areas in the District. *However, please note that the Revised Draft Adur Local Plan 2013 addresses density as well as the need to utilise land on the fringe of the urban areas. The potential for higher densities and greater use of the gaps as longer term options are likely to be very limited.*

- 8 Looking across the sub-region Housing Market Area, the study suggests that housing delivery over the period to 2031, based on current evidence, is likely to fall at least 20% below objectively assessed needs. A significant shortfall equivalent to at least around 495 dwellings per year arises.

Figure 1: Indicative Comparison of Housing Needs against Maximum Potential Supply Levels

**Includes high level estimates of potential supply within the South Downs National Park based on past completions levels*

	Requirement (Minimum)	Maximum Delivery considered achievable	Minimum Likely Shortfall	20 Year Shortfall
Adur	215	200	15	300
Arun*	550	700	-150	-3000
Chichester*	480	470	10	200
Worthing	430	250	180	3600
Brighton & Hove	800	565	235	4700
Lewes	430	225	205	4100
Total	2905	2410	485	9900

9 In its conclusion the study states that:

“The most significant likely shortfall against assessed needs is expected to arise in the centre of the sub-region in City of Brighton and Hove, Adur District, Lewes District and Worthing Borough. Brighton and Hove and Worthing represent the sub-region’s larger urban areas but are both constrained by their location between the South Downs and the Sea and tightly defined local authority boundaries. This is equally true of Adur and the coastal settlements in Lewes District.”
(paragraph 6.16, DTC Housing Study 2013.)

10 The Study’s conclusions for Adur are that:

- Proactive support for development at Shoreham Harbour is important, and for external funding investment to help deliver this and to support infrastructure investment which may release greenfield opportunities such as New Monks Farm and Shoreham Airport.
- A sustainable strategy for development in the District should set out a balanced strategy for delivery of new employment as well as housing in order to support economic regeneration. The SHMA Update also highlights the important role which the District plays in providing family housing and it would seem entirely appropriate for density policies to reflect this.
- That surrounding districts within the HMA have similar land supply constraints to Adur and in this context there is no obvious solution

to meeting the shortfall against objectively-assessed development needs. In this context it will be important that the Council works with the other authorities at the sub-regional level to consider longer-term development options both within and potentially outside of the sub region.

- 11 The Duty to Co-operate Housing Study has been presented to the Joint Strategic Planning Board. It forms part of the evidence base for a joint Local Strategy Statement (LSS) prepared by consultants for the Strategic Planning Board which, when agreed will be used as evidence for emerging Core Strategies/Local Plans. This LSS contains the theoretical housing requirements as well as actual housing provision figures for the coastal Local Planning Authorities as well as Lewes District and the South Downs National Park Authority up to 2031. The LSS focuses on the strategic issues that are shared across Coastal West Sussex. It provides an overlay for Local Plans and establishes a clear set of priorities for funding opportunities. The spatial priority for Adur as set out in the Draft LSS is the development of Shoreham Harbour and Shoreham Airport, with accompanying infrastructure improvements to secure regeneration for the wider area.
- 12 To address housing shortfalls across the coastal sub region, the Local Planning Authorities will work together and aim to produce a Memorandum of Understanding to help progress this work.
- 13 In addition, housing provision at Shoreham Harbour (through the broad allocation in the Adur Local Plan and via the Joint Area Action Plan) is being addressed through joint work with Brighton and Hove and West Sussex County Council (see below).

Gypsy, Traveller and Travelling Showpeople Accommodation Assessment

- 14 A study has been undertaken to assess the accommodation needs of gypsies, travellers and travelling showpeople up to 2027 across the West Sussex coastal authorities (and that part of the South Downs National Park which lies within these District and Borough boundaries); as well as the requirements for transit sites in the area. This study has informed Revised Draft Policy 23 and Revised Draft Policy 24 of this Local Plan and will form the basis for any Duty to Co-operate work in relation to site provision (permanent and transit). Part 1 of the study which looked at needs is available on the Council's website. Part 2 which looks at site opportunities will be available on the web site in due course. A specific study to help address transit site needs across the County has been commissioned jointly by the Local Planning Authorities in West Sussex.

Regeneration

- 15 Regeneration is a key objective for all of the coastal authorities in West Sussex as well as Brighton and Hove. The Duty to Co-operate Housing study as well as the LSS takes account of this common objective. The strategic importance of regeneration for the coast is recognised and being delivered by the Coastal West Sussex economic partnership. The partnership identifies Shoreham Harbour and Shoreham Airport as key regeneration sites to benefit the sub-region and beyond. Shoreham Harbour (part of which is within the administrative boundary of Brighton and Hove) could deliver a significant number of new homes and jobs up to 2031 and this is to be brought forward through an Area Action Plan being produced jointly with Brighton and Hove City Council and West Sussex County Council. Development Briefs have been produced to inform this joint Plan.

Transport

- 16 Account has been taken of cross-boundary transport issues through working with West Sussex County Council as highway authority and consulting with the Highways Agency on the A27. Various studies and plans which have looked at strategic transport issues have been taken into account. These include the West Sussex Transport Plan (2011 – 26); the Worthing and Adur Strategic Transport Model and Report (2007); Delivering a Sustainable Transport System (2010) for the coastal area between and including Chichester and Brighton and Hove and the Employment and Infrastructure Strategy completed in 2012 for the Coastal West Sussex Partnership. A Transport Study to inform this Revised Draft Adur Local Plan and the emerging Joint Area Action Plan for Shoreham Harbour has recently been completed. This has been undertaken with the support and co-operation of Brighton and Hove City Council as well as West Sussex County Council.

Water and Waste Water

- 17 Southern Water, the Environment Agency and West Sussex County Council have helped shape a number of policies in the Revised Draft Plan to secure greater water use efficiency, to address waste water capacity issues and to secure sustainable drainage. This has been within the context of the Water Resources Management Plan for Southern Water (2007). Waste water capacity (in the eastern part of Adur) is a shared issue with Brighton and Hove (the works are located at Shoreham Harbour and cover parts of Hove and Shoreham). This is also been addressed through the joint work on Shoreham Harbour.

Flood risk

- 18 Coastal flood risk and climate change have to be addressed jointly with other local authorities. The Draft Local Plan has been informed by the

Shoreline Management Plan from Beachy Head to Selsey Bill (2006) spanning the coast from Eastbourne to Chichester. Account has also been taken of the Arun to Adur Flood Management Strategy (2010). A Strategic Flood Risk Assessment (SFRA) was commissioned jointly between Adur and Worthing Councils in 2011 and at the same time an SFRA was also commissioned by Brighton & Hove City Council using the same consultants. This ensured a consistent approach to assessing flood risk across Shoreham Harbour which spans both Adur and Brighton & Hove.

Green infrastructure

- 19 Discussions are taking place with Brighton and Hove, Worthing and the South Downs National Park regards the provision of appropriate green infrastructure to meet needs in this area. This will be further developed as part of the work of the Duty to Co-operate Officers Working Group.

Countryside

- 20 Approximately half of Adur District is included within the South Downs National Park and this area will be covered by the Local Plan being produced by the Park Authority. On-going consultation with the Park Authority is formalised through regular dialogue and through the officer and Member groups which are in place to steer respective policies and plans.

Minerals and Waste

- 21 Consultation with Brighton and Hove, West Sussex County Council and the South Downs National Park Authority as Mineral and Waste Authorities is ongoing to ensure that the emerging plans contain the right policies for the district including Shoreham Harbour. Adur District Council has inputted into these plans.

Infrastructure provision through the Community Infrastructure Levy

- 22 Work on viability work to inform a CIL charging schedule for Adur has begun. A CIL Officers Working Group has been set up consisting of planning officers across the West Sussex local authorities which will help to secure a consistent approach as far as possible.

Appendix RD5: Delivery and Implementation of the Adur Local Plan

- 1 The NPPF gives advice as to what extent policies in emerging plans may be given weight by decision-makers². However, it is likely that the majority of policies will not be utilised or implemented until the adoption of the Plan, which is currently anticipated in early 2015.
- 2 Many policies, particularly those in the Place Based and Development Management Sections will be used throughout the lifetime of the plan (up to 2031). However others, in particular those which are site-specific, and which seek to allocate and deliver strategic development, will be delivered at varying stages. This will be due to a range of factors:
 - The development may not be required until a later period.
 - Necessary infrastructure may not be in place until a particular date.
 - The necessary funding may not be available until a particular date.
- 3 The emerging Infrastructure Delivery Plan will give detailed information as to infrastructure requirements for Local Plan sites, which agency/agencies are responsible for its delivery, how it will be funded, timing and contingencies.
- 4 Some key sites and relevant issues are set out below, in order to aid understanding of how certain Local Plan policies are anticipated to be delivered. (Please note only key issues are indicated here; others may also apply). The Revised Draft Local Plan consultation may also generate further information and outcomes which relate to delivery and implementation matters.
- 5 Partnership working is an essential requirement in delivering many Local Plan policies. As well as ongoing liaison with other local authorities in the sub-region (and potentially further afield) together with other relevant partners, in order to fulfil the Duty to Co-operate, the Council will work with others to ensure the successful delivery of Local Plan policies.

Shoreham Tidal Walls Scheme

- 6 The Shoreham Tidal Walls project (led by the Environment Agency) will deliver a major piece of infrastructure for Adur, and has implications for the timing of some strategic sites within the Revised Draft Adur Local

² Paragraph 216 of the National Planning Policy Framework March 2012

Plan. The development of certain sites is dependent on improving the West and East banks of the River Adur by raising existing defences to provide a higher standard of protection. As such contributions from the developments will be required toward improvements via S106 (and possibly CIL – yet to be determined). It should be noted that the Shoreham Tidal Walls project does not include flood defences required for the Shoreham Harbour regeneration area. Delivery of these defences is being addressed through a separate project which will ultimately link into the Shoreham Tidal Walls scheme.

- 7 The scheme for both the West and East banks has been costed at £15 million (construction costs) and an application for funding from the Government is proceeding. Construction is anticipated to commence 2015 with completion 2017 (indicative dates only). More detail on the relationship between the Tidal Walls scheme and the delivery of strategic sites will be given in later versions of this Plan, as well as the Infrastructure Delivery Plan which is being developed.

Policy	Delivery Factors
<p>Revised Draft Policy 3: Housing Provision</p>	<p>The number of dwellings being given permission, and dwellings completed, will be monitored annually. If it appears that delivery is below predicted rates, a range of actions can be implemented. The Housing Implementation Strategy will contain more detail on this. In terms of the Council's 5 year land supply, there is no <i>requirement</i> for greenfield housing sites to deliver prior to 2020; however this does not mean that development cannot commence or be completed prior to this date. (These figures will be revised in the submission version of this Local Plan when the most up-to-date information is available; this date may therefore change).</p> <p>Prior to submission of the Local Plan, detailed work on delivery will be undertaken by the Council as part of the Housing Implementation Strategy. Following adoption of this Local Plan planning consent from the Council as Local Planning Authority will be required prior to development.</p> <p>Should it be the case that an allocated strategic site containing residential development cannot come forward, or is significantly delayed (impacting on the Council's Five Year Land Supply) remedial action will be taken. This could include a partial review of Local Plan. Although an additional Greenfield site (Land at Hasler/ West Beach) was consulted on as part of the Draft Adur Local Plan 2012 it has not been included as a contingency for reasons outlined in Part Two.</p>
<p>Revised Draft Policy 5: New</p>	<p>New Monks Farm: Key issues affecting delivery of this site include access and addressing flooding and drainage.</p>

