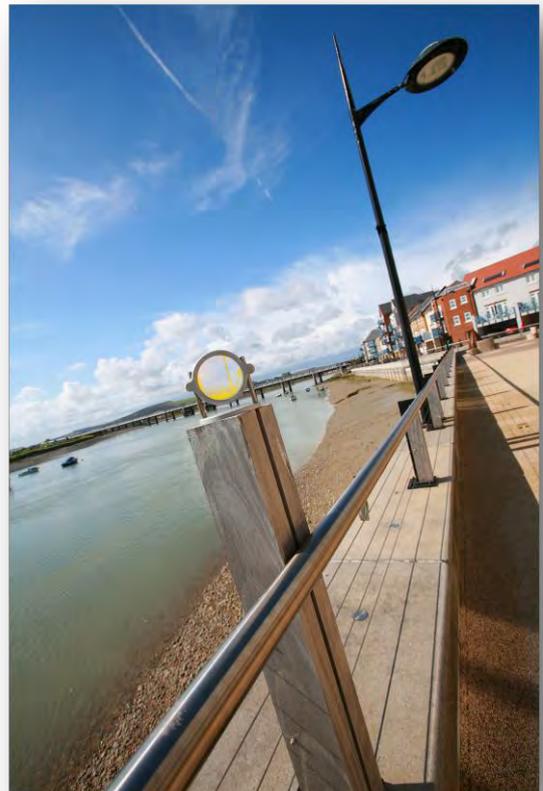


DRAFT ADUR LOCAL PLAN 2012



DRAFT ADUR LOCAL PLAN 2012

	Page
Part One – The Adur Local Plan	
Introduction and Welcome to the Draft Adur Local Plan 2012	3
The Duty to Co-operate	6
A Spatial Portrait of Adur	8
Key Issues for the Local Plan	22
Vision and Objectives of the Adur Local Plan	25
Draft Policy 1: The Presumption in Favour of Sustainable Development	29
Part Two – A Strategy for Change and Prosperity	
Draft Policy 2: Spatial Strategy	31
Draft Policy 3: Level of Residential Development	33
Draft Policy 4: Delivering the Targets for Residential Development	36
Draft Policy 5: Strategic Site Allocations	49
Draft Policy 6: Employment and Economy: Planning for Economic Growth	56
Draft Policy 7: Shoreham Airport	61
Draft Policy 8: Shoreham Harbour Regeneration Area	65
Part Three - Policies for Places	
Draft Policy 9: Lancing	72
Draft Policy 10: Sompting	78
Draft Policy 11: Shoreham-by-Sea	79
Draft Policy 12: Southwick and Fishersgate	87
Draft Policy 13: Adur's Countryside	90
Part Four – Development Management Policies	
Draft Policy 14: Quality of the Built Environment and Public Realm	94
Draft Policy 15: A Strategic Approach to the Historic Environment	96
Draft Policy 16: The Historic Environment	96
Draft Policy 17: The Energy Hierarchy	101
Draft Policy 18: Sustainable Design	102
Draft Policy 19: Decentralised Energy and Standalone Energy Schemes	103
Draft Policy 20: Housing Mix and Quality	104
Draft Policy 21: Principles for an Affordable Housing Policy	107
Draft Policy 22: Density	110
Draft Policy 23: Provision for Gypsies, Travellers and Travelling Showpeople	111
Draft Policy 24: Protecting and Enhancing Existing Employment Sites and Premises	112
Draft Policy 25: The Visitor Economy	114
Draft Policy 26: Retail, Town Centres and Local Parades	115
Draft Policy 27: Transport and Accessibility	116
Draft Policy 28: Delivering Infrastructure	119
Draft Policy 29: Green Infrastructure and Open Space	121
Draft Policy 30: Planning for Healthy Communities	126
Draft Policy 31: Pollution and Contamination	127
Draft Policy 32: Flood Risk and Sustainable Drainage	129
Draft Policy 33: Telecommunications	132

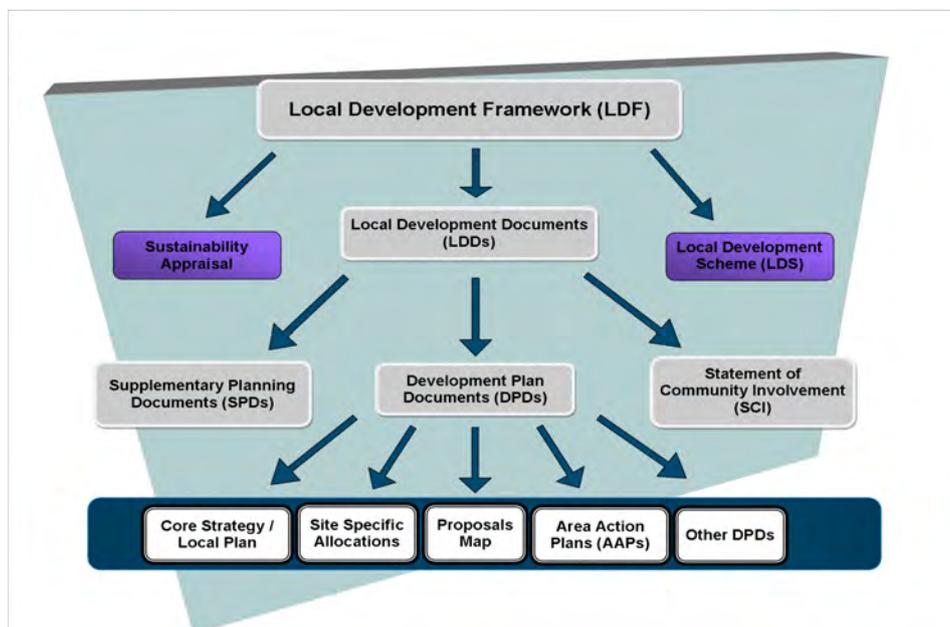
Part Five – Appendices

Appendix 1: Proposed Amendments to Built Up Area Boundary – Maps	135
Appendix 2: Local Parades – Maps	143
Appendix 3: Duty to Co-operate	152
Appendix 4: Delivery and Implementation	155
Appendix 5: Monitoring	159
Appendix 6: Saved Policies	168
Appendix 7: Delivering the Vision: Relationship between Vision and Objectives and Policies	173
Appendix 8: Glossary	174

PART ONE: THE ADUR LOCAL PLAN

INTRODUCTION – WELCOME TO THE DRAFT ADUR LOCAL PLAN 2012

- 1.1 The Adur Local Plan is a new plan which will provide a strategy for development in Adur¹ up to 2028. 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 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

- 1.4 The Local Plan will also inform all 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 policies (which include the Local Plan, relevant minerals and waste⁵ policies, and the South East Plan until it is revoked⁶) 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

⁴ 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.

⁵ West Sussex County Council is the relevant Waste and Minerals Authority; more information on these policies may be found on their website: www.westsussex.gov.uk.

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; however the Government's intention to revoke Regional Spatial Strategies is a material planning consideration.

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 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. This new authority will produce its own LDF and Core Strategy DPD 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 lies 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 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 2028. ***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.

Housing and Employment Options for Consultation 2011

- 1.16 Due to the Government's stated intention to revoke the Regional Spatial Strategies, consultation on four potential housing targets, was carried out in Summer 2011. In addition, the consultation exercise also proposed two potential approaches towards employment land provision in the District. The outcomes of this consultation have informed this document.

Next Steps

- 1.17 This Draft Local Plan will be made available for public consultation from 19th September – 31st October 2012 during which time the Council will seek comments on its content.⁷
- 1.18 This consultation exercise gives everyone the chance to comment upon the Draft Local Plan, its proposed approach and detailed wording.
- 1.19 A 'pre-submission' version will then be published⁸ in May-June 2013 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 Proposals Map, which will show the area-specific policies and proposals on an Ordnance Survey base map. The Proposals 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 Plan⁹.

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

⁷ Under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

⁸ Under Regulation 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

⁹ West Sussex County Council is preparing these Plans jointly with the South Downs National Park Authority.

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 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.

General cross boundary strategic issues

- 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 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).
- 1.26 The Group is currently focussing on housing provision to meet needs and demands across the area and addressing shortfalls. However, this is set within the overall context of meeting a variety of sustainable development objectives across the area. Such objectives will vary between each local authority but include addressing low education and

skill levels, low wages/income, low value jobs, deprived communities and a lack of good quality employment sites/premises. 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.

- 1.27 In addition to the above, there are specific cross boundary strategic issues (such as housing, 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.

A SPATIAL PORTRAIT OF ADUR

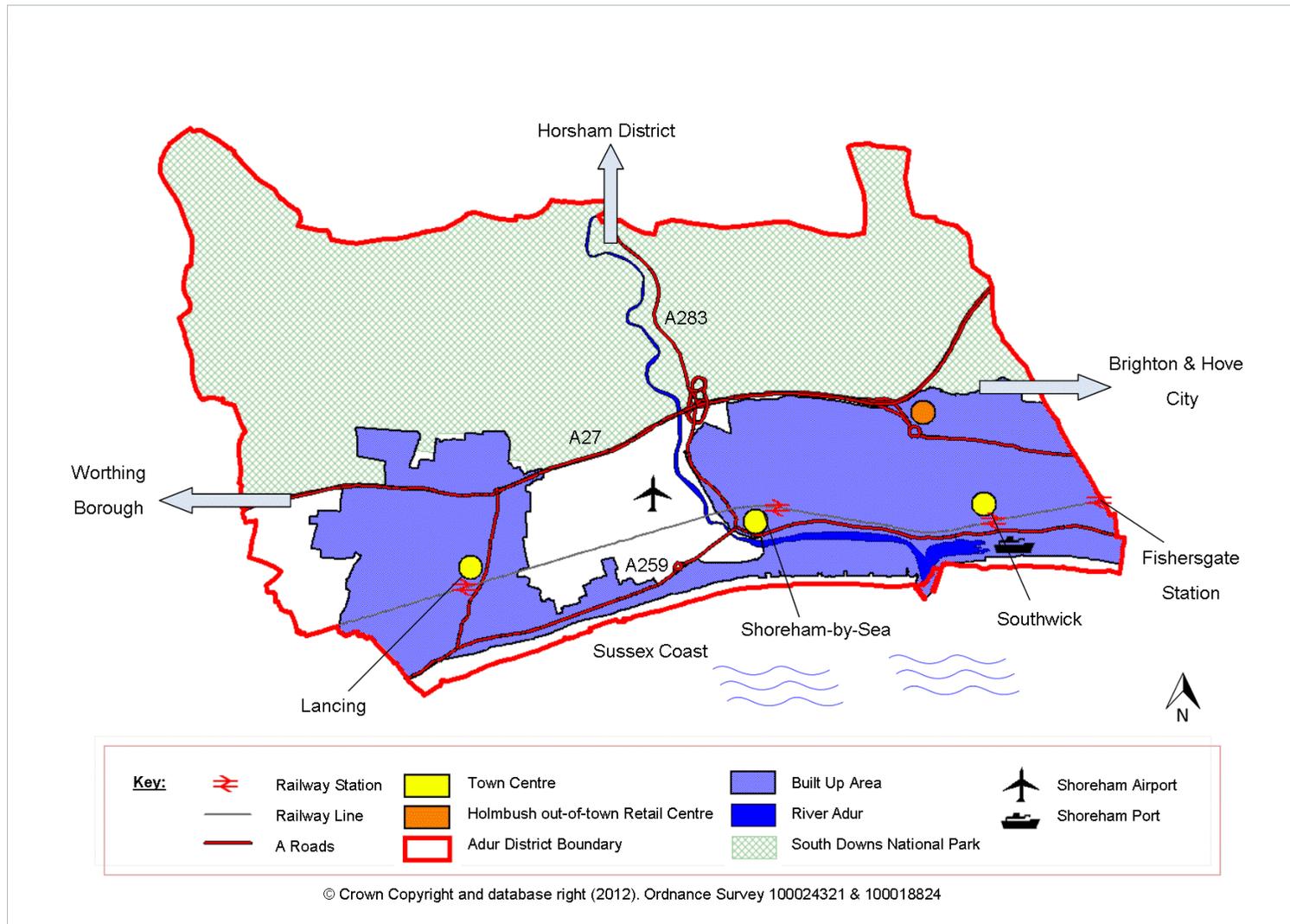
- 1.28 This Spatial Portrait describes the area covered by the Draft Adur Local Plan.

Map 1: Where is Adur?



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Map 2: Key diagram

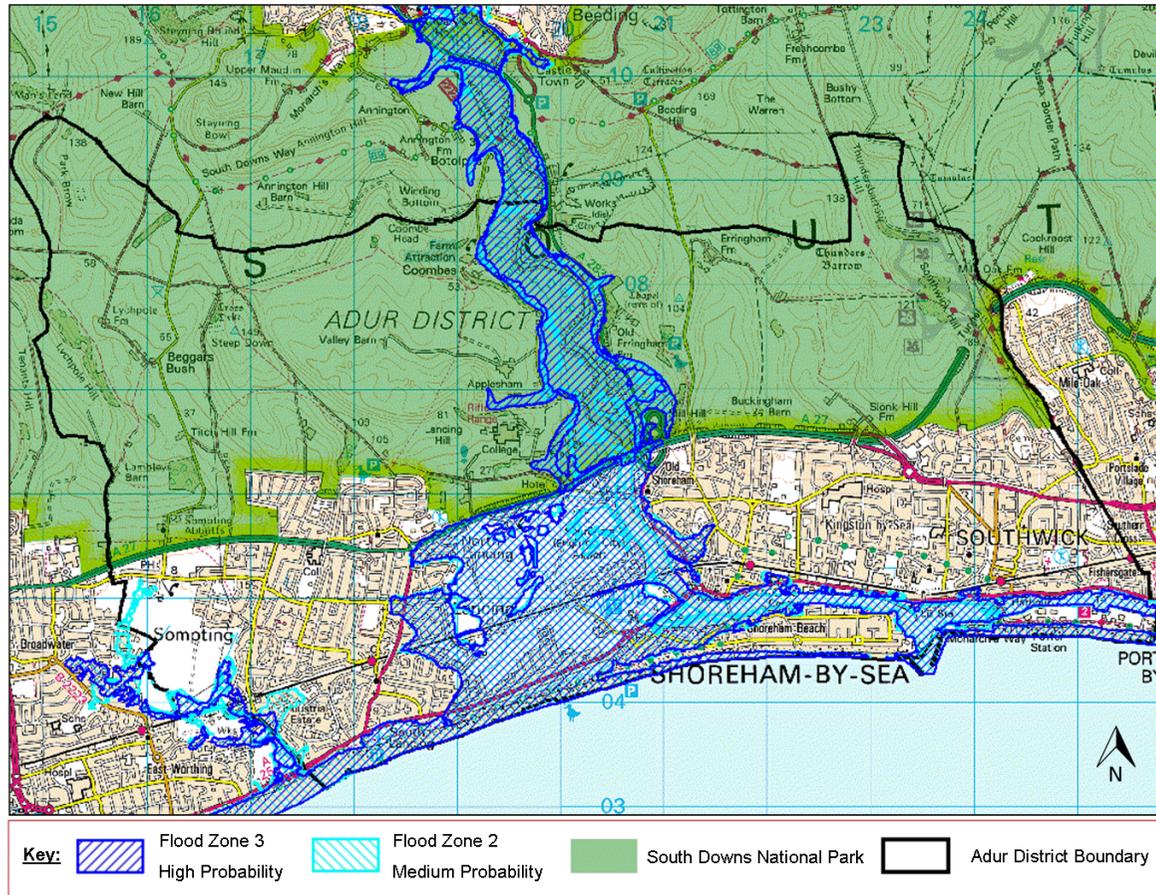


Adur Today

- 1.29 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 61,300¹⁰, considerably smaller than its neighbouring urban areas.
- 1.30 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.
- 1.31 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.
- 1.32 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.

¹⁰ Census 2011

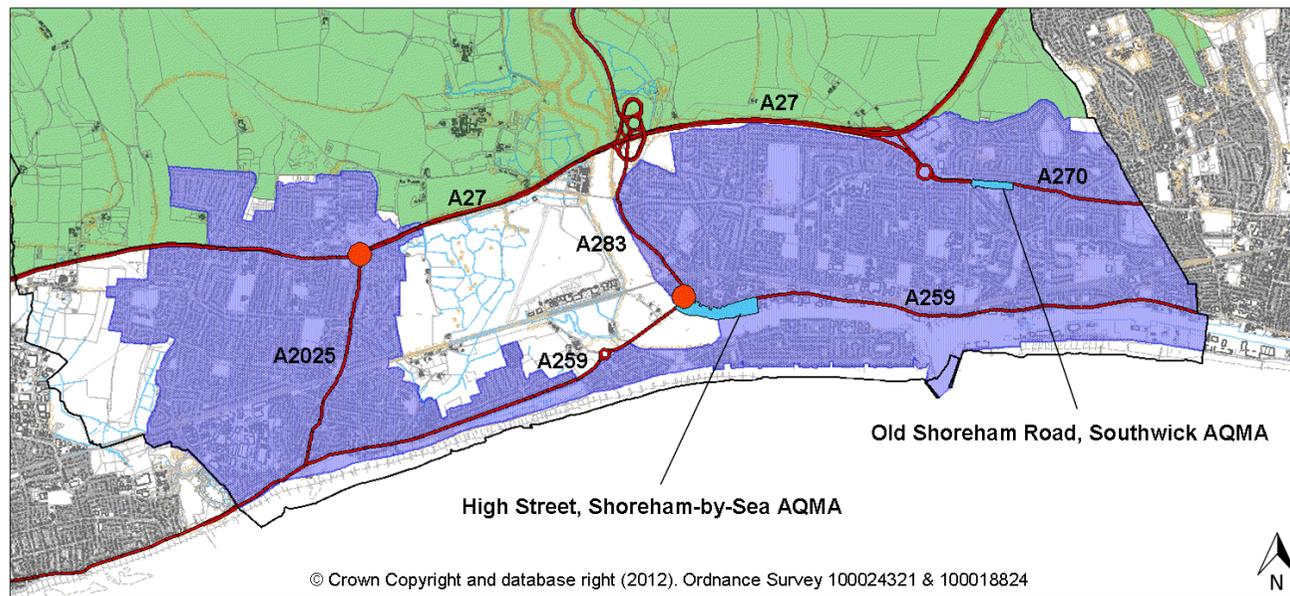
Map 3: Flood zones in Adur District



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

- 1.33 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.
- 1.34 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 4: Air Quality Monitoring Area (AQMA)



Key:	South Downs National Park	Adur District Boundary	Built Up Area
	Traffic Pressure Points	Air Quality Monitoring Area (AQMA)	

- 1.35 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 District¹¹. 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

- 1.36 Adur can be divided into sub-areas in a number of different ways¹². 'Character areas' (Adur Character Study, Tibbalds, June 2009) are a useful starting point in describing the district in more detail.

Sompting Village

- 1.37 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.
- 1.38 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.

¹¹ DTZ Retail Study 2009

¹² 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

- 1.39 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 farmland¹³. 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 public¹⁴.

Lancing/ Sompting

- 1.40 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.
- 1.41 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.
- 1.42 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.
- 1.43 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.
- 1.44 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 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

¹³ Urban Fringe Study of Adur District 2006.

¹⁴ See West Sussex Landscape Management Guidelines SC11/SC13

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

- 1.45 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

- 1.46 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.¹⁵
- 1.47 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.
- 1.48 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 groups of buildings and housing estates extending northwards in an irregular manner from the A259.¹⁶

¹⁵ See West Sussex Landscape Management Guidelines sheet SC11/SC13.

¹⁶ Urban Fringe Study of Adur District 2006 – this document contains a detailed analysis of this area.

- 1.49 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)

- 1.50 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.¹⁷ 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.
- 1.51 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.
- 1.52 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. 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.

¹⁷ 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.

- 1.53 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.¹⁸
- 1.54 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.
- 1.55 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

- 1.56 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.
- 1.57 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

¹⁸ See Adur District Council Retail Study Update 2009

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.

- 1.58 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.
- 1.59 There are few long-range views here due to the 'tight' urban fabric, although the power station chimney is prominent.

Fishersgate

- 1.60 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.
- 1.61 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.
- 1.62 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

- 1.63 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

- 1.64 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 old¹⁹
- 1.65 Ward-level information is not yet available from the 2011 Census. However, previous figures stated that Eastbrook ward in Southwick has the highest concentration of young people (0-15 years) while Widewater ward in Lancing has the highest population of older people. Only 2.5% of Adur's population are Black or of Ethnic Minority origin.²⁰
21
- 1.66 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).²²
- 1.67 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 county²³. 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.
- 1.68 The need for affordable housing in the District (resulting from the combination of low incomes relative to house prices) greatly exceeds supply. The Coastal West Sussex Housing Market Assessment (2009) identified a need for 226-258 affordable homes per annum in Adur.²⁴

¹⁹ Census 2011

²⁰ Census 2001

²¹ More details on demographics can be found in 'A Community Profile for Adur District and Worthing Borough 2011', ADC.

²² Eastbrook and Southlands are in the 20% most deprived wards in England - Adur and Worthing Indices of Deprivation 2010 Report, Adur and Worthing Councils.

²³ 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.

²⁴ This work is currently being updated; early findings indicate this figure has risen

- 1.69 The 2001 Census found that 23% of Adur's households did not have access to a car or van – a relatively high figure for West Sussex, although lower than the national average for England (nearly 27%).
- 1.70 Skill levels are lower than surrounding areas. A high proportion of residents have NVQ2 skills or similar, whereas only 28% are qualified to degree level or equivalent (compared to 36% 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 in the district are 12% below the South East average, and this differential has been increasing. As of 2011, 75% of the working age population of Adur were in employment which is lower than the South East average of 80%. In 2010, 2.6% of the working age population was claiming Job Seekers Allowance²⁵. Eastbrook ward has the highest number of claimants.

Adur's Economy

- 1.71 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%²⁶ 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.
- 1.72 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%).²⁷ Relative to the South East, Adur has a concentration of employment in mining and quarrying (relating to activities at Shoreham Harbour) and in manufacturing.
- 1.73 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%).²⁸
- 1.74 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.

²⁵ Nomis website Aug 2012

²⁶ From Adur ELR 2011, based on 2001 Census

²⁷ Adur ELR para 3.16

²⁸ Adur Employment Land Review Update June 2011

KEY ISSUES FOR THE LOCAL PLAN

1.75 This Draft Local Plan is intended to address a number of key issues that will affect Adur up to 2028²⁹ 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 the district, 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. In addition, the physical environment of some parts of the district needs upgrading so that it is more attractive to residents and businesses.³⁰ A partnership between Adur District Council, Brighton & Hove City Council, West Sussex County Council, Shoreham Port Authority, and the Homes and Community Agency 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.³¹
3. **The need to balance development and regeneration requirements against the limited physical capacity of the District 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.³²
4. **The need to meet identified housing needs** - In addition to development at Shoreham Harbour, Adur District needs to provide for a range of housing needs including the projected increase in smaller households, more family housing and affordable housing.³³
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 district.

²⁹ This Plan covers the period up to 2028

³⁰ See Employment Land Review, '*waves ahead*', and IDP and SA Appendix B Key Issues

³¹ See Infrastructure Delivery Plan (IDP).

³² See Locally Generated Housing Needs Study and associated work on meeting housing needs; SHMA, SHLAA, Urban Fringe Study, and SA Appendix B Key Issues

³³ See Coastal West Sussex SHMA, Locally Generated Housing Needs Study

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 the district, in education, health, skills and training.³⁴
7. **The need to address road congestion and related pollution – air and noise - whilst improving the existing transport network.** Parts of the district experience road congestion and there is a high level of car dependence. This, along with the anticipated future development in the district, could worsen congestion on already congested roads and lead to poorer air quality by 2028 (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.³⁵
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 the district 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 of the district, 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 are producing a feasibility study for the Adur Tidal Walls Scheme which aims to improve flood defences along the east and west banks of the River Adur. However, the funding for this project has not yet been confirmed. Subject to available funding, 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 address climate change and make efficient use of limited resources.³⁶
10. **The need to improve health and wellbeing** - Two Air Quality Management Areas are already designated; it will be important to ensure air quality does not deteriorate further. Although there are no

³⁴ See also Community Needs Profile/ Index of Multiple Deprivation

³⁵ See Transport Study and SA Appendix B: Key Issues.

³⁶ See Sustainability Appraisal

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.³⁷

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.

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

Policy Context

- 1.77 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

- 1.78 The Local Plan must encompass the requirements of Government planning policy guidance.
- 1.79 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.
- 1.80 At the time of writing the South East Plan (2009) remains a development plan policy, however the Government's clear intention to revoke regional plans is a material consideration. In addition plans, policies and proposals of other relevant organisations and bodies have helped to form the evidence base of this plan.

³⁷ See Open Space Study and SA

'Waves ahead' - The Sustainable Community Strategy

1.81 'Waves ahead' is the name of the joint Adur and Worthing Local Strategic Partnership. The Sustainable Community Strategy, also called 'waves ahead' identifies four priorities for change³⁸. These are:

- 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

1.82 The vision for Adur responds to local challenges and opportunities, is evidence based, locally distinctive and takes account of community derived objectives. **The vision is written in bold text**, and sets out how Adur will have changed by 2028 if the strategy in this document is implemented successfully.

1.83 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. *The objectives are written in italics.*

By 2028:

V1: Regeneration benefits for Adur will have been secured, particularly focussed on areas suffering deprivation (Southlands, Eastbrook, Churchill, Peverel, Mash Barn and Hillside wards³⁹). Residents will enjoy an improved quality of life and wellbeing through better access to higher quality jobs, better choice in housing including affordable⁴⁰ homes and new and improved local services and community infrastructure. Inequalities between different parts of the District will be reduced.

V2: Most development will have been focussed around Adur's main communities - Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate. Measures will have been taken to make these more sustainable communities, with reduced 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, the district and its town and village centres will continue to have an important role in providing employment, leisure and community facilities, whilst also acting as a destination for visitors.

³⁸ These four priorities mirror the priorities of the West Sussex Sustainable Community Strategy.

³⁹ See 'A Community Profile for the Adur District and Worthing Borough 2011'

⁴⁰ The NPPF defines affordable housing; this definition will be used – see Glossary.

V3: Through new development at Shoreham Harbour, Shoreham Airport and other strategic sites, new opportunities for education and skills training will have been created along with a range of employment opportunities to benefit the economic prosperity of the whole of the District, but with a particular focus on reducing the deprivation in those wards most in need.

V4: Through working with partners, much of the regeneration of Shoreham Harbour will have been delivered. It will achieve a mix of residential, employment, community, education, leisure and ancillary retail development, high quality affordable housing, increased employment opportunities, and skills and education facilities/opportunities to high environmental standards. 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 the District.

O1: To deliver between 1785 – 2835 dwellings, or 2635 – 3685 dwellings up to 2028 to contribute to meeting objectively-assessed needs in Adur District in terms of type, size and tenure (including those delivered at Shoreham Harbour)⁴¹.

