

**APPENDICES:**

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Maps**

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

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**Appendix RD4: Duty to Co-operate**

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**Appendix RD7 : Glossary**

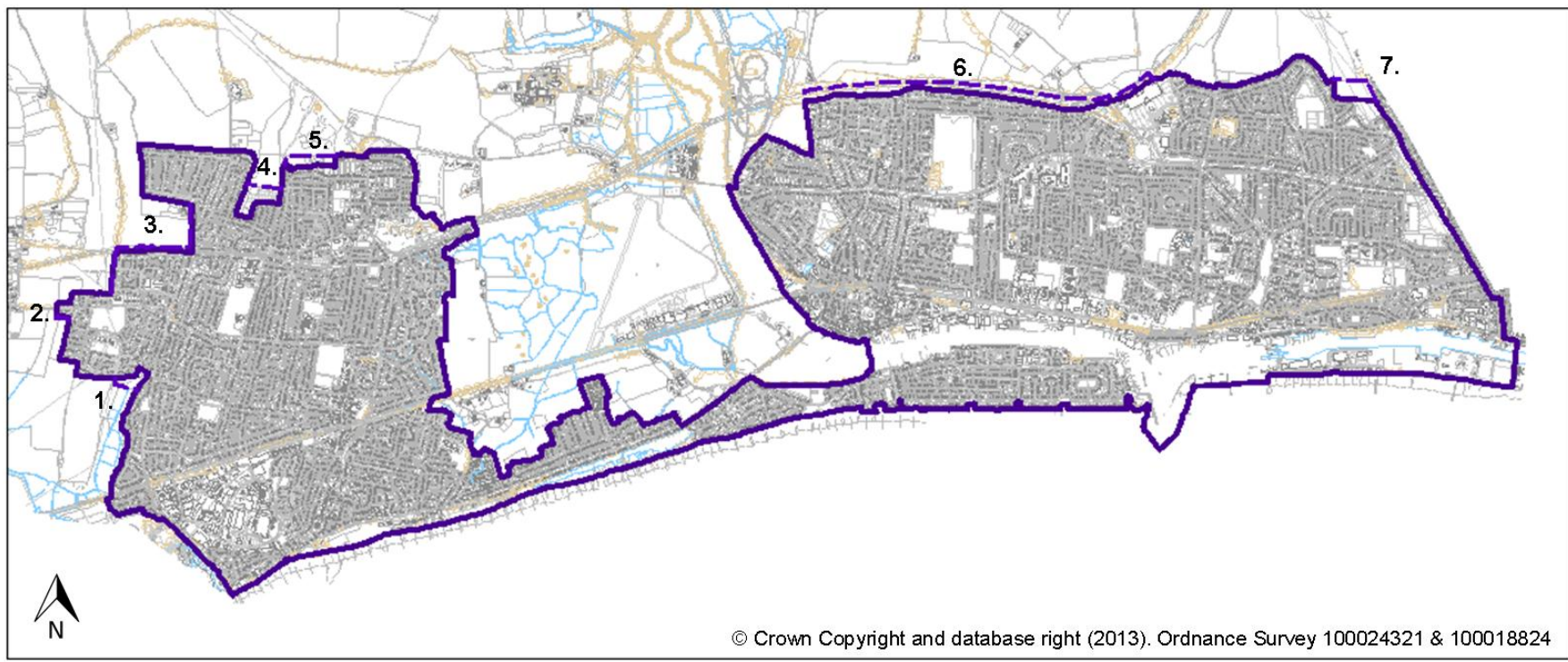
**Appendix RD8: Shoreham Harbour Regeneration - Viability and  
Deliverability Progress Update**

**Appendix RD9: A Spatial Portrait of Adur**

**Appendix RD10: Main Results of Transport Study**

Appendix RD1: Proposed Amendments to Built Up Area Boundary – Maps  
See Policy RD13.

Map 27  
Proposed Amendments to Built Up Area Boundary – Overall

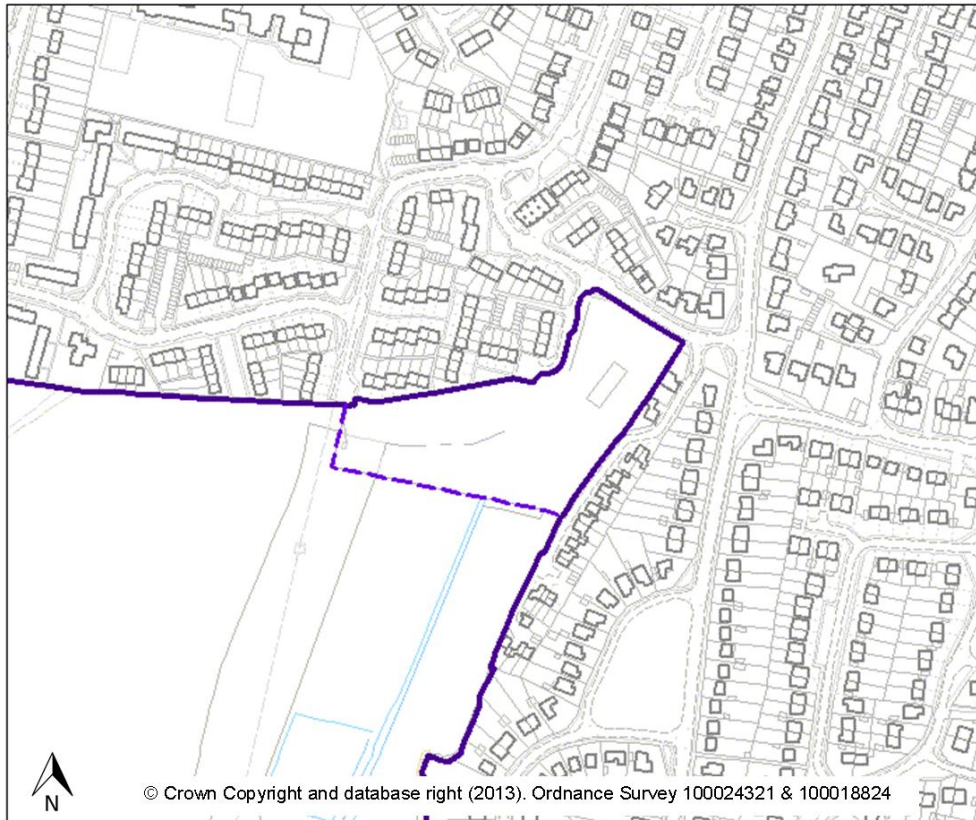


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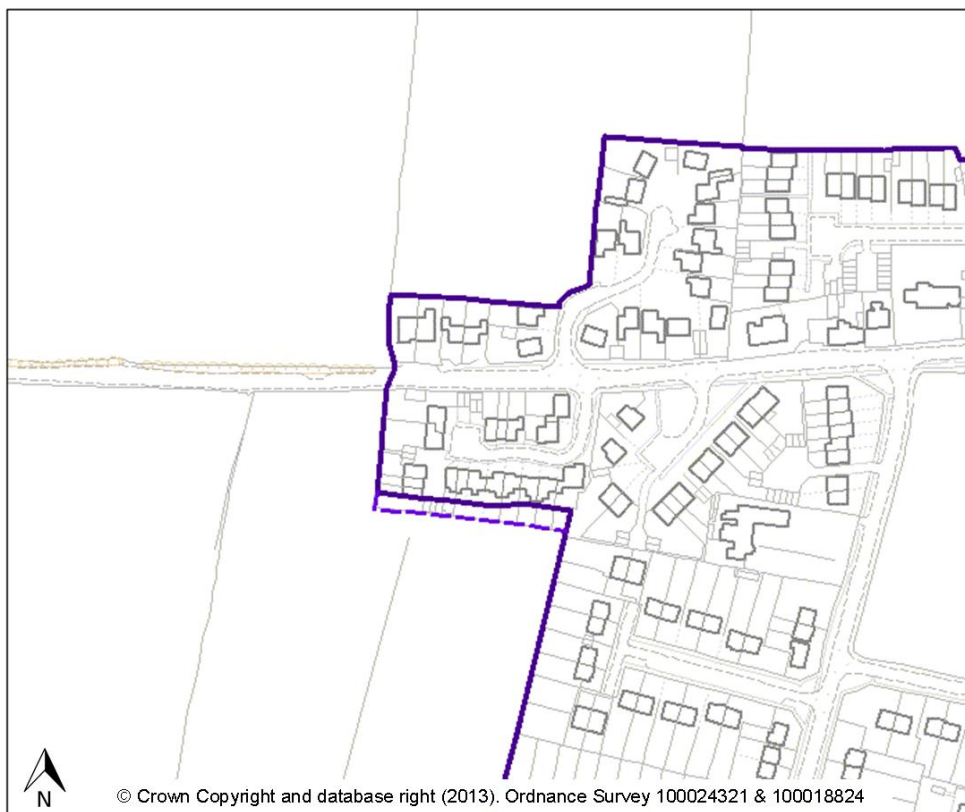
-  Existing Built Up Area Boundary (BUAB)
-  Proposed Built Up Area Boundary (BUAB)