<p>Monks Farm</p>	<p>The Highways Agency have agreed in principle to a new roundabout onto the A27.</p> <p>Two options have been proposed; one located adjacent to the proposed allocation at New Monks Farm, and one at Shoreham Airport (Sussex Pad). Either option would be shared by both developments. Although the Highways Agency has stated that either option is acceptable in principle, it has been made clear that only one roundabout should be delivered. Both options have their merits; however the decision as to which option is delivered will be dependent on a range of factors including (but not limited to) funding, viability, the delivery of Shoreham Tidal Walls and landscape impact.</p> <p>In addition, it will be necessary to restrict the amount of development that is delivered prior to the construction of the new access from the A27, in order to limit any adverse impacts on the exiting residential area. This may impact upon delivery rates/ phasing.</p> <p>Resolution of flooding and drainage issues will be required.</p> <p>An average delivery rate of 60-80 dwellings per annum is anticipated, from 2016 – 2021/22. However the development is likely to be phased.</p>
<p>Revised Policy 6: Sompting</p> <p>Draft West</p>	<p>West Sompting (Formerly Sompting Fringe and Sompting North) There are no major infrastructure requirements which affect delivery of development on these sites, other than other policy requirements as stated in the Local Plan. An average delivery rate of 40 dwellings per annum is anticipated, over a period of 12 years (2016 – 2028). However the development is likely to be phased.</p>
<p>Revised Policy 7: Shoreham Airport</p> <p>Draft 7:</p>	<p>Key issues affecting delivery of this site are the delivery of access onto the A27 (see Revised Draft Policy 5: New Monks Farm above).</p> <p>In addition, this development is dependent on the implementation of the Shoreham Tidal Walls scheme, and therefore delivery on-site is not anticipated until after 2017 (indicative date) See above for more details.</p>
<p>Draft Policy 8: Shoreham Harbour Regeneration Area</p>	<p>A Joint Area Action Plan is currently being prepared by Adur Council (working in partnership with Brighton & Hove City Council) which will set out the phasing for new development sites coming forward at the harbour over the plan period. As part of this process a Development Brief has been produced for the Western Harbour Arm.</p>

	<p>Delivery is also dependant on new development proposals being able to sufficiently demonstrate adequate protection from flood risk, contribute towards a publicly accessible riverside walkway and mitigate transport impacts.'</p> <p>Early indications are that residential development could potentially come forward from 2015/16. However, this will be explored in more detail through the emerging JAAP.</p>
<p>Revised Policy 11: Shoreham-by-Sea</p>	<p>This policy includes specific sites in the town centre, all of which lie within the Built Up Area Boundary, and where, therefore, development is acceptable in principle. Ropetackle North is likely to come forward within the first 5 years of the plan period.</p>

- 8 The submission version of the Local Plan will be accompanied by a Housing Implementation Strategy which will set out specific approaches to facilitating and ensuring the delivery of housing in more detail.

Implementation

- 9 Although the Local Plan process aims to ensure that the policies within the Plan are deliverable, achievable and viable, it should be acknowledged that development may not always come forward as anticipated. The District Council may need to take actions to ensure that policies, including strategic allocations and associated infrastructure, are implemented and delivered in a timely manner and to an appropriate standard, and consistent with the National Planning Policy Framework.
- 10 These actions include:
- Annual monitoring of the Local Plan, and reviewing in whole or in part in order to respond flexibly to changing circumstances.
 - Monitoring/ regular updating of the Infrastructure Delivery Plan
 - Promotion of development opportunities through the production of development briefs, Development Plan Documents, Supplementary Planning Documents, Masterplans or guidance notes.
 - Ensuring resources are effectively aligned with those of other agencies in order to deliver joint priorities.
 - Pursuing funding opportunities.

- Buying land in order to assemble sites, making it more attractive for development. In rare cases this could involve compulsory purchase.
 - Acting as a development partner.
- 11 The Council has not been able to identify appropriate contingencies for additional development given the constraints identified elsewhere in the Plan. Given that the Council is not able to meet all its objectively-assessed housing needs, any site that would be suitable for a contingency should instead be allocated for residential use. Should it not be possible to deliver strategic housing as anticipated, it may be necessary to undertake an early review of the Plan.

**Appendix R6: Monitoring of Adur Local Plan Policies:
Proposed Monitoring Framework**

Key: ADC – Adur District Council; WSCC – West Sussex County Council.
Please note that all outcomes/ indicators will be reported in the Adur Annual Monitoring Report, throughout the lifetime of the Local Plan, unless indicated otherwise.

Policy	Policy outcomes/ implementation	Key Indicators	Data source/ Responsibility
Revised Draft Policy 1: Sustainable Development	This ensures the integration of the NPPF’s presumption in favour of sustainable development firmly within the Adur Local Plan.	Number of appeals allowed/ dismissed. Percentage of applications determined within 8 weeks (13 weeks for major applications)	Planning Services data. Planning Services data
Revised Draft Policy 2: Spatial Strategy	Aims to focus development within existing built up areas, plus limited, managed Greenfield releases. Identifies Shoreham Harbour and Shoreham Airport as regeneration sites.	Number of dwellings completed on previously developed land <i>(Please note that other elements of this policy are addressed in other policies, below).</i>	WSCC Residential Land Availability monitoring
Revised Draft Policy 3: Housing Provision	Determines overall level of residential development in Adur up to 2031.	Number of dwellings completed annually in Adur Target: 140-147 per annum.	WSCC Residential Land Availability monitoring
Revised Draft Policy 4: Planning for Economic Growth	To provide a sufficient and varied amount of employment in the district to meet local needs	Total net amount of additional employment floorspace per annum	WSCC and ADC Monitoring data
Revised Draft Policy 5: New Monks Farm	Delivery of strategic allocation	Number of dwellings completed annually Amount of employment-generating land completed annually.	WSCC Residential Land Availability monitoring

		Number of affordable homes delivered. Delivery of other elements, including infrastructure, as outlined in policy.	ADC data. ADC, developers, and associated infrastructure providers
Revised Draft Policy 6: West Sompting	Delivery of strategic location	Number of dwellings completed annually. Number of affordable homes delivered.	WSCC Residential Land Availability monitoring ADC monitoring data.
Revised Draft Policy 7: Shoreham Airport	Delivery of employment floorspace plus infrastructure; production of Development Brief.	Total net amount of additional employment floorspace. Adoption of development brief for site by Adur District Council.	WSCC and ADC Monitoring data Planning Services – timing of brief to be determined through Local Development Scheme in due course.
Revised Draft Policy 8: Shoreham Harbour Regeneration	Range of measures to achieve regeneration of ‘character areas’ within Shoreham Harbour Regeneration Area.	Refer to Joint Area Action Plan for details of monitoring process for Shoreham Harbour Regeneration Strategy	Delivery outcomes to be reported.
Revised Draft Policy 9: Lancing	Retail development in line with policy to maintain role of Lancing village centre.	Amount of floorspace provided for ‘town centre uses’ per annum and the amount of this floorspace provided within Lancing village	WSCC and ADC Monitoring data

	Continued protection of Lancing Business Park	centre. Loss of floorspace in Lancing Business Park to non-B1, B2, B8 or non-appropriate sui generis uses	WSSC and ADC Monitoring data
Revised Draft Policy 10: Sompting:	Potential delivery of Neighbourhood Plan for Sompting (if pursued by Parish Council).	Adopted Neighbourhood Plan.	Sompting Parish Council (plus relevant partners).
	No expansion of Sompting village Highway improvements	Number of new dwellings/ amount of non-residential floorspace in Worthing/ Sompting Local Green Gap.	WSSC and ADC Monitoring data WSSC
Revised Draft Policy 11: Shoreham-by-Sea	Delivery of key sites	Delivery outcomes to be reported.	ADC, developers, and associated infrastructure providers as appropriate WSSC
	Retail development in line with policy, to maintain role of Shoreham town centre	Amount of floorspace provided for 'town centre uses' per annum and the amount of this floorspace provided within Shoreham-by-Sea town centre.	WSSC
	Traffic improvements	Number of implemented schemes	WSSC/ ADC Monitoring data
	Continued protection of Dolphin Road Business Park	Loss of floorspace in Dolphin Road Business Park to non-B1, B2, B8 or non-appropriate sui generis uses	
Revised Draft Policy 12: Southwick and	Retail development in line with policy, to	Amount of floorspace provided for 'town	WSSC/ ADC Monitoring data

<p>Fishersgate</p>	<p>maintain role of Southwick town centre</p> <p>Traffic improvements</p>	<p>centre uses' per annum and the amount of this floorspace provided within Southwick town centre.</p> <p>No. of implemented schemes</p>	<p>WSCC</p>
<p>Revised Draft Policy 13: Countryside and Coast</p>	<p>Maintain approach to limiting development in countryside.</p> <p>Improve access to National Park</p>	<p>Number of planning applications approved outside the Built Up Area Boundary.</p> <p>To be developed in partnership with South Downs National Park Authority and West Sussex County Council over plan period.</p>	<p>WSCC Monitoring data</p> <p>To be developed in partnership with South Downs National Park Authority and West Sussex County Council over plan period.</p>
<p>Revised Draft Policy 14: Quality of the Built Environment and Public Realm</p>	<p>A high quality built environment and public realm, incorporating high standards of design</p>	<p>Number of design awards won for buildings/ places in Adur.</p> <p>No of public realm improvement schemes</p>	<p>ADC/ Other relevant organisations</p> <p>Planning Services data ADC/ WSCC/ Parish Councils</p>
<p>Revised Draft Policy 15: A Strategic Approach to the Historic Environment</p>	<p>Maintain, preserve and enhance Adur's heritage assets</p>	<p>Seven Conservation Area Appraisals and Management Plans in place by end of plan period.</p> <p>Number of Listed buildings/ Scheduled Ancient Monuments at risk of decay. Target:</p>	<p>ADC Planning Policy Team. (Timing to be determined through Local Development Scheme in due course).</p> <p>ADC/ English Heritage</p>

		zero Number of demolitions of listed buildings and Scheduled Ancient Monuments. Target: zero.	ADC/ English Heritage
Revised Draft Policy 16: The Historic Environment	Maintain, preserve and enhance Adur's heritage assets through detailed policy.	Number of demolitions of listed buildings and Scheduled Ancient Monuments (SAMs) – target zero Number of Listed buildings and Scheduled Ancient Monuments at risk of decay. Target - zero	ADC/ English Heritage ADC/ English Heritage
Revised Draft Policy 17: The Energy Hierarchy	Reduced energy consumption; promotion of low carbon development	Number and percentage of new residential developments meeting or exceeding Code for Sustainable Homes Level 4. Target: Growth in amount of renewable energy installations or schemes for efficient energy supply over plan period Energy use per household Number and percentage of new non-residential developments meeting or exceeding BREEAM Very Good standard	ADC BREEAM/ ADC
Revised Draft Policy 18: Sustainable Design	Greater use of sustainable design techniques in non-domestic and domestic buildings	Target: 100% of new residential developments to meet or exceed Code for Sustainable Homes	Planning Services data

	over the plan period.	<p>Level 4</p> <p>Reduced water consumption per household/ per capita</p> <p>Proportion of new development meeting:</p> <ul style="list-style-type: none"> • Code Levels 4 / 5 / 6 • BREEAM 'Very Good' • Code Level 3/4 or higher for water use 	<p>Southern Water data</p> <p>Planning Services data</p>
Revised Draft Policy 19: Decentralised Energy and Standalone Energy Schemes	Increase amount of low carbon development in the area, through use of these forms of energy.	<p>Number and percentage of new residential developments meeting or exceeding Code for Sustainable Homes Level 4</p> <p>Target: Growth in amount of renewable energy installations or schemes for efficient energy supply over plan period</p> <p>Number of new developments developing / linking to heating / cooling networks. Target: Growth</p>	<p>Planning Services data</p> <p>Planning Services data</p> <p>Planning Service data</p>
Revised Draft Policy 20: Housing Mix and Quality	To achieve a mix of dwelling types, tenures and sizes that reflect identified housing needs and demands	<p>Number of dwellings constructed by type, size and tenure.</p> <p>Number of dwellings lost to non-residential</p>	<p>WSCC and ADC data</p> <p>Housing Enabling Officer – affordable housing units and tenure mix</p> <p>Planning Services data</p>

		uses	
Revised Draft Policy 21: Affordable Housing	To deliver an average of 50 affordable housing units per annum over the life of the Local Plan	The number of affordable housing units delivered annually. Target: Adur Housing Strategy 2012 aims to achieve 50 affordable dwellings per annum.	Housing Strategy Statistical Appendix returns.
Revised Draft Policy 22: Density	To achieve a minimum density of 35 dwellings per hectare on all sites.	Percentage of sites achieving/ not achieving a minimum density of 35 Dwellings per hectare.	Overall density of development permitted each year is monitored by West Sussex County Council.
Revised Draft Policy 23: Provision for Gypsies, Travellers and Travelling Showpeople.	Identification of sufficient sites/pitches to meet identified need.	Completion of Gypsy and Traveller pitches, compared against requirements assessed in Gypsy and Traveller Accommodation Assessment . Target: 7 pitches and 1 Travelling Showperson's plot.	Completion of Gypsy and Traveller pitches will be monitored by WSCC
Revised Draft Policy 24: Safeguarding Existing Gypsy, Traveller and Travelling Showpeople Sites.	Ensuring no overall loss of existing pitches.	Target: zero loss	WSCC data.
Revised Draft Policy 25: Protecting and Enhancing Existing Employment Sites and Premises.	Maintain high levels of employment in Adur	Economic Activity Rate: Aged 16-64	ONS (Office of National Statistics) data