O2: To ensure that local communities benefit from the regeneration of sites and opportunities in the District. This will be achieved through physical and social integration, access to new and improved education, and the provision of affordable housing, social and community, leisure and transport facilities. These measures will contribute to a reduction in poverty and social exclusion, reduction in health inequalities⁴² and improvements in quality of life, aiming to uplift the most disadvantaged neighbourhoods.

O3: To regenerate the District through new sustainable development opportunities at locations including Shoreham Harbour, Shoreham Airport and Shoreham-by-Sea. In particular, regeneration will seek:

(a) To 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, contributing to the prosperity of the South East region.

⁴¹ Please note that Shoreham Harbour housing figures are 'ringfenced' separately from the figure for the rest of Adur. The final range selected will be determined following consultation on this Draft Plan.

⁴²NHS West Sussex is a member of 'waves ahead', the joint Adur and Worthing Local Strategic Partnership

(b) To increase the role of Shoreham Airport in the local economy, 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) To facilitate the development of key sites in Shoreham-by-Sea town centre.

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

V5: Town and village centres (Shoreham, Southwick, Lancing) and regeneration areas will have provided opportunities for new development and in some cases will have been delivered through partnership working. The town and village centres will have been improved to increase their vitality and make them more pleasant places to shop and visit, enhancing their role as local service centres.

O5: To ensure that the town and village centres of Shoreham, Lancing and Southwick continue to thrive and are able to accommodate change (which respects their character) to meet needs arising from future growth. Enhancements to the streetscene of these centres should be made, to ensure they remain attractive, vital and viable, and their role as retail centres serving local communities is maintained.

V6: High standards of design will be 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. Improvements identified in Conservation Area Management Plans will have been delivered and enhancements made to other heritage assets.

V7: Adur's character, urban and rural, coastal and countryside will be maintained and enhanced by working with relevant partners. Sompting village will have retained its rural village character. Opportunities will be taken to capitalise on the Adur's location adjacent to the South Downs National Park.

O6: To protect and improve the quality, landscape and townscape character and local distinctiveness of Adur, which includes the setting of the South Downs National Park, River Adur, coastal waterfront, open areas between settlements, Conservation Areas and other cultural and historic assets and where appropriate, access to them. Limited countryside assets will be safeguarded, and public access increased where appropriate to do so.

V8: Working with the Highways Agency and West Sussex County Council measures will be introduced to address congestion,

resulting in fewer delays on the road network and contributing to easier and more sustainable travel patterns. More sustainable travel patterns will have been established including public transport, walking and cycling. Railway stations at Shoreham-by-Sea, Southwick and Fishergate will form an important part of a comprehensive public transport system for the District, integrated with new and enhanced footpaths and cycleways. This package of improvements will encourage more people to use public transport rather than the private car, and help to improve air quality in the District. Innovative sustainable transport measures will be encouraged.

O7: Public transport services and infrastructure (including improvements at the District's railway stations), demand management measures, and cycle and footpaths together will improve connectivity within and to the District's communities as well as to Brighton and Worthing, achieve more sustainable travel patterns and reduce the need to use the private car, consequently improving air quality.

O8: 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 the District's businesses will be managed.

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.

O9: 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.

V10: To move towards a low carbon, sustainable district 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.

O10: A range of sustainable construction and design measures, (including the Code for Sustainable Homes) aimed at reducing the impacts of climate change and the carbon footprint of the District will have been utilised in new developments. New development will also have been designed to be more resilient to the effects of climate change.

V11: Adur's landscape, cultural heritage and biodiversity will continue to be protected and enhanced, and important views will be protected. Residents will have improved access to green spaces, and green links will have been created or improved from the urban areas to green spaces, the countryside and the coast. Much of Adur's coastline will continue to be used for leisure and recreation, and public access to the river, harbour and coast will have been improved. Areas of nature conservation value will be preserved and enhanced. Visitors to the South Downs will have better access to the countryside, coast and towns, benefitting the local economy.

O11: Within the context of a Green Infrastructure strategy, to improve recreation and leisure facilities 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 open areas between settlements. Access to the National Park for local residents will have been improved.

V12: 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. Where problems have arisen in relation to the delivery of infrastructure or sites, contingencies will have been brought into play to ensure the proper planning of the district.

THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

1.84 The National Planning Policy Framework published in March 2012 sets out national policy both for making plans such as this, and this is a material consideration in determining planning applications. The presumption in favour of sustainable development is a fundamental principle of the NPPF⁴³ which views this concept as giving three key roles to the planning system:

- 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.

⁴³ Paragraph 14 of the NPPF gives more detail on the presumption in favour of sustainable development and its implications for plan-making.

- 1.85 The following policy integrates the presumption in favour of sustainable development firmly within the Draft Adur Local Plan.

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.**

PART TWO – A STRATEGY FOR CHANGE AND PROSPERITY

SPATIAL STRATEGY

- 2.1 The Local Plan seeks to deliver a package of measures over the plan period in order to:
- meet the objectively assessed development needs of the district 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 the district; and
 - meet the vision and objectives of this Local Plan set out in Part One.
- 2.2 It is intended to achieve this through seeking a balance of development in Adur; proactively meeting 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.
- 2.3 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.
- 2.4 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 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.

- 2.5 Following review, some amendments are proposed to the BUAB – these may be found in the Appendix to this Draft Local Plan.
- 2.6 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).
- 2.7 This Local Plan also supports the creation of mixed use developments in locations close to facilities and services which can make efficient use of land, therefore providing an opportunity to reduce the need to travel. The Shoreham Harbour Regeneration Area is a good example of this.
- 2.8 This strategy, which takes account of the compact nature of Adur and the location of the potential strategic housing 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 where possible. New infrastructure will also be required. The release of these greenfield sites will be carefully managed and controlled.
- 2.9 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 and Objectives), 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).
- 2.10 As well as working with Coastal West Sussex, the Council has a 'Duty to Co-operate' (through the Localism Act¹) with other local authorities 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 the Appendix.

Draft Policy 2: Spatial Strategy

The delivery of new development which facilitates the regeneration of Adur and addresses the District's needs will be managed as follows:

¹ Section 33 of the Planning and Compulsory Purchase Act 2004 was introduced by Section 110 of the Localism Act 2011

The built up areas of Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate should be the main focus for development up to 2028. It will also be necessary to release some 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. Development within the Built Up Area Boundary (to be defined on the Proposals Map²) will be permitted subject to other policies in the Local Plan.

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

Shoreham Airport will also be a focus for economic regeneration benefits for the District.

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.

- 2.11 The spatial strategy set out above is interpreted through the 'place-based' sections of this document in Part Three, as well as the development management policies relating to specific topics and types of development in Part Four. These policies aim to address and deliver the Vision and Objectives set out in Part One.

LEVEL OF RESIDENTIAL DEVELOPMENT 2011-2028

- 2.12 Historically there has not been a strong relationship between housing targets set for the district and need and demand for new dwellings in Adur. Previous targets have been strongly influenced by clear evidence of 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). In setting previous housing targets for Adur, these constraints have been recognised by Planning Inspectors.
- 2.13 The National Planning Policy Framework now requires that Local Planning Authorities meet their full, objectively assessed needs for both

² Please note that proposed amendments to the Proposals Map are indicated on the maps accompanying this Draft Local Plan. Further inset maps will be prepared to accompany the submission version of this plan. A full Proposals Map will be prepared following Examination.

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.

- 2.14 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 112 net / 126 gross 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 the district and addressing the resulting impact on infrastructure.
- 2.15 Consultation on four alternative housing targets was carried out in summer 2011 (See Background Evidence Document for more details) and further consultation on two of these levels of development is proposed:³
- 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)
- 2.16 These alternative targets are based on an assessment of a range of factors - the demand for housing, population growth, household change, and the role of in-migration into Adur have been assessed. In terms of supply, consideration has been given to the capacity of the district to accommodate development, the potential impact on landscape and biodiversity, and infrastructure (including the transport network). Housing also plays an important part in supporting the local economy.
- 2.17 On their own, neither of these two options fully meets 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 is reduced but still not met in full.
- 2.18 To meet the level of demand indicated in the LGHN would require an extremely high level of development, with a severe impact on the Local Green Gaps, and on areas at risk of flooding thus impacting on the character of the area and leading to the coalescence of settlements. It would also have a greater impact on the highway network. Furthermore

³ Formerly options 2 and 3 in the Housing and Employment Options for Consultation 2011

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.

- 2.19 The Shoreham Harbour housing target was originally ringfenced in the South East Plan due to its special status as a designated Growth Point and regeneration area. Due to the context of the Shoreham Harbour regeneration project, which is unique within the district (housing at this site could not be delivered elsewhere) it is proposed that the Shoreham Harbour housing supply continues to be ringfenced separately from the wider housing target for Adur. The housing target for the Harbour area will be delivered through the Joint Area Action Plan (See Draft Policy 8).

	Adur target	Shoreham Harbour target⁴	Total
Option A	1785	1050	2835
Option B	2635	1050	3685

- 2.20 As explained above, the Draft Adur Local Plan is consulting on two alternative housing targets, as set out in the following policy:

Draft Policy 3: Amount of residential development⁵

Over the period 2011-2028 development within the urban areas of Adur together with greenfield development in urban fringe locations will be delivered to achieve the growth and regeneration of Adur as follows:

- Option A – 1785 dwellings
- or
- Option B – 2635 dwellings

In addition, approximately 1050 dwellings will be delivered within the Shoreham Harbour Regeneration Area (Adur part) within the same period.

The resulting target for residential development in Adur 2011 – 2028 will be either:

- 1785-2835 dwellings if Option A is selected
- or
- 2635-3685 dwellings if Option B is selected

⁴ Adur section

⁵ The submission version of this policy will be amended to reflect the final housing option selected.

DELIVERING THE TARGETS FOR RESIDENTIAL DEVELOPMENT

2.21 A range of sources of housing land have been carefully considered in order to determine realistic levels of potential supply, and to assess how much greenfield land might be required. Previously developed land (PDL or brownfield land) has been assessed 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 2010 (the base date of this Draft Local Plan will be April 2011 and the figures in the table below will be updated once the information is available)* - 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 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 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 as part of the evidence base for this Local Plan. Its purpose is to identify brownfield sites which have potential for residential development and determines when they are likely to be developed. Many of the sites identified in this SHLAA have now either been delivered, are under construction, circumstances have changed or planning permission has been

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.

⁷ These sites are identified as commitments at 1 April 2010 in the Housing Land Supply Study produced annually by West Sussex County Council.

granted for an alternative use. Consequently, for the purposes of this Draft Local Plan the SHLAA has been updated. (More details in BED). It indicates that 289 dwellings can be delivered on brownfield sites within the Plan period.

2.22 By assessing the various sources of housing supply the table below demonstrates that not all of the housing indicated in Draft Policy 3 above can be provided on previously developed land and indicates for each option how much greenfield land will be required to meet each alternative option.

Annual Monitoring Report: 1 April 2010 - 31 March 2011 (the most up to date information available)⁸

Sources of Housing Provision 2010-2028	Option A 1785 dwellings	Option B 2635 dwellings
Dwellings built 2010-2011 (net)	63	63
Dwellings identified through existing planning permissions (commitments)	518	518
Sites identified through the updated Adur SHLAA	289	289
Total supply (PDL)	870	870
Sites to be identified on land outside the settlement boundaries (greenfield)	915	1765

2.23 As a result it is necessary to consider appropriate greenfield sites in order to meet these targets.

2.24 A number of potential greenfield sites have been considered across the district, drawing on evidence from a variety of sources. The Sustainability Appraisal accompanying this Draft Local Plan has appraised a range of sites and assessed them according to relevant sustainability criteria. 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.

2.25 It should be noted that the figures in the policy below are indicative only of the potential amount of development that could be accommodated on each site. Once the preferred strategic allocations have been identified, following this consultation exercise, more detailed schemes will be developed and the number of units that could be accommodated on each site may vary. This will depend on a number of factors

⁸ Please note this table refers to the main Adur target, and does not address delivery of the Shoreham Harbour figure. Information in this table will also be rolled forward to reflect the base date of this Local Plan (1 April 2011), when available and any further updates to the SHLAA.

including updated housing monitoring figures, site layout, the type and size of dwellings required which may influence the density of development and infrastructure requirements (including the potential need for a new primary school and the delivery of the Adur Tidal Walls scheme).

Draft Policy 4: Options - Delivering the Targets for Residential Development

Option A:

The provision of 1785 dwellings (approximately 870 new homes on previously developed land and 915 new homes on greenfield sites). Three options are proposed to deliver Option A:

		Number of dwellings ⁹
Option A1: (Map A1)	New homes to be built on previously developed land	870
	Plus the following greenfield sites: New Monks Farm: 450 homes Sompting Fringe: 250 homes Hasler: 300 homes	1000
		Total 1870
Option A2: (Map A2)	New homes to be built on previously developed land	870
	Plus the following greenfield sites: New Monks Farm: 450 homes Hasler: 450 homes	900
		Total 1770
Option A3: (Map A3)	New homes to be built on previously developed land	870
	Plus the following greenfield sites: New Monks Farm: 450 homes Sompting Fringe: 420 homes	870
		Total 1740

⁹ Please note that dwelling totals have been rounded.

All sites to be developed at approximately 35 dwellings per hectare.

Option B:

The provision of 2635 dwellings (approximately 870 homes on previously developed land and approximately 1765 on greenfield sites). All three greenfield sites plus an additional greenfield allocation at Sompting North will be needed to deliver this option. To accommodate this level of development, a larger area of land at Sompting Fringe and Land north of the Hasler Estate would also be required. To accommodate the increased level of housing at New Monks Farm, the mix of uses would need to be altered to include more housing.

		Total number of dwellings
Option B: (Map B)	New homes to be built on previously developed land	870
	Plus the following greenfield sites: New Monks Farm: 600 homes Hasler: 600 homes Sompting Fringe: 420 homes Sompting North: 210 Homes	1830
		Total 2700

All sites to be developed at approximately 35 dwellings per hectare

- 2.26 A Sustainability Appraisal of the Draft Adur Local Plan has been undertaken. Findings in relation to the strategic site options are as follows:

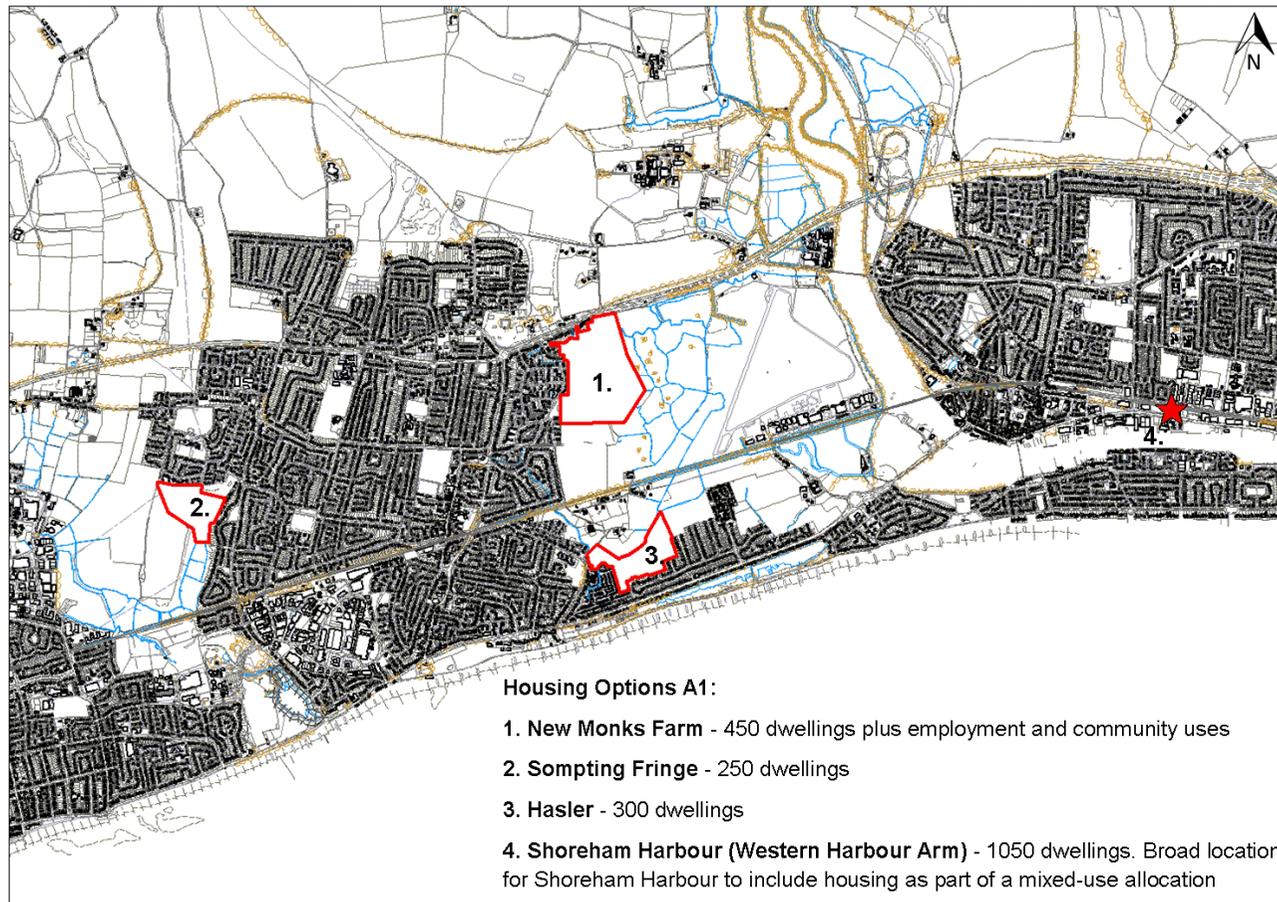
Conclusions of the Sustainability Appraisal for Options A1, A2 and A3

- 2.27 Overall, these options are relatively similar in relation to their impacts on the Sustainability Objectives. Option A3 is preferable with regard to minimizing flood risk but is likely to have a greater impact on the historic character of the district due to the higher amount of land allocated at Sompting fringe. Option A2 is the least preferable option (not including option B) regarding flood risk due to the higher amount of land allocated at the Hasler Estate. Each option scores more favourably in relation to the social and economic objectives than the environmental objectives.

Conclusions of the Sustainability Appraisal for Option B

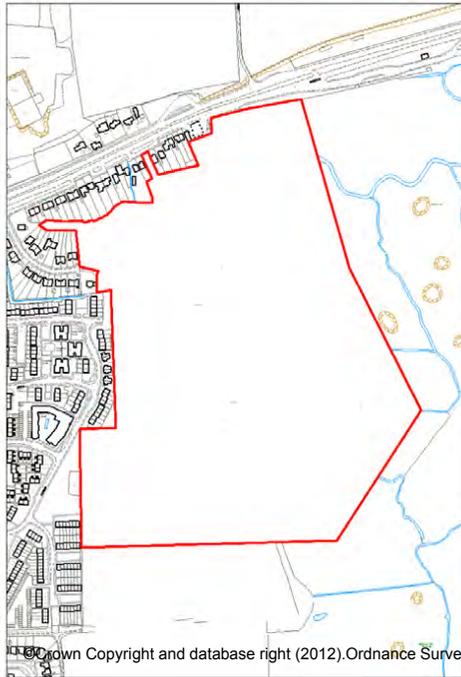
- 2.28 This option has the most negative impacts in relation to the Sustainability Objectives. There are a number of significant negative impacts in relation to the countryside, pollution and flood risk, and generally this option scores negatively in relation to the environmental objectives. However, there are a number of social and economic sustainability benefits and, comparatively, this option scores particularly positively in relation to meeting housing needs. However, it is clear from this Sustainability Appraisal that these benefits, to some degree, come at the expense of the environment.
- 2.29 For more information, please see the Sustainability Appraisal of the Draft Adur Local Plan 2012.

Map 5: Housing Option A1 – 1000 dwellings on greenfield sites (not to scale)



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

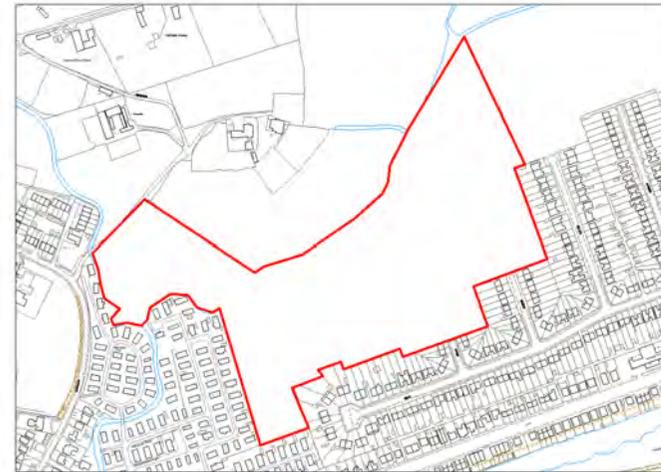
Map 6: Inset Maps for Housing Option A1 (not to scale)



1. New Monks Farm

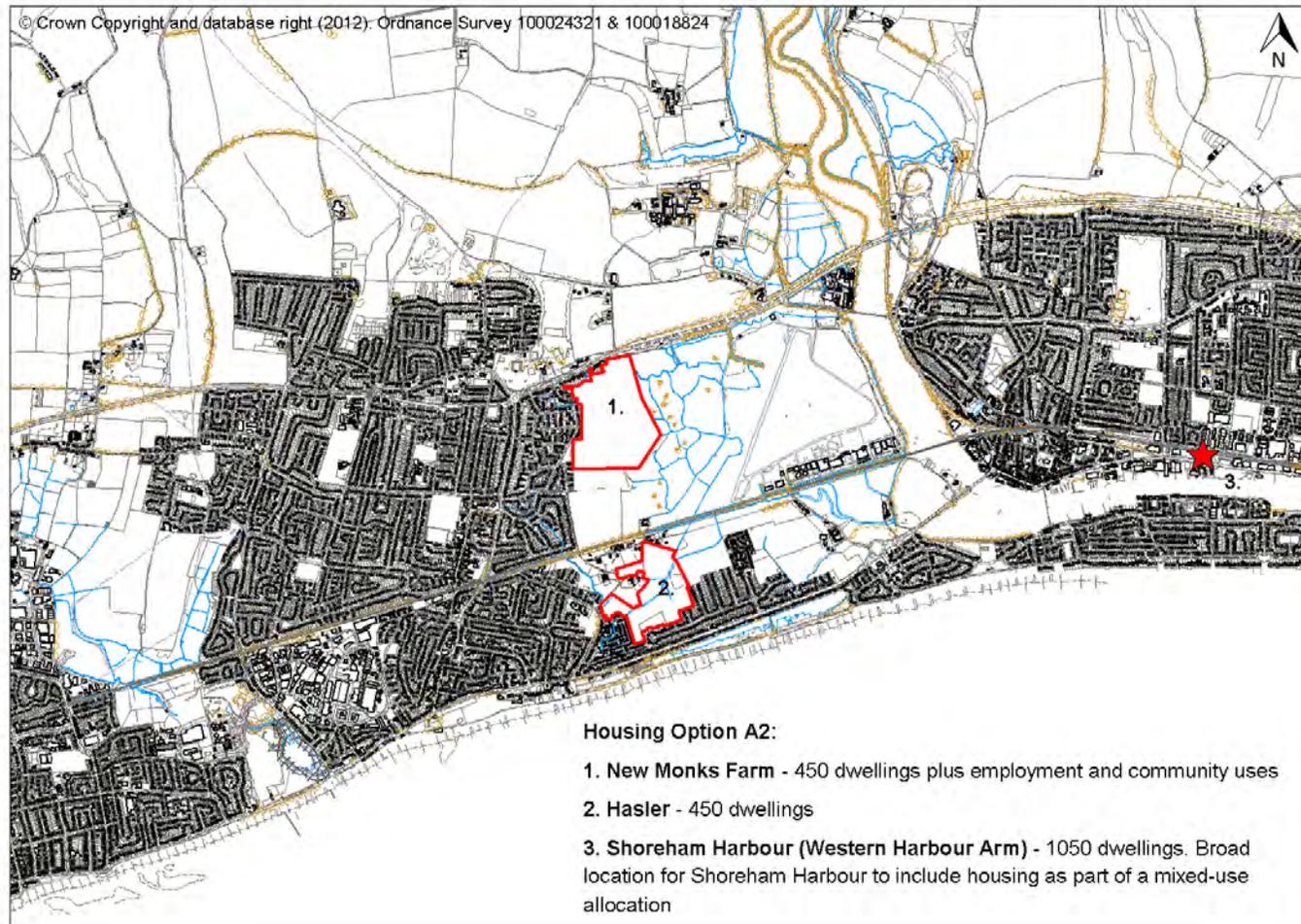


2. Sompting Fringe

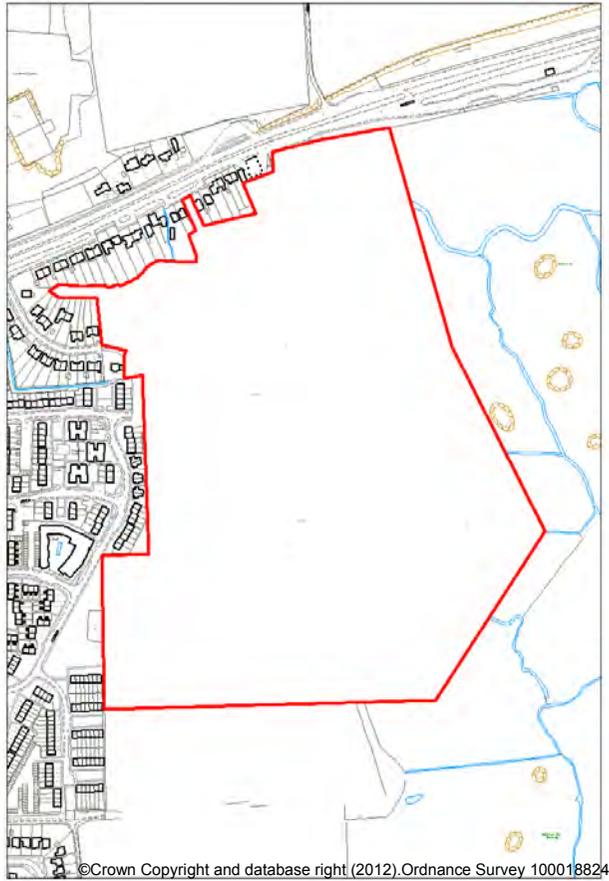


3. Hasler

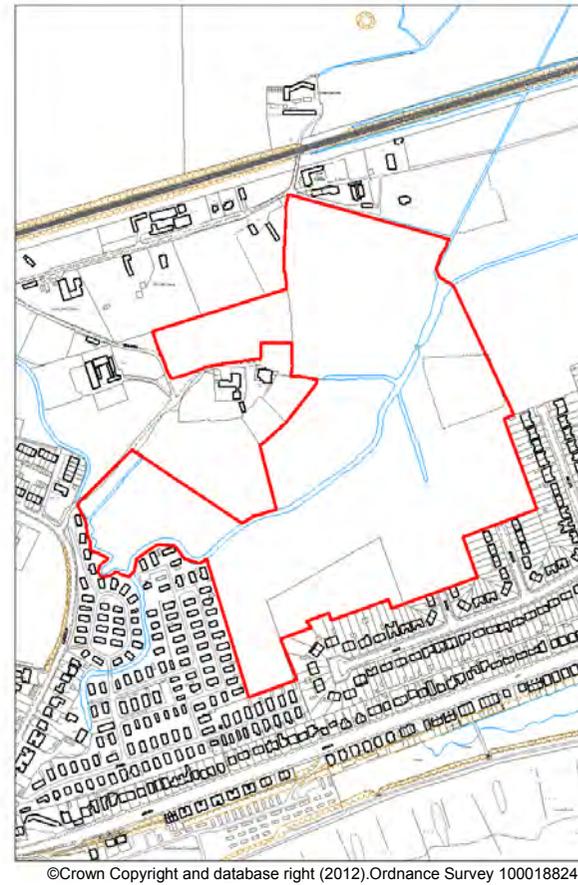
Map 7: Housing Option A2 – 900 dwellings on greenfield sites (not to scale)