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

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

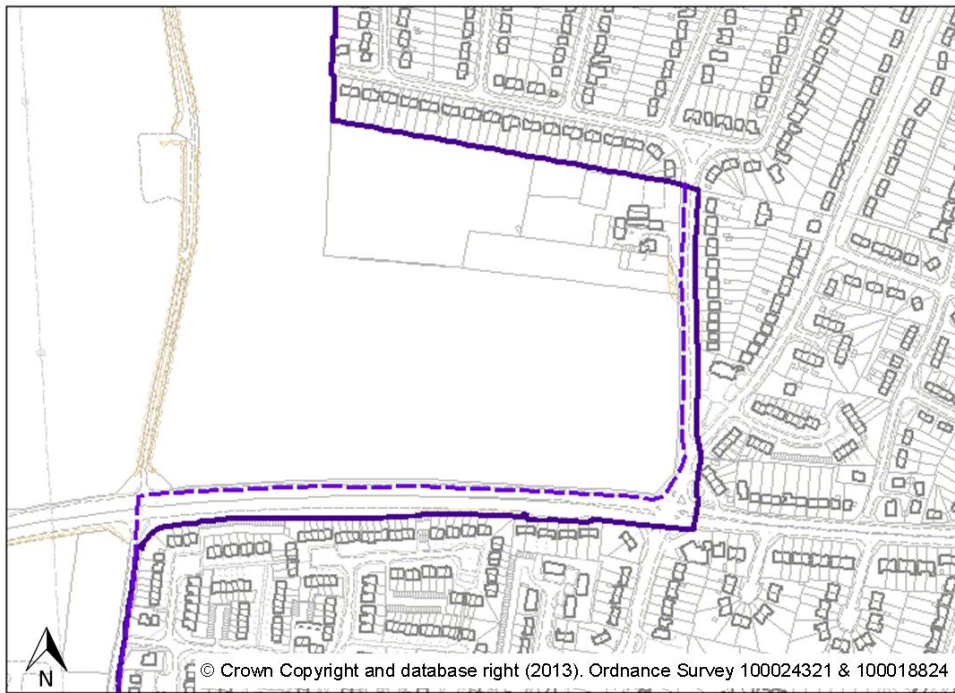


**Map 27**  
**Proposed Amendment to Built Up Area Boundary No.2**





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

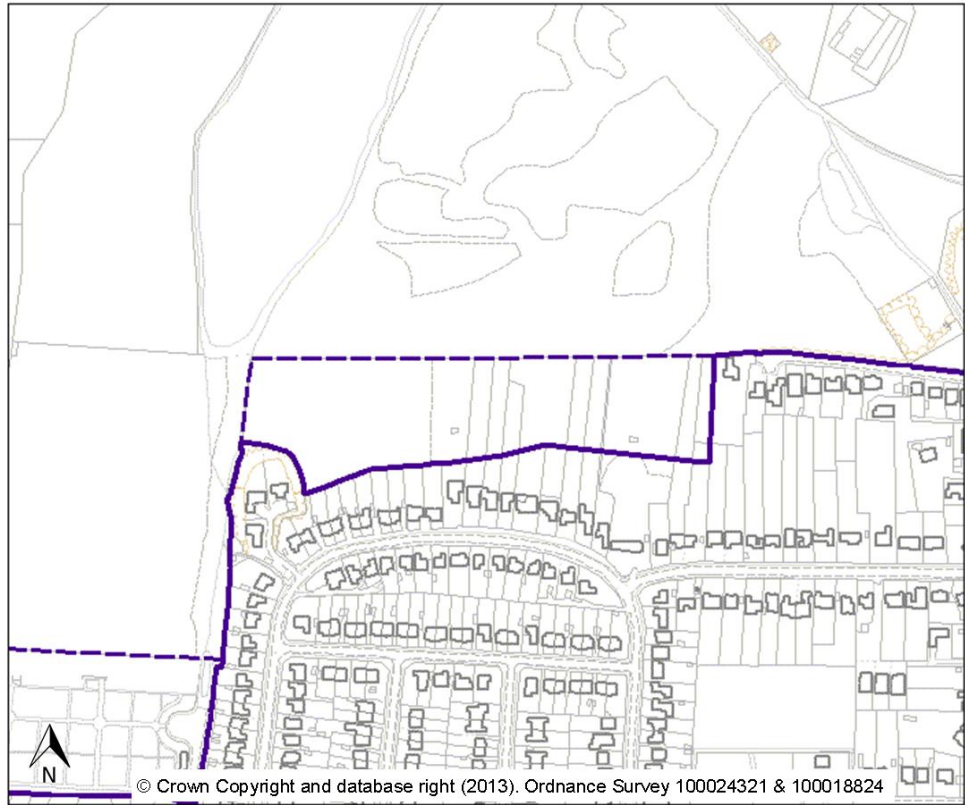


**Map 27**  
**Proposed Amendment to Built Up Area Boundary No.4**

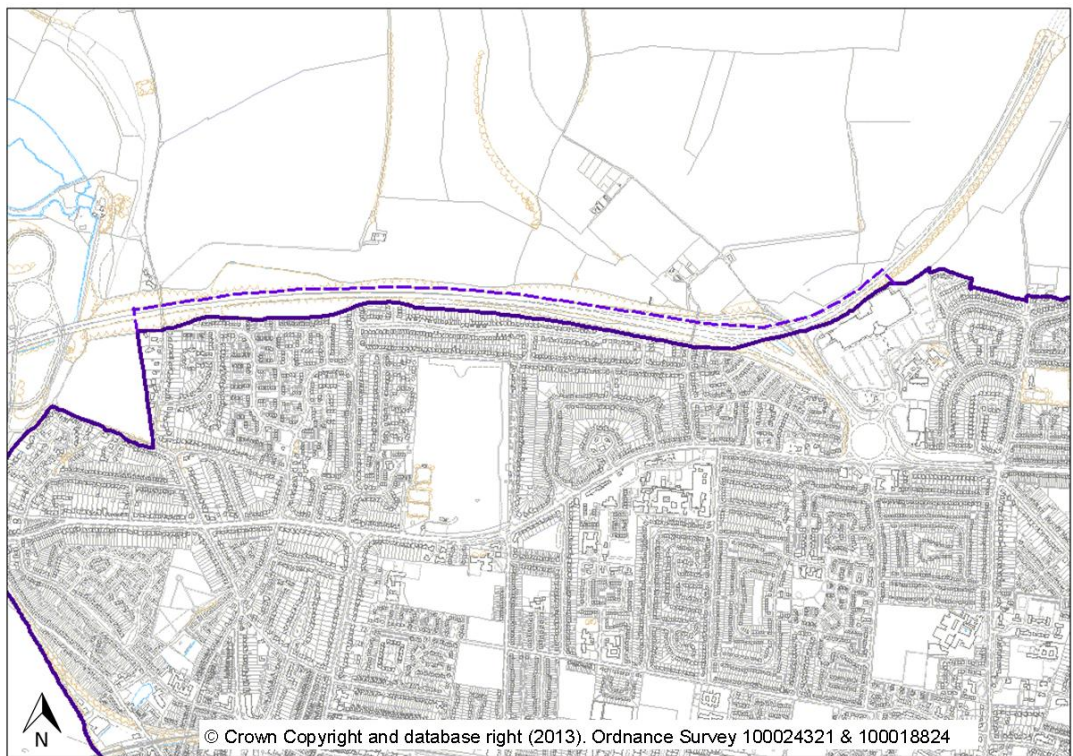




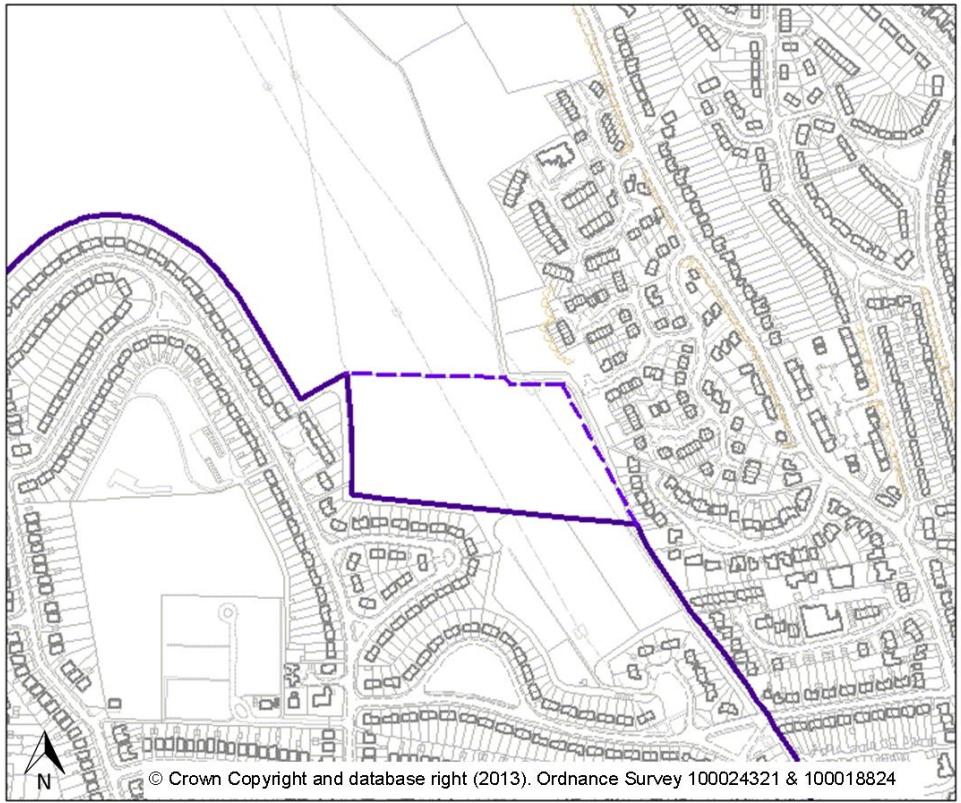
**Map 27**  
**Proposed Amendment to Built Up Area Boundary No.5**



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



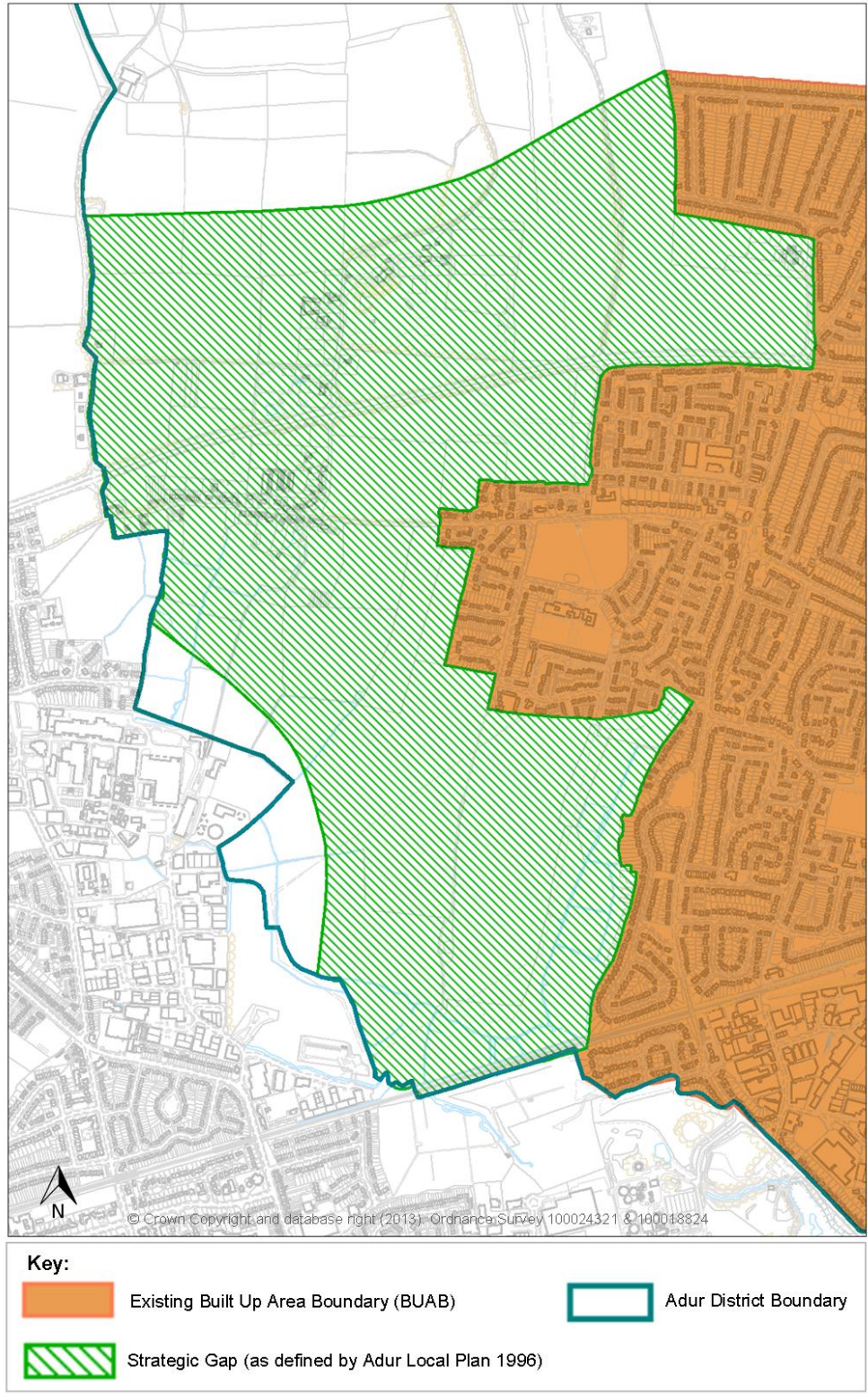
**Map 27**  
**Proposed Amendment to Built Up Area Boundary No.7**