Revised Draft Policy 26: The Visitor Economy	To increase the part played by the visitor economy in the regeneration of Adur.	Visitor numbers by staying trips and day visitors.	Tourism South East/ ADC
Revised Draft Policy 27: Retail, Town Centres and Local Parades	To protect and enhance the role of town, village and local centres through managing appropriate retail development	Amount of floorspace provided for 'town centre uses' per annum and amount of this floorspace provided within town centres	ADC
Revised Draft Policy 28: Transport and Connectivity	To reduce amount of trips made by car, through encouraging and facilitating use of other forms of transport.	Percentage of trips made by car as compared with other forms of transport (walking, cycling, bus & coach, rail) Numbers of agreed travel plans.	Department of Transport data. WSCC/ ADC data.
Revised Draft Policy 29: Delivering Infrastructure	Delivery of infrastructure through s106 and CIL	Delivery of strategic infrastructure (as indicated in IDP). Monitoring of planning obligations Monitoring amount raised through CIL.	ADC, WSCC, Environment Agency, Southern Water, and other infrastructure providers. ADC data ADC data
Revised Draft Policy 30: Green Infrastructure		Amount of BAP habitat created	
Revised Draft Policy 31: Biodiversity	To avoid development within, or adversely impacting on, designated nature reserves or sites of nature conservation importance	Target: To minimise the amount of development within BAP habitats. Target: Extent and condition of SSSIs (and SNCIs and LNRs) in Local Plan area is maintained (or improved)	Data from Sussex Biodiversity Records Centre.

<p>Revised Draft Policy 32: Open Space, Recreation and Leisure</p>		<p>Amount of open space in District per 1,000 population target to improve in relation to existing.</p>	<p>ADC data</p>
<p>Revised Draft Policy 33: Planning for Sustainable Communities</p>	<p>Protection of social and community facilities; facilitation of improvements in standards of health in district.</p>	<p>Number of social and community facilities to increase. Improvement in key health indicators</p>	<p>Through Infrastructure Delivery Plan ADC data (Wellbeing Hub)</p>
<p>Revised Draft Policy 34: Pollution and Contamination</p>	<p>Reduction in instances of pollution.</p>	<p>No new Air Quality Management Areas designated To reduce NO2 levels in accordance with Adur Air Quality Action Plan Number of noise complaints Number of planning permissions for developments that incorporate the remediation of contaminated land Number of dwellings adversely affected by road and rail noise pollution</p>	<p>ADC Environmental Health Officers ADC Environmental Health Officers. ADC Environmental Health Officers ADC Planning Services/ ADC Environmental Health Officers West Sussex County Council, Highways Agency and Adur District Council.</p>
<p>Revised Draft Policy 35: Water Quality and Protection</p>		<p>Classification of groundwater quality Status of waterbodies</p>	<p>Environment Agency Environment Agency</p>

<p>Revised Draft Policy 36: Flood Risk and Sustainable Drainage</p>	<p>A reduced risk of flooding</p>	<p>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.</p> <p>Percentage of relevant applications incorporating/ not incorporating sustainable drainage.</p>	<p>ADC/ Environment Agency</p> <p>Planning Services data</p>
<p>Revised Draft Policy 37: Telecommunications</p>	<p>Appropriate implementation and siting of modern telecommunications infrastructure.</p>	<p>Number of telecommunications applications/ prior approvals under Part 24 of GPDO</p>	<p>Planning Services data</p>

Appendix RD7: Glossary

Term	Definition
<p>Affordable Housing</p>	<p>The NPPF defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.</p> <p>Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is: Rented housing owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is: Rented housing let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is: Housing for sale and rent that is provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), and other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the NPPF definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</p>
<p>Air Quality Management Area (AQMA)</p>	<p>Under the Environment Act 1995 local authorities must designate areas these areas where the prescribed Air Quality Objectives are not likely to be met.</p>
<p>Annual Monitoring Report (AMR)</p>	<p>An annual report setting out the performance of policies based on core and local indicators. It also measures the progress of documents set out in the Local Development Scheme.</p>
<p>Area Action Plans</p>	<p>Area Action Plans are used to provide the planning and</p>

(AAP)	implementation framework for areas where significant changes are envisaged. They are a type of Development Plan Document.
BREEAM	Building Research Establishment Environmental Assessment Method (BREEAM) is the longest established and most widely used environment assessment method for assessing a building's environmental performance. Certification is carried out by licensed assessors.
Built Up Area Boundary	This identifies the area of Adur which is predominantly urban in character, and within which the principle of development is accepted.
Coastal Squeeze	This refers to the intertidal area around the lowland UK coast which is increasingly being squeezed between rising sea levels and high tide lines fixed by inflexible artificial defences and land take for development.
Code for Sustainable Homes (CSH)	The code aims to reduce carbon emissions, and was introduced in April 2007 as a single national standard and sustainability rating system for new build homes. It measures the sustainability of a dwelling against different categories of sustainable design.
Combined Heat and Power (CHP)	A Combined Heat and Power (CHP) system generates electricity and uses heat produced during this process in a productive way e.g. for local heat loads. It can also be used to deliver cooling through a process known as absorption chilling.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy (CIL) is a new charge which local authorities will be empowered (but not required) to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy will be spent on infrastructure to support the development of the area.
Conservation Area	An area of special architectural or historic interest identified by the Local Planning Authority in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990. There is a statutory duty to preserve or enhance the character and appearance of such areas.
Controlled Waters	The UK's natural waters. These are rivers and streams, lakes and lochs, estuaries, coastal waters and groundwaters.
Density	Describes the number of housing units within a given area.
Designated Heritage Asset	The National Planning Policy Framework describes the types of designation which fall within this definition as including Scheduled Monuments, Listed Buildings, and Conservation Areas, designated under the relevant legislation.
Development Plan	At the time of writing this includes adopted Local Plans, neighbourhood plans (where they exist) and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan	Development Plan Documents are a type of Local

Documents (DPD)	Development Document, and constitute part of the Local Development Framework. They contain policies and proposals for development, and are subject to consultation and independent examination. They carry significant weight in determining planning applications.
Employment Land Review (ELR)	The purpose of an Employment Land Review is to provide a detailed analysis and understanding of the quantity, nature and quality of existing and allocated employment land and premises and the extent to which that supply can meet future demands.
Exception Test	This test provides a method of managing flood risk while still allowing necessary development to occur. It is applied following application of the Sequential Test where it is not possible or consistent with wider sustainability objectives for development to be located in zones of lower probability of flooding.
Green Infrastructure	The NPPF defines this as a network of multi-functional green space, both urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Gypsies and Travellers	Gypsies and Travellers are defined as persons of a nomadic habit of life, whatever their race or origin, including such persons who on grounds only of their family's or dependant's education or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
Historic Environment Record	The National Planning Policy Framework defines this as 'Information Services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.'
Impact Assessment	Assessment undertaken in respect of applications for retail, leisure or office development outside of town centres, not in accordance with an up-to-date Local Plan and with a floorspace over 1000sqm (see RD Policy 27: Retail, Town Centres and Local Parades). The assessment must comply with paragraph 26 of the National Planning Policy Framework.
Infrastructure Delivery Plan	Plan setting out infrastructure required to deliver proposals in DPDs, including which agencies will be responsible, when it will be delivered, costs, sources of funding, and any constraints.
Lifetime Homes	A set of 16 design criteria that provide a model for building accessible and adaptable homes
Local Parades	A range of small shops of a local nature, serving a small catchment area.
Local Development Document (LDD)	LDDs comprise of a range of Local Development Documents. These can be Development Plan Documents or Supplementary Planning Documents. The Statement of

	Community Involvement is also a LDD.
Local Development Framework (LDF)	The collective term for the set of Local Development Documents which will collectively deliver the spatial planning strategy for the area.
Local Development Scheme (LDS)	This is a statement of the Council's programme for the production of Local Development Documents. It will be revised where necessary – for example, as a result of the Annual Monitoring Report, or if there is a need to prepare new Local Development Documents.
Local Enterprise Partnership (LEP)	The NPPF defines this as a body, designated by the Secretary of State for Communities and Local Government, established for the purpose of protecting and improving the conditions for economic growth in an area.
Local Green Gaps	Areas designated in the Local Plan in order to avoid coalescence and maintain character of settlements.
Local Nature Reserve (LNR)	Local Nature Reserves are locally-designated areas of interest due to their wildlife and/ or natural features.
Local Strategic Partnership (LSP)	A group of public, private, voluntary and community organisations and individuals that is responsible for preparing Adur and Worthing's Sustainably Community Strategy.
Listed Building	A building formally designated for reasons of its special architectural or historic interest.
Major Development	(*Major development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as: 10 or more dwellinghouses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwellinghouses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm or more; or development on sites of 1 hectare or more).
Mixed-use developments	A development that contains two or more uses e.g. residential, employment, leisure, community uses.
Planning Obligations	Planning Obligations are secured through Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal and are a legally enforceable obligation.
Previously Developed Land (PDL) / Brownfield	The NPPF defines this as land which is or was occupied by a permanent structure, including the curtilage of developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: Land that is or has been occupied by agricultural or forestry buildings; Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control principles Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, which , although it

	<p>may feature paths, pavilions and other buildings, has not been previously development;</p> <p>Land that was previously developed but where the remains of the permanent structure of fixed structure have blended into the landscape in the process of time</p>
Primary and Secondary Frontages	<p>The NPPF defines primary and secondary frontages as follows:</p> <p>Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.</p>
Primary Shopping Area	<p>The NPPF defines primary and secondary frontages as follows:</p> <p>Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).</p>
Policies Map	<p>A map on an Ordnance Survey base that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply.</p>
Public Realm	<p>Area between and within buildings that are publicly accessible, including streets, squares, open spaces and public and civic buildings.</p>
Regional Spatial Strategies (RSS)	<p>Regional Spatial Strategies directed planning for the regions. The RSS for Adur was the South East Plan. This has now been revoked.</p>
Registered Providers	<p>Providers of social housing registered and regulated by the Tenant Services Authority.</p>
Renewable Energy	<p>This includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat.</p>
Sequential Test (Flood risk)	<p>A risk based approach to assessing flood risk, which gives priority to sites in ascending order of flood risk i.e. lowest risk first.</p>
Sequential Test (Town Centres)	<p>The NPPF states that a sequential test should apply to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up-to-date Local Plan. This test aims to ensure that applications for main town centre uses are located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.</p>
Scheduled Ancient Monument	<p>Nationally important sites and monuments which are given legal protection by the Ancient Monuments and Archaeological Areas Act 1979.</p>
Shoreline	<p>This strategy provides a large-scale assessment of the risks</p>