Map 8: Inset Maps for Housing Option A2 (not to scale)

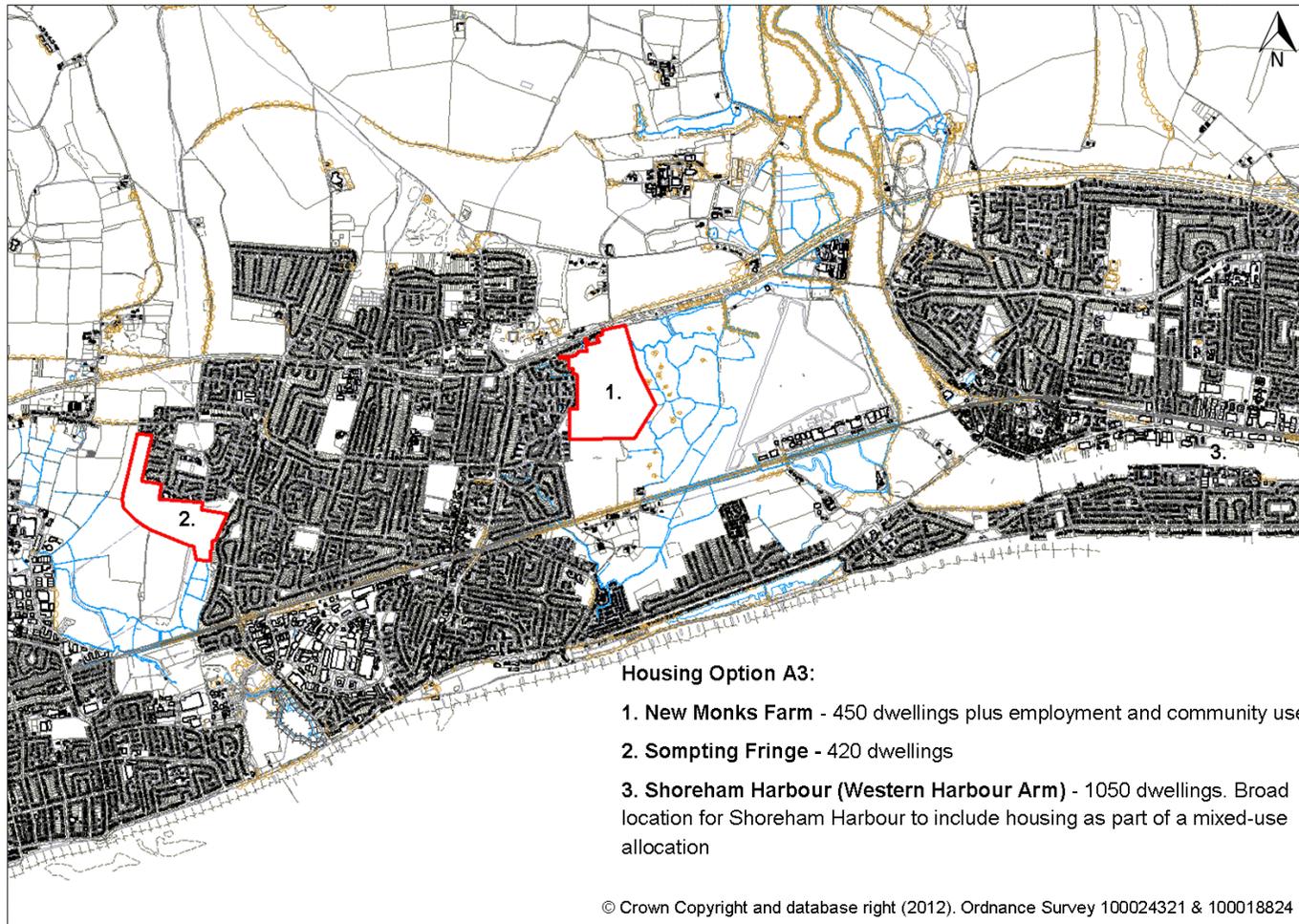


1. New Monks Farm

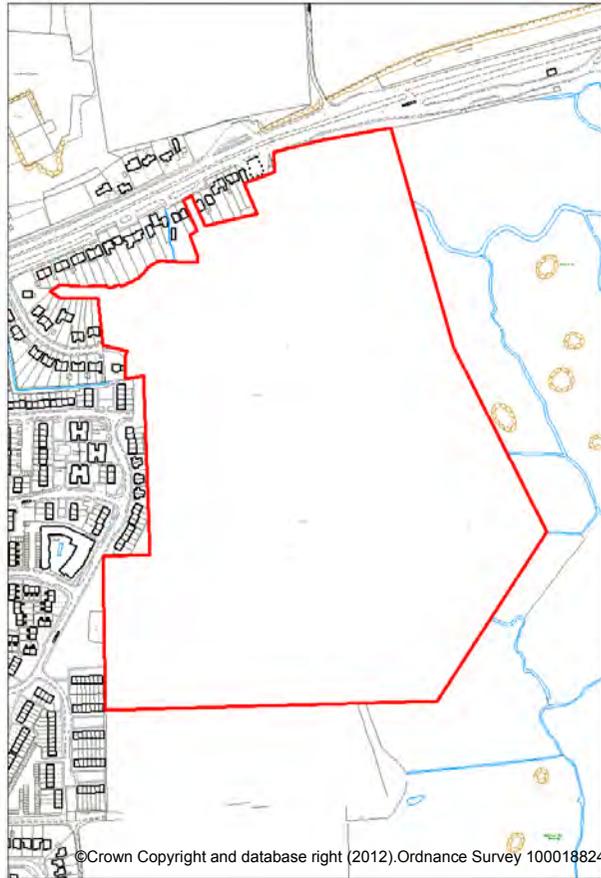


2. Hasler

Map 9: Housing Option A3 – 870 dwellings on greenfield sites (not to scale)



Map 10: Inset Maps for Housing Option A3 (not to scale)

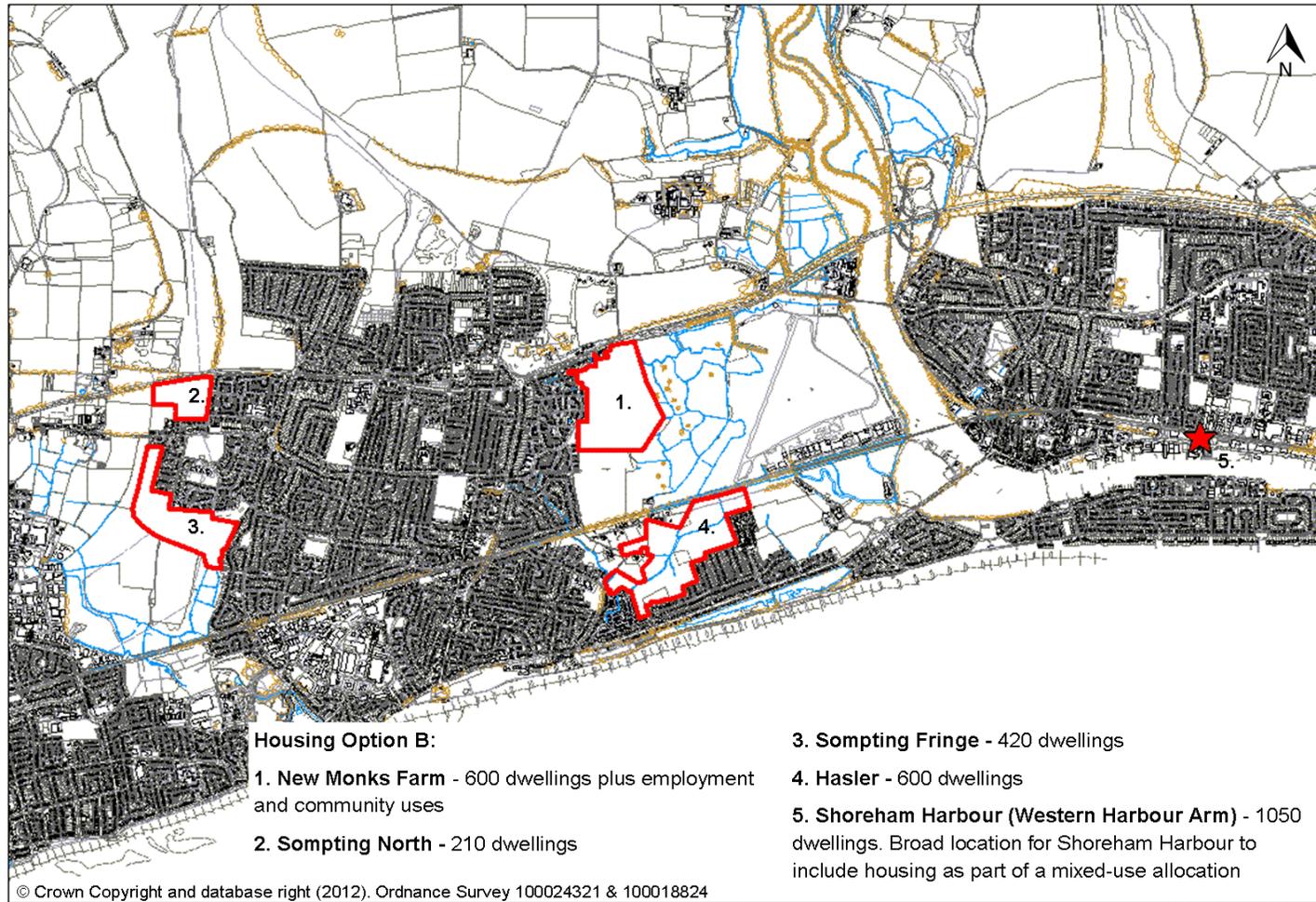


1. New Monks Farm

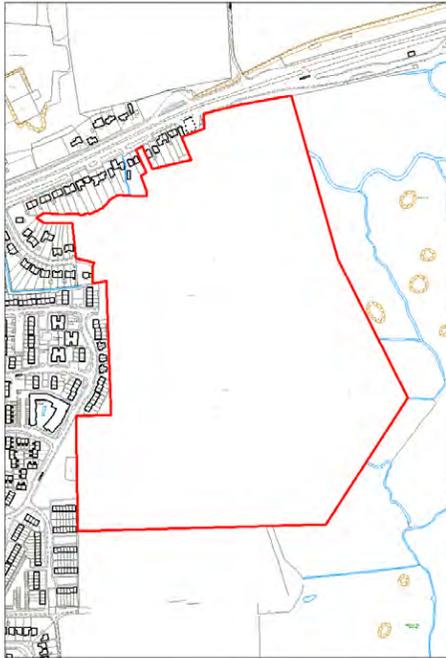


2. Sompting Fringe

Map 11: Housing Option B (not to scale)



Map 12: Inset Maps for Housing Option B (not to scale)



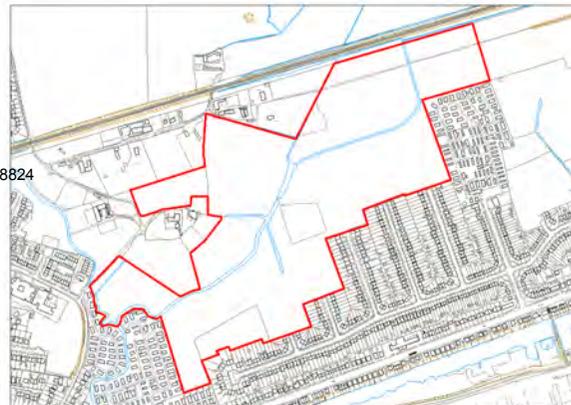
©Crown Copyright and database right (2012). Ordnance Survey 100018824

1. New Monks Farm



©Crown Copyright and database right (2012). Ordnance Survey 100018824

2. Sompting North



©Crown Copyright and database right (2012). Ordnance Survey 100018824

4. Hasler



©Crown Copyright and database right (2012). Ordnance Survey 100018824

3. Sompting Fringe

2.30 These greenfield sites are explored in more detail below.

STRATEGIC SITE ALLOCATIONS

2.31 All of the greenfield sites required to meet the potential housing targets by their very nature share some characteristics:

- All are currently located outside of the Built Up Area Boundary and are currently protected as countryside and within the Local Green Gap. Given the lack of other options, it is necessary to consider these areas for the reasons set out above and in the Background Evidence Document. The development of this Local Plan is the appropriate mechanism to do this. Depending on which allocations are included within the submission Adur Local Plan, and eventually adopted, the Built Up Area Boundary will be redrawn around them.
- All will have some degree of impact on the existing Local Green Gaps between settlements. These gaps (originally designated in the West Sussex Structure Plan and included within the Adur Local Plan 1996 as Strategic Gap) were intended to avoid the coalescence of settlements, and added additional 'layer' of protection to certain parts of Adur's countryside. Loss of some land on the edge of these gaps is necessary to help meet demand for housing and employment, but it is considered that the potential allocations proposed in this document can be located and designed to minimise the degree of impact on these gaps. Variations in density and layout together with appropriate landscaping can all be used to ameliorate their impact. Once allocations have been determined, the remainder of the gaps will continue to be protected to maintain their openness and avoid coalescence.
- Further work to understand the ecological value of the proposed allocations and assess and minimise the impact of development on biodiversity is being undertaken.
- All will generate a need for certain types of infrastructure. Until the allocations are determined, it is not possible to be precise as to what must be delivered on-site and what can be addressed through financial contributions. However, liaison with WSCC Education, WSCC Transport, Highways Agency, Environment Agency and other bodies is on-going. However, all will be required to deliver certain elements of infrastructure on-site including open space and affordable housing, in accordance with the Council's policies and standards (see Development Management Policies, Part Four of this Plan).
- All will generate additional traffic, therefore junction and other road improvements will be required in most cases.

- Any strategic housing allocation made will be expected to provide a range of open space on site, including children’s play areas, in accordance with Draft Policy 29. The development should contribute to the creation of a network of green links.
- All will be required to submit Transport Assessments and Noise Impact Assessments.
- Public transport to these sites will require further work, particularly in terms of bus access/ services.

Draft Policy 5: Strategic Site Allocations

The submission version of this plan will contain a policy for each strategic residential site to be allocated. In addition to site-specific requirements, each of the strategic residential allocations will be required to accord with policies and standards in this Local Plan, including the following:

- Development in accordance with sustainability standards.
- Flood mitigation/ defence measures.
- Affordable housing in accordance with the Council’s standards.
- Open space and green infrastructure, and biodiversity enhancements.
- Transport requirements.
- Air quality assessments.
- Noise assessments.

Legal agreements/ undertakings and/or the Community Infrastructure Levy will be used as appropriate to deliver necessary infrastructure, and detailed requirements for social and community facilities will be set out as appropriate.

New Monks Farm, Lancing

Options A1, A2, and A3	450 dwellings at a density of approximately 35dph on 13 hectares of land, together with open space, commercial and community uses on the remaining 10 hectares of land.
Option B	600 dwellings at a density of approximately 35dph on 15 hectares of land, together with open space, commercial and community uses on the remaining 8 hectares of land.

- 2.32 This site forms an integral part of each option, due to the fact it is a large site which can incorporate a mix of uses, including a significant amount of employment-generating floorspace. Development at this site may also help to bring forward a new access that would unlock further development at Shoreham Airport, see below. If the principle of development of this site is established through the Local Plan process, the precise mix of uses will be determined depending on the option selected following this consultation. The site is within one land ownership.
- 2.33 This site provides an opportunity to deliver social and community facilities, in addition to up to 10,000 square metres of appropriate employment generating uses.
- 2.34 The majority of the site is Grade 1 agricultural land although it has not been used for agricultural purposes for a significant length of time. Part of the site is under construction as a golf course. The remainder has been left as relatively open field and rough pasture.
- 2.35 The Urban Fringe Study (2006) suggests this site is visible from a number of locations on the higher land within the National Park to the north, including Lancing Ring and Mill Hill and therefore contributes to the perception of the gap and separation of Lancing and Shoreham-by-Sea. It is also visible in views across the gap from the east. Whilst this is a sensitive site and undoubtedly contributes to the physical and visual separation provided by the gap, there is scope to accommodate some development as long as it delivers a comprehensive package of landscape benefits such as open space, public access and substantial planting to create a robust settlement edge. Whilst development would encroach on the gap west-east, this could be softened by new landscaping. The land to the east of the site has been raised as part of the construction of the golf course and therefore views into the site from the east are greatly reduced.
- 2.36 Opportunities for a joint access from the A27 to proposed development at both New Monks Farm and Shoreham Airport are currently being explored. Options include improvements to the Sussex Pad junction and/or a new roundabout to the west adjacent to the New Monks Farm allocation. The relevant parties are working with the Highways Agency to ensure that an acceptable access solution is achieved. The site promoters have indicated that the new junction could be constructed prior to any development on the site. Whilst this is preferable, the local road network might be able to accommodate a certain amount of development (100-150 dwellings) prior to the construction of a new junction. Improvements would be made to facilitate access via the existing road network, including from Grinstead Lane. 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.

- 2.37 Evidence from the Transport Study indicates that a higher level of traffic will be generated from the development of the site compared with the other strategic sites because of the additional journeys associated with the proposed mix of uses. However because the most popular direction of travel is east/north east via the A27, and the proximity of the site to the A27/A283 interchange, traffic generated from New Monks Farm would pass through less congested junctions than traffic from the other proposed strategic sites.
- 2.38 Despite the site's proximity to one of the most congested junctions (North Lancing Roundabout) traffic from New Monks Farm to Worthing and Lancing can use the access onto Grinstead Lane to find routes avoiding the North Lancing roundabout and is therefore passing through less congested junctions than from the other proposed strategic allocations. However the traffic from this site may use more local residential roads than the other potential strategic allocations, so the mitigation of the congested North Lancing junction is vital to ensure that traffic can use the A27 in preference to these routes. It is important that traffic between the A27 and Grinstead Lane should not use a route through the new development to avoid the North Lancing roundabout.
- 2.39 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. 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.
- 2.40 Although the construction of the Adur Tidal Walls is not essential for development to take place on this site, this scheme will help to reduce tidal flood risk from the River Adur.
- 2.41 The proposed New Monks Farm site lies within Mash Barn ward, which suffers from deprivation in terms of education and living environment.¹⁰
- 2.42 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. The northern part of the site is adjacent to the A27 and a noise assessment and appropriate mitigation may be required.

Land at Hasler (Old Salts Farm (north west of Hasler Estate), and land at Old Salts Farm North), Lancing

Option A1	300 dwellings at a density of approximately 35dph on 9 hectares of land
Option A2	450 dwellings at a density of

¹⁰ Community Profile/ IMD

	approximately 35dph on 16 hectares of land.
Option B	600 dwellings at a density of approximately 35dph on 26 hectares of land.

- 2.43 Land in this area is within several ownerships, although the parties are working together to promote the site. The land is currently used for grazing, with large open drainage ditches and hedgerows.
- 2.44 The Urban Fringe Study describes the area as having low importance to the gap and a medium-low contribution to the landscape. The site is a visually contained area of low lying land which has development on most of three sides and a railway line to the north. It is screened from long distance views and does not form an integral part of views across the gap from its southern edge. The Broadway Mobile Home Park extends north from the southern part of Lancing, meaning this area of land which is visually contained makes little contribution to the east - west gap¹¹.
- 2.45 The visual containment screens a distinctly urban fringe landscape of open land, pony paddocks, stables and scattered outbuildings/structures. Development here offers the opportunity to fund a package of landscape improvement works that could improve the quality of the remaining section of the gap and provide benefits for the adjoining community in terms of footpaths, cycle paths and green links.
- 2.46 The roads within the Hasler Estate are in private ownership and currently not adopted by West Sussex County Council. They are poorly maintained with a long history of drainage problems and associated damage to properties. Development of this site would allow for their reconstruction to adoptable standards.
- 2.47 In terms of transport, access to the site is proposed through the existing road network at West Avenue and Prince Avenue via West Way and The Broadway from the A259 Brighton Road. It is estimated that a maximum of 600 dwellings could be accommodated in this area, based on improvements to The Broadway/Brighton Road junction, possibly by the installation of traffic lights. The existing track to Old Salts Farm Road from the site could provide a convenient route for pedestrians and cyclists to the centre of Lancing. This would be improved to provide an access only for emergency vehicles onto Old Salts Farm Road.
- 2.48 Traffic from this site will have to travel through the congested A259/A283 roundabout at the western end of Shoreham High Street.

¹¹ Urban Fringe Study

- 2.49 Large capacity sewers exist under the private roads; these are broken and in a poor state of repair, and periodically flood, causing a serious public health problem. In October 2011, new legislation placed the maintenance obligation of all such sewers into the hands of the water authority (Southern Water). Some contribution from the proposed development could be used to bring forward reconstruction.
- 2.50 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 whole site is at risk from groundwater emergence flooding and small areas of the site are at risk from surface water flooding. The implementation of the Adur Tidal Walls Scheme is essential to the delivery of this site as it will 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'. Costs towards the Adur Tidal Walls will be sought from the developer should this site be allocated.
- 2.51 The proposed site is situated to the south west of Shoreham Airport. The Airport does not operate between 23:00 hours and 07:00 hours. The alignment of the hard runway is such that, in order to control noise associated with aircraft movements, operational procedures require aircraft to make a slight turn after departure to avoid existing properties located beneath the extended line of the runway. However, this departure/arrival route takes aircraft directly above this site.
- 2.52 The Noise Policy Statement for England (March 2010) recognises that noise exposure can give rise to significant adverse impacts on health and quality of life. The Draft Shoreham (Brighton City) Airport Noise Action Plan 2010 – 2015 explains that current Government guidance on measuring noise is that average noise levels for the busiest hours of the day between 0830 and 2000 over the busiest three months of the year from mid June to mid September are used. Communities become significantly annoyed by aircraft noise above 57dB LAeq. The Draft Airport Noise Action Plan shows this site as lying between the 57dB LAeq and the 66dB LAeq contours, indicating that any development on this land would be significantly affected by aircraft noise. This does not rule out development but the layout will need to reflect these constraints. Homes will need to incorporate noise attenuation measures to meet appropriate standards for internal noise.

Sompting Fringe

Option A1	250 dwellings at a density of approximately 35dph on approximately 8 hectares of land
Option A3	420 dwellings at a density of approximately 35dph on

	approximately 16 hectares of land
Option B (See also Sompting North below)	420 dwellings at a density of approximately 35dph on approximately 16 hectares of land

- 2.53 Option A1 would require an area of land directly to the south west of the existing Built Up Area, while the other options would necessitate a larger area of land, which would extend west of Loose Lane.
- 2.54 This area of land is within one ownership and forms part of the Local Green Gap between Worthing and Sompting/Lancing. The land is principally in arable use (Grade 1 and 2 agricultural quality) with the south-east area more enclosed. 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. No development is proposed on the SNCI. Given its location on the edge of the urban area, it is an area of semi-natural habitat which is especially valuable as roosting and nesting sites for a variety of birds. Should this strategic site be allocated, opportunities to extend the SNCI will be investigated, as well as the possible creation of public access to the site. A management plan would also be required to benefit the SNCI.
- 2.55 The Urban Fringe Study states that there are opportunities for some development adjacent to the western edge of Sompting which would not have an overall negative effect on the function of the gap. Much of this area is dominated by views of adjoining housing giving a stark edge to the open area.
- 2.56 There are also potential opportunities to open up the countryside between Sompting and Worthing by providing public footpaths and cycle paths east- west to link with the employment areas of Worthing and north to the National Park.
- 2.57 Access to the site would be from Loose Lane and Test Road. Traffic from this site will have to pass through the congested North Lancing roundabout to travel east on the A27. West Street also experiences traffic problems, in part caused by westbound traffic 'ratrunning' to bypass congestion on the A27. Potential mitigation measures are being assessed.
- 2.58 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. Should this site be allocated, the layout will need to direct development away from the areas most at risk and take account of the existing drainage ditches. Appropriate mitigation measures will be required to reduce flood risk across the site.

- 2.59 In addition, the layout will also need to take account of the high voltage power lines which run north-south through part of the site. Undergrounding of these would be prohibitively expensive and would require extensive land take.

Sompting North

Option B	210 dwellings at a density of approximately 35 dph on 6 hectares of land
-----------------	---

- 2.60 This area of grazing land (Grade 2 agricultural land) lies immediately south of the A27 between Sompting village and the main built up area of Sompting. The Urban Fringe Study states that it has an important role in maintaining the integrity of the gap, and in terms of views when travelling along the A27. As a result of the sensitive nature of this site, development here is proposed only to meet Option B, the higher housing target. In addition, access is an issue – the Highways Agency will not support an additional access onto the A27 from this site. Access would need to be taken from Dankton Lane and Rectory Farm Road. Some local highway improvements may be required.
- 2.61 The northern part of the site is adjacent to the A27 and a noise assessment and appropriate mitigation would be required.
- 2.62 The site is located within Flood Zone 1 as it is not affected by tidal or fluvial flooding, although there are some surface water issues which would require mitigation as part of any new development.

EMPLOYMENT AND ECONOMY: PLANNING FOR ECONOMIC GROWTH

The Situation Today

- 2.63 Adur's economy is closely related to that 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, which can offer more (and a wider range) of jobs. Job densities in the district are low - in 2008, Adur had a job density of 0.58 (a ratio of 0.58 jobs to population of working age) which is significantly below the national average of 0.79 (ONS 2008¹²). This translates into approximately 8000 more working residents in the district than jobs. Therefore there is a need for more employment land to be provided in the district to help redress this balance¹³.

¹² Figures for 2010 indicate Adur's job density at 0.54, and the national average at 0.78.