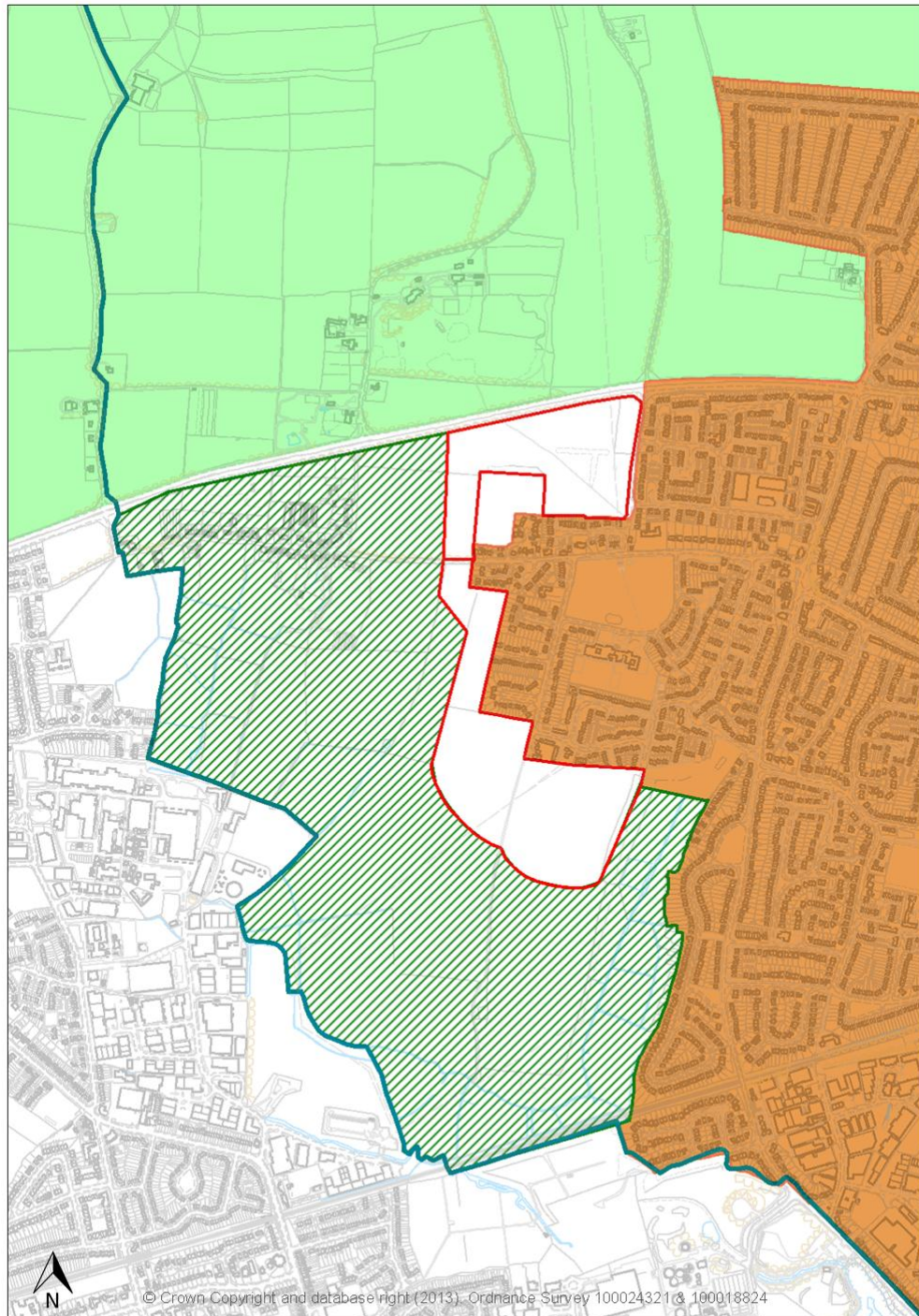
Appendix RD2  
See Policy RD13

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


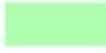







Map 29 Proposed amendments to Sompting/Lancing – Worthing Local Green Gap

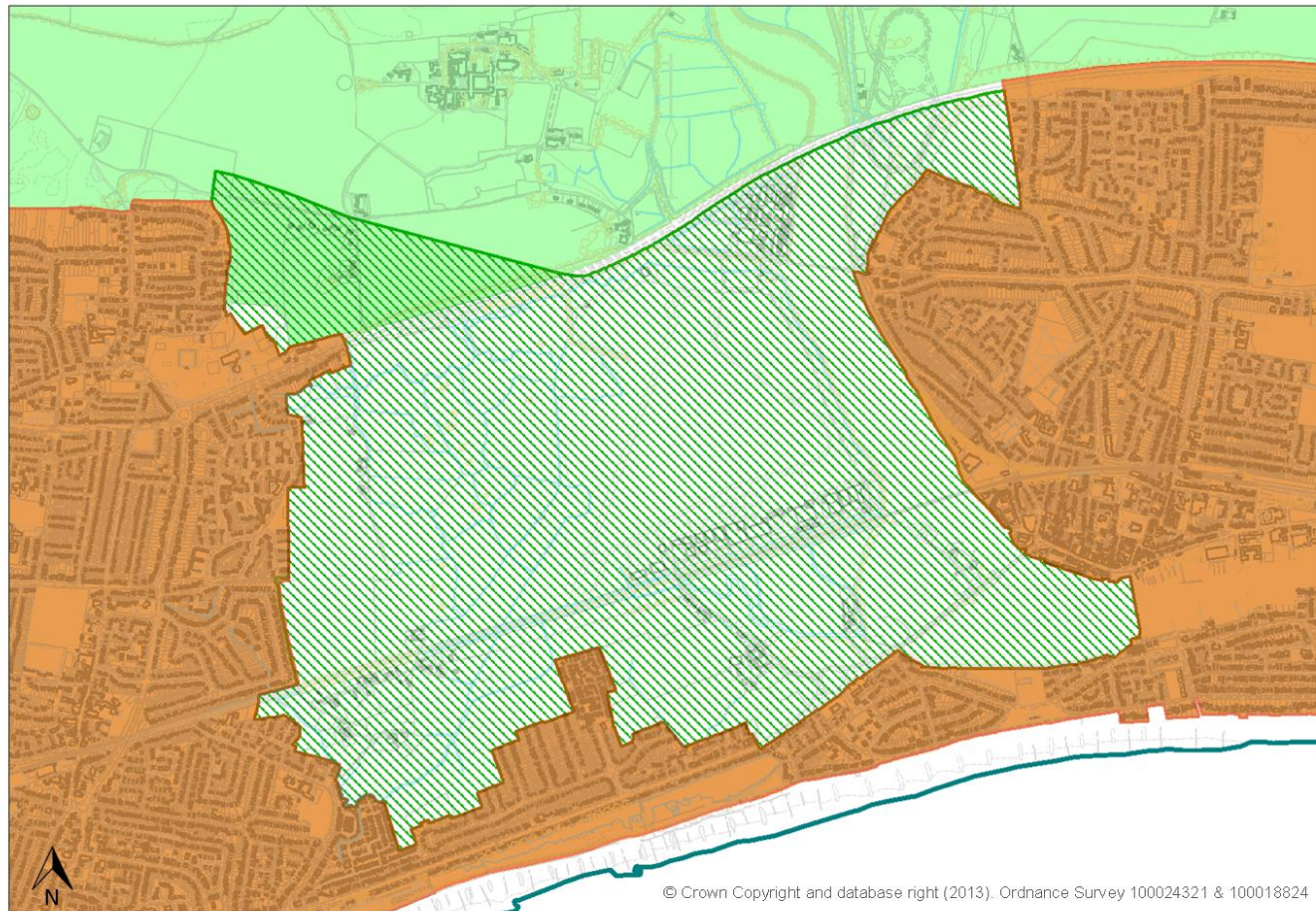



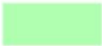


**Key:**

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



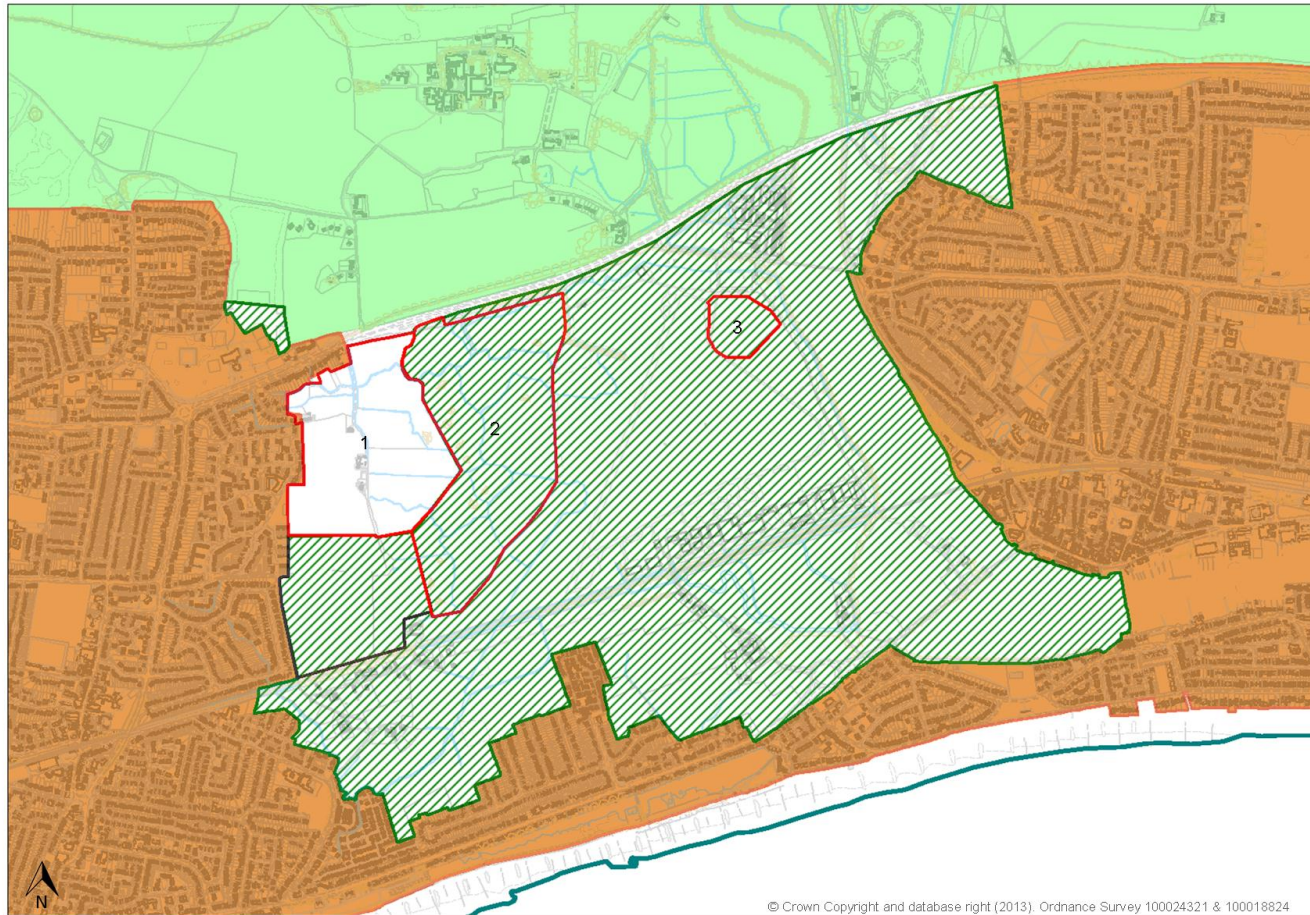
Map 30: Strategic Gap (as defined in Adur Local Plan 1996) – Lancing - Shoreham



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



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



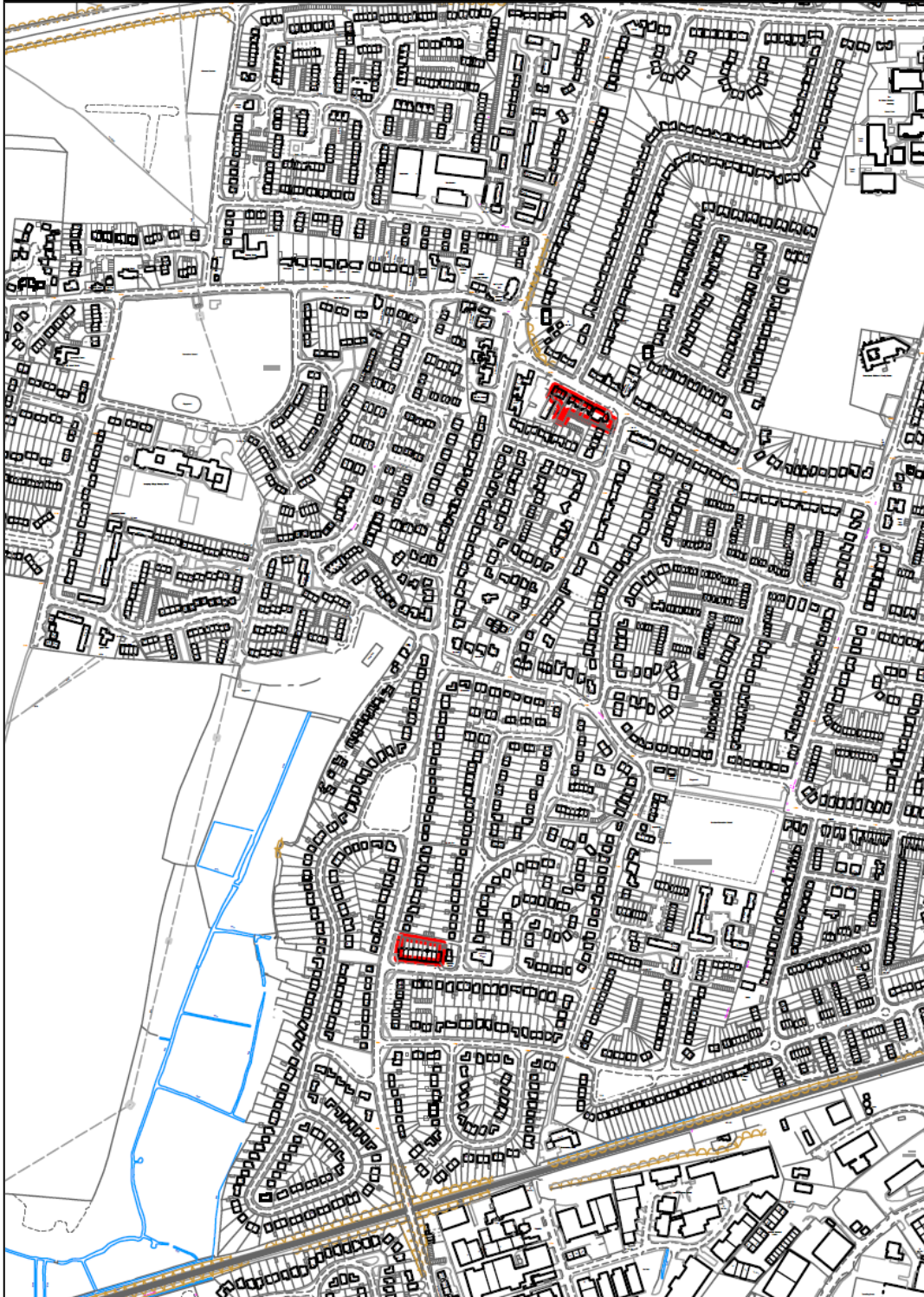
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Key:					
	Adur District Boundary		Proposed Local Green Gap	1.	Proposed New Monks Farm Mixed-Use Development Site Boundary
	Proposed Built Up Area Boundary (BUAB)		Proposed Site Allocations	2.	Proposed New Monks Farm Country Park and Informal Recreation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



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

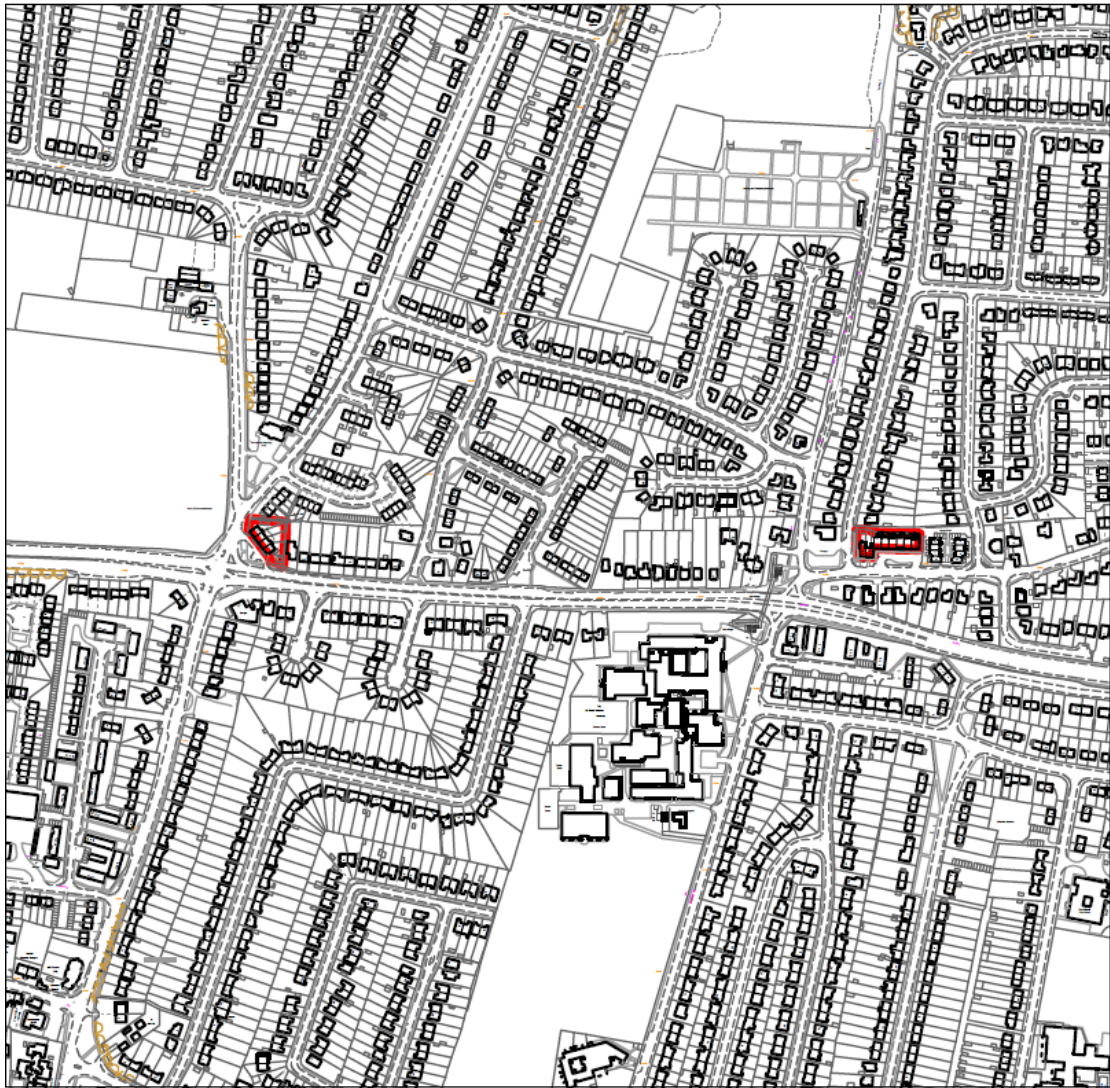
Map 32: Seadown Parade, Bowness Avenue and The Parade, Cokeham Road, Sompting



