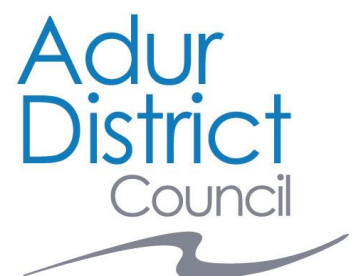


**PROPOSED SUBMISSION ADUR LOCAL PLAN
2014**

BACKGROUND EVIDENCE DOCUMENT



CONTENTS

	Page Number
Introduction	2
Which Area Does the Proposed Submission Adur Local Plan 2014 cover?	2
Defining The Built Up Area Boundary	3
Defining Local Green Gaps	16
Transport Assessment Summary	30
Evidence to Support Revised Draft Policy 22: Density	41
Indicative Site Allocation Plans	46

INTRODUCTION

Adur District Council has published the Proposed Submission Adur Local Plan 2014 (Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

The aim of this document is to provide more background to some of the issues addressed in the Local Plan and the information and evidence the Council has already gathered.

WHICH AREA DOES THE PROPOSED SUBMISSION ADUR LOCAL PLAN COVER?

In April 2011 the South Downs National Park Authority came into being, following the designation of the National Park on 31st May 2010. It is now the Local Planning Authority for the National Park area which extends across 15 local authorities including Adur. The National Park is developing its own Local Plan.

The Proposed Submission Adur Local Plan 2014 therefore only relates to those parts of Adur District which lie outside of the National Park. That is the area referred to when we say 'Adur' in this document. It includes the built up areas of Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate. The majority of Adur's housing, employment, facilities and services lie within this area.

DEFINING THE BUILT UP AREA BOUNDARY

Please refer to the maps at the end of this section for the proposed changes to the Built Up Area Boundary.

Introduction

The Proposed Submission Adur Local Plan 2014 (in particular Policy 2: Spatial Strategy) guides development to specific areas and also seek to protect other certain areas from new development.

In line with government guidance and a presumption in favour of development within the built-up area, the priority is to locate new development within the urban area and to protect and enhance the countryside. As such, a boundary needs to be defined to demarcate what is the urban/built-up area and what is countryside. This is known as the Built Up Area Boundary (BUAB).

The Built Up Area Boundary (as revised) is shown on the Policies Map accompanying the Proposed Submission Adur Local Plan 2014. A review of the Built-Up Area Boundary (BUAB) as shown on the Proposals Map of the adopted Adur Local Plan (1996) has taken place and the results of this are detailed in this paper (which was previously published in the Background Evidence Document 2012, which accompanied the Draft Adur Local Plan 2012 and the Background Evidence Document which accompanied the Revised Draft Adur Local Plan 2013).

Purpose of the Built-Up Area Boundary

The purpose of this paper is to:

- Explain the purpose of the BUAB and the methodology used to define this.
- Propose changes to the BUAB where appropriate as a result of a review.

The spatial strategy of the Proposed Submission Adur Local Plan 2014 seeks to encourage the development of appropriate sites within the existing urban areas as well as some, more sustainable greenfield sites on the edge of settlements to meet the need for new homes and jobs. This approach facilitates development in the existing urban areas, close to where facilities already exist and will provide an opportunity to improve existing infrastructure and help to deliver new facilities. Although some greenfield land is required, this will be carefully managed. This approach also maintains the existing settlement pattern.

The BUAB is a policy tool which is used to identify the areas in which development (including infilling, redevelopment and conversion) is acceptable in principle. These areas do not necessarily include all existing developed areas and they should include land allocated to meet the needs of the Local Plan. Land

outside of the BUAB is defined as countryside and coastal beach where the focus is on protection and enhancement and where development is limited to those uses which are compatible with a countryside or beach location and have a need for a location outside the built-up area. Policies within the Local Plan set out in more detail what forms of development are appropriate in these areas. These policies will be used in conjunction with Government guidance to determine planning applications.

As such, the main aims of the BUAB are:

- To provide a clear guide as to where development is generally acceptable and where it is not, so that development does not encroach onto the countryside or coastal beach in an unplanned manner.
- To safeguard the form and character of existing urban/built-up areas.
- To make the best use of land within the built-up areas particularly on previously developed land.
- To protect the countryside and the coastal beaches from inappropriate development.

Which Area Does this Review Cover?

The South Downs National Park Authority (SDNPA) took on full powers from April 2011 and is producing a Local Plan which will set planning policy for all areas within the South Downs National Park boundary. As a consequence, this Local Plan does not cover that part of Adur District which lies within the National Park and can only relate to those areas of Adur District which lie outside of the National Park. Consequently, this review and any resulting amendments to the built-up area relate only to those parts of Adur District which lie outside of the National Park.

Methodology used in this Review

The Adur Local Plan (1996) defined a BUAB and this has been reviewed in the light of:

- Sites adjacent to but outside the current BUAB that have been developed or have planning permission where it may be appropriate now to include within the BUAB.
- Areas adjacent to but outside the current BUAB that may relate more to the urban environment than to the surrounding countryside e.g. roads.
- The designation of the South Downs National Park and its boundary.
- The recommendations of the Urban Fringe Study (December 2006) and the Strategic Housing Land Availability Assessment (March 2009).
- A number of character studies undertaken including the Adur Character Study June 2009; West Sussex Landscape Management Guidelines (based on West Sussex Landscape Character Assessment 2003 (WSCC);

- the Shoreham Historic Character Assessment (2009) and the Adur Historic Land Classification Maps (WSCC).
- A set of criteria (see below).

Specific review tools included site surveys, use of aerial photos and reference to previous background evidence used for the Adur Local Plan examination (1995).

Criteria used for defining the Built-Up Area Boundary

The criteria used allows a consistent approach and to create defensible boundaries. The criteria are as follows:

- The BUAB should include existing planning consents for development (related to the built-up areas) and new completed development adjacent to the boundary. This will also eventually include those sites allocated for development when the Local Plan is adopted.
- The BUAB should generally follow defined physical features such as roads, hedges, field boundaries and existing property lines.
- The BUAB can include greenfield sites which are predominantly encompassed and part of the built form and also well defined by strong boundary features. Examples could include parks and other open spaces used for recreation as well as rear gardens to dwellings (now defined as greenfield land in Government advice.)¹
- The BUAB should follow the whole curtilage of properties except where such properties include large open areas that extend into the existing countryside, are not encompassed by built form and are not separated by a strong boundary.
- Edge of settlement activities that relate well to the built-up area such as community facilities, some recreational facilities and employment activities should be included within the BUAB. Activities that relate more to the countryside such as agriculture, forestry and activities that require significant open areas should be left outside the BUAB.
- Development that is close to but physically separate from the built-up area (including the Ricardo employment site on the northern side of the Airport and Sompting village south of the A27) should not be included within the BUAB. This is to maintain a strongly defined boundary and to avoid areas of countryside from being unnecessarily included within the BUAB.