¹³ Adur District Council Employment Land Review Update (June 2011)

- 2.64 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 Brighton¹⁴. In-migration into Adur increases the need to ensure employment opportunities are available.
- 2.65 The amount of Adur’s workforce employed in sectors such as manufacturing, and retail and wholesale is notably higher than Worthing and Brighton & Hove. 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 whole. Although the manufacturing sector in the district 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 economy¹⁵.
- 2.66 The recent economic downturn has had a negative impact on Adur’s economy and economic activity rates have fallen from 85% to 80%. It is estimated that the size of the workforce in Adur has declined by 1500 people since the beginning of the downturn.¹⁶ Given this decline it is important that actions are taken to address these problems, and plans put into place to prepare for an upturn in the economy. This Local Plan seeks to facilitate and deliver sustainable economic growth, working in conjunction with relevant partners to stimulate recovery and growth. 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 jobs available, reducing out-commuting, and encouraging investment back into the local economy.

Adur in the wider sub-regional economy:

- 2.67 The Coast to Capital Local Economic Partnership (LEP) extends as far north as Croydon and includes Chichester at its western end and Brighton & Hove at its eastern end. These bodies are likely to carry out many of the responsibilities of the previous Regional Development Agencies, setting out local economic priorities. 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

¹⁴ As above

¹⁵ As above

¹⁶ As above

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.

- 2.68 The West Sussex Economic Strategy (prepared 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.

Adur Employment Land Review 2011

- 2.69 An Employment Land Review (ELR) was produced for Adur in 2011. This report noted that the supply of land and premises for employment in the district 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

- 2.70 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 (2011-2028) i.e. no new employment sites will be allocated in the district. 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 up to 2028 could mainly be met by bringing existing floorspace back into use and developing currently unimplemented planning permissions.

Economic intervention scenario

- 2.71 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.
- 2.72 Following public consultation on these employment options in 2011, the economic intervention scenario was considered the preferable scenario for the following reasons:
- It could deliver 3700 jobs up to 2031 and would provide the opportunity to nearly halve the deficit of 8000 jobs in the district.

- It would provide a good opportunity to reduce net out-commuting from the district, resulting in a better balance of homes and jobs and potentially a more localised and sustainable travel pattern.
- It would provide higher value-added employment supporting growth in average wages as well as the potential to diversify the economy.
- It would support the image and profile of the district as a business location.

2.73 In order to achieve the economic intervention scenario, the ELR identified three potential sites for employment growth – 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. The proposals for these sites are shown in more detail in the policies below.

Delivering a Flexible Economy

2.74 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.

2.75 Rather than a passive 'predict and provide' approach, this Draft 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.

2.76 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 uses within a high-quality business environment, plus some ancillary tourist/ leisure uses. (See 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 Draft Policy 8)
- New Monks Farm – office/ employment generating uses as part of a mixed use development incorporating residential and community uses (See above).

2.77 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.

Draft Policy 6: Planning for Economic Growth

To facilitate regeneration and ensure a sustainable economy, up to 66,000 square metres of land will be allocated for appropriate employment generating uses in Adur up to 2028 at the following locations:

- Shoreham Airport (up to 30,000sqm)
- New Monks Farm (up to 10,000sqm)
- Shoreham Harbour Regeneration Area (up to 26,000sqm 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.

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

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 and are consistent with other policies in this plan.

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 is no conflict with neighbouring uses.

SHOREHAM AIRPORT

- 2.78 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 and related engineering operations. It 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 'trainer dome' close to the northern edge of the airfield and pillboxes (partially buried) on the west bank of the River Adur.
- 2.79 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 the district 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. This study goes on to recommend that Shoreham Airport could potentially provide up to 30,000sqm of new employment floorspace.
- 2.80 The operators of the Airport consider that new development on this site is essential to ensuring 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.
- 2.81 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.
- 2.82 On the basis of early capacity work, the Council considers that up to 30,000sqm floorspace (in addition to current pending planning application) could potentially be provided; however there is a need to maintain the open character of the area between Shoreham and Lancing, and key views to and from the South Downs. As a result the precise amount of floorspace will be dependent on the outcome of future landscape and capacity assessment. Such a quantum is likely to be necessary given the land constraints within the district, the need for high quality employment and the need for the development to help

provide the necessary infrastructure requirements including a new road and improved flood defences.

Key Issues to be Addressed

- 2.83 There is a need for road access improvements to the Airport, including improvements to the Sussex Pad junction, and measures 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. A joint access onto the A27 could potentially be delivered in conjunction with development at New Monks Farm
- 2.84 The need to manage and mitigate noise impacts from Airport operations will need to be taken into account.
- 2.85 Shoreham Airport is currently located within Flood Zone 3b (functional floodplain). Flood risk at the Airport primarily arises from potential overtopping of the existing flood defences during extreme high tides. The construction of the Adur Tidal Walls Project led by the Environment Agency would change the Flood Zone of the Airport to 3a (high probability). This change would enable the allocation of 30,000sqm of employment floorspace at Shoreham Airport to be constructed and so the allocation is dependent on the construction of the Adur Tidal Walls. It should be noted at this stage however, that funding has not yet been secured for the Adur Tidal Walls scheme.
- 2.86 The Airport is located adjacent to the River Adur Site of Special Scientific Interest (SSSI). It is essential that any new development at the Airport does not impact on this area and opportunities should be taken to improve the SSSI where possible.
- 2.87 Key views to and from the National Park (including Lancing College) as well as to the Grade I Listed Church of St Nicholas should be protected. Further detailed work is currently being undertaken regarding the landscape and biodiversity value of the area in order to positively influence the design and capacity of the site.
- 2.88 It is important that the setting of the Grade II* Listed Terminal Building and the Grade II Listed hangar is not negatively impacted upon as a result of new development at the eastern side of the Airport. The Scheduled Ancient Monuments within the wider site should also be safeguarded and their wider setting respected, particularly when considering any new access road to the Airport.
- 2.89 There is an existing Section 106 agreement for the airport which restricts development in the area allocated in this plan for further employment generating uses. This agreement would need to be amended for further development to proceed on the site.

Draft Policy 7: Shoreham Airport

Up to 30,000sqm 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 eastern side of the Airport, subject to future landscape and capacity assessment. Development will be designed to reflect the open nature of the Shoreham-Lancing Local Green Gap and ensure key views are retained.

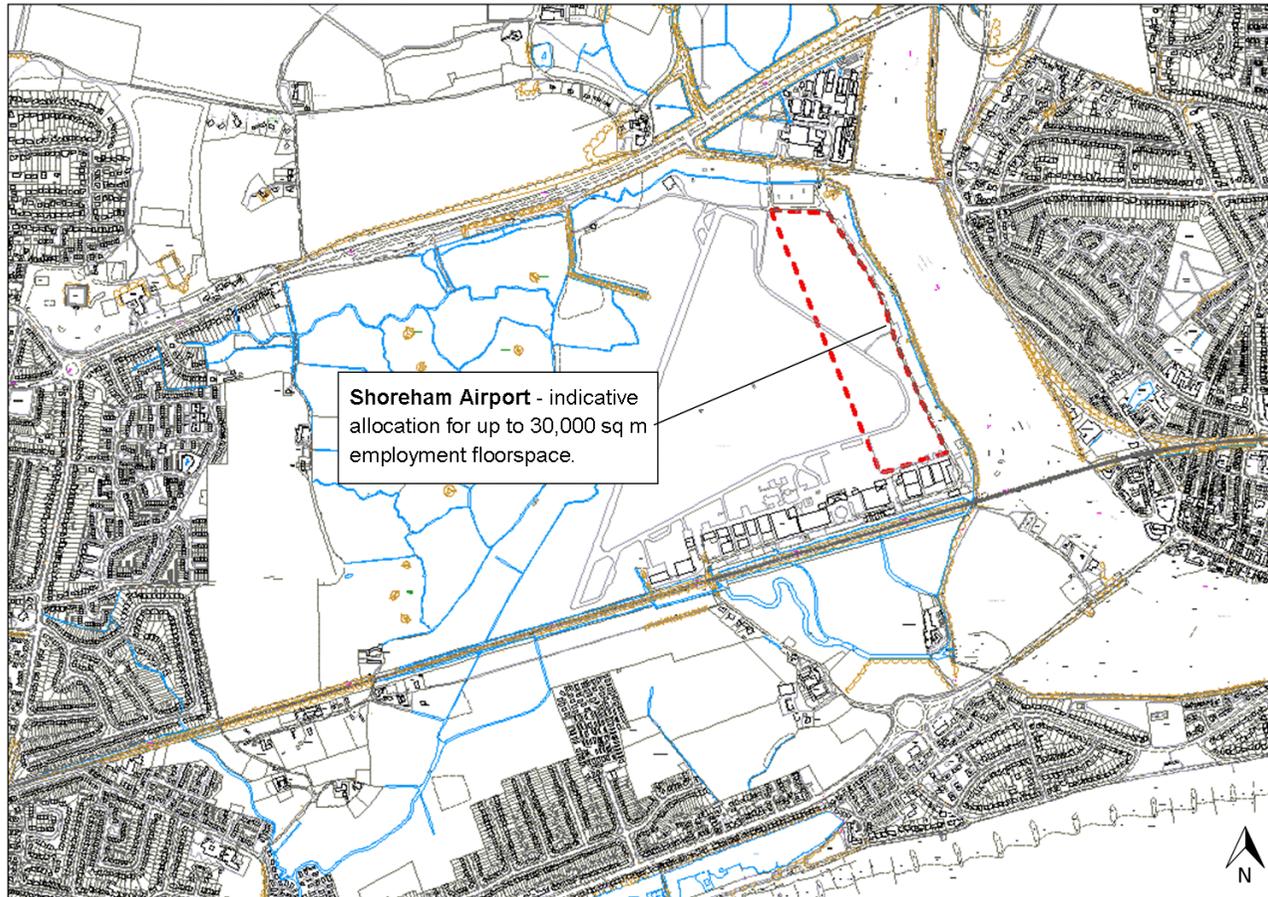
Significant improvements will be required at the A27 Sussex Pad junction to accommodate new development on the eastern side of the Airport and this is likely to include a new roundabout to potentially serve both the proposed new development at the Airport and New Monks Farm. These measures will need to be accompanied by sustainable transport initiatives in order to reduce the need for travel by car to and from the site. These initiatives will include improvements to 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 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 Adur Tidal Walls on the west side have been completed. New development at the Airport will be required to contribute towards the Adur Tidal Walls project. In addition, flood mitigation measures will need to be incorporated into the development in order to further reduce flood risk.

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.

Map 13: Shoreham Airport Indicative Allocation



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

SHOREHAM HARBOUR REGENERATION AREA: BROAD LOCATION POLICY

- 2.90 Shoreham Harbour Regeneration Area is identified in this Local Plan as a broad location for change (See Key Diagram). The Shoreham Harbour Regeneration Area will be covered by a Joint Area Action Plan (JAAP) DPD which is currently being prepared. The JAAP will contain detailed proposals as to how the area will be developed up to 2028 and will provide a planning framework to guide investment and delivery.
- 2.91 A JAAP is required in order to provide clarity for existing and prospective land owners, businesses, residents and the Shoreham Port Authority as to the future vision for the harbour and what types of new development will be supported or resisted and where. Given the sensitivities of the harbour area in terms of its environmental designations, heritage features, waterfront location and multi-function as a working port, residential area and public open space it is important that the area is planned comprehensively through the JAAP process.
- 2.92 Shoreham Harbour extends for three miles and is bounded to the north by the A259 south coast road and the adjacent coastal communities of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishersgate as well as West Hove and South Portslade in neighbouring Brighton & Hove City Council area. The harbour contains the entirety of the long established commercial trust Port of Shoreham operated by the Shoreham Port Authority (SPA), an important local employer.
- 2.93 In order to maximise the opportunities offered by this diverse waterfront location Adur District Council is working in partnership with Brighton & Hove City Council and West Sussex County Council to oversee the preparation of a deliverable plan for the future revitalisation of the area. Working closely with the Shoreham Port Authority there is an opportunity to bring underused sites back in to 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 the need for port modernisation and consolidation and the increasing challenge of finding strategic growth sites given the physical constraints of the sub-region.
- 2.94 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 supporting infrastructure including flood defences and measures to encourage the use of sustainable transport.

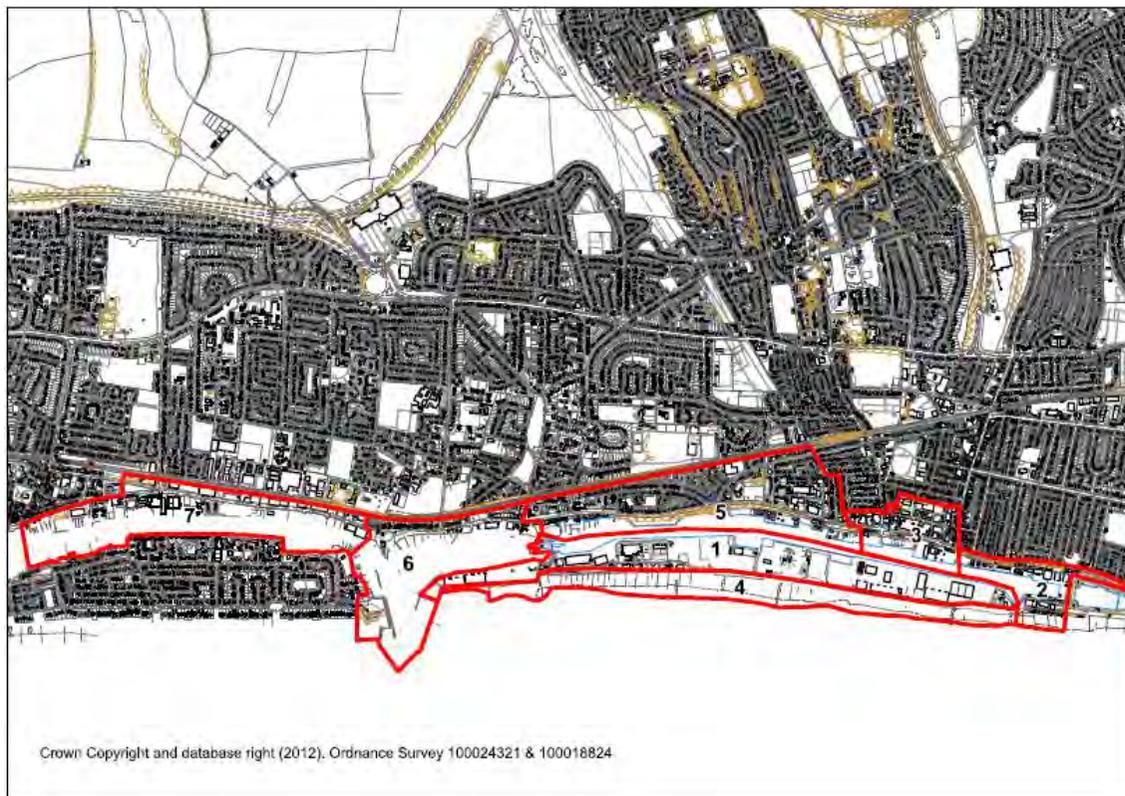
- The consolidation and enhancement of the operations of Shoreham Port recognising the vital role it will continue to play in the local economy.

- 2.95 This policy applies to the areas of the harbour that fall within Adur District. There is a similar policy in Brighton & Hove's City-wide Plan which covers the areas that fall within Brighton & Hove.
- 2.96 The regeneration of Shoreham Harbour has been an objective of the three local authorities: Brighton & Hove City Council (BHCC), Adur District Council (ADC) and West Sussex County Council (WSSCC) 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.
- 2.97 These aspirations for a Shoreham Harbour Regeneration Area were subsequently identified in the Regional Spatial Strategy (RSS) for the South East (May 2009). The published South East Plan indicates the Sussex Coast as a priority area for regeneration (SCT2) and specifically identifies Shoreham Harbour as a Growth Point (SCT1). The harbour is one of three sites in Adur described as requiring coordinated action to unlock economic development potential (Policy SCT3). An interim figure of 10,000 dwellings was identified subject to detailed studies.
- 2.98 Since this time land capacity and viability studies along with other technical studies concluded that the development capacity at the harbour was significantly less than 10,000 dwellings. This was mainly due to significant land reclamation from the sea (that would have enabled additional development space to be accommodated) not being financially viable under foreseeable market conditions. There were concerns about the impact on the environment and character of the local area as well as loss of employment land that would be required to accommodate that level of housing. The technical evidence underpinning the reduction in the proposed scale of development will be outlined in further detail within the emerging JAAP.
- 2.99 In October 2010 the Shoreham Port Authority adopted a Port Masterplan setting out the Port's plans for future growth. The Masterplan has been subject to public consultation and was 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 partnership will continue to work closely with the Port and with businesses based at the port to ensure their future needs and aspirations are addressed through the JAAP process.

- 2.100 The successful delivery of the JAAP proposals will be dependent upon the ability of the partnership to work closely with existing site owners and business throughout the harbour area. 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 employment sites to provide new employment generating uses such as office space, restaurants, cafes, leisure, entertainment and tourism related uses.
- 2.101 The Shoreham Harbour Regeneration Partnership have prepared an Investment Strategy which provides a work programme for taking forward the delivery of the regeneration process on the ground and underpins the emerging JAAP. The partnership will also continue to identify opportunities to access public funding to support the provision of critical infrastructure including flood defences and transport network improvements.
- 2.102 The partnership will 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 and the Shoreham Harbour Joint Area Action Plan. 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 Joint Area Action Plan in close liaison with Southern Water and Shoreham Port Authority.
- 2.103 This broad location policy has set 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.
- 2.104 A Transport Strategy for Shoreham Harbour is being prepared, which may have implications for a wider area.

Map 14: Shoreham Harbour Regeneration Area



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

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 that will contain detailed policies for the harbour area to address a range of issues, including provision of infrastructure.

The Council will facilitate the delivery of between 1200-1600 new dwellings within the Shoreham Harbour Regeneration Area within Adur District (approximately 1050 of these during the plan period). Housing delivery will be balanced with the provision of new employment-generating uses including B1 office, leisure, tourism and community uses as part of a sustainable, new waterfront community. 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.

The balance of new housing and employment uses and overall levels of development will be refined through a Development Brief as part of the JAAP process and will be subject to public consultation. The target for delivery of housing within the Adur section of the Shoreham Harbour Regeneration Area will be ring-fenced separately from the housing target for the rest of Adur District.

Developments will be encouraged that are consistent with the Vision and Strategic Objectives for the area as set out in the Interim Planning Guidance. Until the JAAP is adopted, the Port Masterplan, the Interim Planning Guidance 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 7 Character Areas within the regeneration area through the JAAP process.¹⁷

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 take into account the proximity to Wharf Road and Basin Road South which is 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

Area Priorities:

- Improvements to the quality, access, appearance and maintenance of the Public Right of Way corridor, beach promenade and public areas.

Character Area 5: Southwick Waterfront and Fishersgate

Area Priorities:

- 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.

¹⁷ 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.

Character Area 6: Harbour Mouth

Area Priorities:

- **Supporting the comprehensive restoration of Shoreham Fort.**
- **Environmental and landscaping improvements to improve connections between Shoreham town centre, Shoreham Beach and the Fort.**
- **Public realm upgrade of Kingston Beach.**

Character Area 7: Western Harbour Arm

Area Priorities:

- **Facilitate the strategic relocation of appropriate industrial uses to elsewhere in the Port or local area to free up waterfront opportunity sites.**
- **Comprehensive redevelopment of the waterfront area as a residential, mixed-use area with improved linkages to the town centre, in accordance with a development brief.**
- **Provide a publicly accessible riverside walk/cycle way as part of an improved flood defence network.**

PART THREE – POLICIES FOR PLACES

LANCING

- 3.1 Lancing village centre tends to cater for 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. These are viewed as positive planning actions to maintain and enhance a healthy and vibrant village centre.
- 3.2 The Lancing Vision (produced by Lancing Parish Council in partnership with Adur District Council) has identified a need to improve the link between Lancing village, the railway station and the seafront along South Street (including Beach Green)³, through environmental improvements (including traffic management, parking schemes and creating a network of community places and spaces⁴), and bringing vacant shops back into use.
- 3.3 For Lancing to become the lively seaside destination that the Vision aspires to, improvements to encourage more activities and greater use of the village centre and seafront are necessary. Lancing Beach is already a popular destination, and in recent years has become a focus for kitesurfers. There is potential to improve the quality of Beach Green through environmental improvements and addressing unsightly or inappropriate uses. This forms part of the ‘seaside zone’ as defined in Lancing Vision. Further actions to improve links from the village centre to the seafront, both in terms of design and pedestrian movement will be supported in line with Lancing Vision.
- 3.4 The Strategic Housing Land Availability Assessment update⁵ (SHLAA) has identified one site in Lancing which could potentially deliver 6 new homes as part of a mixed use development. Other sites may come forward as windfall sites during the plan period.
- 3.5 A new training facility is proposed by Brighton and Hove Albion Football Club at New Monks Farm on the eastern edge of the built up area of Lancing. This comprises approximately 12 pitches, a two storey building containing related facilities and car parking. The Council recognises the potential regeneration and community benefits of the proposal, as long as a number of environmental and other issues can be addressed. An existing section 106 agreement in relation to the planning permission for a nearby golf course currently under

¹ Lancing Vision 2012

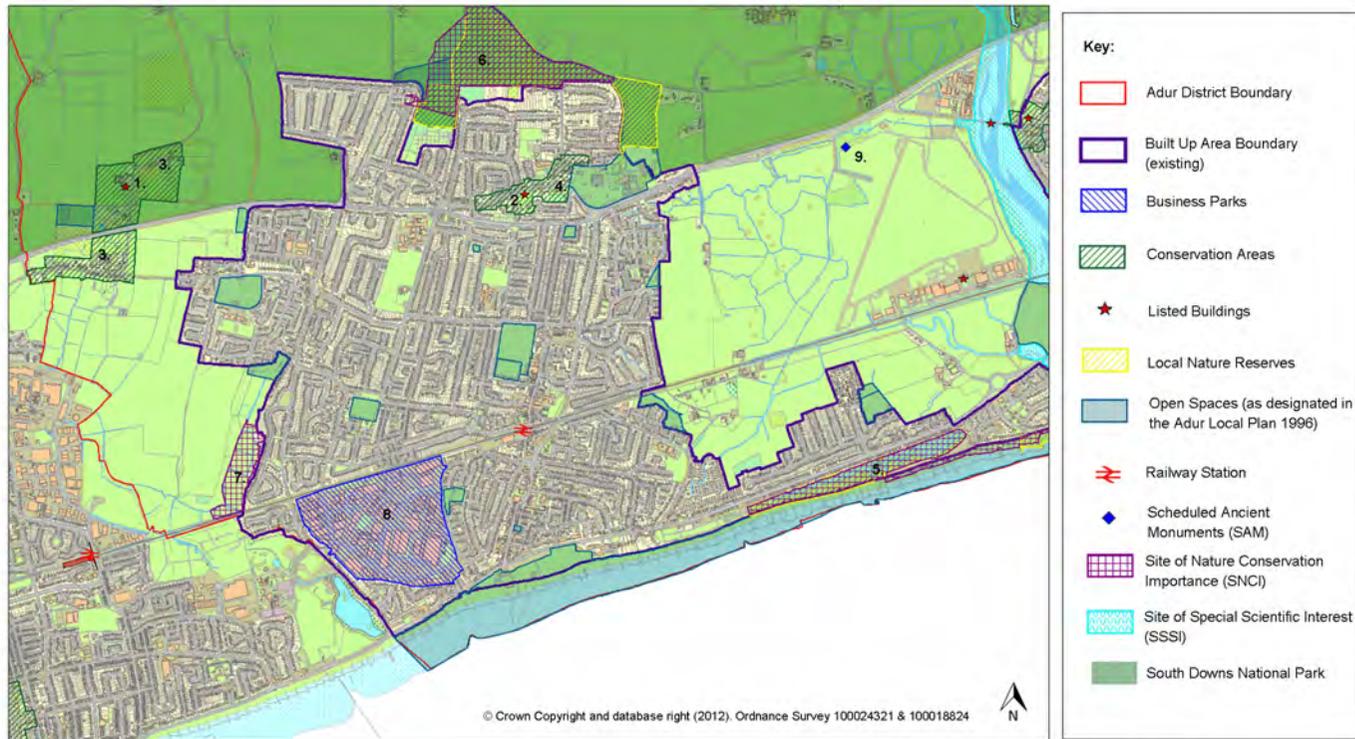
² DTZ 2012 Retail Report, Adur’s Town Centres.

³ Adur Character Study, Tibbalds, June 2009

⁴ Lancing Vision 2012

⁵ Strategic Housing Land Availability Assessment update 2011

Map 15: 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 Dome

construction provides for sports pitch provision here. Alternative provision will be required to compensate for any loss of this.

- 3.6 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.
- 3.7 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.

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

- **A1 (shops)**
- **A3 (food and drink) where there is a long term vacancy and reasonable attempts have been made to sell or let the premises.**

Any other uses will be resisted.

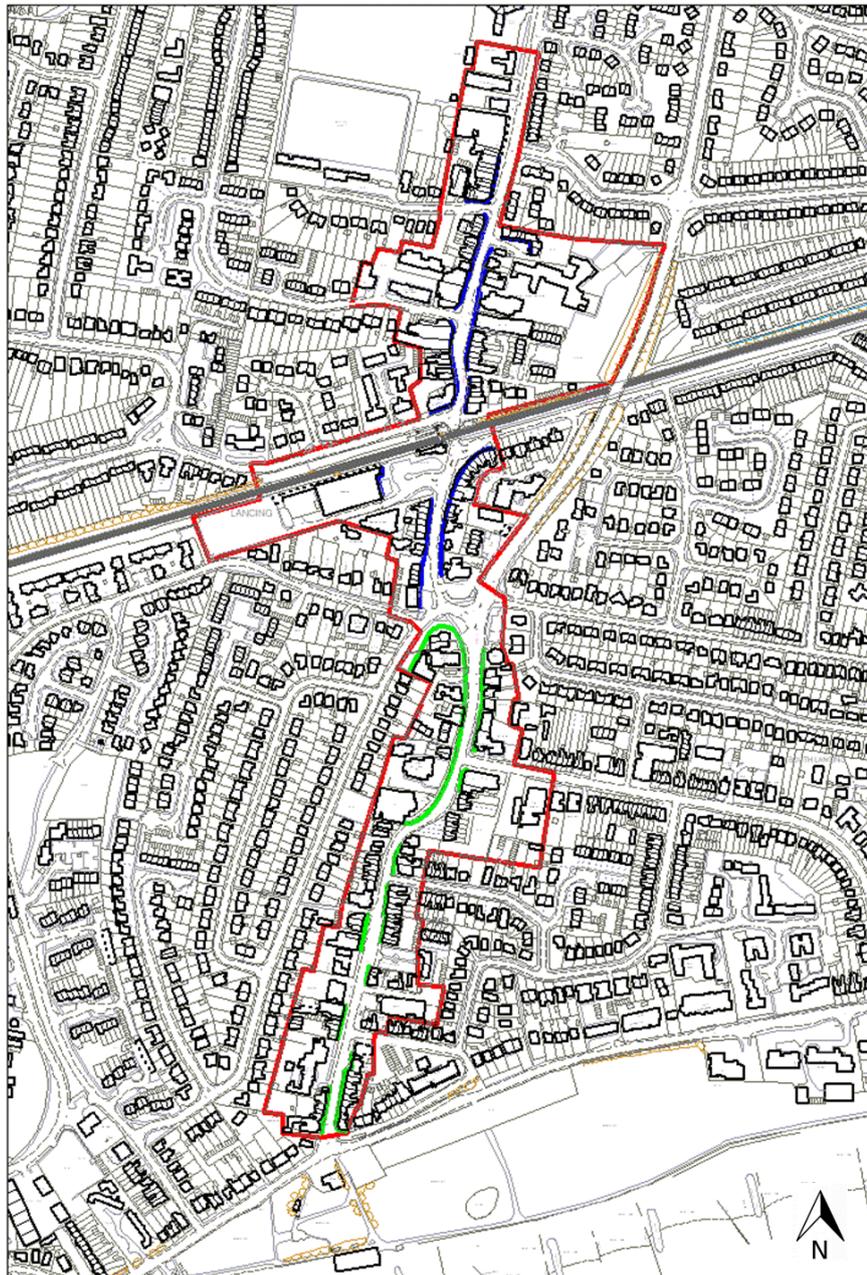
Within the primary frontage of Queensway Shopping Precinct, the following uses will be acceptable at ground floor level, subject to compliance with other relevant policies:

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

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 or the 'Lancing Vision'.