Management Plan	associated with coastal processes and presents a long term framework to reduce these risks to people and environment in a sustainable manner. A SMP is a high level document that forms an important element of the strategy for flood and coastal erosion risk management.
Site of Nature Conservation Importance (SNCI)	These are sites designated by West Sussex County Council and Adur District Council to support wildlife.
Site of Special Scientific Interest (SSSI)	These are sites designated by Natural England (the government nature conservation agency) under the Wildlife and Countryside Act 1981. Such sites are of special national interest due to their flora, fauna, geological features or landforms.
Social and community facilities	Community venues, cultural buildings, places of worship and health facilities.
South East Plan (SEP)	Plan prepared by the South East England Regional Assembly. It set out a vision, and directed planning in the region up to 2026. This formed the Regional Spatial Strategy for the South East. This document has now been revoked, and it now longer forms part of the Development Plan.
Spatial (or Key) Diagram	Diagrammatic representation of planning issues or features in an area – not to scale.
Stakeholder	Any individual or group with an interest in the future planning of the District.
Statement of Community Involvement (SCI)	Document which sets out the standards to be achieved by the local planning authority in involving the community in the preparation of documents within the Local Development Framework and planning applications. The SCI enables the community to know how and when they will be involved in the preparation of Local Development Documents and how they will be consulted on planning applications.
Strategic Flood Risk Assessment	The assessment of flood risk on a catchment-wide basis for proposed development in a district/borough.
Strategic Housing Land Availability Assessment (SHLAA)	A study that provides an informed estimate of land availability for housing to inform plan-making and to ensure that Councils maintain a 5-year supply of housing land.
Strategic Housing Market Assessment (SHMA)	A study that provides information on the sub-regional housing markets and predicts levels and mix of future housing requirements in terms of tenure, number of bedrooms, etc.
Supplementary Planning Document (SPD)	Supplementary Planning Documents (SPDs) provide detail to support policy in higher level Development Plan Documents (DPDs). They undergo a more straightforward preparation process than DPDs, and they are not subject to independent scrutiny by a planning inspector. They are Local Development Documents, and form part of the Local Development Framework.
Sustainability Appraisal (SA)	The Planning and Compulsory Purchase Act (2004) requires Local Development Documents to be prepared with a view to

	contribute to the achievement of sustainable development. A Sustainability Appraisal is a systematic process, to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document. The SA process incorporates Strategic Environmental Assessment.
Sustainable Development	The NPPF defines sustainable development for planning purposes.
Sustainable Community Strategy (SCS)	The SCS is a strategy that outlines how local organisations will work together to improve the economic, social and environmental well-being of the people in the area. A joint SCS, 'Waves Ahead', has been prepared for Worthing Borough Council and Adur District Council.
Town Centre	The NPPF defines a town centre as an area defined on the local authority Policies Map. Including the Primary Shopping Area and areas predominantly occupied by main town centre uses within or adjacent to the Primary Shopping Area. References to town centres or centres apply to city centres, town centres, district centres and local centres, but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-town developments, comprising or including main town centre uses, do not constitute town centres.
Travelling Showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their family's or dependents more localised pattern of trading, education or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.
Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. These will be used to in assessing planning applications as relevant (or alternative legislation will be used should this be superseded within the lifetime of this document).
Windfall Sites	The NPPF defines these as sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendix RD8

Shoreham Harbour Regeneration Viability and Deliverability Progress Update

Background to viability work

DTZ Viability Appraisal (2009)

- 1 BBP consultants were appointed by the South East England Development Agency (SEEDA) to devise a development and implementation strategy for the Shoreham Harbour Regeneration project in 2007, exploring a potential scale of development of up to 10,000 new dwellings and 8000 new jobs.
- 2 In 2009, Brighton & Hove City Council commissioned DTZ to undertake an independent assessment of the BBP viability work. The report concluded that there was a viability gap of approximately £300 million to deliver the masterplan proposals based on the information available at the time.
- 3 The proposals assumed a comprehensive land purchase and site assembly approach via a public sector-led 'special purpose vehicle' so that private sites could be prepared and brought ready to the market. However, given the complexities of land ownerships and the range of different circumstances and aspirations of land owners it was difficult to make assumptions about the realistic costs and logistical implications (for example in terms of time delays) of this approach. Therefore the site assembly costs were difficult to determine upfront and in reality could have significantly increased the already large funding gap. Much of the burden of this significant cost would have been borne by public sector funders in the early phases of development as opposed to being staged throughout the 25yr development therefore increasing the upfront risk.

Key outcomes of the study included:

- The study questioned the approach to the costly large scale relocation of harbour activities on to reclaimed land which meant that the end value of the sites may be less than the cost of preparing them.
- The most significant cost areas included the proposed car parking solution which included high volumes of underground car parking at a total cost of £175 million and land reclamation and sea defences at £132 million.
- Careful consideration was advised in relation to the 360,000 sqft of retail space proposed and the impact of this on the already established town centre and other retailing areas.

- Recommended to undertake further work to determine which sites should fall within the masterplan boundary and be subject to a proactive land assembly approach.
- Advised to undertake further testing to highlight the cost items that contribute significantly towards the viability gap and once these are highlighted solutions can be sought to reduce cost, time delay and risk.
- Further analysis should be undertaken of the quantum, mix of uses, development densities and building types to assist in improving viability. In particular the viability of delivering over 1 million sqft of new office development was questioned. Market analysis was recommended to position the employment element correctly for the location.

Capacity and Viability Study (Aecom, 2010)

- 4 Since the 2009 report, significant economic and political change has taken place that has impacted on the approach to the harbour. SEEDA has been disbanded, the South East Plan (that established the principle of the 10,000 dwelling target for testing) has been abolished and public funding for new development and infrastructure has been significantly cut. The local authorities have since taken ownership of the harbour project and set up a Project Board and cross-boundary project governance system to work together with the Port Authority to advance a deliverable plan based on a more of a 'bottom-up' approach.
- 5 A Capacity and Viability Study was commissioned to take on board the recommendations outlined above and to produce a 'bottom-up' assessment of the quantity of new housing and employment floorspace that could be delivered in the most cost-effective way without compromising the integrity of the vision. Viability analysis was undertaken to establish the funding gap between the value of the land and the cost of redevelopment that would need to be met to kick-start the regeneration. The study also considered the potential of meeting the eco-towns programme criteria.
- 6 Key outcomes of the study included:
 - Based on physical capacity, the harbour has the potential to provide up to 2000 new homes and a significant number of new jobs (up to 3000 net) if mixed-use schemes can be promoted.
 - Based on the framework in the study, the value of existing sites totals £25 million which is still less than what it would cost to develop the land so a significant funding gap in the region of £50 million remained.
 - Comprehensive land assembly led by the public sector is not advised due to the high risk and it being unaffordable. There are few sites in

public ownership therefore the ability to raise revenue from land sales is limited. The potential to explore land swaps with other Council sites could be explored.

- The key barrier to unlocking sites is the cost of flood defences at a cost of £1.3 million per hectare. Bringing forward piecemeal approaches to flood defences is undesirable in viability and design terms.
- Not possible in physical and viability terms to wholesale meet the Eco-Towns PPS criteria but advised further assessment of some specific sustainability measures.
- Further technical work was recommended such as smaller area masterplans promoting early-win catalyst sites and modelling to ascertain further detail of infrastructure requirements and costs, in particular flooding and transport.
- Clear planning policy for the harbour is essential and interim policy is key. This also helps to provide a mechanism for undertaking structured engagement with stakeholders on whom the proposals are dependant i.e Port, private land owners and businesses.
- Accessing the gap funding is one challenge however the other is ensuring the right governance structure is in place to deliver the project. This is critical.
- Council now needs to agree the level of intervention it wants to make going forward given the other competing priorities in the area.

Infrastructure Technical work completed 2010-2013

- 7 In order to improve the deliverability of the proposals a number of technical studies have been undertaken. These are largely complete or in progress, including:
- 8 Design and Flood Risk Study (JBA, 2011) – this study, working in partnership with the Environment Agency, established the nature of flood risk at the harbour and provided preferred options for mitigation measure and defences with indicative costs.
- 9 Flood Risk Management Technical Guide (in progress) – this guide will set out in detail the vision for a comprehensive flood defence solution at the harbour and provide detailed design parameters that new developments must adhere to. It will include detailed costs that will be used for external funding bids later this year.
- 10 Transport Study of Strategic Development Options and Sustainable Transport Measures (Parsons Brinckerhoff, 2013) – this study established the impacts on the local highway network of proposed new

development at the harbour in conjunction with other local site allocations. It also sets out the types of highway mitigation measures that will be required, which junctions need improving and indicative costs.

- 11 Transport Study of Shoreham Town Centre – the study is looking in detail at ways in which traffic flow and specific junctions in the town centre can be improved to support the increase in traffic around the harbour

Development Briefs (Allies Morrison Urban Practitioners, 2013)

- 12 Consultants were commissioned to prepared briefs for the areas of the harbour facing most development pressure in the short term, where there is an urgent need for interim guidance before the JAAP is adopted. Viability appraisal was carried out on the area proposals within the briefs. Key outcomes included:
 - 13 Assumptions about site assembly and disturbance compensation costs are now significantly reduced as a number of sites are coming forward on their own and there is more information about the aspirations of land owners.
 - 14 The viability continues to be challenging when looking at the area as a whole with a significant funding gap for infrastructure costs. However when sensitivity analysis is applied of a 10% increase in gross development value (based on forecast market strengthening) the overall scheme shows positive viability.
 - 15 The Viability report highlights that with Partnership intervention to support key infrastructure such as flood defences and highway improvements, the proposals start to become a commercially attractive proposition (albeit the sites are challenging to prepare given their waterfront, former industrial nature).

Current position and emerging JAAP

- 16 The current plans for the harbour aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites under current market conditions.
- 17 Viability appraisal underpinning the emerging plans have helped to identify the significant costs of critical, enabling infrastructure – such as flood defences, highways improvements and site assembly costs. The Partnership is also continuing to work closely with stakeholders and local service providers to identify social infrastructure needs and priorities.

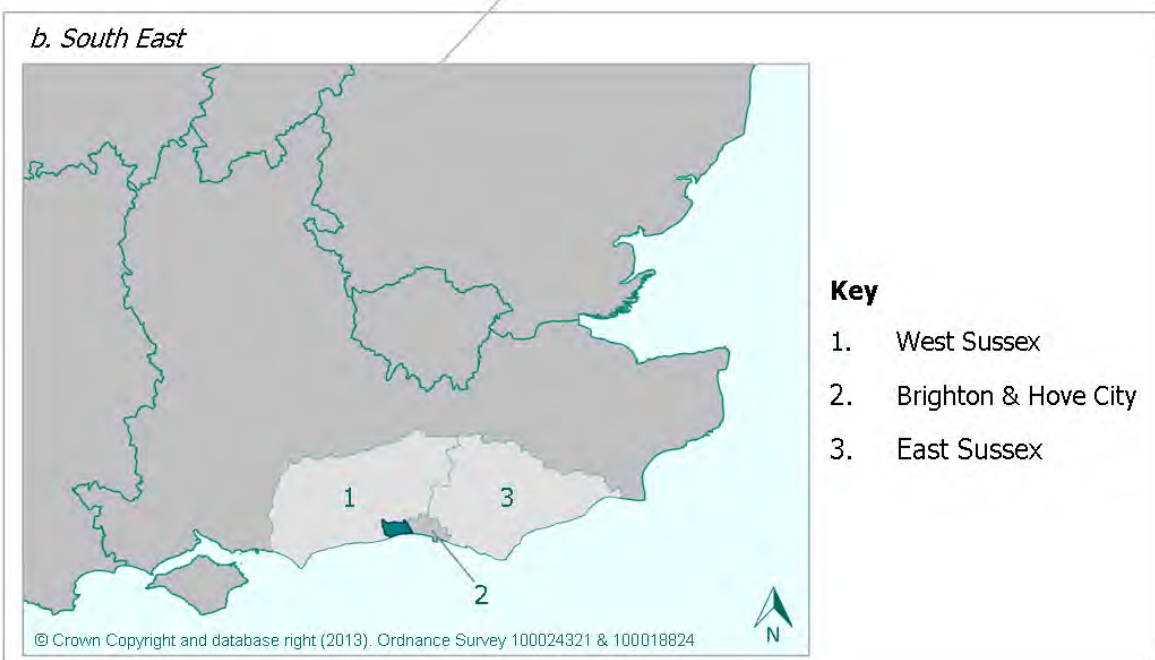
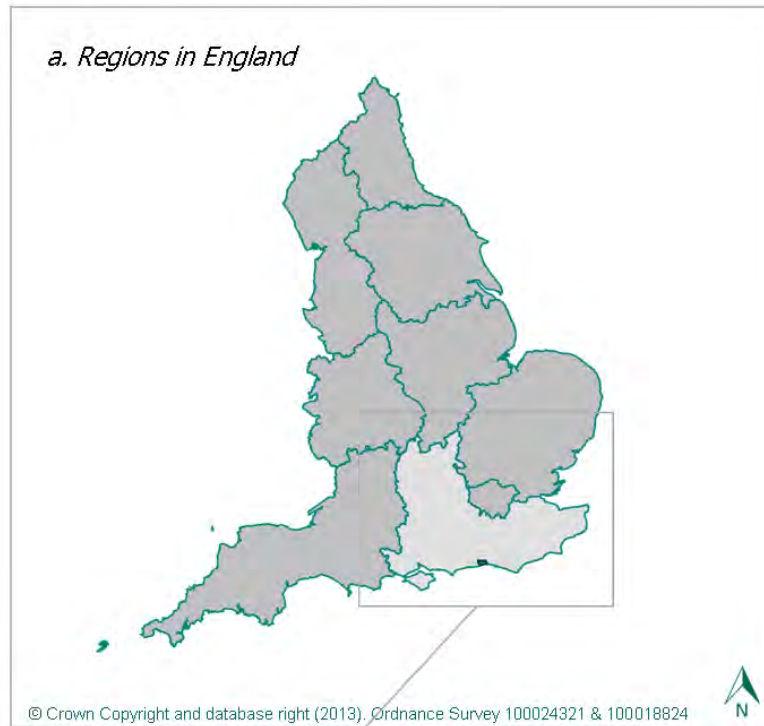
- 18 Given the number of stakeholder interests involved, the Partnership recognises that having the right internal governance structures and resources in place to support delivery is key and significant progress has been made in this area. For example there is now a dedicated Development Manager for the harbour tasked with developer engagement, accessing funding and delivery.
- 19 The Partnership is proactively seeking ways to reduce viability gaps and unlock stalled sites. For example through applying for infrastructure funding (e.g Growing Places LEP fund, Coastal Communities, City Deal), and working closely with the Environment and Highways Agencies.
- 20 The planning process is supported by an internal Delivery and Investment Strategy. Full details of infrastructure requirements for the harbour area will be set out in the Infrastructure Delivery Plans (IDP) that underpin both the Local Plan and the Brighton & Hove City Plan.