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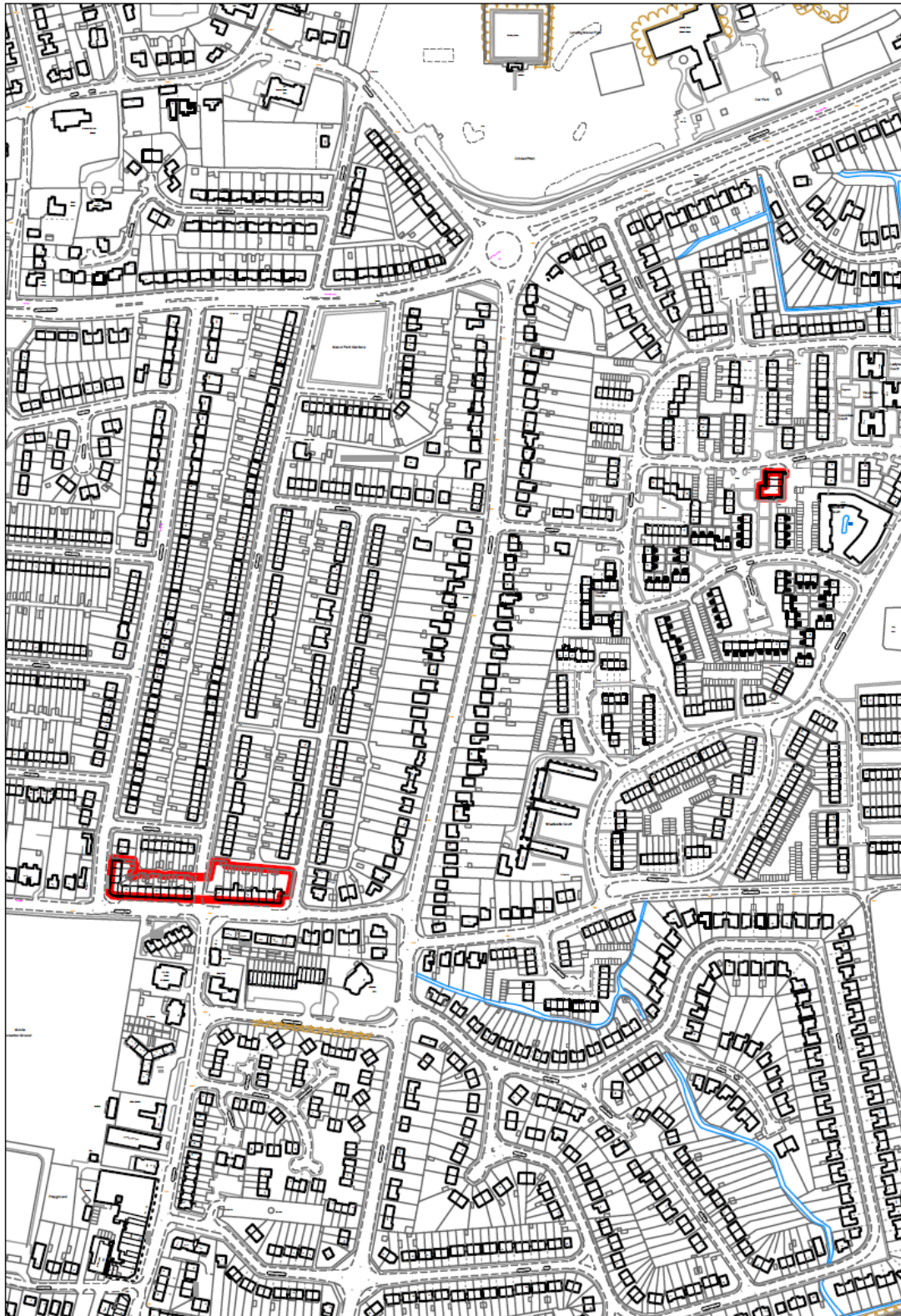


Map 33: Hillbarn Parade, Sompting and Manor Road, Lancing



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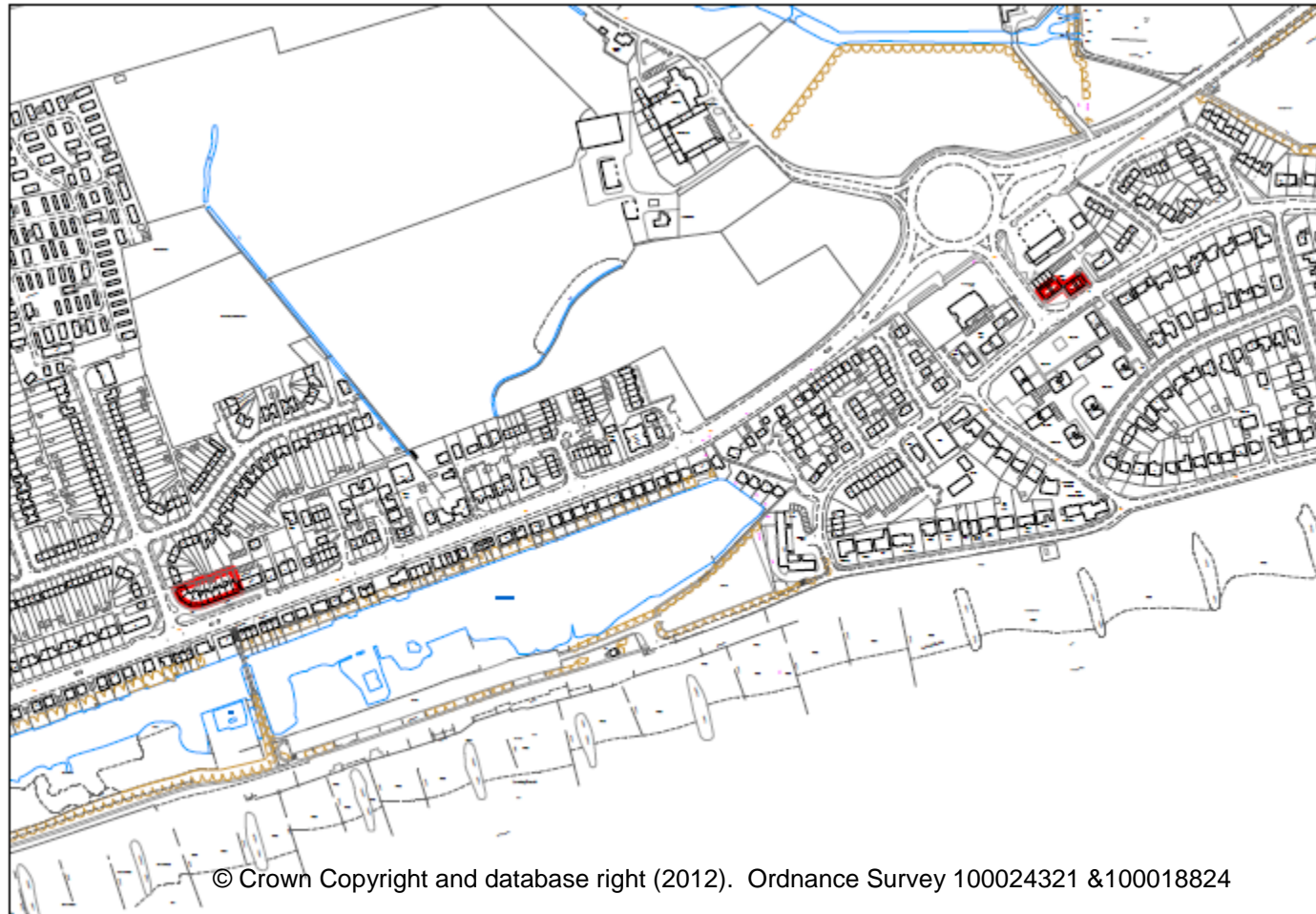
Map 34: Crabtree Arcade, Crabtree Lane and Lisher Road, Lancing



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

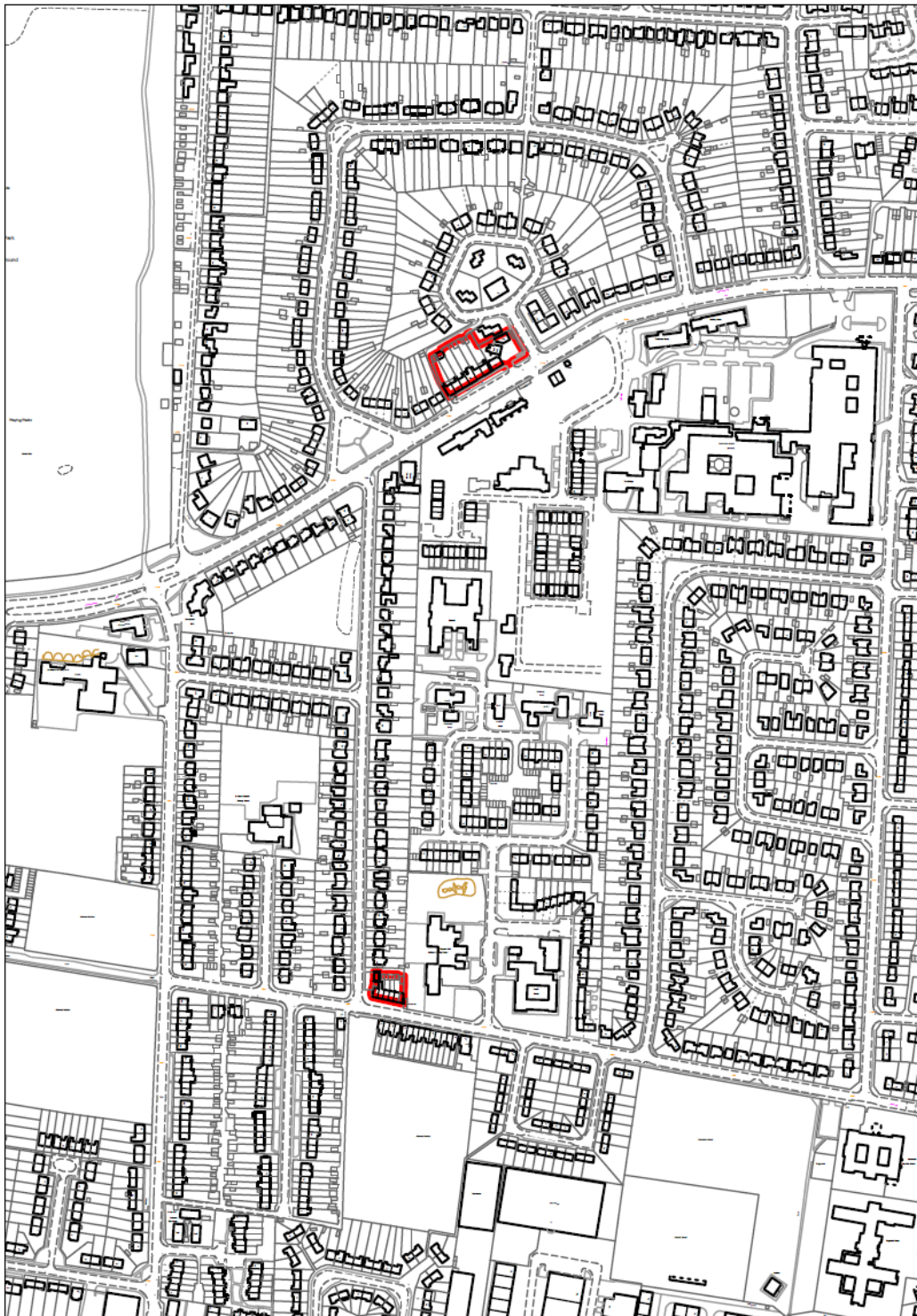


Map 36: Ferry Road, Shoreham Beach



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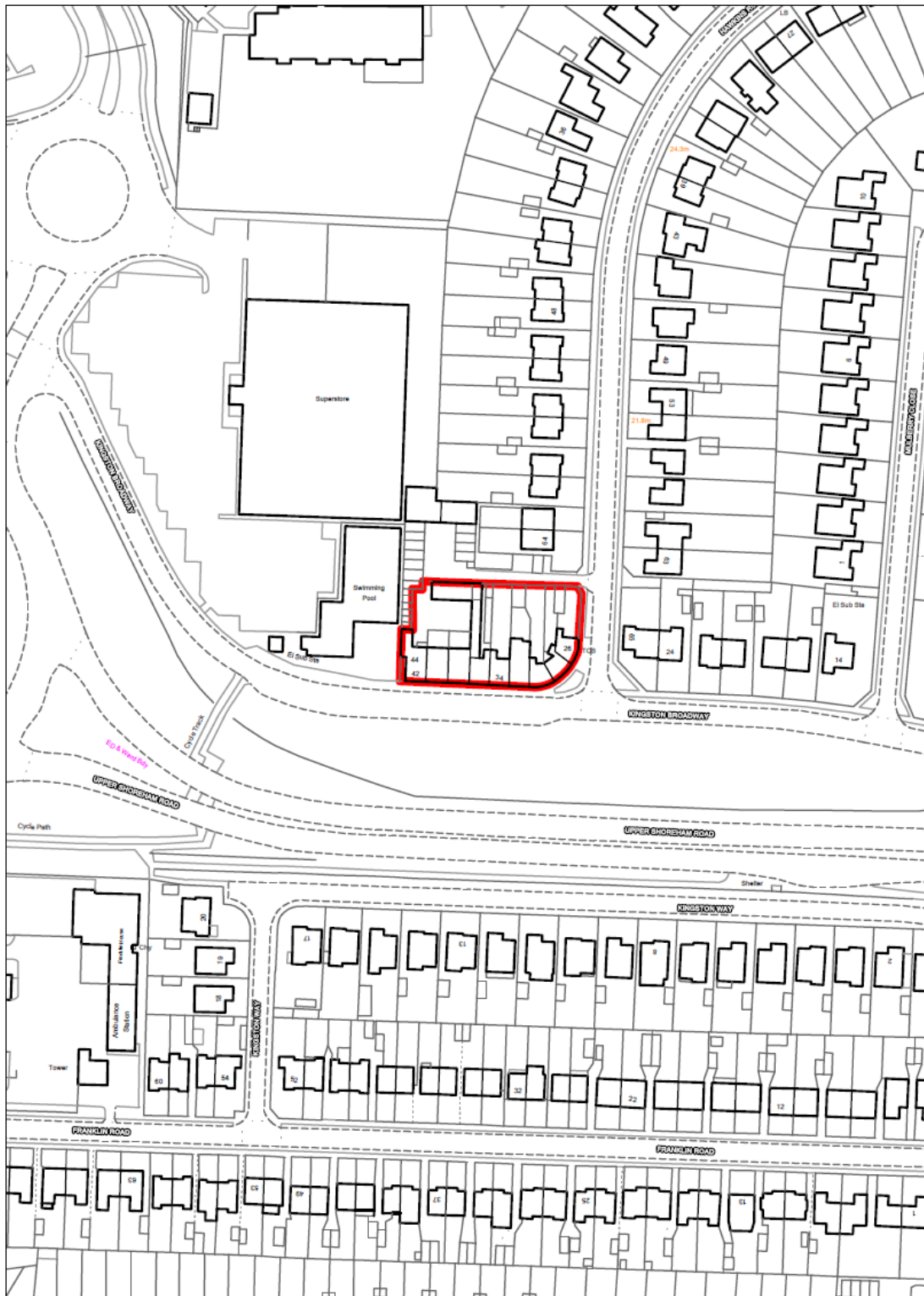
Map 37: Middle Road and Upper Shoreham Road, Shoreham-By-Sea