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

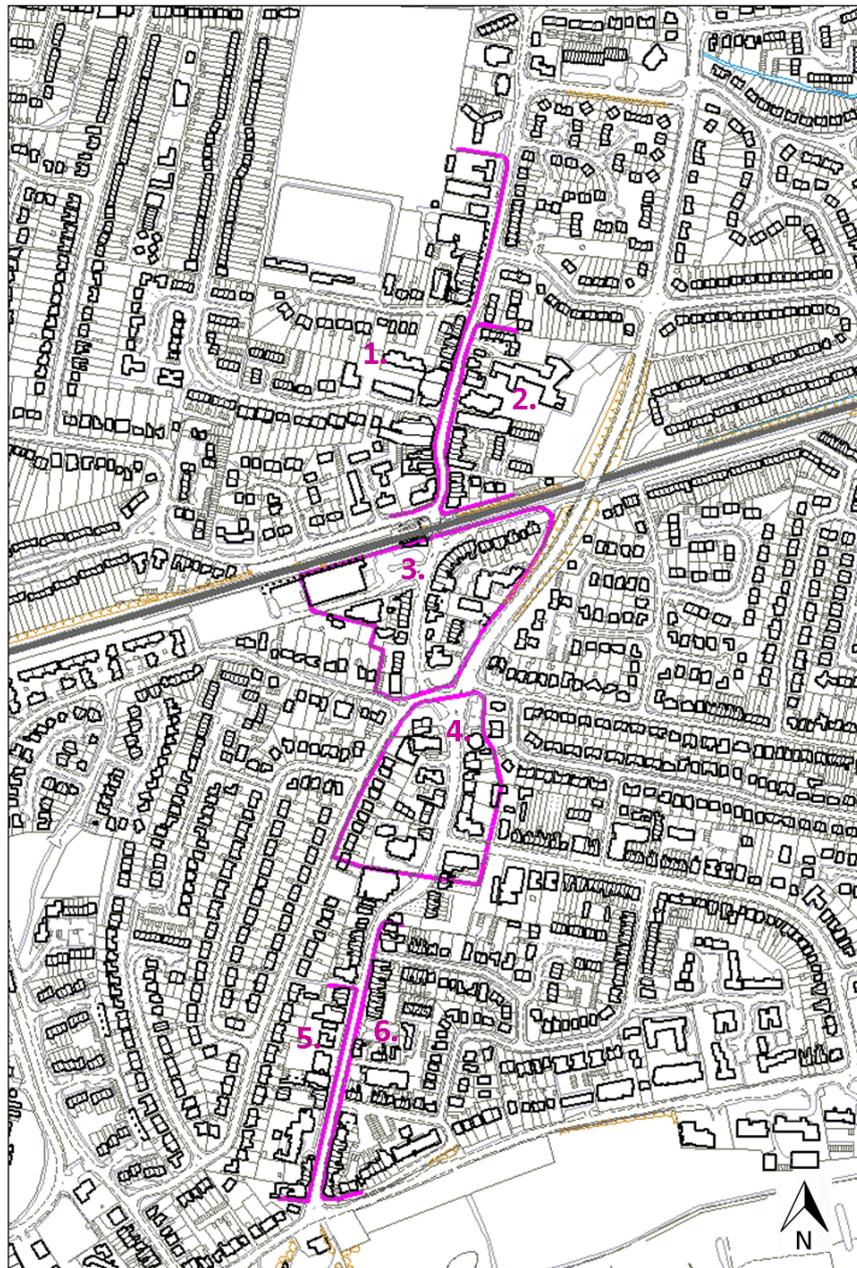
Map 16: Lancing village centre



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:		Town Centre Boundary
		Primary Shopping Frontage
		Secondary Shopping Frontage

Map 17: Lancing village centre blocks



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:

 Town Centre Blocks

SOMPTING

- 3.8 Sompting village lies outside of the Built Up Area Boundary (BUAB), within the Local Green Gap, and is designated as a Conservation Area. (The section north of the A27 also lies within the South Downs National Park and therefore outside the remit of this plan). Given this location, countryside policies apply, and Sompting village is not seen as a focus for new development in order to retain the 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.
- 3.9 Part of Peverel ward in Sompting is the second most deprived area in the county in terms of education, skills and training⁶.
- 3.10 The Adur Strategic Housing Land Availability Assessment update (SHLAA) has not identified any specific large sites within Sompting with development potential; however sites may come forward as windfall sites during the life of this Local Plan.
- 3.11 Sompting Parish Council are currently working with their community and partners (with support from Action in Rural Sussex and Adur District Council) to explore the potential development of a Neighbourhood Plan for Sompting (as introduced by the Localism Act 2011). This will give the opportunity for the community to influence and address development needs in Sompting. A Neighbourhood Plan would need to be in general conformity with this Local Plan.

Draft Policy 10: Sompting

The Council will work with Sompting Parish Council and the community of Sompting to explore the development of a Neighbourhood Plan to address development needs.

Sompting village will not be expanded due to its linear 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.

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

SHOREHAM-BY-SEA**(incorporating Shoreham-by-Sea and Shoreham Beach Character areas)****Shoreham-by-Sea**

3.12 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

3.13 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.

3.14 The setting of the historic centre 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 due to their unsympathetic height. The historic street pattern within the Conservation Area and other heritage assets should also be respected.

3.15 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.

3.16 Development at Ropetackle North will contribute to improving flood defences in the area. The site should provide mixed use development, including residential and employment uses.

⁷ Adur District Council Retail Study Update 2009

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

- 3.17 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 (and previously consulted on) through a development brief⁹ for redevelopment for mixed use, to include community facilities as well as enabling residential development. This will facilitate the provision of more up-to-date health and library facilities.
- 3.18 Adur District Council, a major employer in the town, is likely to relocate the majority of its staff to alternative accommodation in Worthing town centre. However, it is expected that a civic presence in Shoreham will remain, at a location yet to be determined. This will release the Civic Centre site for development.
- 3.19 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.
- 3.20 A number of public realm improvements have already taken place in Shoreham town centre (such as the pedestrianisation of East Street) or are planned (such as the Connect 2 footbridge across the River) but further improvements will be sought in order to make the centre more attractive, and provide benefits for pedestrians and cyclists.

Outside of the Town Centre

- 3.21 Shoreham-by-Sea is a visitor destination in its own right due to its unique character created by its heritage interest and its 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.
- 3.22 The area of houseboats on the River Adur will be maintained, as long as this does not harm nature conservation or residential amenity and enhances the wider river setting. There should be no increase in the total number of houseboats.
- 3.23 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.

⁹ Pond Road Development Brief 2010

- 3.24 There is potential for environmental enhancements at Shoreham Beach, including the Old Fort (a Scheduled Ancient Monument – see Shoreham Harbour policy) and Beach Green.
- 3.25 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 onsite 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.
- 3.26 Dolphin Road is identified in the Employment Land Review (2011) as a main area of employment 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.
- 3.27 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 for this measure). 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.

Map 18: Shoreham Character Area Map



Listed Buildings (Grade)	Conservation Areas	Scheduled Ancient Monuments (SAM)	Local Nature Reserves (LNR), Sites of Nature Conservation Importance (SNCI) and Sites of Special Scientific Interest (SSSI)	Business Parks
1. Shoreham Airport (II*)	7. Old Shoreham Conservation Area	11. The Marlipins	13. Shoreham Beach LNR and SNCI	17. Dolphin Road Business Park
2. Old Shoreham Bridge (II*)	8. Shoreham Conservation Area	12. Shoreham Old Fort	14. Adur Estuary SSSI	
3. Church of St Nicolas (I)	9. Southlands Conservation Area		15. Mill Hill, Shoreham, SNCI and LNR	
4. Marlipins Museum (II*)	10. Kingston Buci Conservation Area		16. River Adur Meadows SNCI	
5. Church of St Mary de Haura (I)				
6. Church of St Julian (I)				

Draft Policy 11: Shoreham-by-Sea

In addition to Shoreham Harbour, the 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 - identified for community uses, including a health centre and library, and residential uses
- Ropetackle North - mixed use development to include housing and employment)
- Civic Centre site – mixed use development to include food retail

Other opportunities may arise to the south and east of the town centre. This area forms part of the Shoreham Harbour regeneration area and will be addressed in the Joint Area Action Plan.

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

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 and reasonable attempts have been made to sell or let the premises.

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 cycle ways and footpaths will link to the town centre, to the railway station, and to the new 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 encouraged.

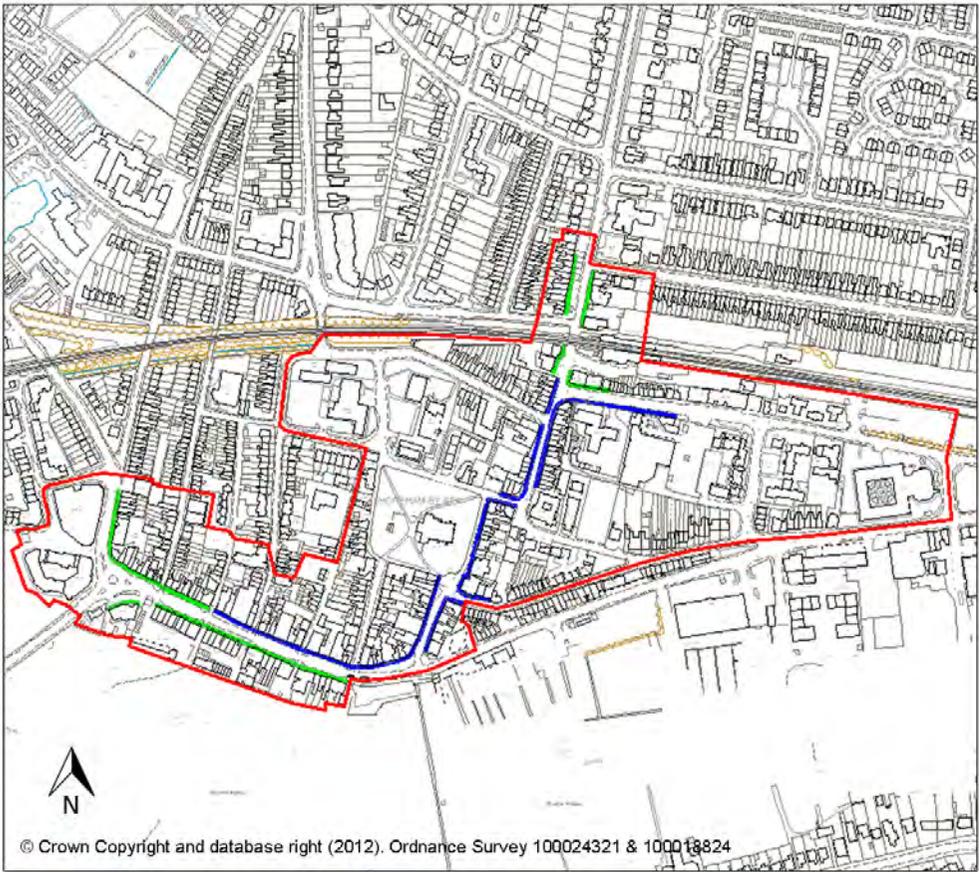
Development must respect the setting of the historic town centre and should not have an adverse impact on views or the setting of St Mary de Haura church.

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 bank of the River Adur will be maintained and new proposals assessed against the Council's Good Practice Guide for Houseboats.

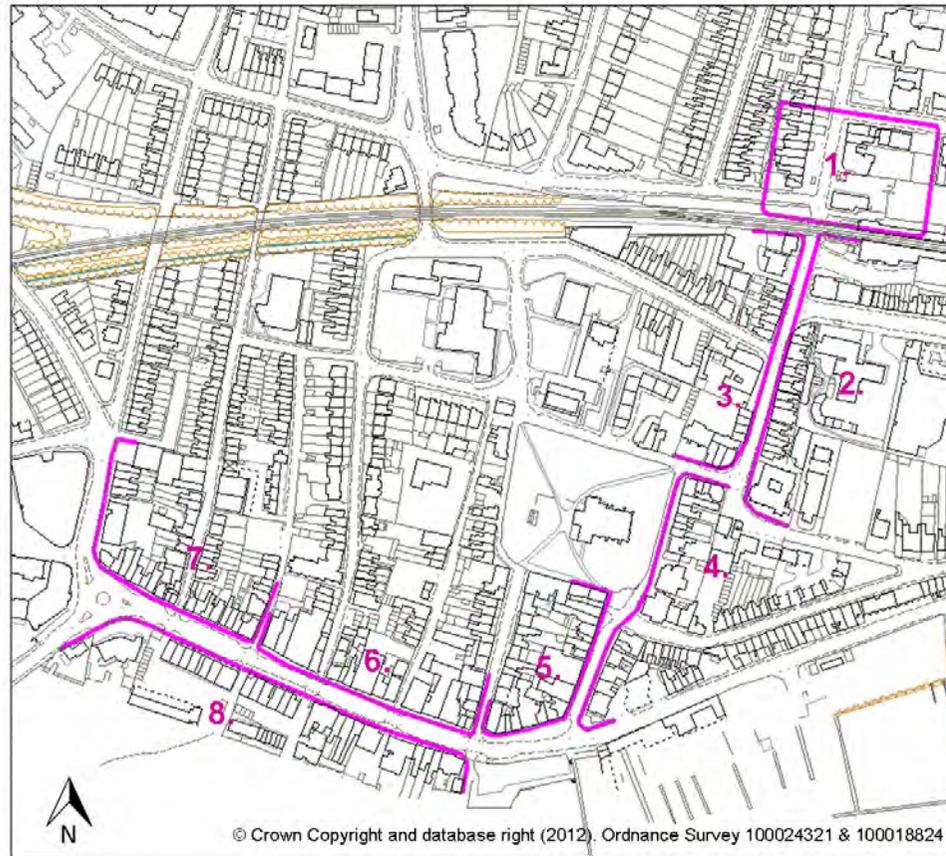
Throughout Shoreham-by-Sea, improvements to open space and the local environment will be carried out (some of which will be secured through funding associated with the regeneration of Shoreham Harbour). Areas including Beach Green, the Riverside car park and parts of the river frontage (on Shoreham Beach)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

Map 19: Shoreham Town Centre



Key: Town Centre Boundary Primary Shopping Frontage Secondary Shopping Frontage

Map 20: Shoreham Town Centre Blocks



Key:
— Town Centre Blocks

SOUTHWICK AND FISHERSGATE

- 3.28 The area between Kingston Beach and the Lady Bee Marina forms part of the Shoreham Harbour regeneration area (see Draft Policy 8). Kingston Beach has village green status.
- 3.29 The Strategic Housing Land Availability Assessment update has identified one site in Southwick which could potentially deliver six new homes. Other sites come forward as windfall sites during the plan period.
- 3.30 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.
- 3.31 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.
- 3.32 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.

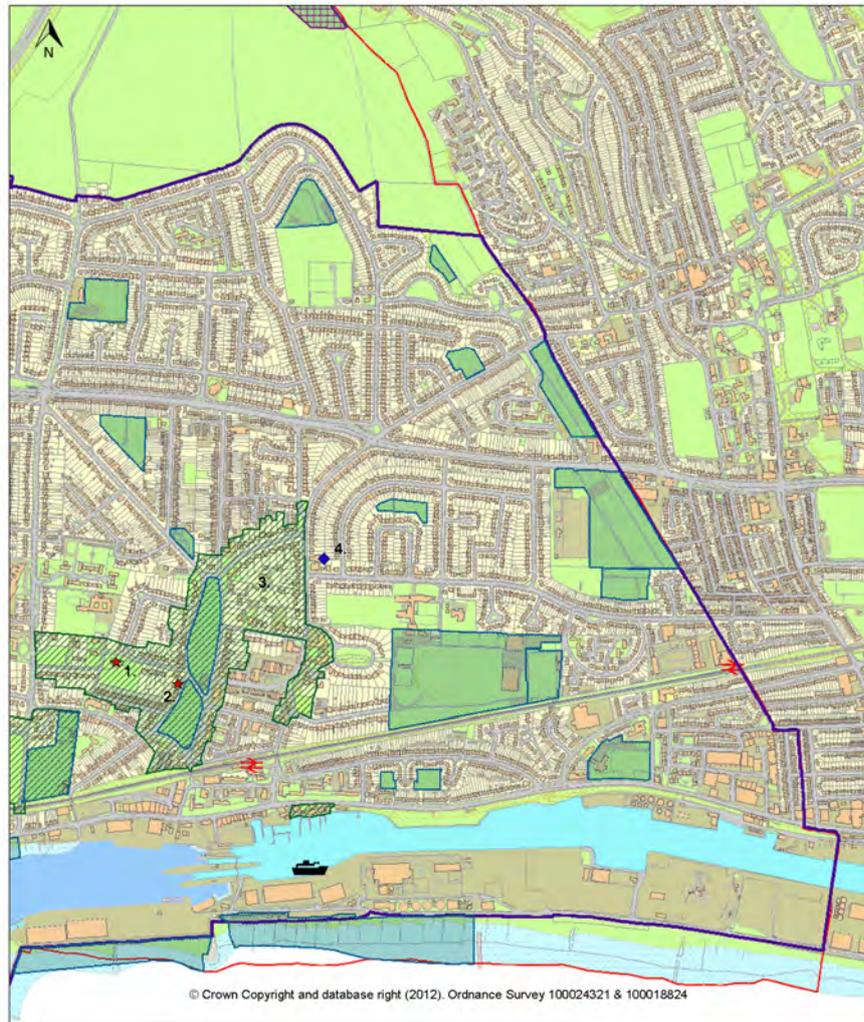
Draft Policy 12: Southwick and Fishersgate

Within the primary frontage of Southwick town centre, A1 (shops) 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 and where they would not conflict with other policies.

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.

Map 21: 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

ADUR'S COUNTRYSIDE

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

- 3.33 Land which lies outside of the defined Built Up Areas is considered to be countryside for the purposes of planning policy. The boundaries of these built-up areas have been reviewed and are indicated on maps in the appendices.
- 3.34 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 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.
- 3.35 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.
- 3.36 However, at the same time there is limited land available to meet the identified development needs of the district, 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.

- 3.37 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 the district, in accordance with Draft Policy 29. This could include improving access across the A27 for pedestrians and cyclists should resources allow.¹⁰
- 3.38 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 Draft Policy 7 in Part Two.
- 3.39 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 acceptable on land which is acceptable for permanent housing.
- 3.40 The Council has prepared a Design Bulletin 'Development Involving Horses in the Countryside', which will be used to assess proposed facilities for equestrian uses.
- 3.41 The 'Strategy for the West Sussex Landscape'¹¹ and associated Land Management Guidelines and Sussex Historic Landscape Characterisation may be used to assess relevant development proposals.

Draft Policy 13: Adur's Countryside

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).

¹⁰ Adur Character Study, Tibbalds, June 2009

¹¹ WSCC 2005

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.

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 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 the District 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.

Where quiet informal recreation uses are proposed which require built facilities these should be located in the Built Up Area, or within existing buildings in the countryside.

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.

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.

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. 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 the district also have differing characters, which should be taken account of, and 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.
- 4.3 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.
- 4.4 While Part M of the Building Regulations addresses access to buildings for people with disabilities, these matters should also be taken into account when designing all appropriate developments.
- 4.5 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 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.
- 4.6 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

¹ Glossary, National Planning Policy Framework 2012

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 in due course. The use of these standards will be encouraged.

- 4.7 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.
- 4.8 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.
- 4.9 By their very nature, advertisements are prominent in the public realm. It is important they do not provide a hazard through their location or size.

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;**
- **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 they are of a design and use materials which 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 floorspace 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 many Scheduled Ancient Monuments (including Shoreham Fort) 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. 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. Such information will be used to inform and appraise development proposals.
- 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 legislation².
- 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, using appropriate materials, 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 Areas³, and others will be published for the remainder in 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 in the district. 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.

² The Ancient Monuments and Archaeological Areas Act 1979.

³ Approved Shoreham-by-Sea Conservation Area Character Appraisal and Management Strategy March 2008; Southlands Conservation Area Character Appraisal and Management Strategy July 2008 and Southwick Conservation Area Character Appraisal and Management Strategy July 2009

- 4.15 The Council will have regard to the West Sussex County Council's Historic Land Classification, and the Historic Character Assessment Report for Shoreham⁴.

Draft Policy 15: A Strategic Approach to the Historic Environment

The Council will maintain, preserve 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 the district'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.

Draft Policy 16: The Historic Environment

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 encouraged. 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.

⁴ Prepared as part of Sussex Extensive Urban Survey (EUS) RB Harris 2009.

Conservation Areas:

Development in Conservation Areas will be required to be of a high standard of design and material 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, including use of 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.

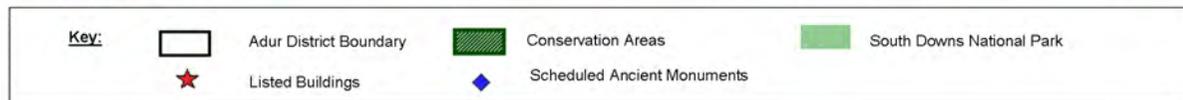
Conservation Area Character Appraisals will be used to assess applications within designated Conservation Areas and opportunities will be taken through new development and other measures to preserve and enhance these areas, and to implement the recommendations of the Conservation Area Management Plans. The importance to the local areas 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 23: 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 (II*)
6. Old Shoreham Bridge (II*)
7. Church of St Nicolas (I)
8. Marlipins 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 Dome
- l. Shrunken Medieval Settlement at Old Erringham
- m. The Marlipins
- n. Shoreham Old Fort
- o. Romano-British Villa

SUSTAINABLE DESIGN POLICIES

The Energy Hierarchy

- 4.16 The Adur Energy Study⁵ 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.
- 4.17 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.

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 must be fully justified as part of the energy assessment.

⁵ Adur Energy Study 2009

Sustainable Design

- 4.18 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.
- 4.19 The Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. Presently 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.
- 4.20 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.
- 4.21 The Building Research Establishment Environmental Assessment Method (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.

Draft Policy 18: Sustainable Design

Residential:

New build: Developments must achieve Code for Sustainable Homes level 4 as a minimum, seeking to gain more credits for Code levels where possible.

All domestic planning applications must ensure the development:

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.

- 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.
- Has good thermal performance and air tightness to prevent heat loss.
- Installs energy efficient fittings and appliances.

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

Non-domestic Development:

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 Draft Policy 17 above, 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 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 within the district.

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

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

- **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 community⁷.
- 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 (SHMA - June 2009) has been completed for the Coastal West Sussex local authorities (Chichester District, Arun District, Worthing Borough and Adur District) It considers a range of issues relating to the future needs for both affordable and private sector housing in this housing market area⁸. A wide range of complex factors, both internal to and external from 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 smaller semi-detached dwellings and terraced properties with two and three bedroom properties being the most common size, forming 37% of existing stock. Over the last decade there has been a substantial shift towards the provision of smaller dwellings with 78% of new homes being one or two bedroom properties over the last five years in response to market demand (the highest in Coastal West Sussex). Since publication of the SHMA, market conditions have changed. The

⁷ Paragraph 50 National Planning Policy Framework 2012

⁸ Please note that this study is currently being updated.

Locally Generated Housing Needs Study (May 2011) expects demand for family housing to be stronger given the high level of flats built in recent years.

- 4.30 The findings from the SHMA emphasise that future housing provision in the district should include a mix of types and sizes to cater for family, older and younger people. It is expected that demand will be focused towards mid market two and three bed houses. In town centres, where there is a higher density of development, 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 renaissance. 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, for the district 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 the district comes from smaller sites where it is not always appropriate to provide a mix of dwellings. However, on potential strategic sites, in considering the overall housing mix a proportion of 30% of new homes to be four or more bedrooms may be appropriate to help cater for future housing demands.
- 4.31 It will be important to ensure that new homes built in the district 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 houses in the affordable sector will also be influenced by the Council's Housing Register.
- 4.32 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.
- 4.33 Given the limited amount of potential land available for new residential development in the built-up area of the district it is important to safeguard the district'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.
- 4.34 A joint Adur and Worthing Empty Property Strategy (to be completed early 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

- 4.35 Conversions from houses to flats can provide a useful addition of smaller dwellings to the housing stock. However, the Strategic Housing Market Assessment (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.
- 4.36 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 in the district. 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.
- 4.37 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.

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 renaissance.**

Housing for older persons (including extra care and supported housing) will be required 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 No 4 "Flat Conversions".

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

PRINCIPLES FOR AN AFFORDABLE HOUSING POLICY

- 4.38 Affordable housing is that provided to eligible households whose housing needs are not met by the market⁹. 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.
- 4.39 As at April 2011, there were 3,393 affordable properties in Adur, representing 12.8% of total housing stock. Of this, approximately 75% is owned by the Council and 25% by Registered Providers.
- 4.40 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.
- 4.41 The Coastal West Sussex Strategic Housing Market Assessment (SHMA) (2009) indicated that there was a high level of need for affordable housing in the district, estimating that there are between 226 and 258 households per year requiring affordable housing at the time the study was carried out¹¹. 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.
- 4.42 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:
1. Ensuring that new residential developments (whether from the

⁹ Eligibility is determined with regard to local incomes and local house prices

¹⁰ Adur District Council Annual Monitoring Report 2011.

¹¹ Please note this study is currently being updated; early findings indicate this figure has risen.