Appendix RD9

A SPATIAL PORTRAIT OF ADUR

1. This Spatial Portrait describes the area covered by this Local Plan.

Map 42 Where is Adur?



c. Sussex and Surrounding Area



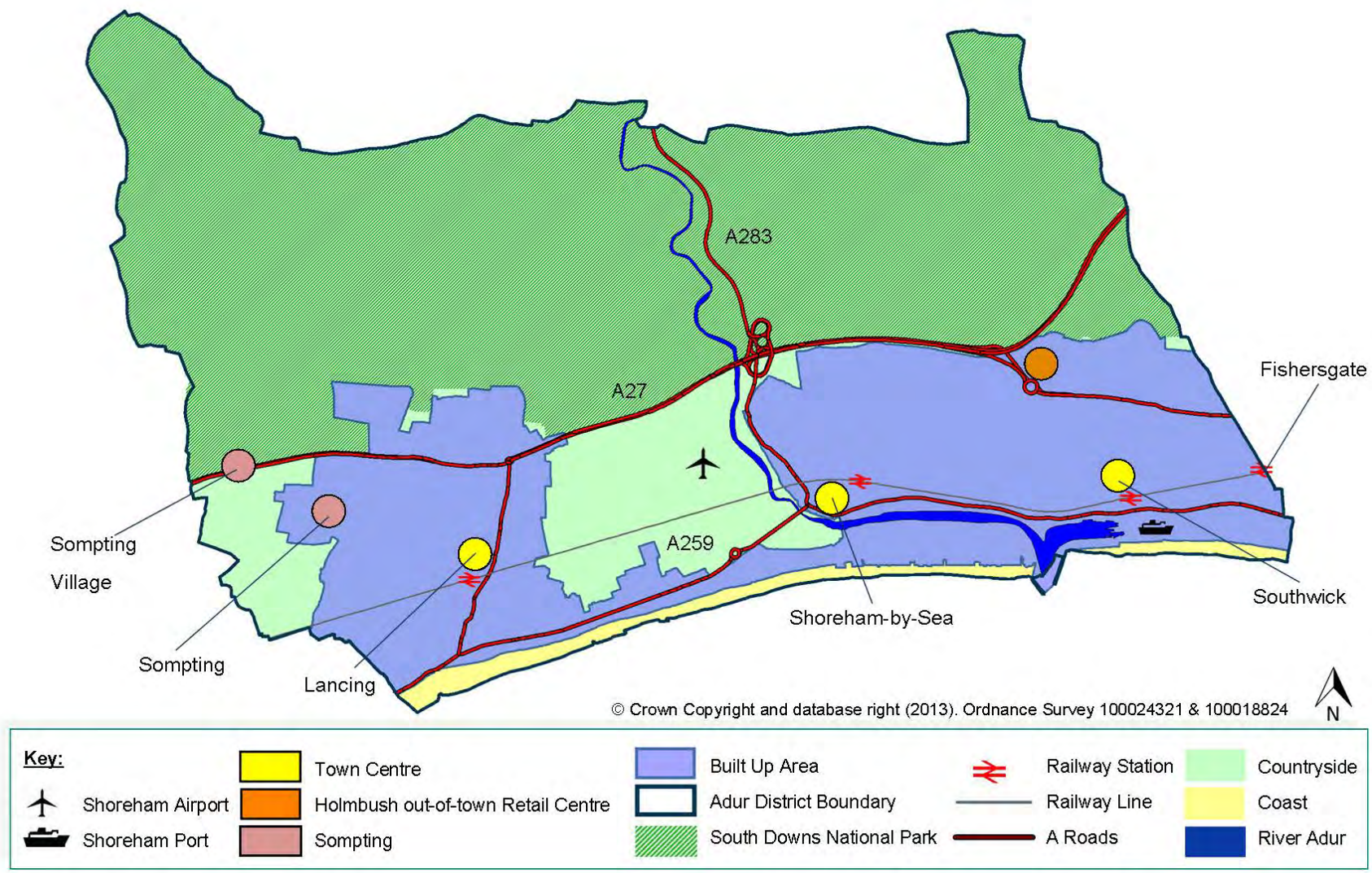
Key

- a. Chichester District
- b. Arun District
- c. Horsham District
- d. Worthing Borough
- e. Crawley Borough
- f. Mid Sussex District
- g. Brighton & Hove City
- h. Lewes District
- i. Wealden District
- j. Eastbourne Borough
- k. Rother District
- l. Hastings Borough
- ✈ Gatwick Airport

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(Please note these maps also appear in Part One)

Map 43 Adur's Key Features







Adur Today

- 2 Adur District is located on the south coast of England, between Brighton & Hove City to the east, and Worthing Borough to the west. The South Downs National Park lies to the north. It is a relatively small district covering 41.5 square kilometres and has a population of approximately 61,300³, considerably smaller than its neighbouring urban areas.
- 3 It is bounded by the South Downs to the north, and the English Channel to the south, with the low-lying land of the Adur Valley between, separating Lancing and Sompting to the west and Shoreham-by-Sea, Southwick and Fishersgate to the east. This landscape has a strong impact on many of the district's features – the development of its settlements, its transport routes, views, and is perhaps the key factor in creating the distinctive character of the area and giving a strong sense of place.
- 4 Due to this topography Adur's main settlements are found on the coastal plain running east-west along the length of the District. Shoreham-by-Sea, Southwick and Fishersgate lie mainly to the east of the River Adur, which bisects the district. They form a continuous urban area with Portslade, Hove and Brighton. Lancing and Sompting lie to the west of the River Adur. A narrow strip of development along the coast joins Lancing with Shoreham Beach. Adur forms part of the 'setting' of the South Downs National Park.
- 5 Due to the low-lying nature of the coastal plain, and presence of the river and sea, tidal and fluvial flooding is an issue, with large parts of the district at risk of flooding. This has implications for future development, which are covered elsewhere in this document. Additionally, the geology of the area creates potential for groundwater flooding, as well as surface water from the steep slopes of the South Downs is also an issue in the district.

³ ONS mid-2011 population estimate

Map 44: Flood Zones in Adur District



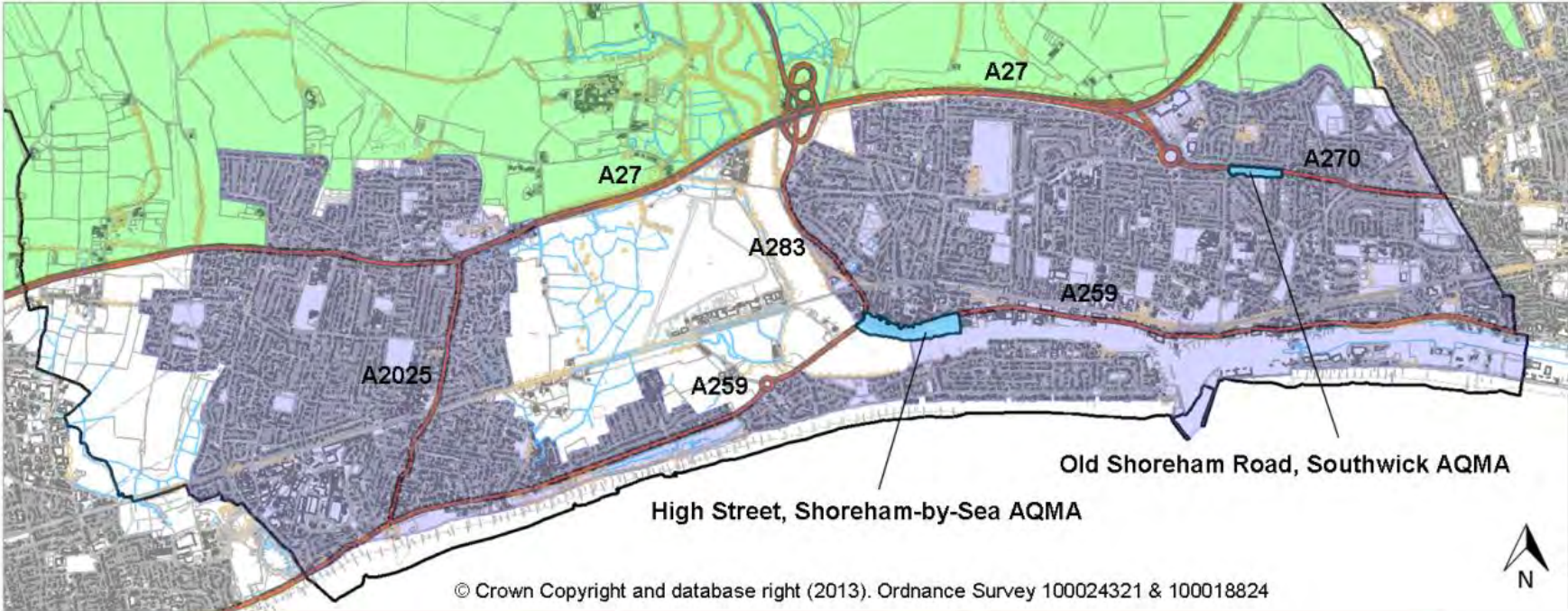
Key:  Flood Zone 3 (High Probability)  Flood Zone 2 (Medium Probability)  South Downs National Park  Adur District Boundary

Note: Data obtained from Environment Agency which is updated quarterly. This map includes the most up to date information at the time of writing (May 2013).

- 6 Adur's main transport routes run east-west through and along the coastal conurbation. The A27 forms part of the boundary between much of the urban areas and the National Park; Adur's towns therefore form part of the chain of coastal towns from Hastings to Southampton. Similarly the A259 runs along the coast linking the counties of Kent, East and West Sussex and Hampshire. Peak hour traffic congestion is a problem in the district, particularly on parts of both these key routes where a number of junctions are either near or exceed capacity. The West Coastway railway line provides a direct link to London as well as along the coast, with stations at Lancing, Shoreham-by-Sea, Southwick and Fishersgate. Adur's relative proximity to key employment areas such as Brighton (20 minute rail journey) Worthing (10 minutes) Gatwick Airport (45 minutes) and London (1hr 20 minutes) make the area popular with commuters. The National Cycle Network runs along the coast.

- 7 Air Quality Management Areas (AQMAs) have been designated at High Street Shoreham-by-Sea, and Old Shoreham Road, Southwick, as well as in the neighbouring areas of Portslade and Hove within Brighton & Hove City Council's boundary, predominantly due to the emissions arising from traffic congestion.