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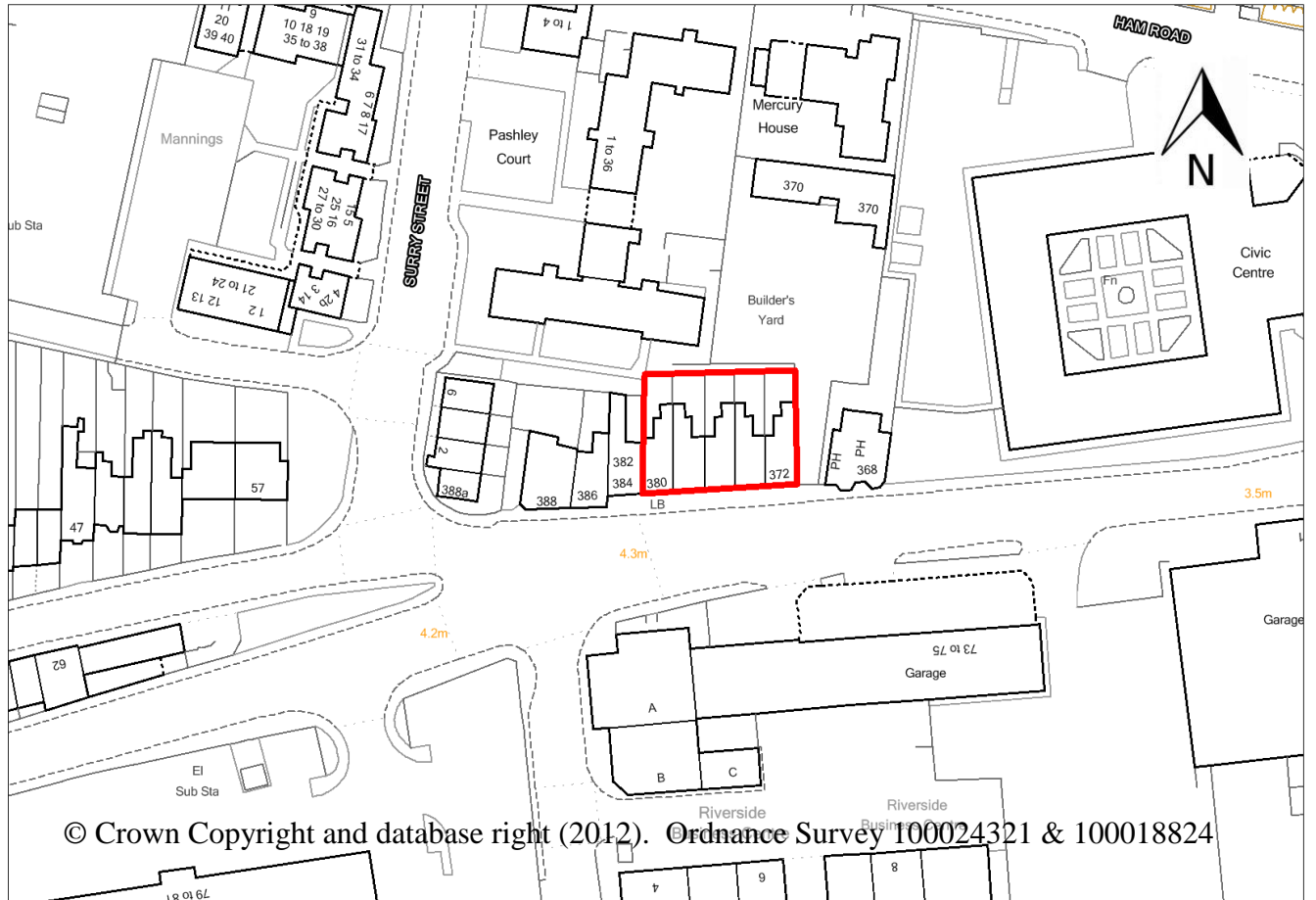


Map 38: Kingston Broadway, Shoreham-By-Sea



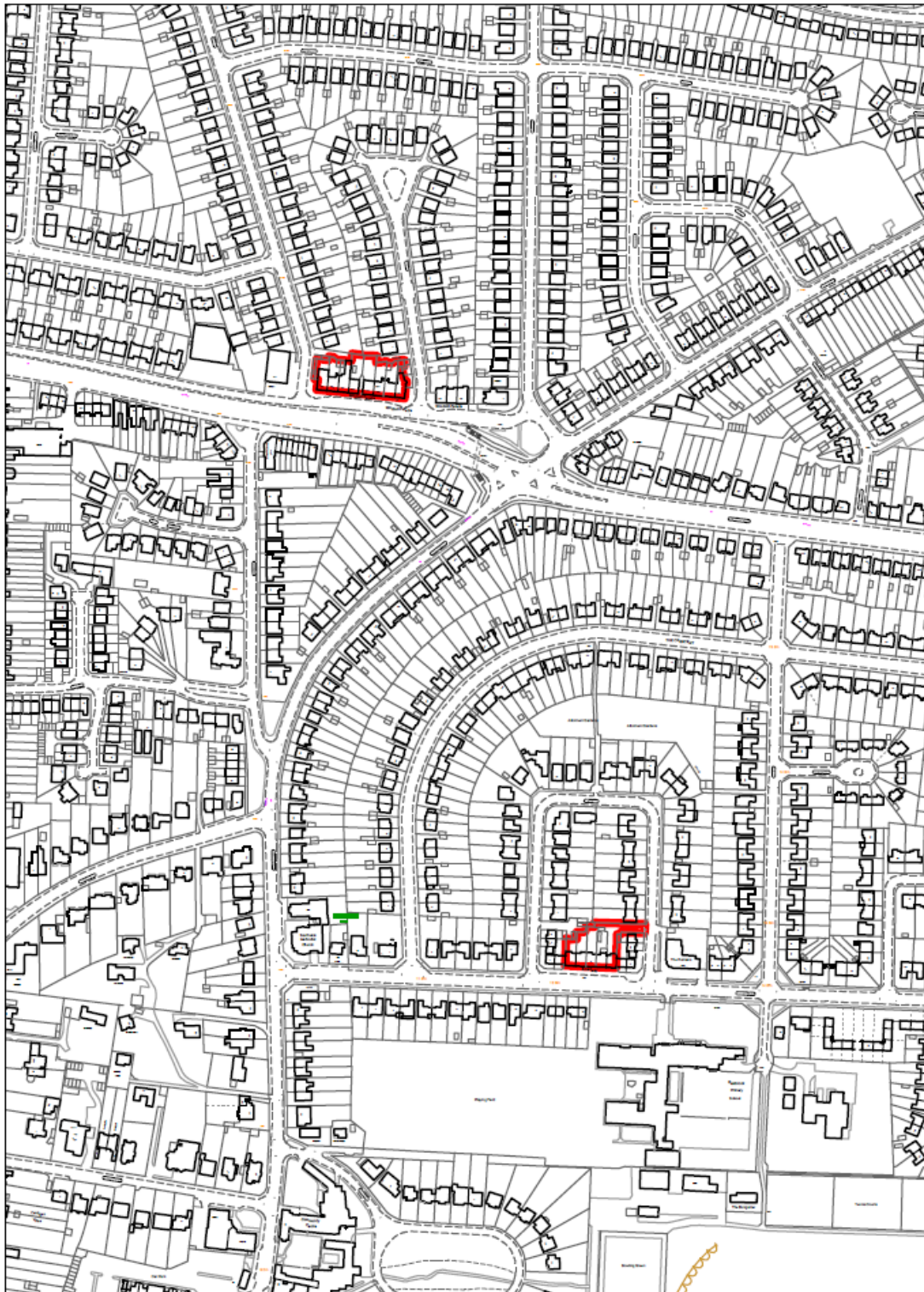
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Map 39: Brighton Road, Shoreham-By-Sea



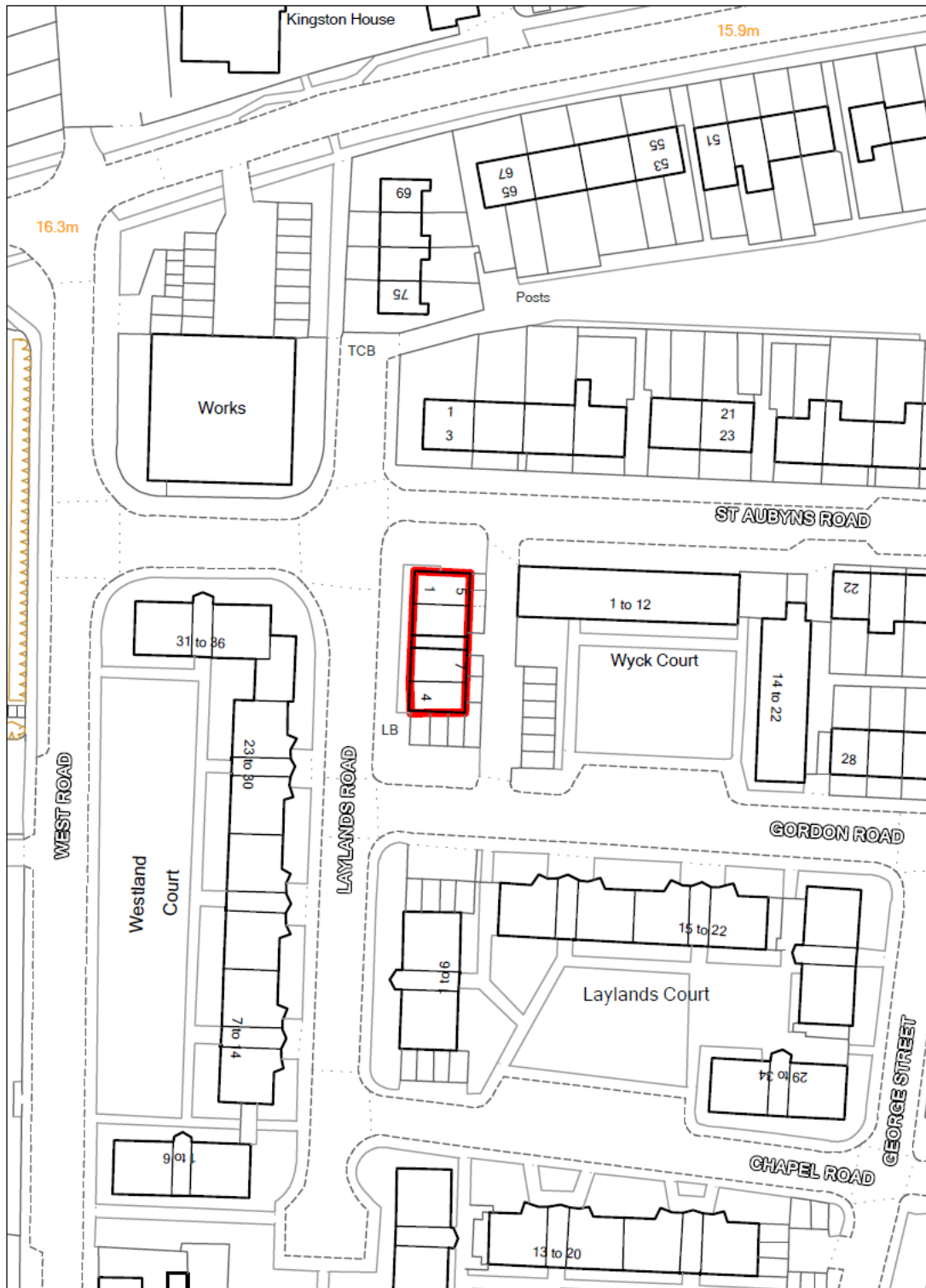


Map 40: Windmill Parade, Old Shoreham Road, and Broadway, Manor Hall Road, Southwick



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Map 41: Laylands Road, Fishersgate



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## Appendix RD4: Duty to Co-operate

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

### Housing

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

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

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

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

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

- 6 The study also states that it does not seem feasible that the Adur Local Plan will be able to meet any unmet requirements from neighbouring authorities.
- 7 It is noted that it will be important moving forward that Adur District Council engages with the development of the National Park Local Plan. Given evident land supply constraints in the District, in the longer-term (beyond the current plan period) the Council might also need to consider strategic issues associated with the potential to increase densities set against requirements for different types of homes and impacts on neighbourhood character; and the longer-term role and function of green gaps between settlements. The study also recommends that the Council continues to monitor housing land supply, as well as economic performance and occupancy rates of existing employment areas in the District. *However, please note that the Revised Draft Adur Local Plan 2013 addresses density as well as the need to utilise land on the fringe of the urban areas. The potential for higher densities and greater use of the gaps as longer term options are likely to be very limited.*
- 8 Looking across the sub-region Housing Market Area, the study suggests that housing delivery over the period to 2031, based on current evidence, is likely to fall at least 20% below objectively assessed needs. A significant shortfall equivalent to at least around 495 dwellings per year arises.



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

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

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

9 In its conclusion the study states that:

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

(paragraph 6.16, DTC Housing Study 2013.)