¹ National Planning Policy Framework 2012 (Annex 2 Glossary)

- Where the National Park boundary and the Local Green Gap boundary are not coterminous, the area should remain outside of the BUAB and within the Local Green Gap as the openness and view across them remain.

Recommendations of the Review (previously published in Draft Adur Local Plan 2012 and Revised Draft Adur Local Plan 2013 Background Evidence Document)

The review proposed a number of minor changes as indicated below. The South Downs National Park was formally designated in 2010 and the boundary confirmed prior to this in 2009 following a public examination and this has been taken into account in this review. Whilst the boundary follows that of the existing BUAB in many places as shown on the 1996 Adur Local Plan Proposals Map, there are a number of exceptions to this and where relevant to this review are referred to below.

Recreation area, south of Hamble Road, Sompting

This is a recreational area containing a children's play area and a skateboard facility. It serves as a local recreational space for the adjacent residential area. The boundary of the built-up area is currently drawn to exclude this area. However the site is surrounded on its northern, eastern and western sides by residential development. It has a clear boundary and the nature of its uses clearly relate to the urban area. As such it is proposed that the site is included within the built-up area. However, the nature of the current use is likely to preclude consideration of the site for alternative development uses. (See Strategic Allocations below).

Street Barn, West Street, Sompting

These dwellings were built in 2005. The rear gardens protrude beyond the built-up area boundary by approximately 20 metres into the Local Green Gap (formerly strategic gap) as allowed for in the planning consent at the time. It was considered that there was no conflict with the Strategic Gap policy in the Adur Local Plan (1996) since the gardens (as well as a balancing pond) replaced existing large agricultural buildings on the site which protruded beyond the built-up area boundary. It is proposed to amend the built-up area boundary to include the whole of this development. (See Strategic Allocations below).

Upper Brighton Road and Steepdown Road, south and east of Halewick Farm, Sompting

In this location the boundary of the built-up area is currently drawn along the south side of the road following the rear garden boundary of the houses Upper Brighton Road and the front garden boundary of the houses in Steepdown Road.

The National Park boundary excludes these roads with its boundary drawn on their northern and western side. Whilst the roads allow open views of the countryside to the north and west, the roads are part of the urban/built form in this location. It is therefore proposed that the roads are included within the built-up area. This would also be consistent with the built-up area boundary along the western side of the Old Shoreham Road adjacent to the river in Shoreham.

Rear gardens of properties on north side of Firle Road and Fairview Road, Lancing

The gardens consist of large areas of land which back on to the National Park (the boundary of which runs along the rear garden boundaries). The BUAB is currently drawn along the middle of the rear gardens and at the time took into account the Area Of Outstanding Natural Beauty (AONB) designation which came down to this middle boundary. With the designation of the National Park, there is no longer an AONB designation in this location. The gardens are part of the curtilage of the houses. They have defined boundaries and being well landscaped with trees and shrubs are different in character to the open nature of the downs, despite their size. It is therefore proposed that the gardens are included within the built-up area.

Sompting Cemetery, west of Lynchmere Avenue, Sompting

The boundary of the built-up area is currently drawn to exclude the cemetery and the area of open space (used for informal recreation) to its west from the built-up area. The National Park boundary runs along the northern edge of the cemetery and therefore excludes it. The cemetery has a defined boundary which takes the form of a fence on its northern edge. The site, including the open space, is surrounded by residential development on its eastern, southern and western sides although landscaping and the low heights of the houses (bungalows) give the site an open and unenclosed aspect reinforced by the open views of the Downs to the north. However the nature of the uses clearly relate to the urban area. As the site is also surrounded on three sides by houses, it is proposed that the area is included within the built-up area. The nature of the current uses is likely to preclude consideration of the site for alternative development uses.

A27 from the Holmbush Centre to the Local Green Gap boundary at Mill Hill, Shoreham-by-Sea

The boundary of the built-up area is currently drawn to the rear of the Holmbush retail centre and along the rear gardens of the houses south of the A27 before meeting the Local Green Gap boundary. It therefore excludes the A27 and its embankment which are defined as countryside. The National Park boundary runs along the northern edge of the A27 carriageway to include the embankment. It is proposed that the BUAB should include the A27 and its southern embankment since the road is part of the built form and urban edge of this part of Shoreham.

The steepness of the slope of the embankment (part of which, to the north of Saxons (road), is a Site of Nature Conservation Interest) is likely to preclude consideration of the site for development.

School playing field north of Summersdeane and east of Downsway, Southwick

The boundary of the built-up area is currently drawn along the southern edge of the field defining it as countryside. The field is excluded from the National Park (the boundary of the Park runs along the northern edge of the field). The field is used as a sports field for Portslade Aldridge Community Academy and is occasionally let out to a local football club. There are goal posts set out on the field although these do not preclude informal recreation use e.g. for walking. The land is owned by Brighton & Hove City Council who will transfer the land on a 125 year lease to the Academy in due course. Brighton & Hove City Council assumes that the Academy will make as much use of the site as a sports field as they can. On three sides the field is surrounded by uses related to the urban area – residential to the west, residential, allotments and open space to the south and residential and part of the Academy playing fields to the east. The National Park is to the north with its boundary demarcated by a fence.

Given that the site is largely surrounded by urban development; is used and likely to be more intensively used for formal recreation and excluded from the National Park, it is proposed that this site is defined within the urban area and the BUAB defined to run along the northern edge of the field. The site, whilst allowing views of the open downs, relates more to the urban area in its location, use and character. As an Academy playing field with anticipated increased usage, consideration of the site for development unrelated to the recreation use is considered unlikely.

As part of the wider review of the BUAB, two further areas warranted further investigation - Adur Close (Lancing) and part of Steyning Road (Shoreham-by-Sea). However, it is considered that these did not meet the criteria above and therefore no change to the BUAB is being proposed (See below for further explanation).

Adur Close, Lancing

Adur Close consists of 9 dwellings and an access road with its turning head and small car park on its eastern side. The current BUAB runs along the front edge of the front gardens to the dwellings but excludes the road. The Local Green Gap is to the north and east of the dwellings. This road and car park is part of the built form of the residential area and it is therefore proposed that these remain within the BUAB. A small area of overgrown scrub land abuts the access road and car park on its eastern side but this is not part of the housing area and should remain outside the built-up area.

Numbers 1 and 3 Steyning Road and land north of 3 Steyning Road, Shoreham-by-Sea

Currently these two houses and parcel of land to the north of number 3 are within the Local Green Gap. To the north and south is open land and to the west is the River Adur. Although part of the site lies within the Old Shoreham Conservation Area, it is separated from other development by Steyning Road. It is proposed that this area should continue to be excluded from the built-up area due to its open nature.