- proposed strategic sites or unidentified sources) contribute to the supply of affordable homes in the district, to meet identified local needs in terms of type and tenure.
2. Ensuring that the strategic development at Shoreham Harbour delivers affordable dwellings to meet identified needs.
 3. Working with public bodies and Registered Providers to maximise development of affordable housing on sites.
 4. Developing an affordable housing policy for the Local Plan, based on up-to-date viability work.
- 4.43 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
- 4.44 The NPPF encourages local authorities to meet their need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. The Council follows this approach.
- 4.45 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. Evidence from the Community Infrastructure Levy and Affordable Housing Viability Study, currently being undertaken, will indicate the size of site (in terms of numbers of dwellings) on which affordable housing should be sought. Being able to set an appropriate threshold may mean that affordable housing can be provided in smaller developments than is currently the case – however this will be dependent on the findings of viability work.
- 4.46 Uncertainties as to how the economic climate will change both short-term and throughout the life of the Local Plan make it difficult to predict future viability with any certainty. The viability work currently being undertaken will be used to develop a locally-appropriate affordable housing policy. This will be addressed through targeted stakeholder consultation later in the year.
- 4.47 *As a result, it is not appropriate to provide a draft policy without this up-to-date information, but the principles below will be used to develop and implement the emerging affordable housing policy.*
- 4.48 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 likely to develop a CIL scheme in due course. If so, this will consider the most appropriate way forward with regards to

affordable housing, and viability evidence will again be used.

Draft Policy 21: Principles for an Affordable Housing Policy

- **The policy will be based on up-to-date viability work, the Coastal West Sussex Strategic Housing Market Assessment, and other relevant research / evidence.**
- **A threshold for seeking affordable housing in residential development is likely to be set.**
- **On those sites meeting the threshold, a certain proportion will be required to be affordable tenures, as defined in the National Planning Policy Framework.**
- **Depending on the findings of the viability work, a ‘stepped’ approach may be developed; that is, a larger proportion of affordable homes may be required from large sites, reducing down in ‘steps’ to a smaller proportion from small sites. For very small sites, financial contributions in lieu may be sought. These steps will be based on delivery and viability evidence.**
- **The policy is likely to state that where developers are unable to meet the requirements for the delivery of affordable housing set out in the policy, the Council will expect this to be demonstrated through an ‘open book’ process. The District Valuer, at the developers cost, will provide an independent assessment. An alternative approach will be developed through negotiation; in the first instance, this is likely to involve amending the tenure mix. If this is still demonstrated to be unviable, the affordable housing requirement may be reduced.**
- **The policy is likely to state that 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 the district. 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.**
- **The Council will produce detailed guidance as to how this policy will operate in due course.**

- **Some affordable homes will be required to be wheelchair accessible.**

DENSITY

- 4.49 Land is a scarce resource in the district and there are competing demands for its use. Given the need for additional homes by 2028, 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 the district.
- 4.50 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 the district when applied to developments of family housing; developments of flats, or mixed residential developments or developments in town centres will be expected to achieve densities higher than this figure.
- 4.51 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.

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 that the minimum density specified above would result in an unacceptable impact on the surrounding area.

PROVISION FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- 4.52 There is a need to ensure that sufficient and appropriate accommodation is made available for Gypsies and Travellers. In recent years the number of pitches nationally has decreased, resulting in a rise in unauthorised encampments and developments.
- 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 generally very low. In response to Government requirements a Gypsy and Traveller Accommodation Assessment (GTAA) was undertaken in 2007 by consultants on behalf of the West Sussex local authorities (excluding Chichester District). The study identified a need for 6 permanent pitches in the district up to 2011, which was subsequently rolled forward to 9 pitches up to 2016. This need largely arises as a result of family growth at Withy Patch together with a small identified need from Gypsies and Travellers currently living in bricks and mortar accommodation. There was no identified need in Adur to provide accommodation for Travelling Showpeople.
- 4.54 There is a limited supply of suitable developable land in the district and given that there is a need to provide both permanent and transit Gypsy and Traveller sites across the South East it is considered that the most appropriate approach is to address the needs of Gypsies and Travellers within a sub-regional context. The four Coastal West Sussex Authorities (Adur, Arun, Worthing and Chichester) together with the South Downs National Park and supported by West Sussex County Council have jointly commissioned a study of the accommodation needs of Gypsies and Travellers. Any identified need for pitches within the district will be addressed through a Gypsy and Traveller Development Plan Document (DPD). Opportunities for pitch provision within that part of the district falling within the South Downs National Park will be explored through the Gypsy and Traveller DPD in consultation with the National Park Authority. There may be limited opportunities for Gypsy and Traveller 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 a Gypsy and Traveller site.
- 4.55 Until such time as the DPD is adopted any planning application received for the provision of pitches in the district will be judged against the following policy:

Draft Policy 23: Provision for Gypsies and Travellers

A site/sites will be allocated in a Gypsy and Traveller Development Plan Document to meet any identified need for permanent and/or

transit accommodation.

The following criteria will be used to identify suitable sites and to assess planning applications:

- The site should be located within a reasonable travelling distance of local services and community facilities and with good access to public transport
- The site should be served, or be capable of being served by adequate mains water and sewerage connections
- Development of the site should be sympathetic to the local environment and should not have an unacceptable adverse impact on the amenities of both the residents of the site and occupiers of nearby properties

In assessing applications for Gypsy and Traveller 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, Travellers and Travelling Showpeople as set out in Government guidance.

PROTECTING AND ENHANCING EXISTING EMPLOYMENT SITES AND PREMISES

- 4.56 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 district. 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, resulting in increased transport problems along the A259 and A27, as well as having a detrimental impact on Adur's economy as a result of decreased spend in the district.
- 4.57 The Adur Employment Land Review Update (2011) found that existing employment areas in the district 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 the main employment sites (Lancing Business Park, Shoreham Airport and Dolphin Road) will be

resisted (see also the policies in Part Three of the Local Plan). Other employment sites will be protected unless proposals can demonstrate that they satisfy the following policy criteria:

Draft Policy 24: Protecting and Enhancing Existing Employment Sites and Premises

Proposed conversions to uses other than employment (B1, B2 and B8 of the Use Classes Order) in the following employment sites will be resisted: Lancing Business Park, Dolphin Road Shoreham and Shoreham Airport.

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 use 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 industrial or commercial use within the Plan period, having regard to any of 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;**
- (ii) the loss of a small proportion of employment floorspace would lead to a significant upgrade of the remaining employment floorspace.**

Where any 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. Other employment generating uses not falling within B1, B2 and B8 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 that partial employment use cannot realistically be achieved.

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

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

THE VISITOR ECONOMY

- 4.58 In 2010, Adur had over 876,000 trips by day visitors and over 84,000 trips by staying visitors. The district has a number of natural assets that can help to promote and encourage tourism such as the coast, the river, 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.
- 4.59 The amount of visitor accommodation in the district is comparatively small compared to other districts and boroughs in West Sussex. For this reason, it is estimated that overall only 4.4% of all overnight trips stayed in 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.
- 4.60 However, 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 the Countryside policy.
- 4.61 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.

Draft Policy 25: 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, including the impact of visitors or users of the facility.

¹² 76.3% of staying trips 2010. Economic Impact on Tourism on Adur 2010, Tourism South East Research Unit

¹³ 38% of expenditure associated with trips, Economic Impact on Tourism on Adur 2010, as above.

RETAIL, TOWN CENTRES AND LOCAL PARADES

- 4.62 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.
- 4.63 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 policies should make clear which uses will be permitted in such locations.
- 4.64 The three main centres in the Adur District 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.
- 4.65 The Holmbush Centre also provides an out-of-town retail park serving a wider than local catchment.
- 4.66 The threshold for the requirement of an impact statement has been set at 1000sqm due to the relatively small size of the town centres in the district and the disproportionate impact a large retail scheme may have on them. Town centre uses are defined in the NPPF.
- 4.67 There are a number of small local shopping parades throughout the district serving day to day local needs. These are shown below and will be retained to help serve local needs and reduce the need to travel.

Draft Policy 26: 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.

An impact test will be required for any proposed retail development with a floorspace of 1000sqm or more.

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.

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 and that reasonable attempts have been made to market it for retail purposes.

TRANSPORT AND ACCESSIBILITY

4.68 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 tackling in Adur. These include:

- Road congestion during peak periods affects many parts of the highway network throughout the district 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.
- 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.

¹⁴ Adur Core Strategy and Shoreham Harbour Transport Study 2011

- 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.
- 4.69 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.
- 4.70 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.
- 4.71 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.
- 4.72 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, Transport Plans and Assessments may also be required in line with the NPPF and West Sussex County Council guidance¹⁵
- 4.73 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

¹⁵ A Transport 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.

centre and the railway station (to address commuter parking in residential areas) are being considered.

- 4.74 Car parking standards aim to ensure that car parking required 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.
- 4.75 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.
- 4.76 HGVs are using inappropriate residential roads in parts of the district 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.

Draft Policy 27: Transport and Accessibility

In order to secure significant improvements to transport and mobility in Adur District 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.**
- **Encourage proposals to extend the existing cycle network and secure a network of cycle and pedestrian facilities linking urban areas, key sites, open space and the countryside. 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. 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.
- 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 the district and implement measures as appropriate.

DELIVERING INFRASTRUCTURE

- 4.77 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.
- 4.78 The term infrastructure includes a wide range of items, from utilities, 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 the district.
- 4.79 The proposed strategic development sites will be required to deliver

infrastructure on-site to serve their communities, and potentially financial contributions for off-site facilities if appropriate. However, 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. Delivery of major infrastructure will often require a multi-agency approach and partnership working.

- 4.80 To address this, the Council is progressing work towards the use of the Community Infrastructure Levy (CIL). Should a CIL Charging Schedule be adopted in due course, this will be applied to new development across the Adur Local Plan area. The type of developments which CIL will be applied to has yet to be determined, and 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 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 Planning Obligations SPD will be developed to clarify when a section 106 agreement or undertaking would be appropriate.
- 4.81 A Draft Infrastructure Delivery Plan (IDP) is being developed and will accompany the submission version of this Plan. Following the adoption of the Local Plan the IDP will be regularly updated in the future. 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.

Draft Policy 28: 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 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 undertaking or agreement. 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.

GREEN INFRASTRUCTURE AND OPEN SPACE

- 4.82 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.
- 4.83 Planning policies can have direct and indirect effects on both human health as well as the health of many other forms of biodiversity. One of the key ways of improving health and biodiversity across the district is through the provision of a green infrastructure network.
- 4.84 The Government, in its White Paper *The Natural Choice: Securing the Value of Nature*¹⁶ 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.”
- 4.85 Government guidance supports a strategic approach to the identification and delivery of green infrastructure, and states that Green Infrastructure can deliver a range of benefits including conserving and enhancing biodiversity as well as landscape, recreation, water management, and social and cultural benefits to help promote health and well-being.
- 4.86 Key areas of green infrastructure within the district include the South Downs National Park, the River Adur SSSI and Cissbury Ring. In addition to these sites there are a number of Sites of Nature Conservation Importance (SNICIs) and Local Nature Reserves as well as undesignated sites that make an important contribution to the district.
- 4.87 Designated open space forms a key component of a green infrastructure network. An Open Space, Sport and Recreation Study

¹⁶ DEFRA June 2011.

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. A Playing Pitch Strategy for Adur District was also produced in 2007 which identified a significant shortfall in playing pitches.

- 4.88 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

- 4.89 A new Open Space Strategy is to be developed, which will include an update of the Playing Pitch Strategy and any implications will be reflected in the Local Plan in due course.
- 4.90 Both the Open Space, Sport and Recreation Study (2009) and the Green Infrastructure Wildlife Corridors Study (2009) propose the creation of a network of 'green corridors' linking key sites, 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 have recreational benefits as well as biodiversity benefits.
- 4.91 Strategic sites in the district, such as the proposed housing allocations in Part 2 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, SuDS¹⁷, landscaping, tree planting etc.
- 4.92 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. In addition, a Green Infrastructure and Open Space SPD will be

¹⁷ Sustainable Drainage Systems

produced, which will give guidance on the precise requirements for green infrastructure on site, and how the standards given above will be implemented.

- 4.93 Developments will be assessed against statutory environmental quality standards or objectives as relevant.
- 4.94 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.

Draft Policy 29: Green Infrastructure and Open Space

Green infrastructure will be protected and enhanced and access to it improved where necessary and appropriate. Local standards will also be used to ensure that quantity, quality and accessibility levels for a number of green infrastructure typologies are achieved.

Where there is an under provision of any green infrastructure typologies within the district, new green infrastructure will be provided where feasible and practical. Contributions from new development will be used to both enhance the quality of current stock and contribute towards any new provision where necessary. New developments will also be required to incorporate elements of green infrastructure into their overall design where appropriate.

Major development will, where feasible, be required to provide open space on site in accordance with local 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, sports and recreation buildings, and other key green infrastructure will be resisted unless:

- **The open space, buildings or land has become surplus to requirements and is not required to meet any other short falls 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.**

Opportunities will be taken to improve biodiversity in the district. When considering the type of green infrastructure provision, the ecological characteristics of the area will also be taken into account in order to maximise the biodiversity benefits.

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 and a Green Infrastructure and Open Space SPD will be produced to enable this network to be created.

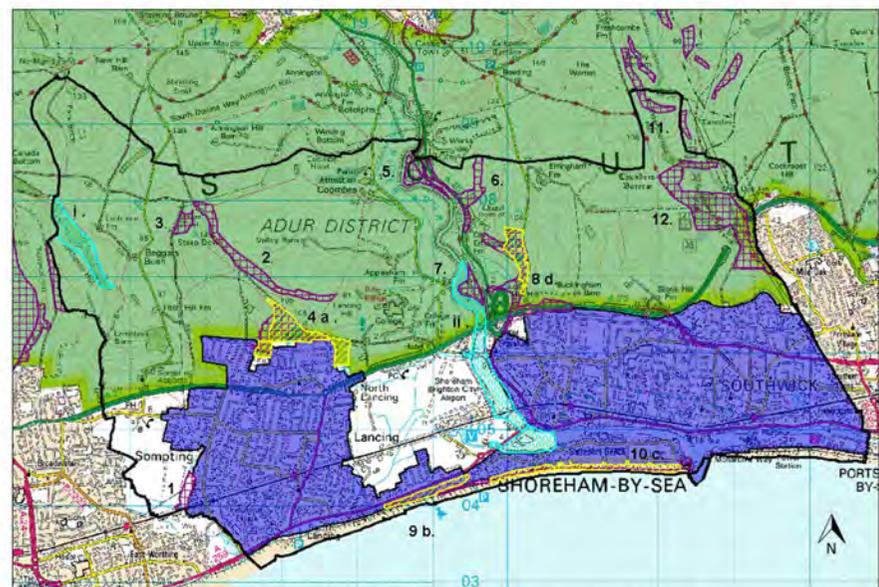
The planting of trees will be supported and encouraged and Tree Preservation Orders will be made to ensure that healthy locally important trees that make a positive contribution to the streetscene are protected.

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

Map 24: Designated sites within the district



- Sites of Special Scientific Interest (SSSIs):**
- i. Cissbury Ring
 - ii. Adur Estuary



© Crown Copyright and database right (2012), Ordnance Survey 100024321 & 100018824

Sites of Nature Conservation Importance (SNCIs):

1. Lower Cokeham Reedbed and Ditches, Lancing
2. Steep Down, Lancing
3. Applesham Farm Bank
4. Lancing Ring, North Lancing
5. River Adur Meadows, Shoreham
6. Old Erringham Farm Valley and Road Cutting, Shoreham
7. River Adur Meadows, Shoreham
8. Mill Hill, Shoreham
9. Widewater Lagoon, Lancing
10. Shoreham Beach, Shoreham
11. Truleigh Hill to Southwick Hill, Southwick
12. Southwick Hill, Southwick

Local Nature Reserves (LNRs):

- a. Lancing Ring
- b. Widewater Lagoon
- c. Shoreham Beach
- d. Mill Hill

PLANNING FOR HEALTHY COMMUNITIES

- 4.95 Health is a material consideration in relevant planning decisions. The document 'Steps to Healthy Planning: Proposals for Action'¹⁸ 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.¹⁹
 - Creating well-designed public spaces which people enjoy using and feel safe in.²⁰
 - The provision of open space and green infrastructure.
 - Addressing the planning aspects of pollution.
- 4.96 The health service providers in Adur are NHS West Sussex, and Western Sussex Hospitals NHS Trust. Both agencies recognise the health issues associated with deprivation which occur in Adur; the delivery of health care in the district²¹ which recognize and respond to these. 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 gives free advice to the community on health issues and focuses on deprived wards.
- 4.97 The Vision of this Local Plan includes the need to address health inequalities in Adur. Southlands ward is in the top 10% wards in the country in terms of health and disability²².
- 4.98 As well as health infrastructure, ensuring appropriate and sufficient social and community infrastructure is provided is a vital part of delivering healthy, sustainable communities. Given the need to address issues arising from changes in population, and to address deprivation, a range of facilities may be required, or improvements made to existing facilities such as community centres, leisure centres, emergency services or libraries.
- 4.99 Work is being carried out to assess current facilities and future requirements in the district given future development, including strategic development at Shoreham Harbour and elsewhere in the

¹⁸ Steps to Healthy Planning: Proposals For Action. Spatial Planning and Health Group June 2011

¹⁹ See Parts Two and Three of this Local Plan

²⁰ (See Quality of the Built Environment and Design policy).

²¹ NHS West Sussex is undertaking a review to help inform service sustainability; Western Sussex Hospitals NHS Trust Clinical Strategy 2010-15

²² West Sussex JSNA Indices of Deprivation 2010; Results and Analysis Report May 2011

district. 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.

Draft Policy 30: Planning for Healthy Communities

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

POLLUTION AND CONTAMINATION

- 4.100 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 district²³ (which will complement the existing Air Quality Action Plan²⁴). 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.
- 4.101 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 impacts of noise.²⁵
- 4.102 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,

²³ This document will make clear as to when an Air Quality Assessment will be required to support planning applications.

²⁴ Air Quality Action Plan, Adur District Council, July 2007.

²⁵ Light pollution is addressed in the Quality of the Built Environment and Public Realm policy.

Defra²⁶ 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.

- 4.103 Noise assessments may be required in conjunction with relevant development proposals. Sussex-wide guidance is currently being developed²⁷, and a guidance note or Supplementary Planning Document will be produced in due course.
- 4.104 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.
- 4.105 The Council will endeavour to ensure that all contaminated land is remediated prior to development and/or during construction to a level appropriate to its proposed use. In order to achieve this, contaminated land investigations and assessments 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.²⁸
- 4.106 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.
- 4.107 Conditions may be used to secure pollution mitigation measures in new developments.

²⁶ The Department for the Environment, Food and Rural Affairs.

²⁷ This document will make clear as to when a Noise Assessment will be required to support planning applications.

²⁸ such as British Standard 10175:2001 Investigation of Potentially Contaminated Land – Code of Practice.

Draft Policy 31: 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 the district 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 in the district, including the Air Quality Management Areas. Any new development that would have an unacceptable impact on levels of pollution in the district and cannot be mitigated will be resisted.

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

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

FLOOD RISK AND SUSTAINABLE DRAINAGE**Flood Risk**

- 4.108 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.
- 4.109 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, please note that the SFRA shouldn't be considered the sole source of information, particularly with regard to surface water 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.

- 4.110 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.
- 4.111 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.
- 4.112 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.
- 4.113 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.
- 4.114 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.
- 4.115 It has not been possible to locate all sites within areas at low risk of flooding due to the limited capacity of the district 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

producing a feasibility study 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.

4.116 Please see Part Two for more site-specific information on flood risk.

Sustainable Drainage

4.117 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.

Draft Policy 32: Flood Risk and Sustainable Drainage

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

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

- **Major developments located 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 SFRA.**

The flood risk assessment will need to demonstrate that development:

- **is appropriately flood resilient and resistant, including 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 the district 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.

On greenfield sites, 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. Appropriate SuDS will also be required where development has potential to impact upon Source Protection Zones.

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.

TELECOMMUNICATIONS

- 4.118 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 communications and ensuring that the environment is protected.
- 4.119 In certain situations planning permission for works are provided through provisions within the Town and Country Planning (General Permitted Development) Order 1995 subject to the limitations and conditions specified therein being satisfied.

Draft Policy 33: Telecommunications

Telecommunications development will be supported where:

- It is demonstrated 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.

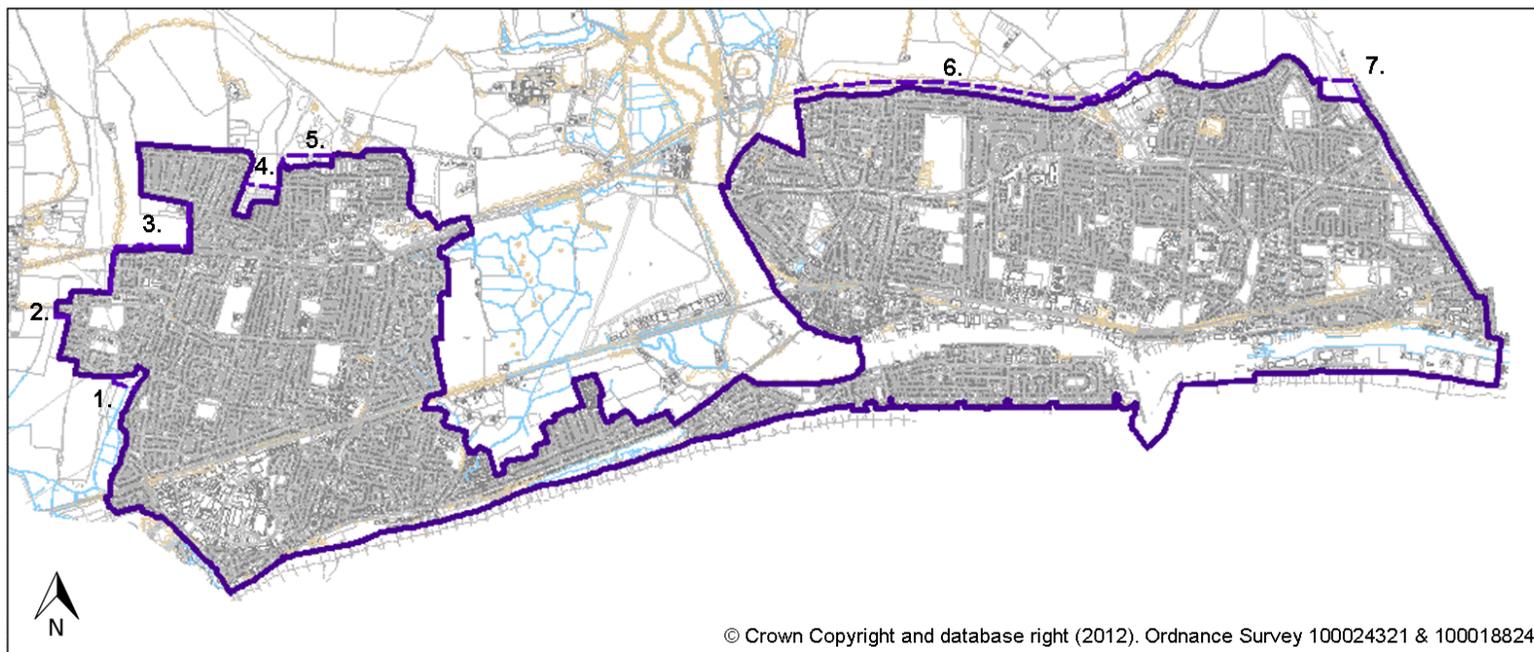
APPENDICES:

- Appendix 1: Proposed Amendments to Built Up Area Boundary –
Maps**
- Appendix 2: Local Parades - Maps**
- Appendix 3: Duty to Co-operate**
- Appendix 4: Delivery and Implementation**
- Appendix 5: Monitoring**
- Appendix 6: Saved Policies**
- Appendix 7: Relationship between Vision and Objectives and Policies**
- Appendix 8: Glossary**

Appendix 1: Proposed Amendments to Built Up Area Boundary – Maps

Map 25

Proposed Amendments to Built Up Area Boundary – Overall



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:



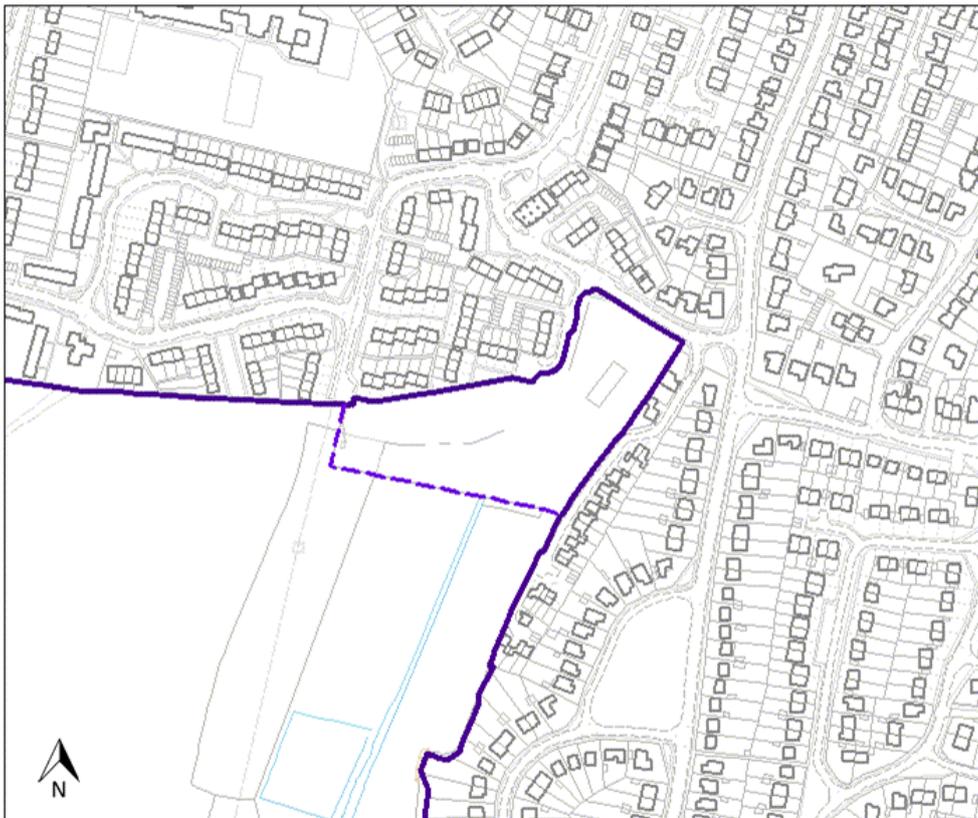
Existing Built Up Area Boundary (BUAB)



Proposed Built Up Area Boundary (BUAB)