10 The Study’s conclusions for Adur are that:

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

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

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

### **Gypsy, Traveller and Travelling Showpeople Accommodation Assessment**

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



## Regeneration

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

## Transport

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

## Water and Waste Water

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

## Flood risk

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

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

### Green infrastructure

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

### Countryside

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

### Minerals and Waste

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

### Infrastructure provision through the Community Infrastructure Levy

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



## Appendix RD5: Delivery and Implementation of the Adur Local Plan

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

### Shoreham Tidal Walls Scheme

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

<sup>2</sup> Paragraph 216 of the National Planning Policy Framework March 2012

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

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

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

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



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

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

**Implementation**

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

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

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

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

Policy	Policy outcomes/ implementation	Key Indicators	Data source/ Responsibility
<b>Revised Draft Policy 1: Sustainable Development</b>	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
<b>Revised Draft Policy 2: Spatial Strategy</b>	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
<b>Revised Draft Policy 3: Housing Provision</b>	Determines overall level of residential development in Adur up to 2031.	Number of dwellings completed annually in Adur Target: 140-147 per annum.	WSCC Residential Land Availability monitoring
<b>Revised Draft Policy 4: Planning for Economic Growth</b>	To provide a sufficient and varied amount of employment in the district to meet local needs	Total net amount of additional employment floorspace per annum	WSCC and ADC Monitoring data
<b>Revised Draft Policy 5: New Monks Farm</b>	Delivery of strategic allocation	Number of dwellings completed annually Amount of employment-generating land completed annually.	WSCC Residential Land Availability monitoring



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

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

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



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

	over the plan period.	<p>Level 4</p> <p>Reduced water consumption per household/ per capita</p> <p>Proportion of new development meeting:</p> <ul style="list-style-type: none"> <li>• Code Levels 4 / 5 / 6</li> <li>• BREEAM 'Very Good'</li> <li>• Code Level 3/4 or higher for water use</li> </ul>	<p>Southern Water data</p> <p>Planning Services data</p>
<b>Revised Draft Policy 19: Decentralised Energy and Standalone Energy Schemes</b>	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>
<b>Revised Draft Policy 20: Housing Mix and Quality</b>	To achieve a mix of dwelling types, tenures and sizes that reflect identified housing needs and demands	<p>Number of dwellings constructed by type, size and tenure.</p> <p>Number of dwellings lost to non-residential</p>	<p>WSCC and ADC data</p> <p>Housing Enabling Officer – affordable housing units and tenure mix</p> <p>Planning Services data</p>

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



<b>Revised Draft Policy 26: The Visitor Economy</b>	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
<b>Revised Draft Policy 27: Retail, Town Centres and Local Parades</b>	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
<b>Revised Draft Policy 28: Transport and Connectivity</b>	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.
<b>Revised Draft Policy 29: Delivering Infrastructure</b>	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
<b>Revised Draft Policy 30: Green Infrastructure</b>		Amount of BAP habitat created	
<b>Revised Draft Policy 31: Biodiversity</b>	To avoid development within, or adversely impacting on, designated nature reserves or sites of nature conservation importance	Target: To minimise the amount of development within BAP habitats.  Target: Extent and condition of SSSIs (and SNCIs and LNRs) in Local Plan area is maintained (or improved)	Data from Sussex Biodiversity Records Centre.

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

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



Appendix RD7: Glossary

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

<b>(AAP)</b>	implementation framework for areas where significant changes are envisaged. They are a type of Development Plan Document.
<b>BREEAM</b>	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.
<b>Built Up Area Boundary</b>	This identifies the area of Adur which is predominantly urban in character, and within which the principle of development is accepted.
<b>Coastal Squeeze</b>	This refers to the intertidal area around the lowland UK coast which is increasingly being squeezed between rising sea levels and high tide lines fixed by inflexible artificial defences and land take for development.
<b>Code for Sustainable Homes (CSH)</b>	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.
<b>Combined Heat and Power (CHP)</b>	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.
<b>Community Infrastructure Levy (CIL)</b>	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.
<b>Conservation Area</b>	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.
<b>Controlled Waters</b>	The UK's natural waters. These are rivers and streams, lakes and lochs, estuaries, coastal waters and groundwaters.
<b>Density</b>	Describes the number of housing units within a given area.
<b>Designated Heritage Asset</b>	The National Planning Policy Framework describes the types of designation which fall within this definition as including Scheduled Monuments, Listed Buildings, and Conservation Areas, designated under the relevant legislation.
<b>Development Plan</b>	At the time of writing this includes adopted Local Plans, neighbourhood plans (where they exist) and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
<b>Development Plan</b>	Development Plan Documents are a type of Local

<b>Documents (DPD)</b>	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.
<b>Employment Land Review (ELR)</b>	The purpose of an Employment Land Review is to provide a detailed analysis and understanding of the quantity, nature and quality of existing and allocated employment land and premises and the extent to which that supply can meet future demands.
<b>Exception Test</b>	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.
<b>Green Infrastructure</b>	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.
<b>Gypsies and Travellers</b>	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.
<b>Historic Environment Record</b>	The National Planning Policy Framework defines this as 'Information Services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.'
<b>Impact Assessment</b>	Assessment undertaken in respect of applications for retail, leisure or office development outside of town centres, not in accordance with an up-to-date Local Plan and with a floorspace over 1000sqm (see RD Policy 27: Retail, Town Centres and Local Parades). The assessment must comply with paragraph 26 of the National Planning Policy Framework.
<b>Infrastructure Delivery Plan</b>	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.
<b>Lifetime Homes</b>	A set of 16 design criteria that provide a model for building accessible and adaptable homes
<b>Local Parades</b>	A range of small shops of a local nature, serving a small catchment area.
<b>Local Development Document (LDD)</b>	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.
<b>Local Development Framework (LDF)</b>	The collective term for the set of Local Development Documents which will collectively deliver the spatial planning strategy for the area.
<b>Local Development Scheme (LDS)</b>	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.
<b>Local Enterprise Partnership (LEP)</b>	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.
<b>Local Green Gaps</b>	Areas designated in the Local Plan in order to avoid coalescence and maintain character of settlements.
<b>Local Nature Reserve (LNR)</b>	Local Nature Reserves are locally-designated areas of interest due to their wildlife and/ or natural features.
<b>Local Strategic Partnership (LSP)</b>	A group of public, private, voluntary and community organisations and individuals that is responsible for preparing Adur and Worthing's Sustainably Community Strategy.
<b>Listed Building</b>	A building formally designated for reasons of its special architectural or historic interest.
<b>Major Development</b>	(*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).
<b>Mixed-use developments</b>	A development that contains two or more uses e.g. residential, employment, leisure, community uses.
<b>Planning Obligations</b>	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.
<b>Previously Developed Land (PDL) / Brownfield</b>	The NPPF defines this as land which is or was occupied by a permanent structure, including the curtilage of developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: Land that is or has been occupied by agricultural or forestry buildings; Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control principles Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, which , although it

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

<b>Management Plan</b>	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.
<b>Site of Nature Conservation Importance (SNCI)</b>	These are sites designated by West Sussex County Council and Adur District Council to support wildlife.
<b>Site of Special Scientific Interest (SSSI)</b>	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.
<b>Social and community facilities</b>	Community venues, cultural buildings, places of worship and health facilities.
<b>South East Plan (SEP)</b>	Plan prepared by the South East England Regional Assembly. It set out a vision, and directed planning in the region up to 2026. This formed the Regional Spatial Strategy for the South East. This document has now been revoked, and it now longer forms part of the Development Plan.
<b>Spatial (or Key) Diagram</b>	Diagrammatic representation of planning issues or features in an area – not to scale.
<b>Stakeholder</b>	Any individual or group with an interest in the future planning of the District.
<b>Statement of Community Involvement (SCI)</b>	Document which sets out the standards to be achieved by the local planning authority in involving the community in the preparation of documents within the Local Development Framework and planning applications. The SCI enables the community to know how and when they will be involved in the preparation of Local Development Documents and how they will be consulted on planning applications.
<b>Strategic Flood Risk Assessment</b>	The assessment of flood risk on a catchment-wide basis for proposed development in a district/borough.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	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.
<b>Strategic Housing Market Assessment (SHMA)</b>	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.
<b>Supplementary Planning Document (SPD)</b>	Supplementary Planning Documents (SPDs) provide detail to support policy in higher level Development Plan Documents (DPDs). They undergo a more straightforward preparation process that 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.
<b>Sustainability Appraisal (SA)</b>	The Planning and Compulsory Purchase Act (2004) requires Local Development Documents to be prepared with a view to



	<p>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.</p>
<b>Sustainable Development</b>	<p>The NPPF defines sustainable development for planning purposes.</p>
<b>Sustainable Community Strategy (SCS)</b>	<p>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.</p>
<b>Town Centre</b>	<p>The NPPF defines a town centre as an area defined on the local authority Policies Map. Including the Primary Shopping Area and areas predominantly occupied by main town centre uses within or adjacent to the Primary Shopping Area. References to town centres or centres apply to city centres, town centres, district centres and local centres, but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-town developments, comprising or including main town centre uses, do not constitute town centres.</p>
<b>Travelling Showpeople</b>	<p>Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their family's or dependents more localised pattern of trading, education or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.</p>
<b>Use Classes Order</b>	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. These will be used to in assessing planning applications as relevant (or alternative legislation will be used should this be superseded within the lifetime of this document).</p>
<b>Windfall Sites</b>	<p>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.</p>

## Appendix RD8

### Shoreham Harbour Regeneration Viability and Deliverability Progress Update

#### Background to viability work

##### DTZ Viability Appraisal (2009)

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

##### Key outcomes of the study included:

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

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

### Capacity and Viability Study (Aecom, 2010)

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

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

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

### Infrastructure Technical work completed 2010-2013

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



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

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

### Development Briefs (Allies Morrison Urban Practitioners, 2013)

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

### Current position and emerging JAAP

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

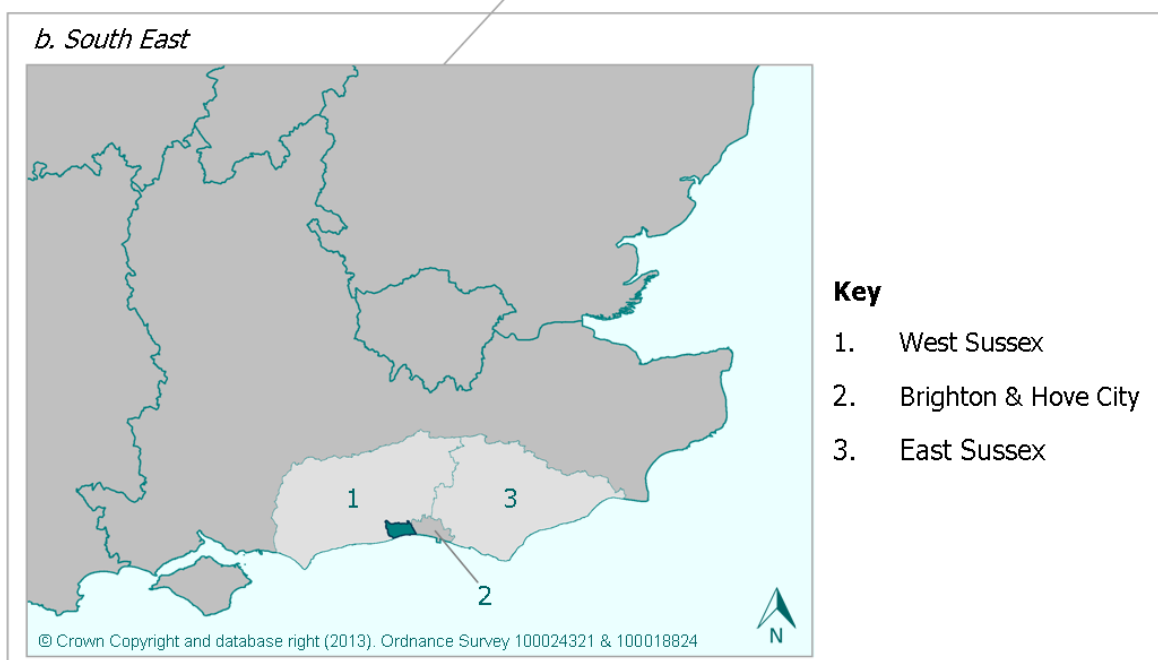
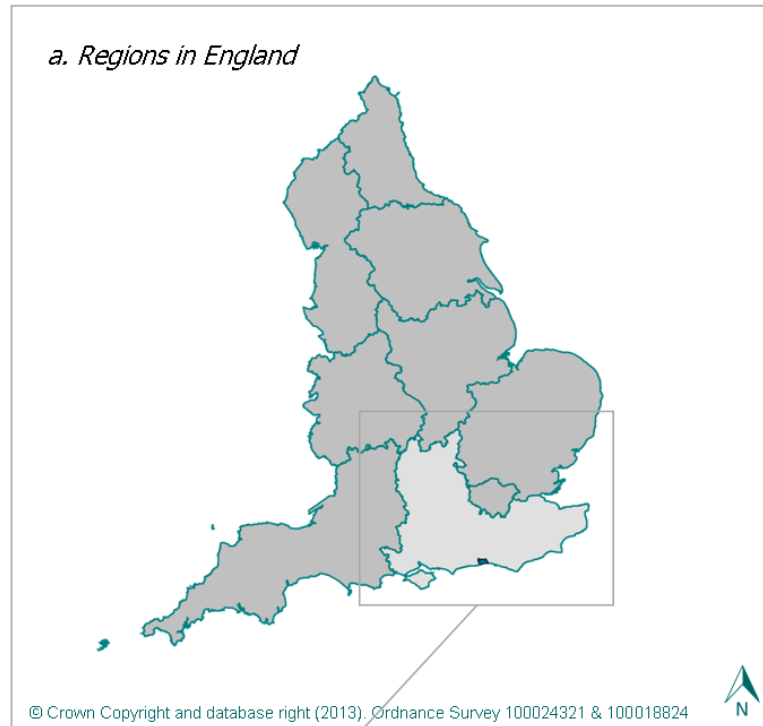
- 18 Given the number of stakeholder interests involved, the Partnership recognises that having the right internal governance structures and resources in place to support delivery is key and significant progress has been made in this area. For example there is now a dedicated Development Manager for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