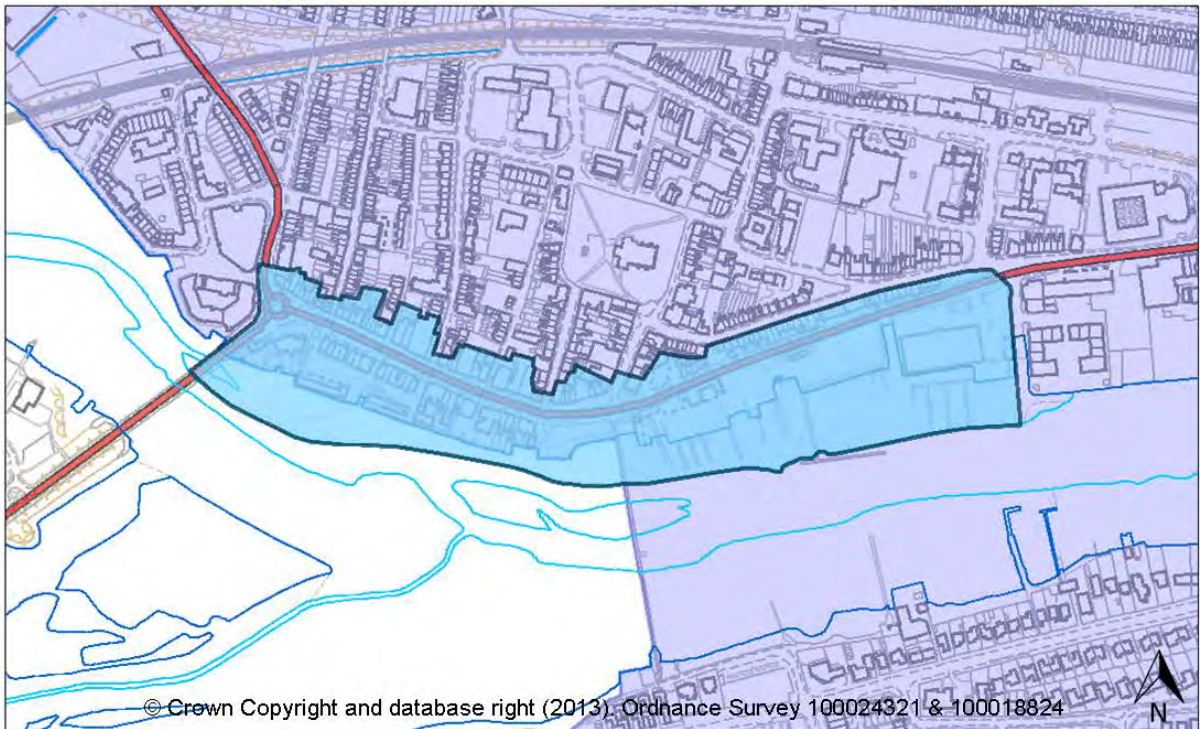
Map 45 Air Quality Monitoring Areas (AQMAs)



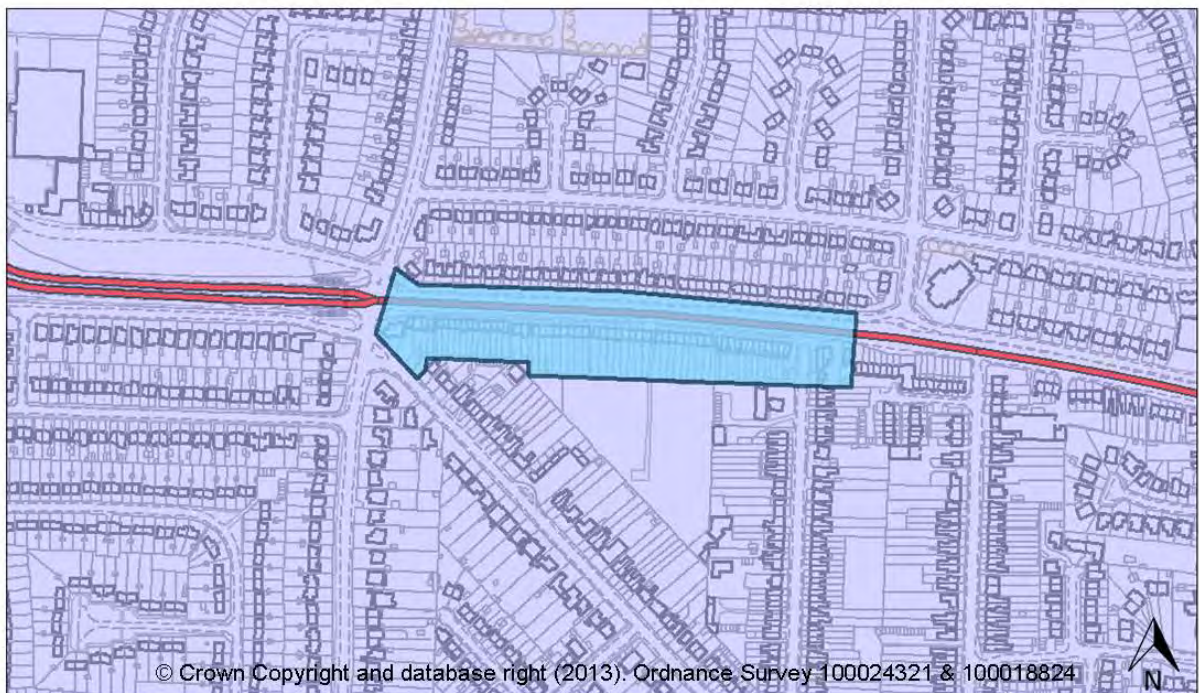
Key:	South Downs National Park	Adur District Boundary
A Roads	Built Up Area	Air Quality Monitoring Area (AQMA)

Map 46 Air Quality Monitoring Area (AQMA) Inset Maps

High Street, Shoreham-by-Sea AQMA



Old Shoreham Road, Southwick AQMA



- 8 Adur's role in the South Coast sub-region is very much to complement, rather than compete with neighbouring areas. Adur's towns have a locally important role in providing day-to-day shopping as well as some employment and leisure opportunities. However, residents have a number of nearby centres to choose from including Brighton (which functions as a regional centre) and Worthing (a sub-regional centre). In terms of retail offer, these centres have a much greater range of comparison goods stores and larger number of multiple retailers than the centres within Adur, and therefore attract shoppers living in Adur District⁴. Many of the district's residents travel to these centres and further afield for employment (see Adur's Economy, below) and some entertainment and leisure activities. Despite the positive opportunities which this Plan seeks to create for employment growth, this is likely to continue. In contrast to the large urban conurbations of nearby Districts, Adur's smaller towns, with their strong community or 'village' feel, distinct boundaries, and close proximity to the countryside are appreciated by local residents and attracts people – both visitors and new residents – to the area.

Adur's Environment

- 9 Adur can be divided into sub-areas in a number of different ways⁵. 'Character areas' (Adur Character Study, Tibbalds, June 2009) are a useful starting point in describing the district in more detail.

Sompting Village

- 10 Sompting village (a Conservation Area) is located to the east of the district within the Worthing/ Sompting - Lancing Local Green Gap; and is bisected by the A27 which forms a strong barrier to movement north and south, particularly to pedestrians and cyclists. High flint walls lining streets and defining boundaries are a key characteristic in both areas, creating a strong sense of enclosure. The core of the village lies to the south and is largely domestic in character and structured around West Street and Church Lane. There is an established and characteristic pattern of linear development.
- 11 In contrast, the historic St Mary's Church and Sompting Abbots (now a private school) lie to the north of the A27 within the South Downs National Park and therefore outside the area addressed by this Plan. However, the position of these buildings on the slope of the South Downs make them prominent in the landscape when viewed from within the plan area.

⁴ DTZ Retail Study 2009

⁵ See Adur Historic Land Classification maps (WSCC); West Sussex Landscape Management Guidelines based on West Sussex Landscape Character Assessment, (2003, WSCC); Shoreham Historic Character Assessment Report (Harris, 2009).

Lancing/ Sompting – Worthing Local Green Gap

- 12 This area of open land is bounded to the north by the A27, and links to the sea at its most southern part (within Worthing Borough). The gap is important in terms of maintaining the physical separation and identity of Lancing/ Sompting and Worthing and is quite narrow in parts. It forms a key component of the sense of place and also forms an ecological and landscape corridor linking the South Downs to the sea. The area has remained largely undeveloped, and contains open, relatively level farmland⁶. It provides long views north-south, and views east –west across the gap. The boundaries of the gap are formed by the developed edge of Lancing/ Sompting, containing suburban housing, Sompting village to the north, and open arable fields and the West Coastway railway line to the south. The area is not generally accessible to the public⁷.

Lancing/ Sompting

- 13 Whilst Lancing and Sompting form a distinct urban area, bound either side by open areas of countryside, the South Downs to the north, and the sea to the south, they are bisected by the A27. To the north, much of Sompting lies on the slope of the South Downs allowing views of the sea, while Lancing to the south is on the coastal plain. Lancing College can be seen from the eastern edge of the settlement.
- 14 Historically, the oldest area is North Lancing, focussed around Manor and Mill Roads (now a Conservation Area). A sense of enclosure from higher boundary walls, hedges and cottages set close to pavements make this area distinct from other parts of Sompting or Lancing.
- 15 Much of the coastal plain area was formerly used for market gardening. Both Sompting and Lancing as we know them today were largely developed after the Second World War, resulting in street patterns, materials, and building design typical of this period. Streets are often wide, sometimes with grass verges, and houses are often set back behind generous front gardens.
- 16 Sompting itself has no retail or village centre as such. Building heights are mostly 1-2 storeys with a few higher buildings along the coast, and 3 storey buildings in Lancing village centre.
- 17 Lancing village centre is linear in nature, linking the railway station, North Road, South Street, and Beach Green, an important amenity area adjacent to the beach. Beach Green is the main ‘arrival point’, at

⁶ Urban Fringe Study of Adur District 2006.

⁷ See West Sussex Landscape Management Guidelines SC11/SC13

the junction with the A259, marked by a busy roundabout. As a result this is cut off from the village and could benefit from enhancement and a stronger relationship with the village centre. Activity in Lancing is focussed along the beach, and along the dispersed village centre, which lacks a clear focus yet still provides an important role in providing for day-to-day retail and leisure needs

- 18 Lancing Business Park, originally developed as a railway and carriage works in the early twentieth century, now forms an important employment location with a wide range of businesses.

Lancing-Shoreham Local Green Gap

- 19 To the north this area is bounded by the A27 and to the south by the A259, and bisected east-westwards by the West Coastway railway line. Housing on either side of the A259 and the Widewater Lagoon separate this area from the sea. The land is flat and low lying; some areas are prone to flooding. The openness provides long views of the South Downs and across from one urban area to the other. The gap itself is also prominent in views from the South Downs. Perhaps the most important views are those of Lancing College (particularly its chapel) (outside the area covered by this Local Plan, and located in the SDNP) on a prominent elevated position on the southern slopes of the South Downs; views towards Shoreham of St Mary de Haura church; and views of Shoreham Airport which is itself located in the gap. The A27 flyover is also prominent in the landscape. The River Adur forms the boundary between this local green gap and Shoreham-by-Sea, and is valued for recreation purposes (canoeing, walking and cycling), its nature conservation value (Adur Estuary Site of Special Scientific Interest forms a valuable habitat) and its visual appeal.⁸
- 20 Shoreham Airport is the oldest licensed airfield in the UK; it has both an aviation use and acts as an important location for visitors. The Grade II* Listed terminal building is Art Deco in style. Hangars (one of which is Grade II listed) and commercial buildings, mainly two storey in character, are laid out parallel to the railway line. The airfield contributes to the openness of the gap. Another area of employment use – Ricardos, a major local employer - is located to the north, between the A27 and Old Shoreham Road.
- 21 The area west of the Airport is open land; planning permission was granted for a golf course which is currently under construction. Field boundaries are made up of shrub and hedge planting and follow streams. Closer to the edge of Lancing, larger field patterns dominate. South of the railway line, the southern part of the gap is smaller and less open than that area north of the railway line and is interrupted by

⁸ See West Sussex Landscape Management Guidelines sheet SC11/SC13.

groups of buildings and housing estates extending northwards in an irregular manner from the A259.⁹

- 22 Recreational uses are concentrated along the River Adur and the recreation ground in the south east corner, near Shoreham town centre. Otherwise, access to the gap is limited.