Strategic Allocations

In addition to the review and amendments referred to above, strategic allocations at West Sompting and New Monks Farm, Lancing within the Adur Local Plan have resulted in further changes to the Built Up Area Boundary. The boundary amendment at New Monks Farm also includes the recently developed Brighton and Hove Football Academy within the Built Up Area Boundary. The amendment to the Built Up Area Boundary at West Sompting takes account of the recommendations of the review with regards to the recreation area south of Hamble Road, Sompting, and Street Barn, Sompting, as discussed above.

Policy application

Although there is a presumption in favour of development within the built-up area this does not necessarily mean that planning permission will be granted for a specific development proposal.

Also, as highlighted above, in all those cases where the built-up area boundary is proposed to be changed, the new areas to be included are in such uses (for example, in recreational and cemetery use; roads and their embankments) which are likely to preclude their consideration for alternative forms of development.

Areas outside the Built-Up Area

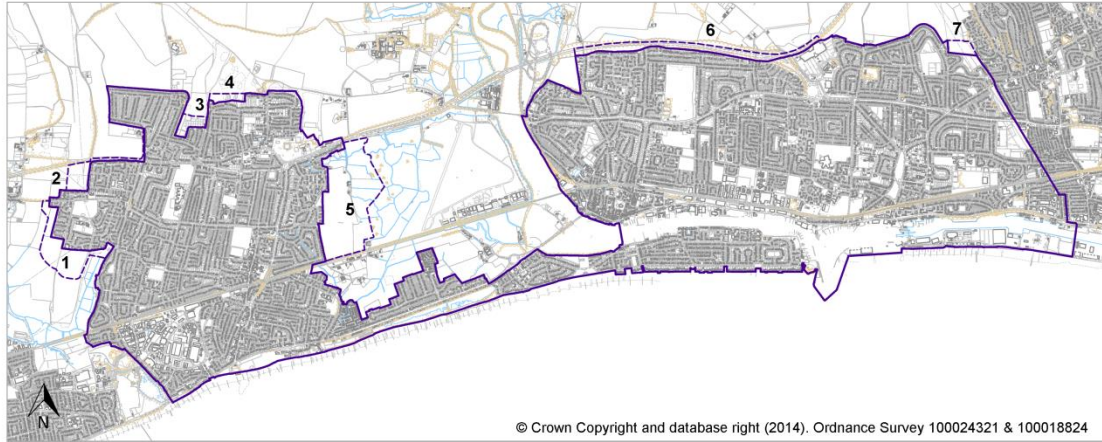
The following areas are proposed to remain as countryside (excluding any new allocations which may arise in the emerging Local Plan):

- Land within the South Downs National Park (which will not be part of the Adur Local Plan as explained above) where one of the primary purposes of the Park Authority is to conserve and enhance its natural beauty, wildlife and cultural heritage.
- Open areas between the settlements of Shoreham and Lancing and Worthing and Sompting/Lancing –defined as Local Green Gap. Notwithstanding any future allocations which may be made on the edges of these areas, the Local Plan proposes that open areas are maintained

to protect the character and identity of the settlements. Policies 13 and 14 which apply to Adur's Countryside and Coast and Local Green Gaps respectively will apply in these areas.



- That part of Sompting Village which lies outside of the South Downs National Park (and therefore within the remit of this emerging Local Plan) but within the Local Green Gap. This part of the Village is close to but physically separate from the built-up area. Given its countryside location and its linear and historic character, it is not considered appropriate to expand or intensify the village.
- The Ricardo employment site is located within the Shoreham – Lancing Local Green Gap and is physically separate from the built-up area. It is proposed that this site remains outside of the Built Up Area Boundary. The absence of a boundary would not preclude some new employment development related to the occupier of the whole site within or on the edges of the employment site as long as compatible with policies in the Adur Local Plan - see Policy 4: Planning for Economic Growth and Policy 13 Adur's Countryside and Coast
- The shingle coastal beaches are sea defences. These are valued for recreation purposes and some have value for nature conservation. Any development on these beaches would jeopardise their function and value. They are therefore considered to remain outside the built-up area.

Proposed Amendments to Built Up Area Boundary - Overall



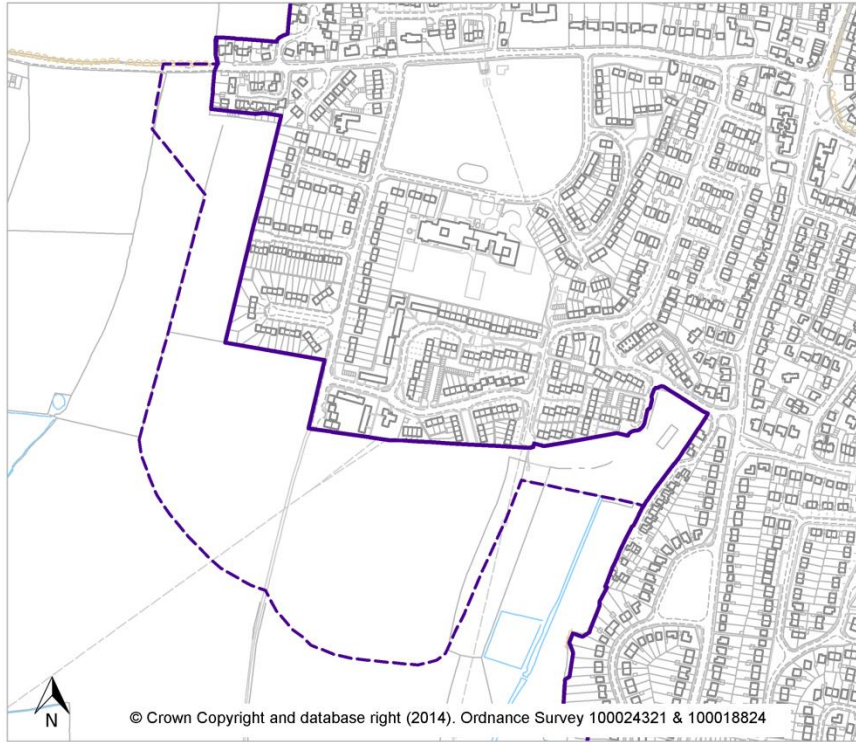
© Crown Copyright and database right (2014). Ordnance Survey 100024321 & 100018824

Key:

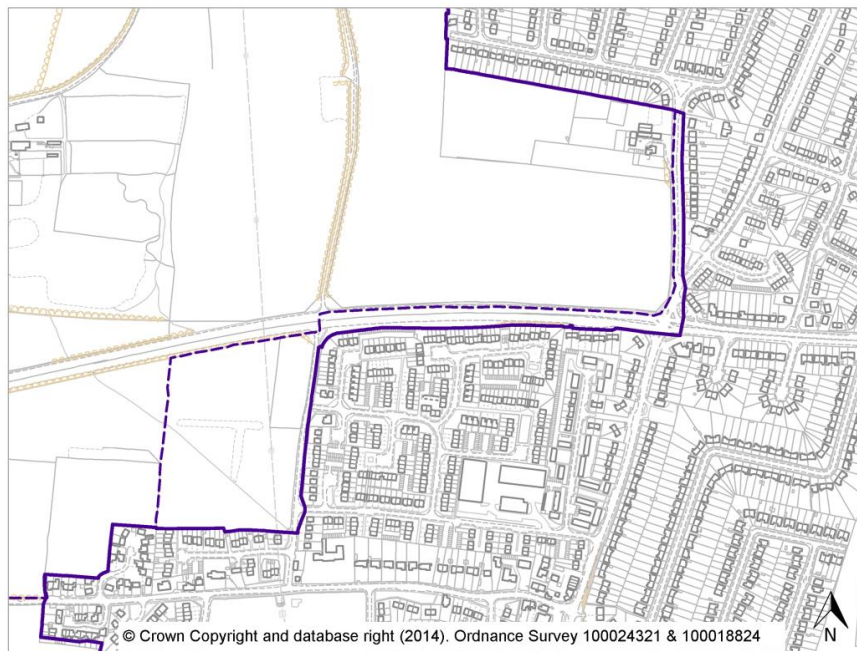
-  Existing Built Up Area Boundary (BUAB)
-  Proposed Built Up Area Boundary (BUAB)