Appendix RD9

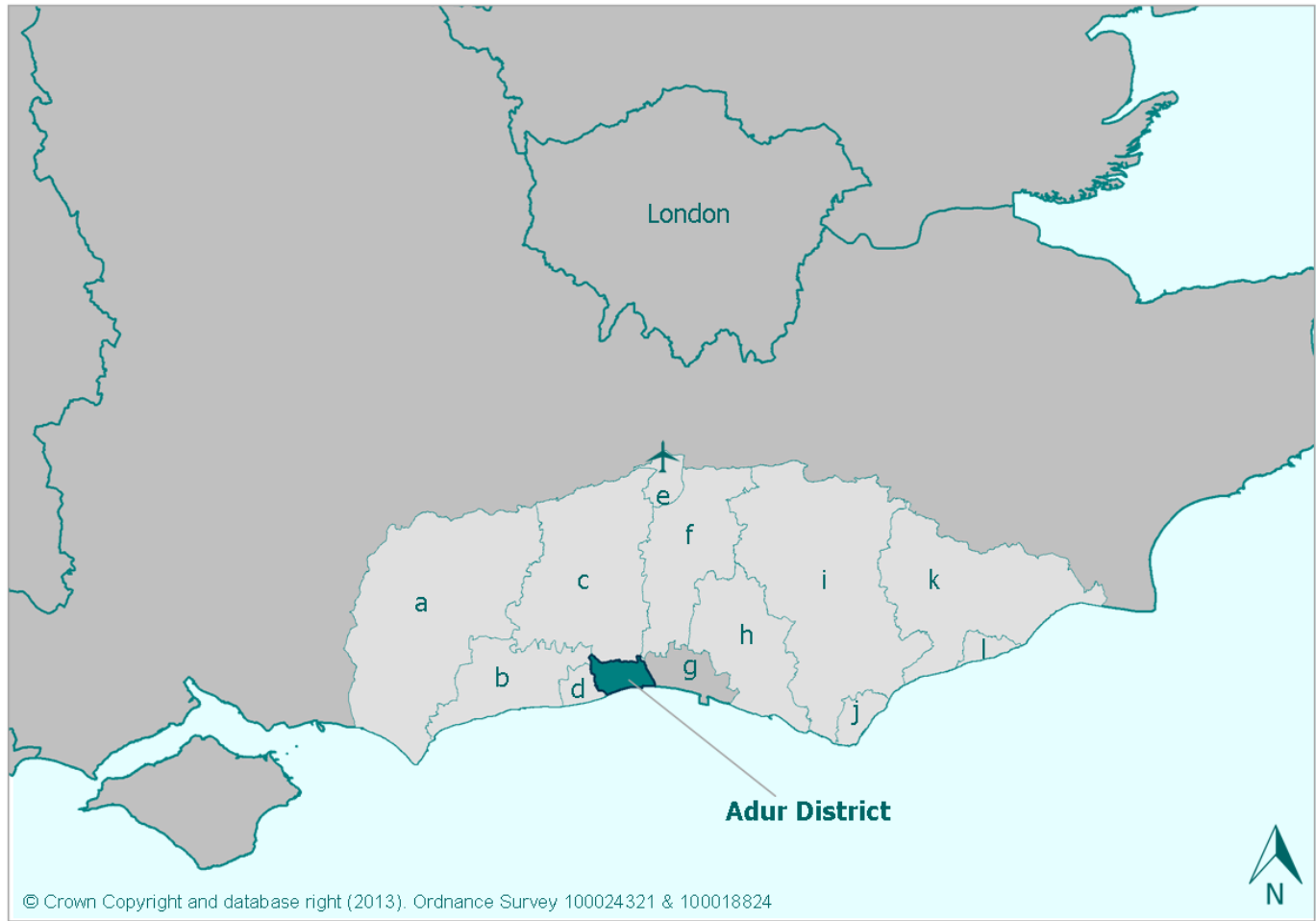
A SPATIAL PORTRAIT OF ADUR

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

Map 42 Where is Adur?



c. Sussex and Surrounding Area

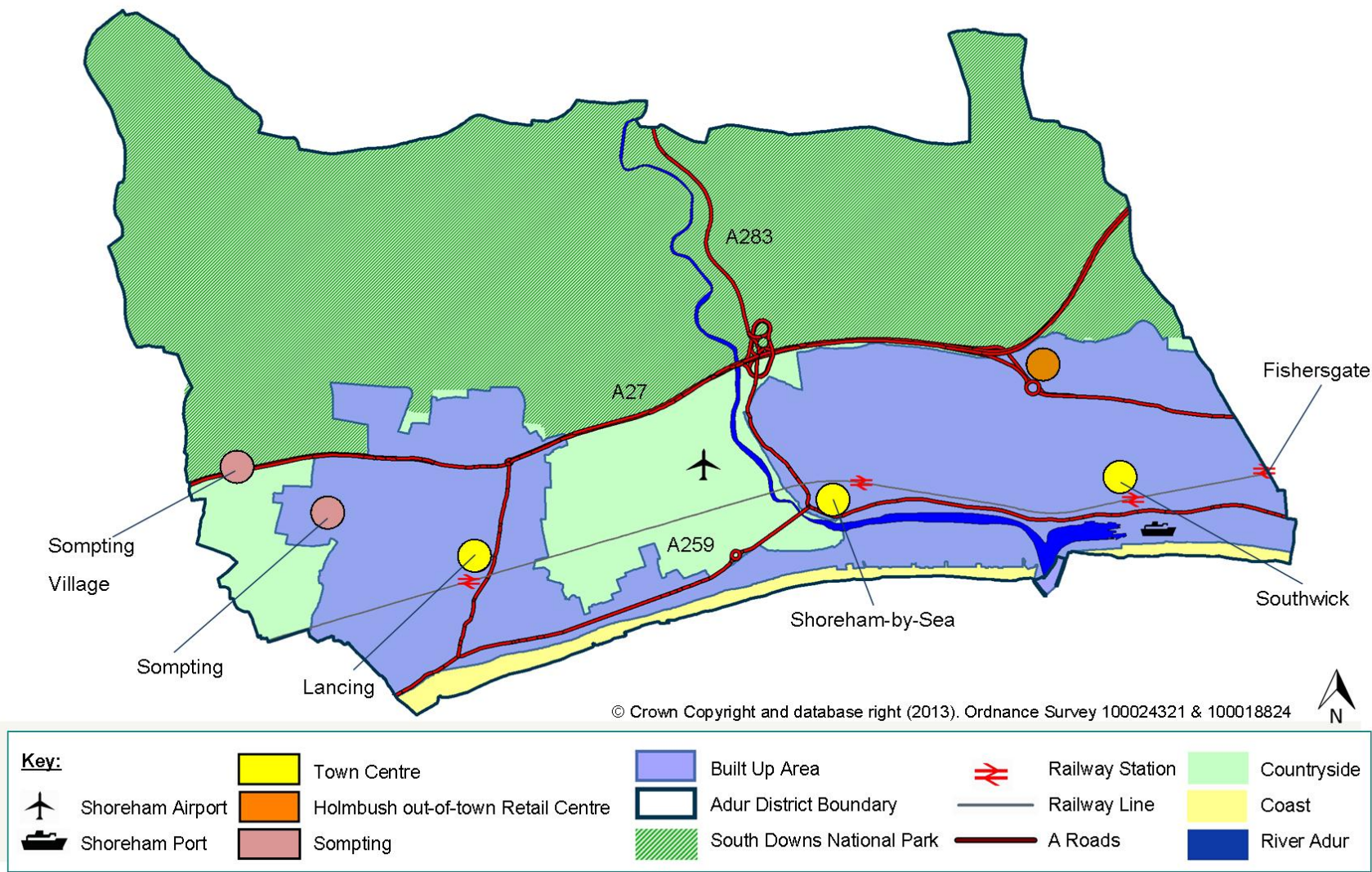


- Key**
- a. Chichester District
  - b. Arun District
  - c. Horsham District
  - d. Worthing Borough
  - e. Crawley Borough
  - f. Mid Sussex District
  - g. Brighton & Hove City
  - h. Lewes District
  - i. Wealden District
  - j. Eastbourne Borough
  - k. Rother District
  - l. Hastings Borough
 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

*(Please note these maps also appear in Part One)*



Map 43 Adur's Key Features



## Adur Today

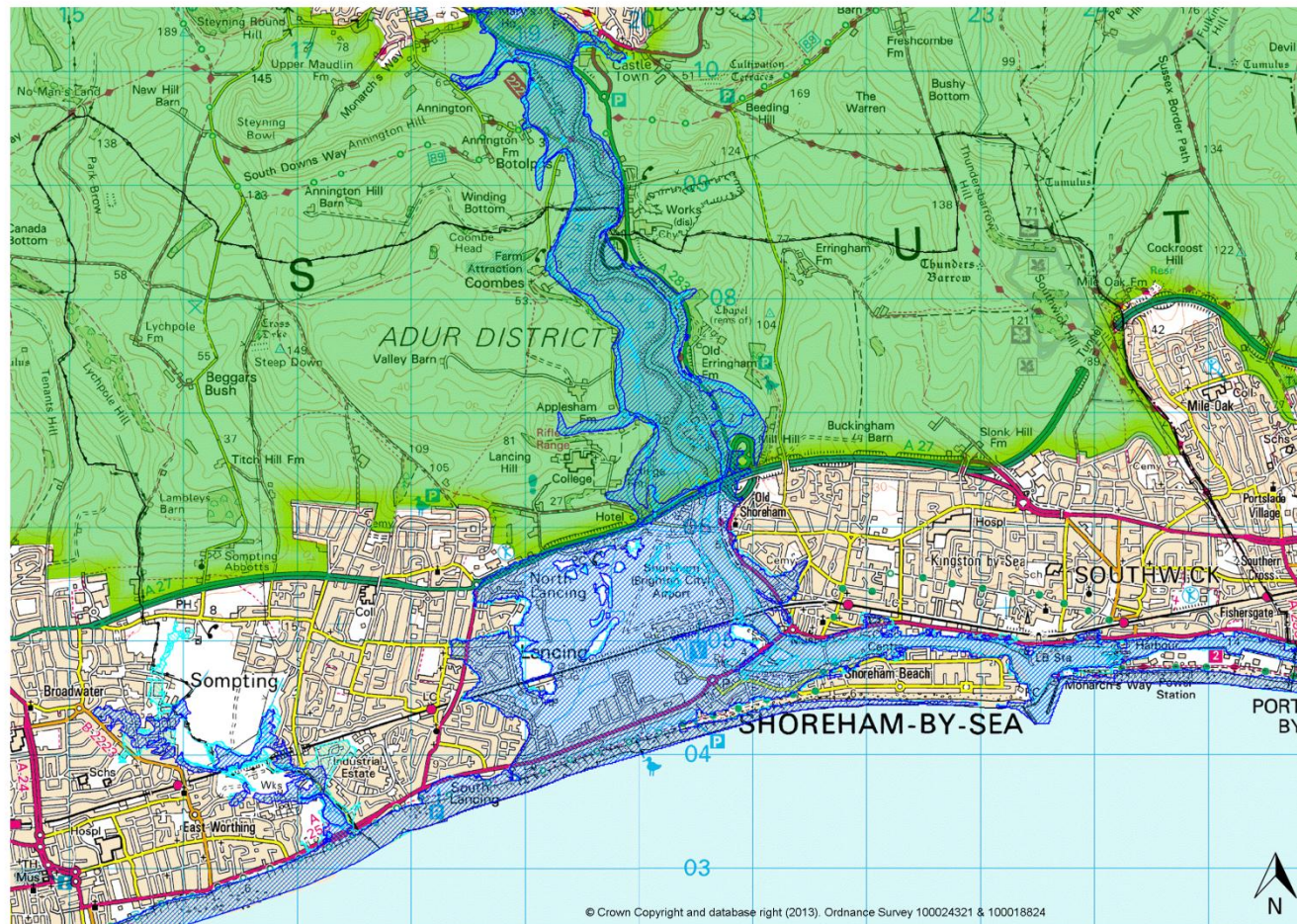
- 2 Adur District is located on the south coast of England, between Brighton & Hove City to the east, and Worthing Borough to the west. The South Downs National Park lies to the north. It is a relatively small district covering 41.5 square kilometres and has a population of approximately 61,300<sup>3</sup>, considerably smaller than its neighbouring urban areas.
- 3 It is bounded by the South Downs to the north, and the English Channel to the south, with the low-lying land of the Adur Valley between, separating Lancing and Sompting to the west and Shoreham-by-Sea, Southwick and Fishersgate to the east. This landscape has a strong impact on many of the district's features – the development of its settlements, its transport routes, views, and is perhaps the key factor in creating the distinctive character of the area and giving a strong sense of place.
- 4 Due to this topography Adur's main settlements are found on the coastal plain running east-west along the length of the District. Shoreham-by-Sea, Southwick and Fishersgate lie mainly to the east of the River Adur, which bisects the district. They form a continuous urban area with Portslade, Hove and Brighton. Lancing and Sompting lie to the west of the River Adur. A narrow strip of development along the coast joins Lancing with Shoreham Beach. Adur forms part of the 'setting' of the South Downs National Park.
- 5 Due to the low-lying nature of the coastal plain, and presence of the river and sea, tidal and fluvial flooding is an issue, with large parts of the district at risk of flooding. This has implications for future development, which are covered elsewhere in this document. Additionally, the geology of the area creates potential for groundwater flooding, as well as surface water from the steep slopes of the South Downs is also an issue in the district.