Shoreham (incorporating Shoreham-by-Sea and Shoreham Beach)

- 23 Shoreham-by-Sea is located on the coastal plain; the River Adur forms its western and southern boundaries. The town centre forms the historic core, with a distinct and high quality character. The area now known as Old Shoreham (to the north of the town centre) was an agricultural village by Anglo-Saxon times and St Nicolas Church probably dates from before the Norman conquest. What is now the town centre was established by the Normans at the end of the 11th century, using a grid pattern that survives in part of the centre.¹⁰ This provides a 'fine urban grain' of streets tightly enclosed by narrow two-storey houses, set at the back of the pavement or behind small front gardens. Marlipins, in the High Street, now a museum, represents the only secular medieval building identified in Shoreham, and is designated as a Scheduled Ancient Monument as well as a Grade II* Listed Building. The town centre provides for daily amenities, services and shopping. The Yacht Club also adds to a sense of character and activity on the river bank.
- 24 St Mary de Haura is probably the most important landmark in the town, clearly visible from Shoreham Beach, the South Downs, and from the Lancing/ Sompting – Shoreham local green gap area and from the A27 bypass, located outside the District. Its tower rises above the predominantly two storey development which surrounds it. The churchyard of St Mary de Haura and Coronation Green form the main open spaces in the town centre, the latter providing views across to Shoreham Beach, and a focal point for activities such as community events.
- 25 In parts of the town centre the river gives a strong sense of character, although views are often blocked by development. The modern, five storey Ropetackle development forms a focal point defining the approach into the town centre from the west. The town centre suffers from traffic congestion, particularly at the junction of the High Street and Old Shoreham Road. As a result, an Air Quality Management Area has been designated. The town centre is relatively healthy, providing a predominantly local shopping offer mainly servicing resident's day-to-day needs, although with some more 'niche' shopping opportunities.

⁹ Urban Fringe Study of Adur District 2006 – this document contains a detailed analysis of this area.

¹⁰ Shoreham Historic Character Assessment Report, Sussex Extensive Urban Survey, Harris 2009. This document provides a thorough assessment of Shoreham in terms of Historic Urban Character Areas.

Dolphin Road industrial estate to the east of the town centre suffers from access problems, and is close to residential properties, but provides a valuable employment area.

- 26 In contrast to the town centre, the remainder of Shoreham-by-Sea is suburban in character, much of it developed after the First World War. The architecture varies, with much of the area being developed in estates of similar development styles. Some parts include areas of detached housing generally in larger plots. There are four Conservation Areas reflecting the older parts of the town. Holmbush out-of-town shopping centre, located close to the A27 north of Shoreham attracts shoppers from a wide area.¹¹
- 27 Shoreham Beach lies south of the River Adur and forms a distinct character area of its own, almost surrounded by water and connected by a pedestrian bridge to Shoreham town centre, and by just one road to the west by a roundabout junction. Streets in this area are generally wide and open giving a sense of openness and connection to the sea.
- 28 The area was created by a shingle bank, developed over centuries through longshore drift. Shoreham Fort, a Scheduled Ancient Monument lies at the mouth of the River Adur. Around the early twentieth century, railway carriages began to be used for summer homes, and for a short while the area played a key role in the development of the early UK film industry. Some housing was cleared for defence reasons in the Second World War; as a result, the area is characterised by post-war development, much of it bungalows, with much variation in materials and architectural styles. An exception however is the taller apartment buildings on the river frontage, up to six storeys high. Recreational activity is centred around the beach and river. An area of houseboats on the northern bank adds to the varied character. Views of Shoreham-by-Sea and the South Downs are visible, as are views along the coast to Worthing, Brighton and Hove, with the Shoreham Power Station chimney prominent. Part of the beach is designated a Local Nature Reserve due to its vegetated shingle.

Southwick

- 29 Southwick is located to the north of the railway line, adjacent to the District boundary to the east; the A27 forms the northern boundary. It is mainly suburban in character, and forms part of a wider urban area with Shoreham and Portslade. An Air Quality Management Area (AQMA) has been designated at Old Shoreham Road, Southwick, as well as in the neighbouring areas of Portslade and Hove within Brighton & Hove City Council's boundary.

¹¹ See Adur District Council Retail Study Update 2009

- 30 Development of the railway in 1840 contributed to an increase in the population of Southwick, with development mainly consisting of terraced housing (much of which was redeveloped post-war) between the port and railway. During the 20th century Southwick extended north across the railway; the development of Southwick Square shopping centre in the 1960s/1970s serving to shift the ‘focus’ of the area northwards. Southwick Square and The Green form the main centre of activity in the area; the shops provide amenities and daily goods shopping. The centre consists of three storey purpose built mixed use buildings and utilitarian parking areas.
- 31 The Green provides an important and high quality recreational space contributing positively to the Southwick Conservation Area around it (originally a small farming village) and further developed in the late 19th and 20th centuries). The area around The Green (including housing areas to the west and east and historic development around St Julian’s Lane) form a high quality townscape. Main routes in this area focus on The Green, although the A27 to the north forms a barrier, disconnecting areas to the north. These northern parts are characterised by large areas of inter-war and post-war suburban housing.
- 32 There are few long-range views here due to the ‘tight’ urban fabric, although the power station chimney is prominent.

Fishersgate

- 33 This area is located between Kingston Beach and the eastern District boundary, adjacent to Portslade. To the north it is bounded by the railway line and the A259 to the south.
- 34 Historically the area developed from homes for a growing workforce in the late nineteenth century. Fishersgate Station (1905) improved accessibility to the area. However, much of this housing was subsequently demolished in the 1950s. Now the area consists of residential and light industrial uses, often found side-by-side. In addition to two 1960s estates, there are areas of terraced homes and semi-detached post-war development. Blocks of flats are up to five storeys high.
- 35 Fishersgate’s location on higher ground overlooking Shoreham Harbour affords views to the Port and sea, particularly towards the eastern end. However, industrial and port uses separate much of Fishersgate from the water. There is no main local centre.

Shoreham Harbour

- 36 Shoreham Harbour is located to the east of Shoreham-by-Sea town centre, and extends as far as Hove. It occupies either side of the canal, although the majority of its activities take place on the southern side. It

contains a major UK commercial port which specialises in aggregates, timber, locally grown cereals and scrap metal, together with marine-related activities. Public access in and around the harbour is improving with Kingston Beach and Southwick Beach being popular local spots. The power station dominates the area; around 100m high, its chimneys are visible from far-afield. From the southern part of the harbour there are long views across the coastline and to the South Downs.

(More on the character of Shoreham Harbour can be found in Part Two)

Adur's People

- 37 Adur's population has been increasing relatively slowly (from 57,618 in 1991 to 60,500 in 2006). The 2011 Census gives Adur's population as 61,300, and found that 29% of the population is over 60 years old¹²
- 38 Ward-level information from the 2011 Census shows that Eastbrook ward in Southwick and Southlands ward in Shoreham have the highest concentration of young people (0-15 years) while Widewater ward in Lancing has the highest population of people aged 60 and over. Only 4.1% of Adur's population are Black or of Ethnic Minority origin, although this has increased from 2.5% at the time of the 2001 Census.^{13 14}
- 39 Adur is the most deprived local authority area in West Sussex (although its relative position nationally has improved since 2007). West Sussex County Council has designated Local Neighbourhood Improvement Areas (LNIAs). These are: Eastbrook (Fishersgate); Southlands (Shoreham-by-Sea); Peverel (Sompting); Hillside (Southwick); Churchill (Lancing); and Mash Barn (Lancing).¹⁵
- 40 The Government's Indices of Multiple Deprivation (IMD) 2004 showed Adur District to be 179th most deprived out of 354 local authority areas in England. Evidence from the IMD 2007 showed Adur's position worsening; however, between 2007– 2010, the District's position improved and it is now ranked 145th in 2010 out of 326 local authority areas. However, it remains the most deprived authority in the county¹⁶. Eastbrook ward has the highest levels of income support and job seekers allowance claimants in the District, and is the most deprived ward in the District, closely followed by Southlands ward.

¹² Census 2011

¹⁴ More details on demographics can be found in 'A Community Profile for Adur District and Worthing Borough 2011', ADC.

¹⁵ Eastbrook and Southlands are in the 20% most deprived wards in England - Adur and Worthing Indices of Deprivation 2010 Report, Adur and Worthing Councils.

¹⁶ As above. It should be noted that deprivation is measured according to specific indices; some areas may perform well against some measures, but poorly against others.

- 41 The need for affordable housing in the District (resulting from the combination of low incomes relative to house prices) greatly exceeds supply. The Strategic Housing Market Assessment update (2012) indicates an annual need for 381 new affordable homes for the period 2011 – 2016.¹⁷
- 42 The 2011 Census found that 21% of Adur's households did not have access to a car or van – a relatively high figure for West Sussex (18%), although lower than the national average for England (nearly 26%).
- 43 Skill levels are lower than surrounding areas. 2012 figures show that a high proportion of residents of working age have NVQ2 skills or similar, whereas only 24% are qualified to degree level or equivalent (compared to 37% across the South East). There are high levels of young people not in education, employment or training. Average wages reflect the low skills base. Earnings for residents in the district are 18% below the South East average. As of 2012, 82% of the working age population of Adur were in employment which is higher than the South East average of 75%. In January 2013, 2.6% of the working age population was claiming Job Seekers Allowance¹⁸. Eastbrook ward has the highest number of claimants.

Adur's Economy

- 44 Adur's economy is closely related to that of its neighbouring districts which offer greater and more varied employment opportunities. There is a net outflow of 5,900 people daily from the district, reflecting the district's economy and close proximity to larger employment centres nearby (82%¹⁹ of Adur's working residents work within Adur, Brighton & Hove or Worthing) and Gatwick Airport and London further afield. Only 44% of Adur's resident workforce work within Adur.
- 45 The largest sectors in terms of employment in Adur are 'wholesale, retail and vehicle repair' which account for 21% of total employment, health (13%) manufacturing (12%) and professional, scientific and technical activities (9%).²⁰ Relative to the South East, Adur has a concentration of employment in mining and quarrying (relating to activities at Shoreham Harbour) and in manufacturing.
- 46 There were 2,300 businesses in Adur in 2008, and prior to the recession the business base grew by 25%, the strongest growth being in companies of less than 10 employees. There are few businesses of 200 or more employees; with an above average proportion of businesses with 1-10 employees (28%) and 50 – 199 employees (26%).²¹

¹⁷ Annual Monitoring Report 2011-2012

¹⁸ Nomis website March 2013

¹⁹ From Adur ELR 2011, based on 2001 Census

²⁰ Adur Employment Land Review Update para 3.16

²¹ Adur Employment Land Review Update June 2011

- 47 There are well established business areas in the district, including Lancing Business Park, Dolphin Road, Shoreham Harbour and Shoreham Airport but there is a scarcity of unconstrained land for new economic development.

APPENDIX RD10

TRANSPORT ASSESSMENT OF REVISED DRAFT ADUR LOCAL PLAN 2013

Consultants Parsons Brinckerhoff were appointed in 2012 to undertake a transport assessment of the development proposals in the Adur Local Plan including the strategic allocation at Shoreham Harbour (to inform the emerging joint Area Action Plan for Shoreham Harbour which includes sites within Adur, and Brighton and Hove City). This study assesses the impact of the strategic development allocations on the highway network up to 2028 and puts forward recommendations to mitigate the impacts which includes improvements to a number of key junctions in the area and sustainable transport measures. The study is a key evidence study for the Local Plan and is available on the Council's web site.

The study follows on from a previous transport study (also produced by Parsons Brinckerhoff in 2010/11) which assessed the impact of various levels of housing and employment development in the emerging Local Plan at the time.

The 2013 study uses a transport model (Shoreham Harbour Transport Model) developed to assess the impact of new development arising from the regeneration of Shoreham Harbour. The model has a base year of 2008 and a future forecast year of 2028. There are two modelled time periods - an AM peak of 8.00 to 9.00 and a PM peak of 17.00 to 18.00. For a more detailed description of methodology, please refer to the full study.