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

Amendment No. 1



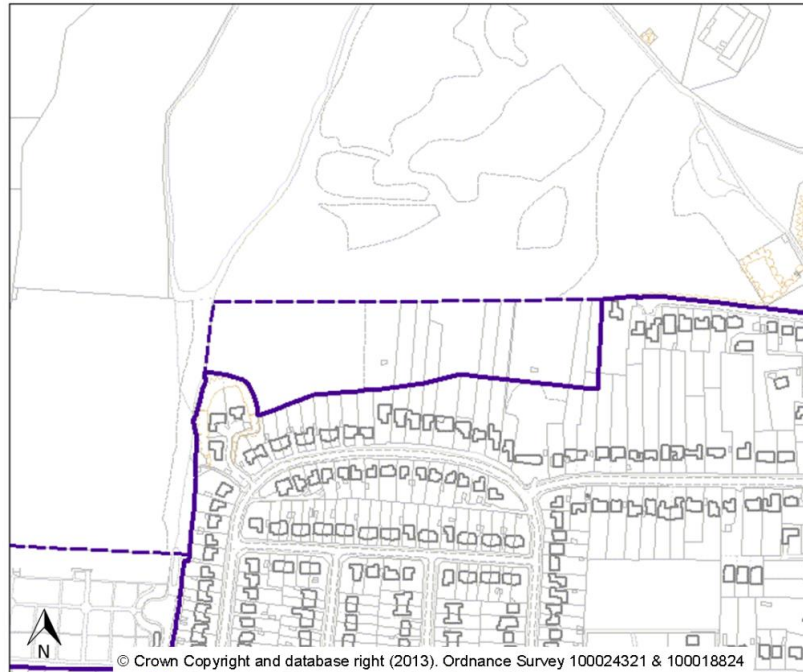
Amendment No. 2



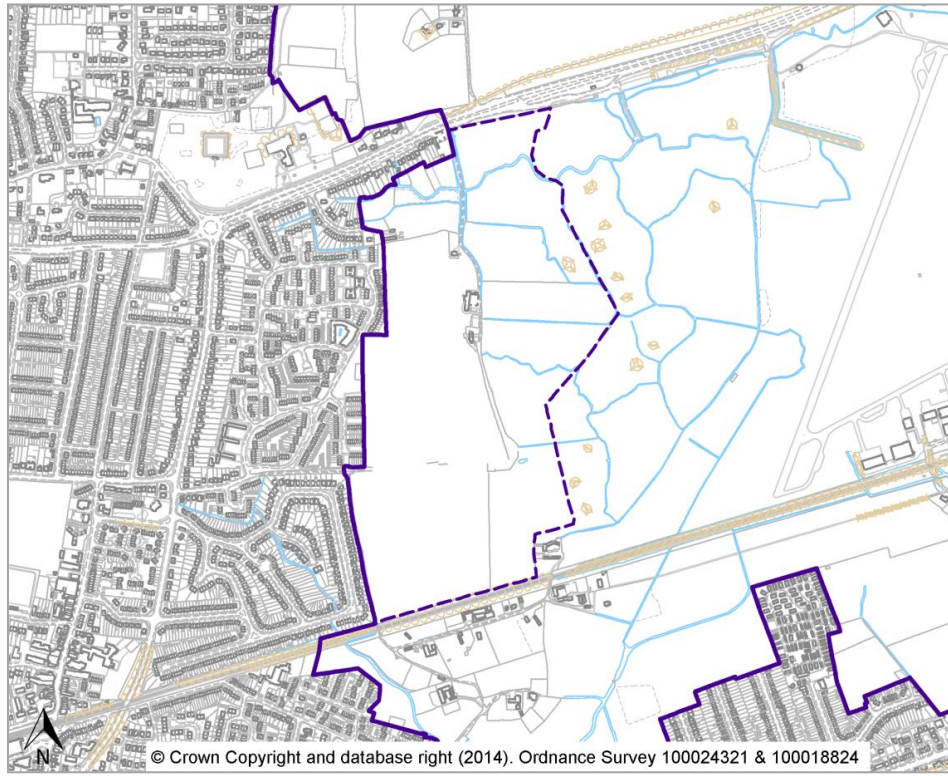
Amendment No. 3



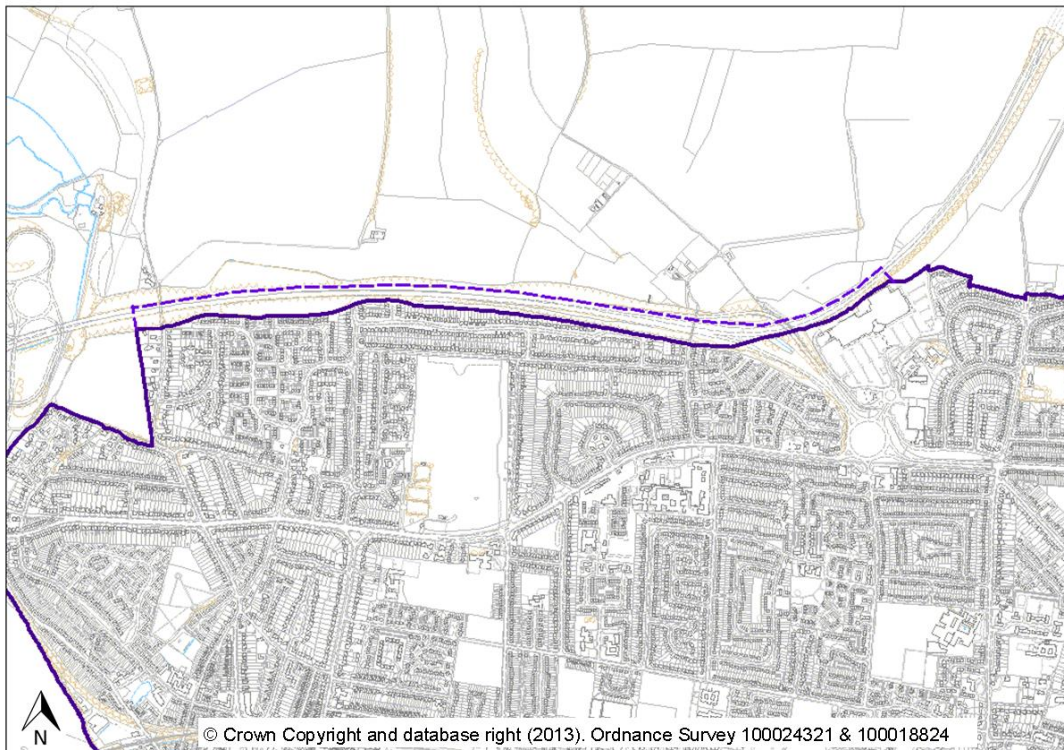
Amendment No. 4



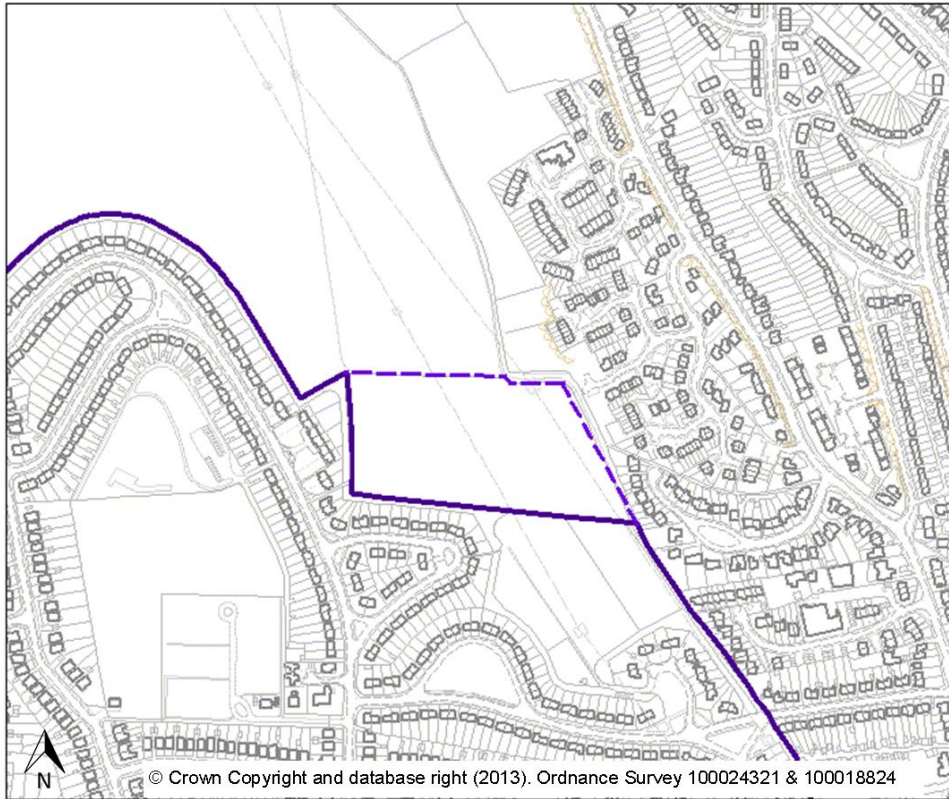
Amendment No. 5



Amendment No. 6



Amendment No. 7



DEFINING LOCAL GREEN GAPS

Please refer to the maps at the end of this section for the proposed changes to the gap boundaries.

The Proposed Submission Adur Local Plan 2014 refers to two 'Local Green Gaps' between Lancing/ Sompting and Worthing, and Lancing and Shoreham-by-Sea (Policy 14). These succeed the former 'strategic gaps' identified in the Adur Local Plan 1996.

1. Background

Strategic Gaps were a feature of the West Sussex Structure Plan from the 1980s. The West Sussex Structure Plan 2001-2016 (West Sussex County Council, 2004) defined a strategic gap as an 'area of largely open land between settlements, listed in the Structure Plan, which helps to maintain the separate identity and amenity of major settlements and prevent their coalescence with each other or with very close small settlements. The boundaries are defined in local plans'. It is useful to note that strategic gaps were not designated on the basis of landscape quality. Strategic Gaps were viewed as having strategic importance. The principle was to maintain the settlement pattern and hence the character of the County as a whole. The Lancing-Shoreham and Lancing/Sompting - Worthing Gaps were both identified as strategic gaps in the West Sussex Structure Plan 2001-2016 (Policy CH3).

The Structure Plan also identified Local Gaps – 'areas of open land between smaller settlements, listed in Local Plans, which help to maintain their separate identity and prevent their coalescence' (WSSP 2004, WSCC).

Although the Structure Plan designated the broad location of these strategic gaps, it made clear that it was for Local Plans (prepared by Districts and Boroughs) to define their precise boundaries through the Local Plan process.

It is important to note, also, that strategic gaps were a local designation rather than national, and as such did not, and do not have the same status as 'Green Belt' (which has its basis in legislation). Furthermore, the boundaries were not 'sacrosanct' but could be amended through the development plan process.

The Adur Local Plan (1996) therefore designated the precise boundaries of the strategic gaps within Adur District, and these were enshrined within the adopted Local Plan.

2. The current approach to Gaps

Since the adoption of the 1996 Local Plan, and the Structure Plan in 2005, there has been a significant change in the approach to 'wider than local' planning.

Firstly the South East Plan, adopted in 2009 superseded the West Sussex Structure Plan; as such, Structure Plan policies do not form part of the development plan.

Secondly, the South East Plan did not incorporate the policy tools of strategic or local gaps. The South East Plan itself has now been revoked and does not form part of the development plan.