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<sup>3</sup> ONS mid-2011 population estimate



Map 44: Flood Zones in Adur District



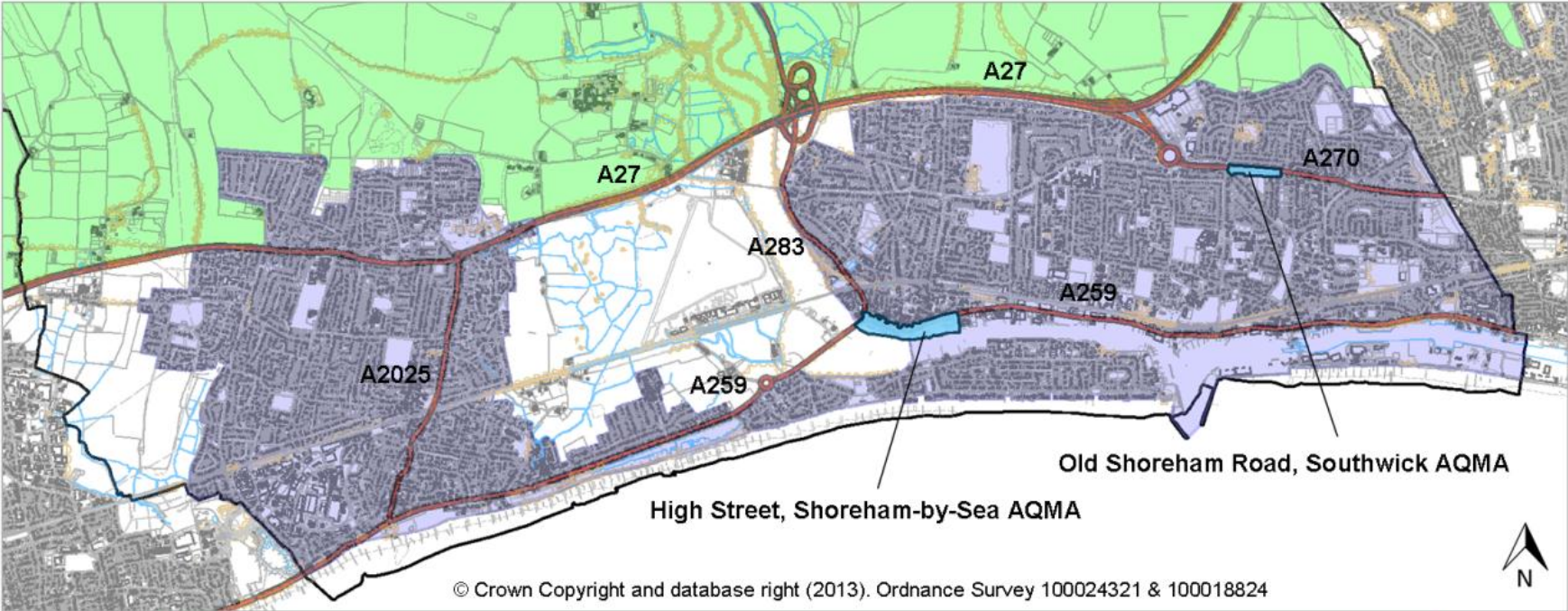
**Key:**  Flood Zone 3 (High Probability)  Flood Zone 2 (Medium Probability)  South Downs National Park  Adur District Boundary

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

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



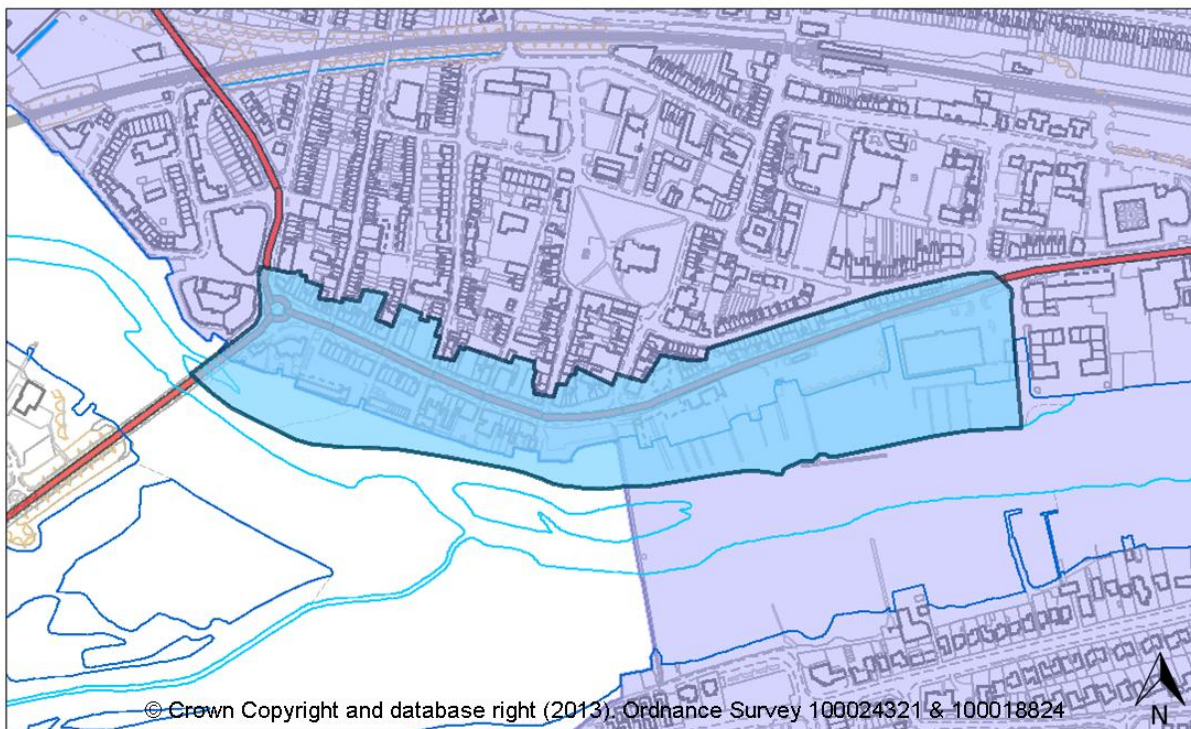
Map 45 Air Quality Monitoring Areas (AQMAs)



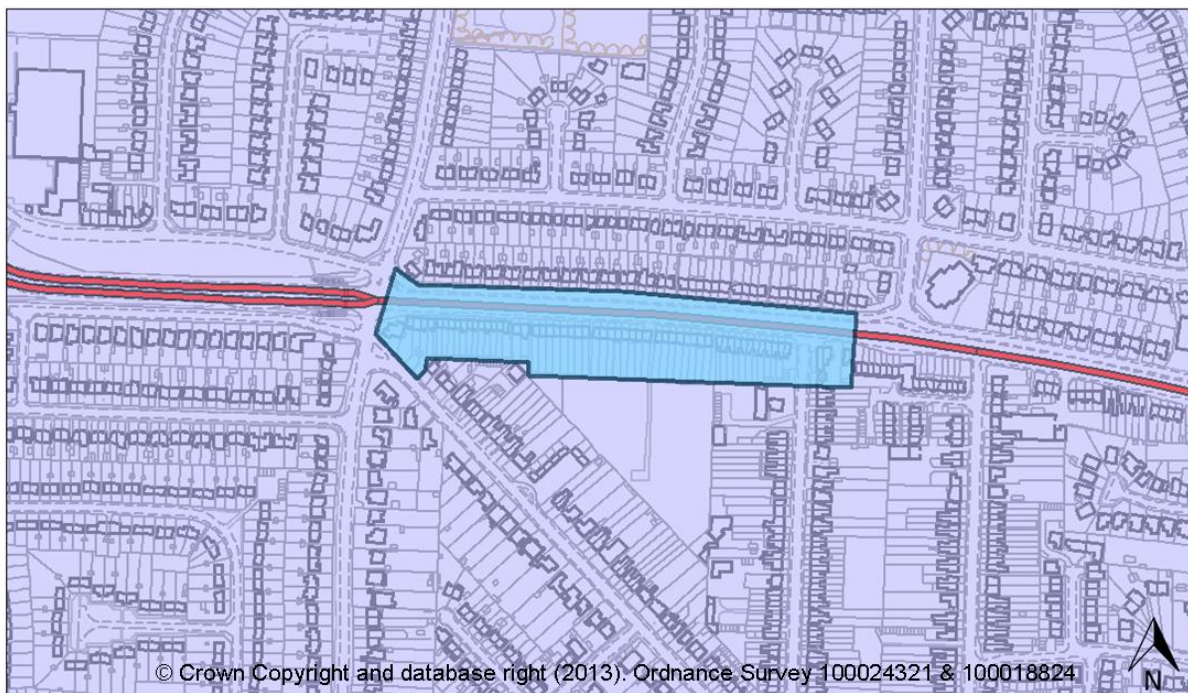
<b>Key:</b>	South Downs National Park	Adur District Boundary
A Roads	Built Up Area	Air Quality Monitoring Area (AQMA)

Map 46 Air Quality Monitoring Area (AQMA) Inset Maps

High Street, Shoreham-by-Sea AQMA



Old Shoreham Road, Southwick AQMA





- 8 Adur's role in the South Coast sub-region is very much to complement, rather than compete with neighbouring areas. Adur's towns have a locally important role in providing day-to-day shopping as well as some employment and leisure opportunities. However, residents have a number of nearby centres to choose from including Brighton (which functions as a regional centre) and Worthing (a sub-regional centre). In terms of retail offer, these centres have a much greater range of comparison goods stores and larger number of multiple retailers than the centres within Adur, and therefore attract shoppers living in Adur District<sup>4</sup>. Many of the district's residents travel to these centres and further afield for employment (see Adur's Economy, below) and some entertainment and leisure activities. Despite the positive opportunities which this Plan seeks to create for employment growth, this is likely to continue. In contrast to the large urban conurbations of nearby Districts, Adur's smaller towns, with their strong community or 'village' feel, distinct boundaries, and close proximity to the countryside are appreciated by local residents and attracts people – both visitors and new residents – to the area.

### Adur's Environment

- 9 Adur can be divided into sub-areas in a number of different ways<sup>5</sup>. 'Character areas' (Adur Character Study, Tibbalds, June 2009) are a useful starting point in describing the district in more detail.

### Sompting Village

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

<sup>4</sup> DTZ Retail Study 2009

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

## Lancing/ Sompting – Worthing Local Green Gap

- 12 This area of open land is bounded to the north by the A27, and links to the sea at its most southern part (within Worthing Borough). The gap is important in terms of maintaining the physical separation and identity of Lancing/ Sompting and Worthing and is quite narrow in parts. It forms a key component of the sense of place and also forms an ecological and landscape corridor linking the South Downs to the sea. The area has remained largely undeveloped, and contains open, relatively level farmland<sup>6</sup>. 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 public<sup>7</sup>.

## Lancing/ Sompting

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

<sup>6</sup> Urban Fringe Study of Adur District 2006.

<sup>7</sup> See West Sussex Landscape Management Guidelines SC11/SC13



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

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

### Lancing-Shoreham Local Green Gap

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

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

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

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

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

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

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

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

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

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

## Southwick

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

<sup>11</sup> See Adur District Council Retail Study Update 2009

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

### Fishersgate

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

### Shoreham Harbour

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



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

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

## Adur's People

- 37 Adur's population has been increasing relatively slowly (from 57,618 in 1991 to 60,500 in 2006). The 2011 Census gives Adur's population as 61,300, and found that 29% of the population is over 60 years old<sup>12</sup>
- 38 Ward-level information from the 2011 Census shows that Eastbrook ward in Southwick and Southlands ward in Shoreham have the highest concentration of young people (0-15 years) while Widewater ward in Lancing has the highest population of people aged 60 and over. Only 4.1% of Adur's population are Black or of Ethnic Minority origin, although this has increased from 2.5% at the time of the 2001 Census.<sup>13 14</sup>
- 39 Adur is the most deprived local authority area in West Sussex (although its relative position nationally has improved since 2007). West Sussex County Council has designated Local Neighbourhood Improvement Areas (LNIAs). These are: Eastbrook (Fishersgate); Southlands (Shoreham-by-Sea); Peverel (Sompting); Hillside (Southwick); Churchill (Lancing); and Mash Barn (Lancing).<sup>15</sup>
- 40 The Government's Indices of Multiple Deprivation (IMD) 2004 showed Adur District to be 179<sup>th</sup> 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 145<sup>th</sup> in 2010 out of 326 local authority areas. However, it remains the most deprived authority in the county<sup>16</sup>. 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.

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<sup>12</sup> Census 2011

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

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

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

- 41 The need for affordable housing in the District (resulting from the combination of low incomes relative to house prices) greatly exceeds supply. The Strategic Housing Market Assessment update (2012) indicates an annual need for 381 new affordable homes for the period 2011 – 2016.<sup>17</sup>
- 42 The 2011 Census found that 21% of Adur’s households did not have access to a car or van – a relatively high figure for West Sussex (18%), although lower than the national average for England (nearly 26%).
- 43 Skill levels are lower than surrounding areas. 2012 figures show that a high proportion of residents of working age have NVQ2 skills or similar, whereas only 24% are qualified to degree level or equivalent (compared to 37% across the South East). There are high levels of young people not in education, employment or training. Average wages reflect the low skills base. Earnings for residents in the district are 18% below the South East average. As of 2012, 82% of the working age population of Adur were in employment which is higher than the South East average of 75%. In January 2013, 2.6% of the working age population was claiming Job Seekers Allowance<sup>18</sup>. Eastbrook ward has the highest number of claimants.

### Adur’s Economy

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

<sup>17</sup> Annual Monitoring Report 2011-2012

<sup>18</sup> Nomis website March 2013

<sup>19</sup> From Adur ELR 2011, based on 2001 Census

<sup>20</sup> Adur Employment Land Review Update para 3.16

<sup>21</sup> Adur Employment Land Review Update June 2011

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

## APPENDIX RD10

**TRANSPORT ASSESSMENT OF REVISED DRAFT ADUR LOCAL PLAN 2013**

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

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

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

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



**Adur Strategic Residential Site Allocations**

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

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

**Adur Strategic Employment Site Allocations**

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

\* The allocated figures are identical across four development scenarios

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

**Proposed and committed future development sites - Shoreham Harbour**

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

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

## Results of the Study

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

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

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

## **Junction Analysis and Mitigation Measures**

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

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

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

### **A27/Grinstead Lane Junction**

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

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

### **A27 Sussex Pad**

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

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

### **A27/A283 Steyning Road Junction**

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

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

### **A283/A259 Shoreham High Street Junction**

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

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

### **A259/A2025 South Street Junction**

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



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

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

### **A27/Busticle Lane**

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

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

### **A27 Shoreham Bypass/Hangleton Link**

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

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

### **A259 Brighton Road/Western Road**

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

### **A270 Upper Shoreham Road/B2167 Kingston Lane**

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

**A27 Sompting Bypass/Upper Brighton Road**

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

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

**A270 Old Shoreham Road/A293 Hangleton Link**

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

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

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

**A259 Wellington Road/B2194 Station Road**

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

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

**Impact on Air Quality Management Area and Sompting Conservation Area**

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

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

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

### **Shoreham Harbour Regeneration Area**

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

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

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