The study assesses the impact of three proposed strategic housing site allocations in four different development scenarios (different combination of sites) to help meet two options (A and B) for addressing housing provision need in the district up to 2028 – see table below. Option A was for 1785 homes (plus 1050 at Shoreham Harbour). Option B was a higher target for 2635 homes (plus 1050 at Shoreham Harbour). These scenarios were put forward for consultation in the Draft Adur Local Plan 2012. The study also assesses the impact of development on the two Air Quality Management Areas (AQMAs) in Adur and also on part of West Street in the Sompting Conservation Area.

Adur Strategic Residential Site Allocations

Development Site	Number of Dwellings			
	Scenario A1	Scenario A2	Scenario A3	Scenario B
New Monks Farm	450	450	450	600
Sompting Fringe	250		420	420
Sompting North				210
Hasler	300	450		600
Total	1000	900	870	1830

The study also assesses the impact of two strategic employment site allocations in the Local Plan - New Monks Farm (a total of 476 jobs) and Shoreham Airport (a total of 1,253 jobs) which were also consulted on in 2012.

Adur Strategic Employment Site Allocations

Development Site	Number of Jobs		
	B1	B2	B8
New Monks Farm*	333	143	0
Shoreham Airport*	832	278	143

* The allocated figures are identical across four development scenarios

The broad allocation at Shoreham Harbour is also included in all development scenarios. These have been split into 6 areas with the allocations and the anticipated sizes of each listed below. Please note that only the Western Arm is within Adur District.

Proposed and committed future development sites - Shoreham Harbour

Development Site	Number of Dwellings	Number of Jobs		
		B1	B2	B8
Shoreham Harbour - Western Arm	1530	482	482	482
Shoreham Harbour - Aldrington Basin	200	425	425	425
Shoreham Harbour - South Portslade	200	763	763	763
Shoreham Harbour - Port Operational North		57	57	57
Shoreham Harbour - Port Operational South		55	55	55
Shoreham Harbour - Port Operational East		55	55	55
Total	1930	1837	1837	1837

(It should be noted that since the transport modelling was completed, further work has resulted in changes to the above provision figures in the Draft Local Plan - the Hasler site is not now being taken forward and there is less housing proposed for Sompting North as well as less employment floorspace proposed at the Airport. This brings the housing provision figure in the Revised Draft Adur Local Plan close to the target in Option A modelled in this study.)

Results of the Study

- Compared to a Reference Case (the forecast of highway traffic growth up to 2028 without the strategic allocations), the increase in travel demand from the development scenarios is clear but not substantial. The highest demand increase is less than 3% which occurred in scenario B. However, with the introduction of additional trips, all scenarios result in higher congestion in the network as expected and this is demonstrated by increased queuing and slower average speeds. In addition, the performance of key junctions deteriorates.
- The difference in journey times between the scenarios is minimal.
- Scenario B has the greatest number of trips and so the junctions perform worse with this demand.
- To the west of the A283 (flyover), increases in traffic mainly focus on the network at close vicinity to the four strategic development sites (New Monks Farm, Sompting Fringe, Sompting North and Hasler). To the east of the A283, it is also clear that the increases in traffic primarily originate from Shoreham Harbour.
- On eastbound/westbound routes, clear increases in journey time on sections of the A27 and A259 can be observed. On northbound/southbound routes, a large increase in journey time was found on the A283 Steyning Road/Old Shoreham Road. These increases in journey time are likely to be caused by increased congestion at junctions.
- There are congestion hotspots with over capacity at 9 of the 13 junctions in the area (including Worthing and Brighton and Hove) in the future development scenarios.
- When the strategic allocations are looked at individually, traffic impacts are modest. However, the collective impacts from all developments in each scenario are significant and require mitigation of the key junctions.
- The sustainable transport initiatives and the highway mitigation measures (detailed below) have improved the performance of all 9 junctions where mitigations were required and enabled them to accommodate the predicted demand. The sustainable transport initiatives are estimated to reduce the number of overall car trips by approximately 2% in each scenario.
- Improvements in the journey time as a result of the mitigation are most noticeable at the A27/Grinstead Land junction, the A27/A283 Steyning Road junction and the A259/South Street junction. This results in improved journey times on average being no worse off than prior to the development along the A259 (east bound and westbound), the A27

westbound, the A283 northbound and southbound and South Street/Grinstead Lane northbound and southbound.

Overall the findings of the study indicate that the levels of development proposed in the Local Plan and the emerging JAAP can be accommodated in terms of their traffic impacts.

Junction Analysis and Mitigation Measures

The thirteen junctions are assessed in terms of traffic impacts arising from the Reference Case and the four development scenarios.

Where relevant, mitigation measures are proposed and costed, informed by (at the time of the study) an emerging draft Transport Strategy for Shoreham Harbour produced by West Sussex County Council. Mitigation measures comprise improvements to junctions as well as sustainable transport measures to reduce travel demand by private car. Such measures include personal travel planning; school travel planning; workplace travel planning; cycling and walking promotion; public transport information and marketing, and car clubs. The impact of such measures has been based on experience from other towns such as Worcester, Peterborough, Darlington and Yeovil. It is estimated that the sustainable transport measures result in an overall trip reduction in each scenario of approximately 2% in the AM peak and 1.7% in the PM peak. The measures which have the greatest impact are those which can be put in place within and around the development sites.

Highway mitigation schemes are required for nine out of the thirteen key junctions and these have been discussed with West Sussex County Council but are subject to further detailed study (some jointly with Brighton and Hove City Council). The proposals seek to increase the capacity of the junctions and improve performance. Estimated costs are provided which exclude land costs but include contingency costs. Please refer to the full study for details as to the proposed schemes including funding sources. Key proposals are summarised below:

A27/Grinstead Lane Junction

Three arms of the roundabout are expected to operate at or above their calculated capacity in both AM and PM peaks in all tested scenarios (including the reference case) with Scenario B showing the greatest impact (as expected with the most new dwellings).

The highway mitigation proposal is to turn the existing roundabout into a signalised junction with a left turn slip lane from the A27 east and widened approaches. The total cost is £538,500.

A27 Sussex Pad

This junction is expected to operate close to capacity east and west bound during the AM and PM peaks for all scenarios including the reference case.

The highway mitigation proposal is to allow ahead and left turning vehicles to use the nearside lane of the A27 in both directions rather than left turning vehicles only. The total cost is £11,000.

A27/A283 Steyning Road Junction

Both A283 approaches to the roundabout are expected to operate above capacity in both peak periods in all tested scenarios including the reference case. The A27 westbound off-slip entry to the roundabout is expected to approach capacity in the morning peak period and be significantly over capacity in the evening peak period in all tested scenarios.

The highway mitigation proposal is to fully signalise the roundabout with a three lane circulatory and widen the A283 north entry and exit and A283 south entry. The total cost is £2,626,000.

A283/A259 Shoreham High Street Junction

Both A259 approaches to the roundabout are expected to operate significantly above capacity in both peak periods in all tested scenarios. The traffic demand on the A283 Old Shoreham Road entry is expected to approach the calculated capacity in the morning peak period and exceed it in the evening peak. A significant reduction in anticipated traffic demand or increase in junction capacity will be required to ensure this junction operates within capacity in the modelled future years.

The highway mitigation proposal is to expand the roundabout and widen the approach westbound. The total cost is £15,534.

A259/A2025 South Street Junction

All three approaches to the junction are expected to operate well above capacity in both peak periods in all tested scenarios. A significant reduction in

anticipated traffic demand or increase in junction capacity will be required to ensure this junction operates within capacity in the modelled future years.

The highway mitigation proposal is to widen the A259 west approach and enlarge the circulatory. The total cost is £285,000.

A27/Busticle Lane

Whilst the junction is predicted to operate acceptably in the PM peak, in the AM peak it will only just operate at an acceptable level in the Reference Case and in Scenario B will have two arms operating at over 90% saturation. The two critical movements in the AM peak are the traffic from Halewick Lane and eastbound A27 traffic.

The highway mitigation proposal is to provide a two lane funnel on the Busticle Lane exit and allow the right- turning lane from Halewick Lane to be available for right turning and straight- on traffic. The total cost is £60,120.

A27 Shoreham Bypass/Hangleton Link

This is a dumbbell junction between the A27 and the A293 Hangleton link road in Brighton and Hove City. Both roundabouts will operate well above capacity in both the Reference Case and Scenario B. Only the southern roundabout in the PM peak is operating within capacity. Also, the current layout of the eastbound merge is deemed not sufficient for the predicted flows.

The highway mitigation proposal is to convert both north and south roundabouts into signalised junctions with appropriate amendment to flares at entries. Also to upgrade the eastbound merge to the A27 from Type A to Type C. The total cost is £2,161,473.

A259 Brighton Road/Western Road

This junction will operate at acceptable levels in both the References Case and Scenario B.

A270 Upper Shoreham Road/B2167 Kingston Lane

This junction will operate at acceptable levels in both the References Case and Scenario B.

A27 Sompting Bypass/Upper Brighton Road

This junction is located in Worthing. While the junction is expected to operate acceptably in the PM peak, in the AM peak the junction will be congested in the Reference Case and be at capacity in Scenario B.

The highway mitigation proposal is to move or remove the central island to the right of traffic entering the junction from Upper Brighton Road to allow a two-lane exit for this arm with the left lane for straight-on and right-turning traffic and the right lane for right-turning traffic only. The total cost is £39,159.

A270 Old Shoreham Road/A293 Hangleton Link

The junction is located in Brighton and Hove City and is predicted to operate at acceptable levels in both the Reference Case and Scenario B. The junction will be busier and therefore closer to capacity in the morning peak hour.

A270 Old Shoreham Road/A2038 Hangleton Road/B2194 Carlton Terrace

The junction is located in Brighton and Hove City and will operate within capacity in the Reference Case and Scenario B. The junction will be busier and therefore closer to capacity in the evening peak hour.

A259 Wellington Road/B2194 Station Road

This junction is near the eastern end of Shoreham Harbour within Brighton and Hove City. While the junction will operate acceptably in the PM peak, in the AM peak, the junction has two arms approaching the calculated capacity.

The highway mitigation proposal is to amend the signal control so the Basin Road signal stage is only activated in one cycle when there is demand from that entry. No costs has been produced since only a signal operation change is required.

Impact on Air Quality Management Area and Sompting Conservation Area

The Study assesses the traffic impact of the development scenarios on the two Air Quality Management Areas (AQMAs) in Adur and also on a section of West Street in the Sompting Conservation Area. Modelling predicts that traffic

flows through these areas will be higher in the AM peak than the PM peak hour with little difference between the development scenarios. When the mitigation measures are assessed, traffic flow through both AQMAs is slightly reduced although there is an increase in flow through the conservation area in both directions. The current Shoreham Town Centre Study as well as traffic management, parking and sustainable transport improvements encouraged through policies in the Local Plan will help to address traffic impact in the AQMAs.

The study assesses the impact of converting West Street between Lambley's Lane and Church Lane to one-way eastbound (in order to reduce through traffic in the conservation area) based on Scenario B. However this would cause significant displacement of traffic onto the surrounding network and junctions with significant delays for local traffic. This measure is therefore not recommended. However, the study puts forward some solutions for consideration including a 20mph speed limit in the conservation area; increasing traffic calming west of Lambleys Lane; continuing traffic management measures east of Church Lane on West Street and adopting appropriate frontage and access junction design for the new development adjacent to West Street to discourage through traffic.

Shoreham Harbour Regeneration Area

A Transport Strategy will be prepared for Shoreham Harbour. This will incorporate the following principles:

- Implementing an intensive area-wide behaviour change programme to reduce the dominance of the private car and maximise opportunities to encourage sustainable modes of transport.
- Ensuring the provision or funding of mitigation for off-site traffic impacts on the Strategic Road Network and local roads through a package of measures including improvements to the A259 Brighton Road / A283 Old Shoreham Road (Norfolk Bridge) junction, A27 / A283 Roundabout and the A27 Shoreham Bypass / Hangleton Link dumbbell (depending on which part of the harbour development is located in).
- Measures to maintain and improve the reliability and quality of existing bus services along key routes.
- Improvements to the pedestrian and cycle networks (including the creation of a new cycle and pedestrian route along the waterfront).

- West Sussex County Council's approach to car parking standards is set out in the Western Arm development brief, but further work will be required to determine Harbour-wide principles.