The Government's planning policies are now set out in the National Planning Policy Framework (NPPF 2012). The NPPF contains a core planning principle (to underpin plan making) whereby planning should '*take account of the different roles and character of different areas, promoting the vitality of our main urban areas...recognising the intrinsic character and beauty of the countryside...*' (paragraph 17, NPPF 2012).

The important role of the Gaps was identified in the Adur Characterisation Study undertaken by consultants in 2009. This study defined the urban areas as distinct neighbourhoods and the gaps as important in retaining their separation, and highlighted the important role of the gaps in maintaining the overall character of Adur. The study also referred to the Lancing/Sompting – Worthing gap as an ecological and landscape corridor linking the South Downs to the sea.

It is important to recognise that the Worthing Core Strategy (2011) safeguards the remaining area of the gap between Lancing/Sompting and Worthing which is located within Worthing Borough.

3. Defining Local Green Gaps

As a result of this changing policy background, it has been necessary to review the approach to gaps taken in this emerging Adur Local Plan.

A local policy designation in relation to gaps within the emerging Adur Local Plan (in addition to a countryside policy) is still viewed as beneficial, in order to maintain the separate identity and prevent the coalescence of Adur's settlements, and maintain a 'sense of place'. This is particularly important given the compact nature of Adur district and its location within the wider Brighton conurbation. Travelling along the south coast there are few breaks from built development between Brighton and Chichester/ Portsmouth. Those in Adur are particularly 'fragile' due to their small size – for example the countryside between

Worthing- Sompting measures approximately 850 metres from the Worthing Built Up Area Boundary to the proposed revised Built Up Area Boundary of Sompting, as indicated on the Policies Map). Similarly the countryside between Lancing and the eastern bank of the River Adur (measured from the proposed revised Built Up Area Boundary around the New Monks Farm allocation) measures just 1.4 kilometres, and includes Shoreham Airport within it. These breaks in development are particularly evident when travelling east-west along the A27, A259 or the Sussex Coast railway. These areas currently serve to separate the settlements of Worthing and Sompting/Lancing (although Sompting village is located within the countryside and gap area); and separate the Lancing area from Shoreham-by-Sea.

Due to the need to meet objectively-assessed needs for development it has been necessary to allocate greenfield land in Adur's countryside. These areas will lie within the Built Up Area Boundary (and therefore outside of the countryside) and outside of the re-defined Local Green Gaps.

Any additional increase in built development or activity within the Local Green Gap areas could seriously impact on coalescence. As a result of these factors it is considered important to safeguard the remaining gaps from inappropriate development.

A change of name is necessary, to reflect that these gaps are no longer 'strategic' (in that they are not defined within any other strategic plan) but have a locally important role. The term 'Local Green Gaps' has, therefore been used.

A number of criteria have been used to define the gaps in the new Adur Local Plan; these were based on the criteria used by the West Sussex Structure Plan (2004) as they remain relevant and appropriate. Land identified as Local Green Gaps should have the following properties:

- Open and undeveloped character of land (this does not relate to landscape quality although some areas of gaps may happen to be of good quality).
- Form a visual break between settlements – actual and perceived (from physical development or level of activity).
- Create a sense of travelling between settlements.
- Boundaries to follow physical features on the ground taking account of the need to accommodate development requirements of the Plan.
- Only include land necessary to secure the objectives of gaps on a long term basis.

It should be stressed that the Local Green Gaps have not been defined on the basis of landscape quality (although gap areas may happen to contain areas of medium to high landscape quality).

The starting point for defining the boundary of the Local Green Gaps was the current Strategic Gap boundary in the Adur Local Plan (1996). An assessment has been made as to whether all or part of the open areas between settlements serve the policy function of a Local Green Gap, taking account of the above criteria, the review of the built-up area boundary, the South Downs National Park boundaries, and the need to allocate land for new development to meet future needs of Adur. Account was also taken of the Urban Fringe Study (2006) and the Landscape and Ecology Study (2012) (see below for more information). Views from roads, the railway line, public footpaths, Lancing College, the Airport, the National Park and adjacent residential and employment areas have been considered. The edges of the settlements are in most cases clearly defined when seen from the above mentioned views.

Due to the nature of Adur, and by using the criteria set out below, the majority of Adur's countryside has been designated as Local Green Gap. Although the primary function of the Local Green Gaps is to address coalescence, they have additional benefits for biodiversity, green infrastructure and flood mitigation and water storage, and include areas of medium or high landscape value, due to their location in the countryside. These issues are addressed in a range of policies within the Adur Local Plan 2014 including Policy 13: Adur's Countryside and Coast; Policy 31: Green Infrastructure, Policy 32: Biodiversity, and Policy 37: Flood Risk and Sustainable Drainage.

4. The Lancing/Sompting – Worthing Local Green Gap and the Lancing – Shoreham-by-Sea Local Green Gap

Policy 13 of the Proposed Submission Adur Local Plan 2014 addresses Adur's Countryside and Coast. The aim of the Policy is to protect the countryside from inappropriate development.

In the case of countryside areas also defined as Local Green Gaps, a further degree of protection is given through an additional policy test. Policy 14: Local Green Gaps states:

'...Local Green Gaps between the settlements of Lancing/ Sompting–Worthing, and Lancing-Shoreham-by-Sea will be protected in order to retain the separate identities and character of these settlements. Within these areas any development permitted must not (individually or cumulatively) lead to the coalescence of settlements.'

These Gaps are located within the countryside outside of the defined Built-Up Areas (and, as the Local Plan does not cover the area of the South Downs National Park, they also lie outside of this designated area).

This policy test does not apply to any area designated solely as countryside (of which there is one small area in Adur).

The gaps have been defined taking account of the following:

- The function of the gaps and criteria which defines these (set out above).
- The review of the built up area boundary undertaken as part of the Local Plan process.
- The boundary of the South Downs National Park (policies for which will be included in the SDNP Local Plan).
- The need to meet Adur's objectively assessed development needs for housing and employment on the fringe of the Built-Up Area.

At the time of writing, and until the new Adur Local Plan is adopted, the Lancing - Shoreham Gap and the Lancing/Sompting - Worthing Gap are defined and protected by the saved Strategic Gap policy (AC4) in the adopted Adur Local Plan 1996, which has a presumption against development within the gaps. The policy aims to prevent coalescence of the settlements and to retain their separate identities and amenities. Only in 'compelling' circumstances will development be permitted and in such cases, only in relation to uses such as agriculture and forestry or to meet a demand for informal recreation. The Local Plan policy also states that opportunities will be sought to conserve and enhance the value of the Strategic Gaps as open countryside.