Numbers correspond to proposed changes shown on following pages

Map 25
Proposed Amendment to Built Up Area Boundary No.1

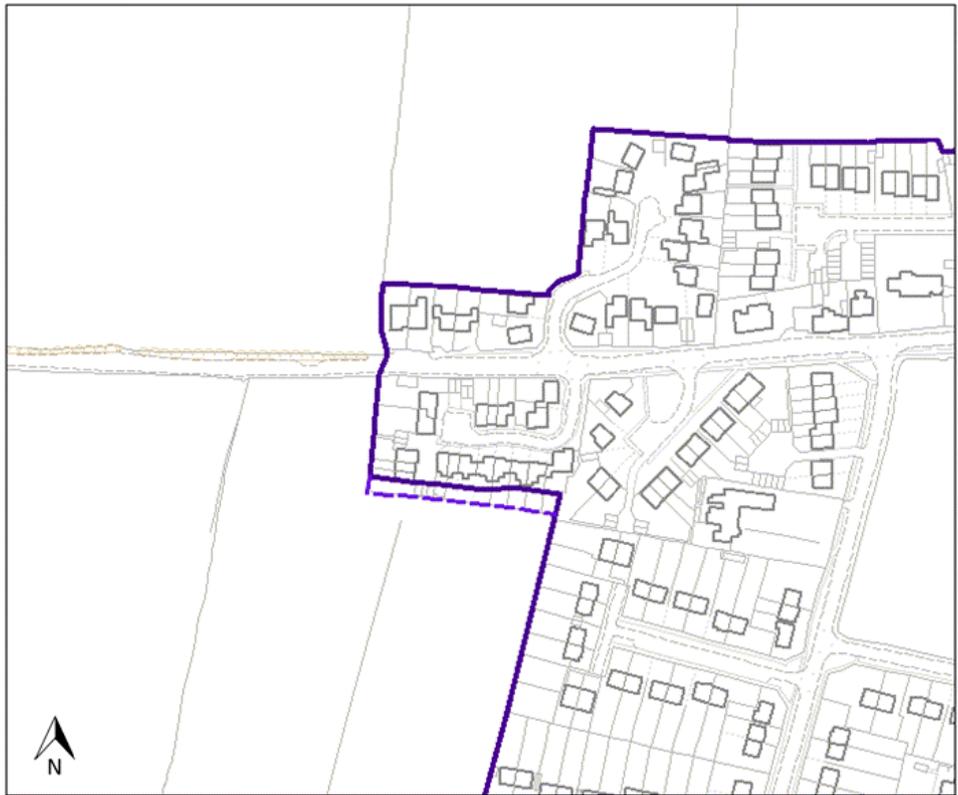


© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:

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

Map 25
Proposed Amendment to Built Up Area Boundary No.2

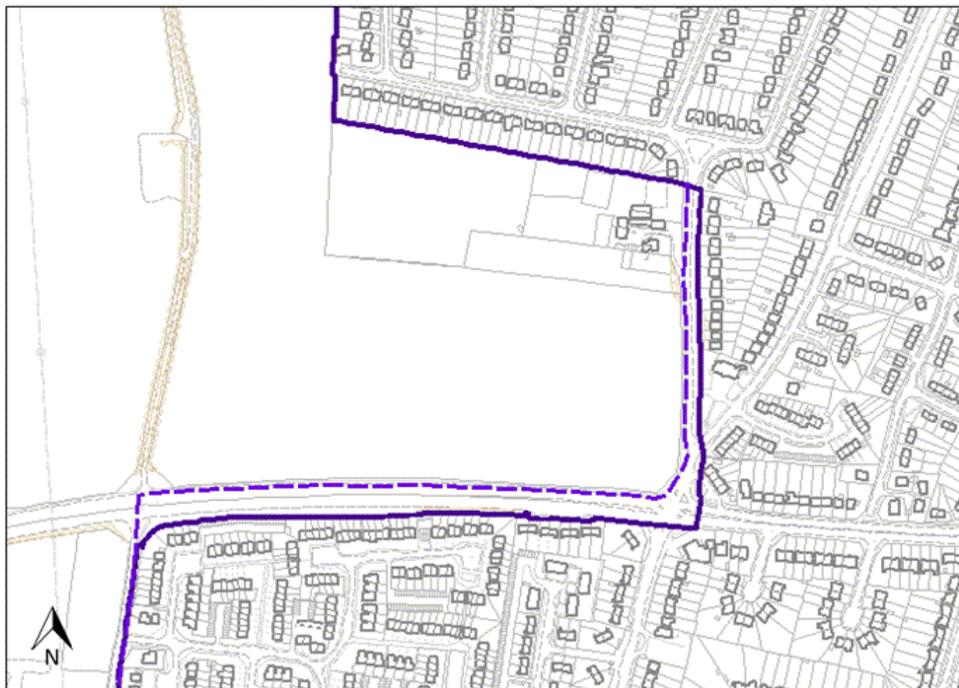


© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:

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

Map 25
Proposed Amendment to Built Up Area Boundary No.3



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:

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

Map 25
Proposed Amendment to Built Up Area Boundary No.4

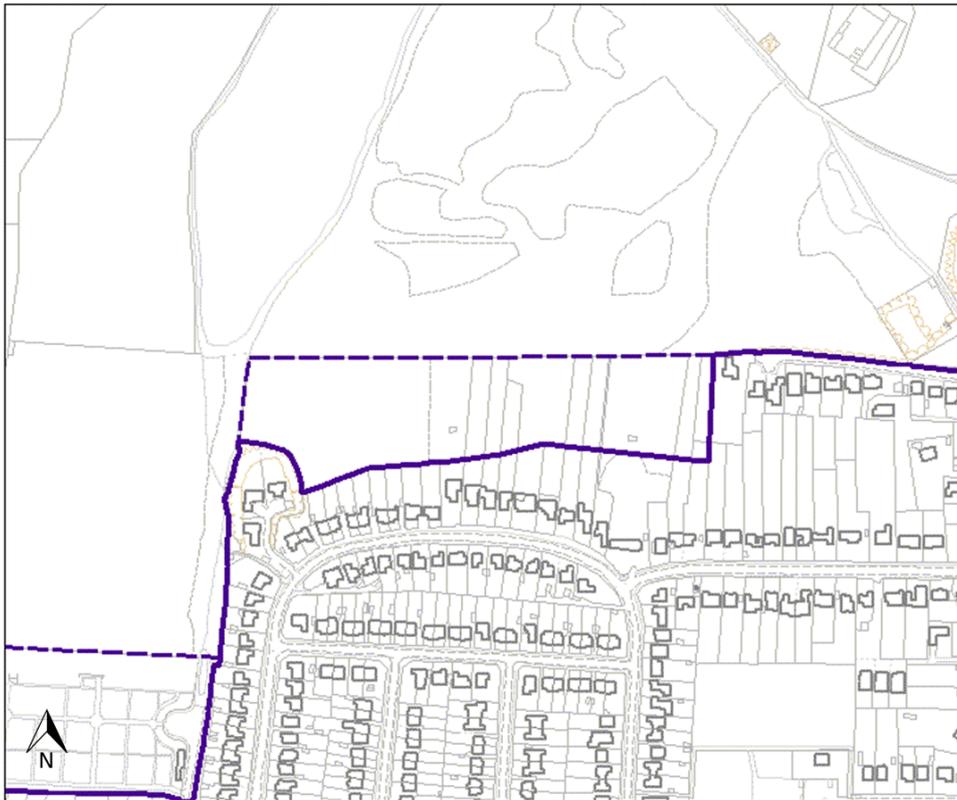


© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:

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

Map 25
Proposed Amendment to Built Up Area Boundary No.5

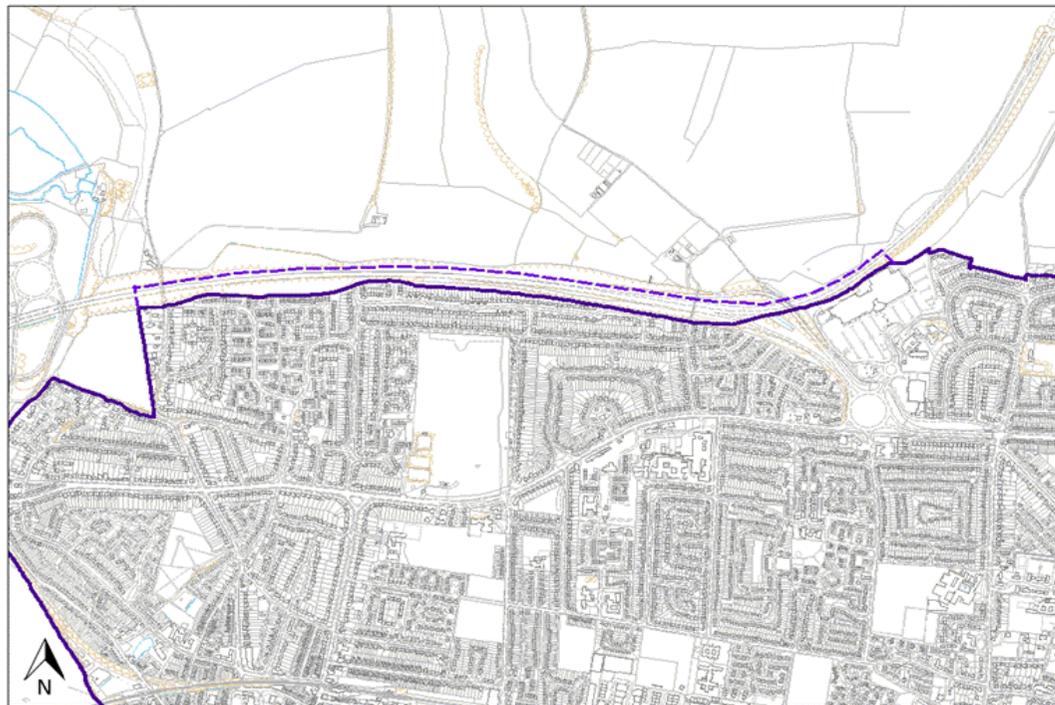


© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:

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

Map 25
Proposed Amendment to Built Up Area Boundary No.6

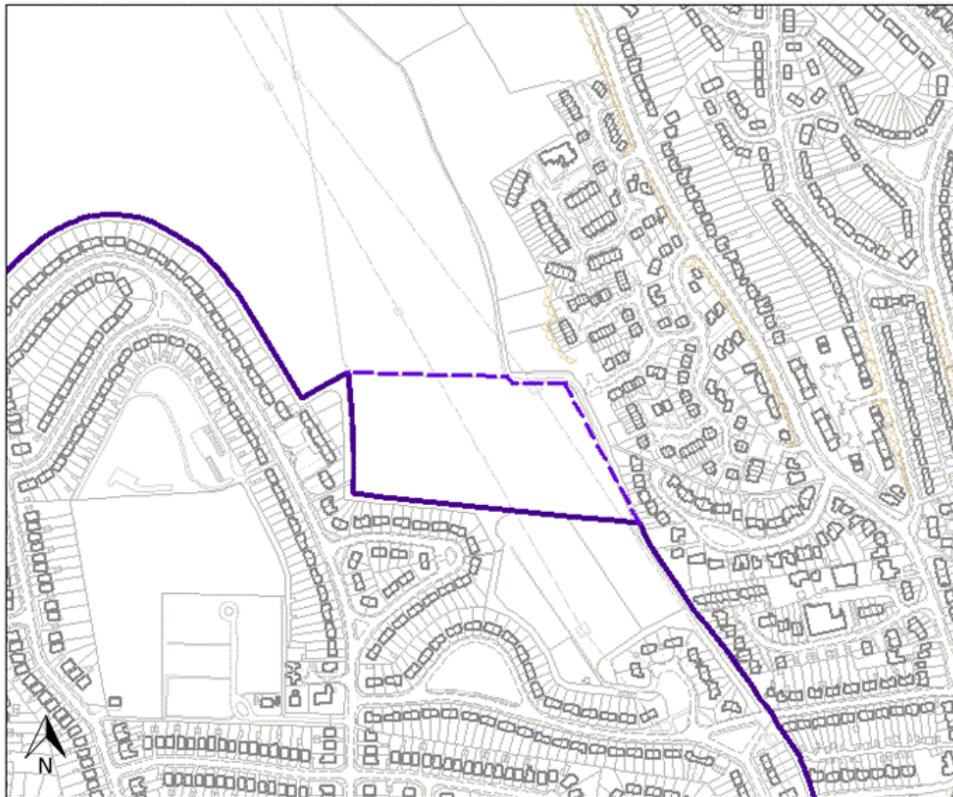


© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:

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

Map 25
Proposed Amendment to Built Up Area Boundary No.7



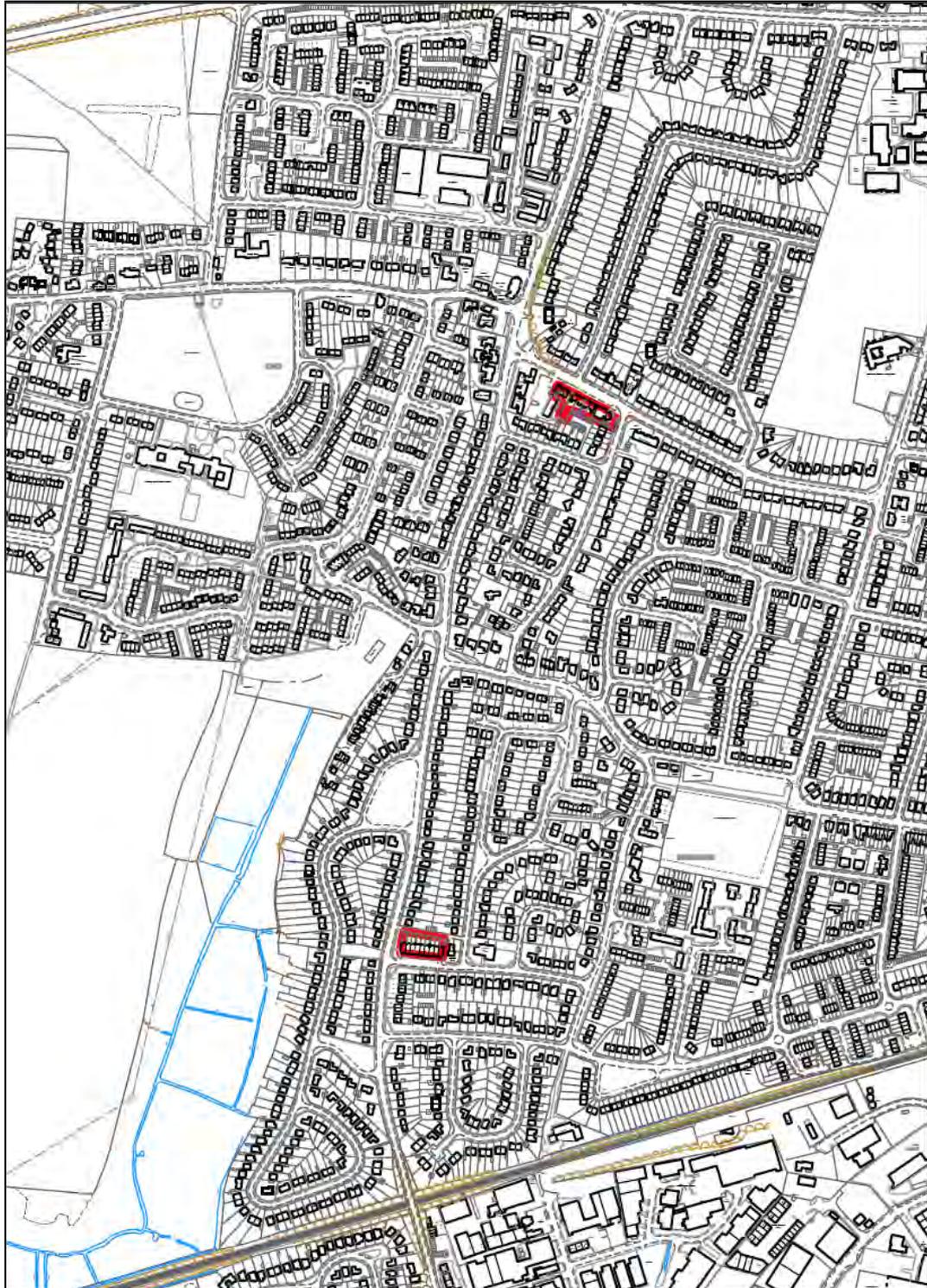
© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Key:

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

Appendix 2: Local Shopping Parades Proposed to be Protected by Draft Policy 26: Retail, Town Centres and Local Parades

Map 26: Seadown Parade, Bowness Avenue and The Parade, Cokeham Road, Sompting



© Crown Copyright and database right (2012). Ordnance Survey 100024321 &100018824

Map 27: Hillbarn Parade, Sompting and Manor Road, Lancing



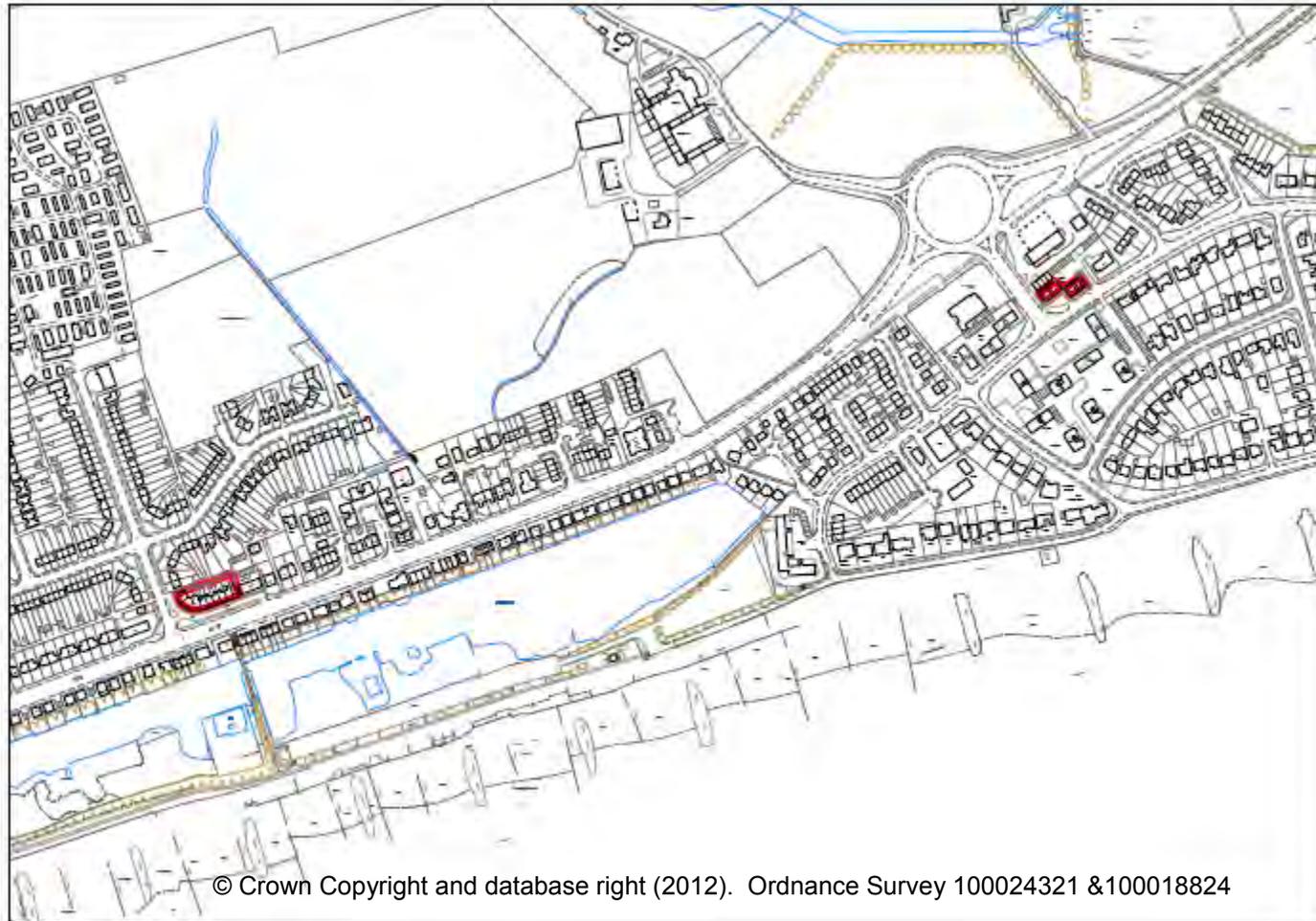
© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Map 28: Crabtree Arcade, Crabtree Lane and Lisher Road, Lancing



© Crown Copyright and database right (2012). Ordnance Survey 100024321 &10018824

Map 29: Brighton Road, Lancing and Beach Green, Shoreham Beach

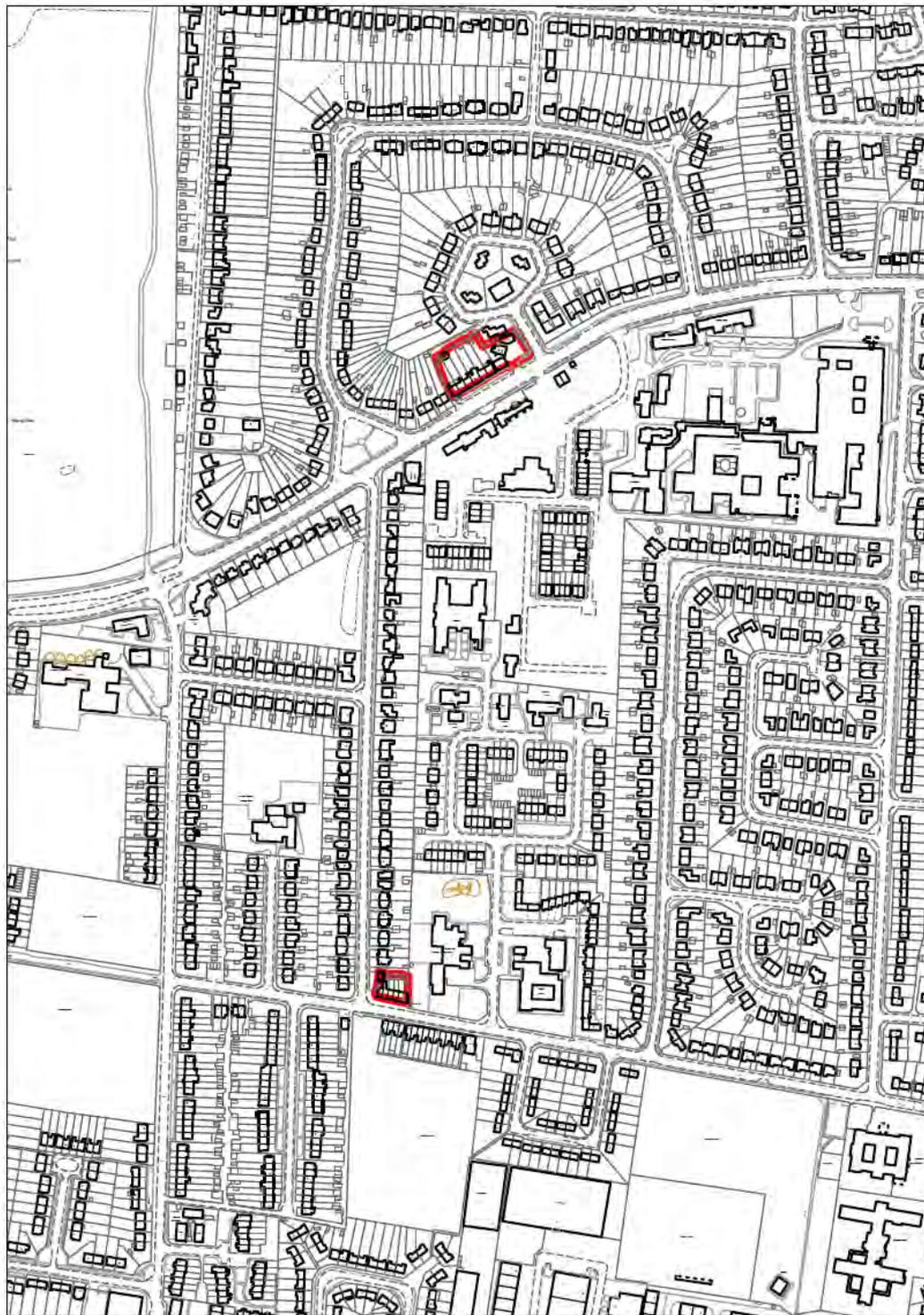


Map 30: Ferry Road, Shoreham Beach



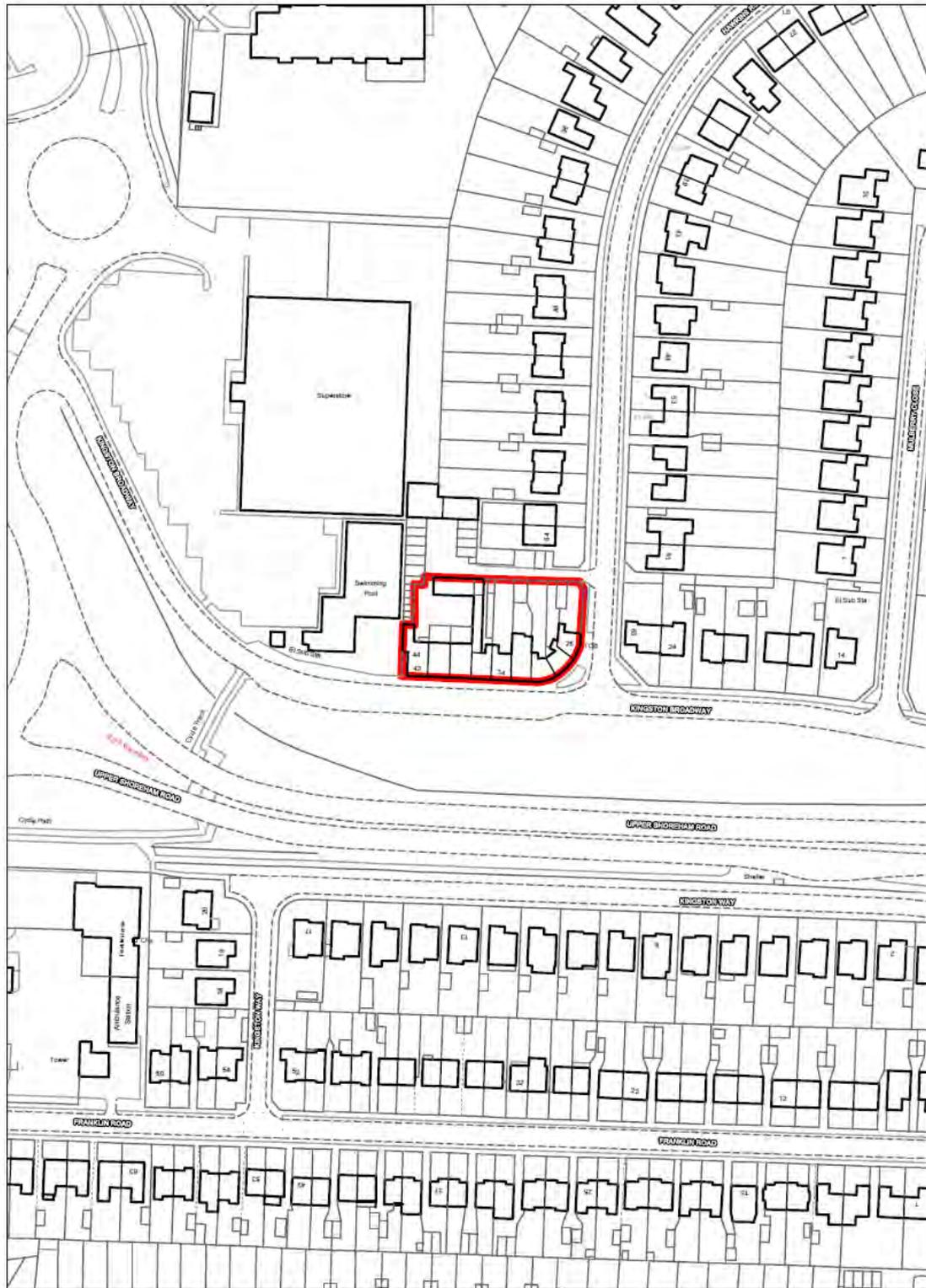
© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Map 31: Middle Road and Upper Shoreham Road, Shoreham-By-Sea



© Crown Copyright and database right (2012). Ordnance Survey 100024321 &100018824

Map 32: Kingston Broadway, Shoreham-By-Sea



© Crown Copyright and database right (2012). Ordnance Survey 100024321 & 100018824

Map 33: Windmill Parade, Old Shoreham Road, and Broadway, Manor Hall Road, Southwick



© Crown Copyright and database right (2012). Ordnance Survey 100024321 &100018824

Appendix 3: 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

The Duty to Co-operate Officers Working Group has commissioned consultants to produce an evidence-based study on housing needs and provision. This study is to pull together evidence from each of the authorities to assess potential housing provision across the sub region, taking into account housing needs/demand, capacity and constraints and to put forward a number of options for addressing any shortfall. This evidence-backed study will feed into a joint Local Authority Statement to be jointly agreed and used as evidence for the draft Core Strategies/Local Plans. This work is to cover the Brighton, Lewes and Coastal West Sussex area up to 2031.

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).

A Coastal Strategic Housing Market Assessment has been undertaken to assess housing needs across the coastal authorities in West Sussex.

Gypsy, Traveller and Travelling Showpeople needs and accommodation

A study is being undertaken to assess the accommodation needs of gypsies and travelling show people up to 2022 across the coastal authorities as well as for the South Downs National Park. This will inform the policy in the Adur Local Plan and a subsequent joint authority DPD on site provision.

Regeneration

Regeneration is a key objective for all of the coastal authorities in West Sussex as well as Brighton and Hove. The new Duty to Co-operate Officers Working Group is taking account of this common objective as part of the context to the housing provision work underway as at September 2012. 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 between 1553 and 1897 new homes and between 3126 and 3112 new 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.

Transport

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.

Water and Waste Water

Southern Water, the Environment Agency and West Sussex County Council have helped shape a number of policies in the 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

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). Joint work was commissioned by the partners working on Shoreham Harbour on a Strategic Flood Risk Assessment for the area and detailed flood measures are currently being addressed though jointly commissioned development briefs.

Green infrastructure

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

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

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

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 4: Delivery and Implementation of the Adur Local Plan

The NPPF gives advice as to what extent policies in emerging plans may be given weight by decision-makers¹. 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 Spring 2014.

Many policies, particularly those in the Place Based and Development Management Sections will be used throughout the lifetime of the plan (up to 2028) 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 later date.
- The necessary funding may not be available until a later date.

(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).

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 Draft Local Plan consultation may also generate information and outcomes which relate to delivery and implementation matters.

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.

Adur Tidal Walls Scheme

The Adur Tidal Walls project (led by the Environment Agency) will deliver a major piece of infrastructure for the District, and has implications for the timing of some strategic sites within the Draft Adur Local 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 Adur Tidal Walls project does not include flood defences required for the Shoreham Harbour regeneration area. Delivery of these

¹ Paragraph 216 of the National Planning Policy Framework March 2012

defences is being addressed through a separate project which will ultimately link into the Adur Tidal Walls scheme.

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 2014/15 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>Draft Policy 3: Amount of Residential Development</p>	<p>The number of dwellings being given permission, and dwellings completed, will be monitored. 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.</p>
<p>Draft Policy 4: Options – Delivering the Targets for Residential development</p>	<p>At this point in time, the Council’s Five Year Land Supply assessment would appear to indicate that delivery on Greenfield sites will not be required until 2017/18. However, these figures will be revised this Autumn when the most recent data is available; this date may therefore change. Following the adoption of the Local Plan, detailed work will be undertaken with the Council. This may include the production of development briefs, and detailed discussion regarding the delivery of infrastructure. Planning consent from the Council as Local Planning Authority will be required prior to development. The strategic allocations are also likely to be ‘phased’.</p> <p>Contingencies for the strategic allocations will be developed in due course. At the time of writing, when neither a housing target or specific Greenfield sites have yet been agreed, it is difficult to do so. If one of the Option A site combinations is selected, the remaining sites may be utilised as contingencies. However, it is unlikely that an appropriate contingency for Option B can be found given the scale of residential development and limited opportunities within Adur. Should it be the case that an allocated strategic residential site cannot come forward, or is significantly delayed (impacting on the Council’s Five Year Land Supply) remedial action will be taken.</p> <p>(Housing coming forward as part of the Shoreham Harbour regeneration area will be ring-fenced separately from the district-wide housing target due to the unique characteristics of the site which make it complex to wholly bring forward within the plan period and unable to be replicated elsewhere in the district. Therefore there is no contingency provision for</p>

	<p>this site).</p> <p>New Monks Farm: Key issues affecting delivery of this site include the delivery of access onto the A27 (potentially a joint access in association with development at Shoreham Airport). This requires agreement of the Highways Agency – discussions are currently ongoing.</p> <p>Land at Hasler. The implementation of the Adur Tidal Walls scheme is essential to the delivery of this site, as it will change parts of the site from flood zone 3b to 3a. As a result delivery is not anticipated until post-2017.</p> <p>Sompting Fringe – no major requirements other than those applying to other strategic sites as indicated in the Draft Local Plan.</p> <p>Sompting North– no major requirements other than those applying to other strategic sites as indicated in the Draft Local Plan.</p>
<p>Draft Policy 7: Shoreham Airport</p>	<p>Key issues affecting delivery of this site are the delivery of access onto the A27 (potentially a joint access in association with development at New Monks Farm). This requires agreement of the Highways Agency – discussions are currently ongoing.</p> <p>In addition, this development is dependent on the implementation of the Adur Tidal Walls scheme, and therefore delivery on-site is not anticipated until after 2017 (indicative date)</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 is being prepared 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>Given that residential development on the Adur section of the Shoreham Harbour Regeneration Area is proposed to be ringfenced (as proposed by the South East Plan 2009) no contingency will be proposed – see above.</p>

Draft Policy 11: Shoreham-by-Sea	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. These sites are anticipated to come forward early within the plan period – most likely within the first five years. Only Ropetackle North is linked to the delivery of the Adur Tidal Walls scheme.
---	---

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

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 come forward as anticipated. As a result, appropriate contingency measures will be identified. The need to implement a contingency will be identified through the ongoing monitoring of the Local Plan policies following adoption.

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.

These actions could include:

- 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.

**Appendix 5: 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
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
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
Draft Policy 3: Amount of Residential Development	Determines overall level of residential development in District up to 2028.	Number of dwellings completed annually in Adur Number of dwellings completed annually in Shoreham Harbour Regeneration Area	WSCC Residential Land Availability monitoring WSCC Residential Land Availability monitoring
Draft Policy 4: Options – Delivering the Targets for Residential development	Allocation of Greenfield sites to meet housing targets.	Target: South East Plan target for Adur 2006 – 2026 = 105 dwellings per annum. Alternative targets	WSCC Residential Land Availability monitoring

		105/ 155 dwellings per annum, depending on which option is progressed through Adur Local Plan.	
Draft Policy 5: Strategic Allocations Site	Submission version of plan will contain policy for each strategic residential site to be allocated, and will set out specific requirements in terms of infrastructure.	Delivery of strategic allocations - outcomes to be reported	ADC, developers, and associated infrastructure providers as appropriate.
Draft Policy 6: 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	WSSC and ADC Monitoring data
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.	WSSC and ADC Monitoring data Planning Services – timing of brief to be determined through Local Development Scheme in due course.
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.
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	WSSC and ADC Monitoring data

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

		non-appropriate sui generis uses	
Draft Policy 12: Southwick and Fishersgate	Retail development in line with policy, to maintain role of Southwick town centre Traffic improvements	Amount of floorspace provided for 'town centre uses' per annum and the amount of this floorspace provided within Southwick town centre. No. of implemented schemes	WSSC/ ADC Monitoring data WSSC
Draft Policy 13: Adur's Countryside	Maintain approach to limiting development in countryside. Improve access to National Park	Number of planning applications approved outside the Built Up Area Boundary. To be developed in partnership with South Downs National Park Authority over plan period.	ADC Monitoring data To be developed in partnership with South Downs National Park Authority over plan period.
Draft Policy 14: Quality of the Built Environment and Public Realm	A high quality built environment and public realm, incorporating high standards of design	Number of design awards won for buildings/ places in Adur. No of public realm improvement schemes	ADC/ Other relevant organisations Planning Services data ADC/ WSSC/ Parish Councils
Draft Policy 15: A Strategic Approach to the Historic Environment	Maintain, preserve and enhance Adur's heritage assets	Seven Conservation Area Appraisals and Management Plans in place by end of plan period.	ADC Planning Policy Team. (Timing to be determined through Local Development

		<p>Number of Listed buildings/ Scheduled Ancient Monuments at risk of decay. Target: zero</p> <p>Number of demolitions of listed buildings and Scheduled Ancient Monuments. Target: zero.</p>	<p>Scheme in due course).</p> <p>ADC/ English Heritage</p> <p>ADC/ English Heritage</p>
Draft Policy 16: The Historic Environment	Maintain, preserve and enhance Adur's heritage assets through detailed policy.	<p>Number of demolitions of listed buildings and Scheduled Ancient Monuments (SAMs) – target zero</p> <p>Number of Listed buildings and Scheduled Ancient Monuments at risk of decay. Target - zero</p>	<p>ADC/ English Heritage</p> <p>ADC/ English Heritage</p>
Draft Policy 17: The Energy Hierarchy	Reduced energy consumption; promotion of low carbon development	<p>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</p> <p>Energy use per household</p> <p>Number and percentage of new non-residential developments meeting or exceeding</p>	<p>ADC</p> <p>BREEAM/ ADC</p>

		BREEAM Very Good standard	
Draft Policy 18: Sustainable Design	Greater use of sustainable design techniques in non-domestic and domestic buildings over the plan period.	<p>Target: 100% of new residential developments to meet or exceed Code for Sustainable Homes 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>Planning Services data</p> <p>Southern Water data</p> <p>Planning Services data</p>
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>

<p>Draft Policy 20: Housing Mix and Quality</p>	<p>To achieve a mix of dwelling types, tenures and sizes that reflect identified housing needs and demands</p>	<p>Number of dwellings constructed by type, size and tenure.</p> <p>Number of dwellings lost to non-residential uses</p>	<p>(Exploring with Development Management Officers how housing mix, size (number of bedrooms) and loss to non residential uses can be monitored).</p> <p>Housing Enabling Officer – affordable housing units and tenure mix</p> <p>Planning Services data</p>
<p>Draft Policy 21: Principles for An Affordable Housing Policy</p>	<p>To deliver an average of 50 affordable housing units per annum over the life of the Local Plan</p>	<p>The number of affordable housing units delivered annually.</p> <p>Target: Adur Housing Strategy 2012 aims to achieve 50 affordable dwellings per annum.</p>	<p>Housing Strategy Statistical Appendix returns (submitted to CLG by Housing Enabling Officer annually by 31 July).</p>
<p>Draft Policy 22: Density</p>	<p>To achieve a minimum density of 35 dwellings per hectare on all sites.</p>	<p>Percentage of sites achieving/ not achieving a minimum density of 35 Dwellings per hectare.</p>	<p>Overall density of development permitted each year is monitored by West Sussex County Council.</p>
<p>Draft Policy 23: provision for Gypsies, Travellers and Travelling Showpeople.</p>	<p>Completion of the Gypsy and Traveller Accommodation Assessment and identify through a Development Plan Document sufficient</p>	<p>Completion of Gypsy and Traveller pitches, compared against requirements assessed in Gypsy and Traveller Accommodation</p>	<p>Completion of Gypsy and Traveller pitches will be monitored by WSCC</p>

	sites/pitches to meet any identified need.	Assessment (once completed)	
Draft Policy 24: 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
Draft Policy 25: 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
Draft Policy 26: 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
Draft Policy 27: Transport and Accessibility	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.
Draft Policy 28: 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
Draft Policy 29: Green Infrastructure and Open Space	To avoid development within, or adversely impacting on, designated sites or reserves of nature conservation importance	Target: To minimise the amount of development within designated sites and reserves. Amount of open space in District per 1,000 population	Data from Sussex Biodiversity Records Centre. ADC data

		target to improve in relation to existing.	
Draft Policy 30: Planning for Healthy Communities	Facilitation of improvements in standards of health in district.	Delivery of new investment in healthcare facilities (buildings).	NHS West Sussex
Draft Policy 31: Pollution and Contamination	Reduction in instances of pollution.	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	ADC Environmental Health Officers ADC Environmental Health Officers. ADC Environmental Health Officers ADC Planning Services/ ADC Environmental Health Officers
Draft Policy 32: Flood Risk and Sustainable Drainage	A reduced risk of flooding	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds. Percentage of relevant applications incorporating/ not incorporating sustainable drainage.	ADC/ Environment Agency Planning Services data
Draft Policy 33: Telecommunications	Appropriate implementation and siting of modern telecommunications infrastructure.	Number of telecommunications applications/ prior approvals under Part 24 of GPDO	Planning Services data

Appendix 6: Saved Policies

Certain policies from the Adur Local Plan 1996 were ‘saved’ via a request from Adur District Council to the Secretary of State to save them beyond 27th September 2007, which was approved by the Government Office for the South East on 25th September 2007. These policies are in use at present, and form part of the Development Plan for Adur.

In due course, the saved policies listed below will be superseded by the new policies emerging through the current Local Plan process. Please note that the National Planning Policy Framework gives advice as to the use of saved policies (paragraphs 214 and 215).

Policy Saved from Adur Local Plan 1996	Replacement Policy (Please note that policies as set out in the Draft Adur Local Plan are indicated here; it is possible that the policy number, or policy content may change in the next version of the Plan, resulting in an amendment to this table).
AG1 Location of Development	DP 2: Spatial Strategy
AG3 The relationship between development and the provision of Infrastructure	DP 28: Delivering Infrastructure
AP4 Development & Land Drainage AP5 Development & Land Drainage	DP 32: Flood Risk and Sustainable Drainage
AP9 Minimising Pollution: Visual	DP14: Quality of the Built Environment and Public Realm
AC1 Development of the Countryside Generally	DP13: Adur’s Countryside
AC2 The Sussex Downs Area of Outstanding Natural Beauty AC3 The Sussex Downs Area of Outstanding Natural Beauty	AONB designation no longer in place.
AC4 The Strategic Gaps	DP13: Adur’s Countryside
AC6 Agriculture, Horticulture and Forestry AC7 Agriculture, Horticulture and Forestry AC8 Diversification of the Rural Economy	DP13: Adur’s Countryside
AC9 Existing Buildings in the Countryside	DP13: Adur’s Countryside
AC15 Horse Riding Establishments	DP13: Adur’s Countryside
AB1 Archaeology	DP15: A Strategic Approach to the Historic Environment and DP 16: The Historic Environment

<p>AB3 Conservation areas and their enhancement AB4 Conservation areas and their enhancement AB5 Conservation areas and their enhancement AB6 Conservation areas and their enhancement</p>	<p>DP15: A Strategic Approach to the Historic Environment and DP 16: The Historic Environment</p>
<p>AB7 Listed buildings AB8 Listed buildings AB9 Listed buildings AB10 Listed buildings AB11 Listed buildings</p>	<p>DP15: A Strategic Approach to the Historic Environment and DP 16: The Historic Environment</p>
<p>AB13 Improving Town Centres AB14 Improving Town Centres AB15 Improving Town Centres</p>	<p>Place-based policies DP9: Lancing, DP10: Sompting, and DP11:Shoreham-by-Sea.</p>
<p>AB16 The Riverside setting of Shoreham-By-Sea</p>	<p>DP11:Shoreham-by-Sea.</p>
<p>AB17 Controlling Advertisements AB19 Controlling Advertisements</p>	<p>DP 14: Quality of the Built Environment and Public Realm DP16: The Historic Environment.</p>
<p>AB20 Shopfronts AB21 Shopfronts</p>	<p>DP 14: Quality of the Built Environment and Public Realm</p>
<p>AB22 Safeguarding Amenity Open Space</p>	<p>DP29: Green Infrastructure and Open Space</p>
<p>AB23 Trees in the Urban Area AB25 Trees in the Urban Area AB26 Trees in the Urban Area</p>	<p>DP29: Green Infrastructure and Open Space</p>
<p>AB27 Landscaping</p>	<p>DP 14: Quality of the Built Environment and Public Realm</p>
<p>AB28 Satellite Television Dishes</p>	<p>Replacement policy not required</p>
<p>AB29 Other Telecommunications Development</p>	<p>DP33: Telecommunications</p>
<p>AB30 Crime Prevention</p>	<p>DP 14: Quality of the Built Environment and Public Realm</p>
<p>AB32 Per Cent for Art</p>	<p>DP28: Delivering Infrastructure</p>
<p>AT1 The A259 Coast Road</p>	<p>DP8: Shoreham Harbour Regeneration Area</p>
<p>AT2 The A283</p>	<p>Replacement policy not required</p>
<p>AT3 The South Side of the Canal</p>	<p>DP8: Shoreham Harbour Regeneration Area</p>
<p>AT4 The North Side of the Harbour & Shoreham Beach</p>	<p>DP 14: Quality of the Built Environment and Public Realm</p>
<p>AT5 Roadside Facilities for Motorists</p>	<p>Replacement policy not required</p>
<p>DPAT1 Development proposal: Land at Pond Road</p>	<p>DP11:Shoreham-by-Sea.</p>
<p>AT6 Development Proposal:</p>	<p>Replacement policy not required</p>

Ropetackle	
AT7 Public Lorry Parking	DP8: Shoreham Harbour Regeneration Area
AT9 Shoreham Airport	DP7: Shoreham Airport
AT10 Facilities for Pedestrians, Equestrians and Cyclists	DP27: Transport and Accessibility
AT11 The Coastal Link	DP11: Shoreham-by-Sea.
AH2 Infill and Development	DP 14: Quality of the Built Environment and Public Realm
DPAH3 Part of Southlands Hospital Site, Upper Shoreham Road	Replacement policy not required.
AH3 Housing to Meet Local Need	DP21: Principles for an Affordable Housing Policy (this will become a detailed policy in due course – the title will be amended to reflect this).
AH5 Dwelling Size	DP20: Housing Mix and Quality
AH6 Loss of Dwellings	Replacement policy not required
AH7 Householder Proposals	DP 14: Quality of the Built Environment and Public Realm
AH9 Flat Conversions	DP14: Quality of the Built Environment and Public Realm
AH10 Residential Care & Nursing Homes	Replacement policy not required
AH11 Residential Mobile Homes	Replacement policy not required
AE2 Redevelopment Opportunities	Replacement policy not required
DPAE2 Land at Dolphin Road, Shoreham	DP24: Protecting and Enhancing Existing Employment Sites and Premises
AE4 Mixed Development	Replacement policy not required
AE5 Office Development	Replacement policy not required; issues dealt with by DP 14: Quality of the Built Environment and Public Realm, DP26: Retail, Town Centres and Local Parades, and DP20: Housing Mix and Quality.
DPAE4 Land at Ropetackle, Shoreham	Replacement policy not required – development completed.
AE6 Town centres	DP26: Retail, Town Centres and Local Parades
AE7 Shoreham Harbour	DP8: Shoreham Harbour Regeneration Area
AE8 Shoreham Harbour	
AE9 Shoreham Harbour	
DPAE6 Land on the South Side of Canal	DP8: Shoreham Harbour Regeneration Area
DPAE7 Land on the North Side of the Canal	DP8: Shoreham Harbour Regeneration Area

DPAE8 Land on the North Side of the Canal	DP8: Shoreham Harbour Regeneration Area
AE10 to AE14 Shoreham Airport	DP7: Shoreham Airport
DPAE9 Land at Shoreham Airport	DP8: Shoreham Harbour Regeneration Area
DPAE11 Heritage Aviation Museum	Replacement policy not required – development completed.
AE15 New Development Outside Established Business/Industrial Areas	DP6: Planning for Economic Growth
AE16 Existing Businesses in Residential Areas	Replacement policy not required; addressed by DP6: Planning for Economic Growth and DP14: Quality of the Built Environment and Public Realm
AE17 Existing businesses in Residential Areas	Replacement policy not required; issues addressed by DP14: Quality of the Built Environment and Public Realm
AE18 Business and Industry Outside the Built up area	DP6: Planning for Economic Growth
AS1 Protection of the District's Shopping Centres	DP26: Retail, Town Centres and Local Parades
DPAS1 Land at Ropetackle, Shoreham-By-Sea	Replacement policy not required – development completed.
AS2 (Retail) Development Outside Town Centres	Replacement policy not required - DP13: Adur's Countryside and NPPF apply.
AS3 (Retail) Development Outside Town Centres	Replacement policy not required, NPPF applies.
AS4 (Retail) Development Outside Town Centres	Replacement policy not required, NPPF applies.
AS5 (Retail) Development Outside Town Centres	DP26: Retail, Town Centres and Local Parades
ACS1 Education	Replacement policy not required.
ACS2 Lancing College ACS3 Lancing College	Replacement policy not required in this Local Plan; site now lies within remit of South Downs National Park Authority.
ACS4 Health Services	Draft Policy 30: Planning for Healthy Communities
ACS5 Community Facilities	DP30: Planning for Healthy Communities cover issues.
DPAN1 Land to South of Sompting Village	Replacement policy not required
AR1 Public Open Space AR2 Recreation Areas not owned by	DP 29: Green Infrastructure and Open Space

<p>Adur District Council AR3 Private Playing Fields AR4 Allotments AR5 New Areas of Public Open Space and Children’s Play Areas AR6 New Areas of Public Open Space and Children’s Play Areas</p>	
<p>DPAR1 Land adjacent to Sompting Cemetery</p>	<p>Replacement policy not required.</p>
<p>AR7 Development of Leisure & Sporting Facilities</p>	<p>DP 29: Green Infrastructure and Open Space</p>
<p>AR8 Recreation in the Countryside AR9 Recreation in the Countryside</p>	<p>DP13: Adur’s Countryside</p>
<p>DPAR4 Shoreham Cement Works</p>	<p>Replacement policy not required in this Local Plan; site now lies within remit of South Downs National Park Authority.</p>
<p>DPAR5 Land east of Lancing bounded by A27 Trunk Road and Shoreham Airport</p>	<p>DP13: Adur’s Countryside</p>
<p>AR11 Coastal Recreation AR12 Coastal Recreation</p>	<p>DP13: Adur’s Countryside DP9:Lancing</p>
<p>AR13 Shoreham Harbour AR14 Shoreham Harbour AR15 (Adur Estuary SSSI – Moorings) AR16 (Public Hards) AR17 (Water based recreation facilities, Adur Recreation Ground)</p>	<p>DP8: Shoreham Harbour Regeneration Area DP8: Shoreham Harbour Regeneration Area Legislation addresses protection of Sites of Special Scientific Interest DP8: Shoreham Harbour Regeneration Area/ DP11: Shoreham-by-Sea DP11: Shoreham-by-Sea</p>
<p>AR20 Tourism</p>	<p>DP25: The Visitor Economy</p>

**Appendix 7: Delivering the Vision:
Relationship between Vision, Objectives and Policies**

This table indicates which part of the Vision, and which objectives, will be delivered by which proposed policy.

Vision Number	Objective Number	Delivered by Policy/ Policies² (Draft Policy number)
V1, V2, V3, V4.	O1, O2, O3, O4	1,2,3, 4,5, 6, 7, 8, 9,10, 11, 12, 13, 14, 18, 20, 21, 23, 24, 26, 28, 30, 33,
V5	O5	9, 10, 11, 12, 14, 26.
V6, V7	O6	2, 10, 13, 14, 15, 16, 22,
V8	O7, O8	10, 11, 12, 27, 28
V9	O9	28, 32,
V10	O10	14, 17, 18, 19, 31
V11	O11	2, 10, 11, 13,15, 16, 25,29,
V12		1
Whole Vision		1, 28,

² The relevant policy name can be found in the Contents page at the front of the Draft Adur Local Plan

Appendix 8: Glossary

Term	Definition
Affordable Housing	<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>
Air Quality Management Area (AQMA)	Under the Environment Act 1995 local authorities must designate areas these areas where the prescribed Air Quality Objectives are not likely to be met.
Annual Monitoring Report (AMR)	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.
Area Action Plans	Area Action Plans are used to provide the planning and

(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 the district which is predominantly urban in character, and within which the principle of development is acceptable.
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.
Density	Describes the number of housing units within a given area.
Development Plan	At the time of writing this includes adopted Local Plans, neighbourhood plans (where they exist) and Regional Spatial Strategies and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Please note that Regional Spatial Strategies remain part of the Development Plan at the time of writing; it is the Government's intention to revoke RSS outside of London in due course, subject to the outcome of environmental assessment).
Development Plan Documents (DPD)	Development Plan documents are a type of Local 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	The purpose of an Employment Land Review is to provide a

Review (ELR)	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.
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. 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.
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.
Maor 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 may feature paths, pavilions and other buildings, has not been previously development; 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
Proposals Map	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.
Public Realm	Area between and within buildings that are publically accessible, including streets, squares, open spaces and public and civic buildings.
Regional Spatial Strategies (RSS)	Regional Spatial Strategies direct planning for the regions. The RSS for Adur is the South East Plan; at the time of writing, it still forms part of the development Plan for Adur.

	However, the Government has announced its intention to revoke this in due course, subject to the results of environmental assessment.
Registered Providers	Providers of social housing registered and regulated by the Tenant Services Authority.
Renewable Energy	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.
Sequential Test	A risk based approach to assessing flood risk, which gives priority to sites in ascending order of flood risk i.e. lowest risk first.
Shoreline Management Plan	This strategy provides a large-scale assessment of the risks 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.
South East Plan (SEP)	Plan prepared by the South East England Regional Assembly. It sets out a vision, and directs planning in the region up to 2026. This is the Regional Spatial Strategy for the South East. The Government has announced its intention to revoke this, and other RSS outside London, subject to environmental assessment. Until this time, it remains 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 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 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 Proposals 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.
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.