As explained above, what is now being taken forward in the Proposed Submission Adur Local Plan 2014 are not strategic (in other words not defined by 'wider than local' policy) but local gaps – i.e. gaps to maintain separation between settlements in Adur and hence to protect their identity and character based on locally derived objectives and evidence. A key piece of evidence in this regard is as follows:

Landscape and Ecological Survey of Key Sites Within the Local Plan 2012

A Landscape and Ecology Study was commissioned in 2012 which builds on the earlier Urban Fringe Study. This study assessed the landscape and biodiversity issues and impacts that could arise from the potential development of a number of greenfield sites. In terms of landscape, the study used two criteria:

- landscape character sensitivity – the degree to which the landscape is robust and able to accommodate change without adverse impacts on its character; and
- visual sensitivity - the general visibility of the landscape and its ability to accommodate change without adverse impacts on character.

The primary focus of the study was to assess the landscape quality of the land within the Lancing-Shoreham gap and the Lancing/Sompting – Worthing gap. However, it also considered the contribution of the constituent parts of this area of land in retaining the separate character and identity of settlements as well as

their contribution to the character of Adur as a whole. The specific conclusions of this study in relation to the gaps are set out below. ('LCA' refers to 'Landscape Character Area').

Sompting Gap

LCA 1 – Loose Lane Fields

The extensive arable landscape makes an important contribution to the Sompting Strategic Gap and, at a broad scale, to the overall landscape settings of Sompting and Worthing.

LCA 3 – NW Sompting Fringe

The small stretch of farmland separating Sompting Village from NW Sompting makes an important contribution to the landscape setting of both settlements by virtue of its location (rather than its distinctive character or quality).

LCA4 – Sompting Village Pastures

The Sompting Village Pastures LCA makes an important contribution to the distinctive rural character of Sompting Village, contrasting with the extensive urban areas close by. The enclosed, well treed character of the village pastures enhances the sense of separation and distinction.

LCA5 – Broadwater Fringe

The fields make an important contribution to the landscape setting of Sompting (and its Conservation Area) and to the perception of the gap. It has a critically important role in preventing coalescence of the two settlements.

Lancing Gap

LCA 1 – New Monk's Farm

The fields to the east of Mash Barn Lane, which form part of the central landscape of the gap, make an important contribution to its sense of openness and 'greenness'.

LCA 2 – Saltworks

This central part of the Lancing strategic gap makes an important contribution to the strategic gap because of its open 'green' natural character and its lack of development. The views to open green landscape from the A27 are valuable and contribute to the perception of the gap and the separation between Shoreham and Lancing.

LCA 3 – Shoreham Airport

This extensive open landscape makes a strong contribution to the impression of open, extensive greenspace in the Lancing Strategic Gap, enhancing the sense of separation between Shoreham and Lancing.

LCA 4 – NE Adur Fringe

This LCA is a small, narrow part of the Lancing Gap and seems disconnected from it.

LCA 5 – SW Adur Fringe

This site has a visual separation from the rest of the Lancing gap and gives the sense that it is part of the adjacent urban area, rather than the gap landscapes to the north and west.

LCA 6 – New Salts Farm

This LCA provides an important strategic greenspace separation between the buildings of Shoreham Airport and South Lancing, maintaining the continuity of the gap (particularly in north-south views).

5. Local Green Gaps and the Proposed Strategic Allocations

As stated in the Adur Local Plan, the need to meet objectively assessed development needs up to 2031 has necessitated an examination of the potential of greenfield sites on the edge of the urban areas in Adur. An Urban Fringe Study was commissioned in 2006 to identify the opportunities and constraints in landscape terms for development in the urban fringe. The contribution of specific areas within the gaps to the landscape and its importance to the gap was assessed. The primary consideration was not whether the Gaps should remain but whether there are parts which are not fulfilling their function and could be developed without damaging their integrity. However, it was not the role of this study to review the specific boundaries of the gaps or the principle of the policy. A number of sites on the urban fringe were identified with development potential. This study, in addition to the Landscape and Ecology Study, were used to help inform the boundaries of the strategic allocations.

The allocations aim to strike the best possible balance between providing new development to meet the needs of Adur, while at the same time maintaining and enhancing the local landscape character and individual identity of settlements.

It is considered that although the gaps would be reduced by the allocations, they will still function as gaps and still provide the necessary separation to retain the separate identities of the settlements within the Local Plan area.

The boundary of the newly defined Local Green Gaps generally follows the edge of the strategic allocations other than at the following points:

- 1) the country park proposed as part of the New Monks Farm development. (See Policy 5: New Monks Farm).
- 2) an area of public open space on the western side of the West Sompting allocation (See Policy 6: West Sompting).

- 3) the proposed extension to the Cokeham Brooks Site of Nature Conservation Importance (See Policy 6: West Sompting)

These parts of the strategic allocations will remain part of the Local Gap and countryside.

6. Gap Boundary Changes Proposed in the Proposed Submission Adur Local Plan 2014

This section indicates how the Local Green Gap boundaries will differ from the defined strategic gap boundaries in the Adur Local Plan 1996 Proposals Map.

The boundary of the South Downs National Park

The South Downs National Park will be the subject of a separate Local Plan prepared by the South Downs National Park Authority and is not covered in this Local Plan. As such, the boundary of the Gaps within Adur needs to be amended in a limited number of areas to exclude areas designated as National Park. These areas are detailed below.

The Lancing – Shoreham-by-Sea Gap

It is proposed that the boundary of the Gap is revised to follow the southern edge of the A27. The boundary of the Gap will follow the edge of the newly amended Built-Up Area boundary area, taking account of the strategic allocation at New Monks Farm, with the proposed country park remaining within the Gap. The remaining strategic gap area (as identified on the 1996 Local Plan Proposals Map) to the north of the A27 lies within the South Downs National Park and is therefore excluded from the Proposed Submission Adur Local Plan.

The Lancing/ Sompting–Worthing Gap

It is proposed that the boundary of the Gap should follow the southern edge of the A27 up to the administrative boundary with Worthing Borough. The proposed boundary will be drawn around the potential strategic allocation at West Sompting, excluding it from the gap. The remaining strategic gap area (as identified on the 1996 Local Plan Proposals Map) to the north of the A27 lies within the South Downs National Park and is excluded from the Proposed Submission Adur Local Plan.

7. The review of the Built-Up Area Boundary and Local Green Gaps as part of the Local Plan

A review of the Built-Up Area Boundary has also been undertaken. (The proposed changes are shown on the Policies Map accompanying the Proposed Submission Adur Local Plan 2014, and are replicated in Appendix 6, as well as at the end of this section).

Applying the criteria used to define the Local Green Gaps and the criteria used to define the Built-Up Area Boundary (see elsewhere in this document for the BUAB review) means that the boundaries of the Local Green Gaps and the Built Up Area Boundary are coterminous. (Although the two policy approaches have different functions –the Built-Up Area Boundary serves to identify the Built-Up Area – land lying outside of this is classed as countryside for planning purposes. In contrast, the Local Green Gap policy identifies Local Green Gap areas to avoid coalescence and maintain the separation and separate identity of settlements). Please note that there is one area of countryside in the Local Plan area which is not proposed to be designated as Local Green Gap and this area is just north of the Lancing-Shoreham local green gap, located immediately to the east of Lancing Manor Park.

The review indicates that the proposed changes to the BUAB necessitate an amendment to the previous strategic gap boundary in four areas: (See maps below, which are replicated in Appendix 6 of the Proposed Submission Adur Local Plan 2014 and on the Policies Map).

Recreation area south of Hamble Road – Sompting

This play area (which is surrounded on three sides by residential development) will be brought into the built up area, on the basis that it is a use more related to the urban residential area. The review of the gap boundaries proposed that the Local Green Gap boundary also excludes this play area, and the boundary be redrawn to follow the built-up area boundary. (Please note that the play area will still be protected as open space). The Local Green Gap boundary has now been redrawn with regards to the West Sompting allocation (see above) and so this change has been addressed.

Street Barn, West Street – Sompting

The built-up area boundary is proposed to be amended to include the gardens of new housing development which is now built. As such it is proposed that the Local Green Gap boundary is coterminous with this boundary. The Local Green Gap boundary has now been redrawn with regards to the West Sompting allocation (see above) and so this change has been addressed.

Allocation in the 1996 Adur Local Plan for employment development adjacent to proposed East Worthing Access Road

Policy DP AE3 of the Adur Local Plan (1996) for new business development linked to the proposed East Worthing Access Road has not been 'saved' as the road is no longer programmed nor appropriate. As such, the Gap boundary

should be amended to include this area as countryside and Local Green Gap and to follow the administrative boundary of Worthing.

Land South of the New Monks Farm site allocation - Lancing

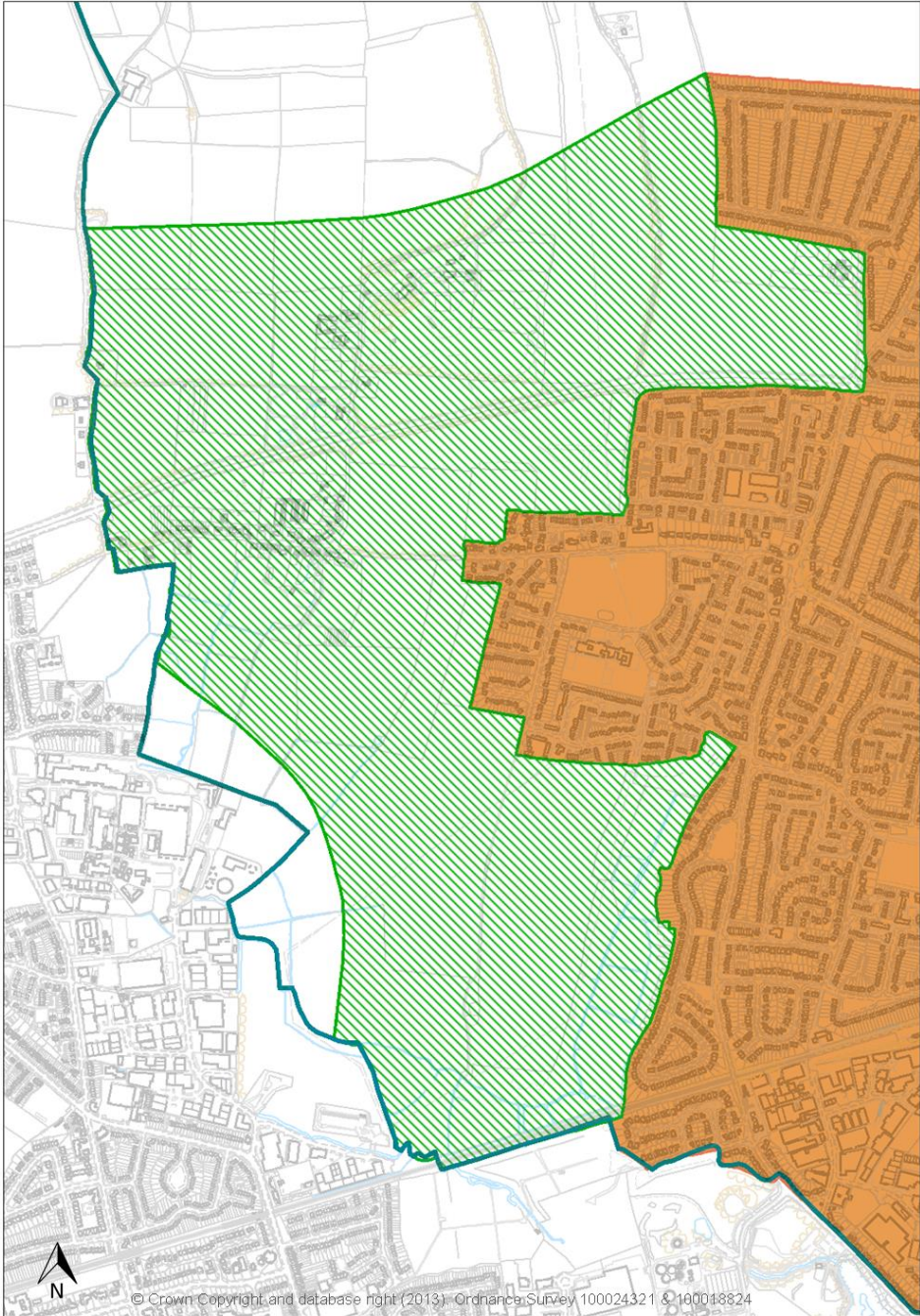
Planning permission was granted in 2013 for a football academy in this location as an exception to the Strategic Gap policy in the Adur Local Plan 1996. This development has now been constructed. Given that the academy includes a number of buildings and comprises formal sports facilities giving it a more urban appearance, it is considered that this area should be included within the Built-Up Area Boundary.

8. Conclusion




The Council supports the important role of the Local Green Gaps in order to avoid coalescence of Adur's settlements and maintain their separate identities and a sense of place. Without the additional level of protection offered by the Local Green Gap policy approach (in addition to the Countryside policy), there is concern that additional development in the countryside would have an adverse impact on the remaining limited countryside assets between Worthing, Sompting/Lancing and Shoreham-by-Sea, potentially resulting in continuous urban development from Brighton to Worthing. It should also be noted that the Local Green Gaps are highly valued by Adur's residents and visitors and add to Adur's attractiveness as a place to live, work, visit and enjoy recreation. However, it also recognised that the Plan needs to go as far as possible to meet development needs in the district and this plan aims to achieve a balance between providing development and retaining the character of the district.

Strategic Gaps and Local Green Gaps

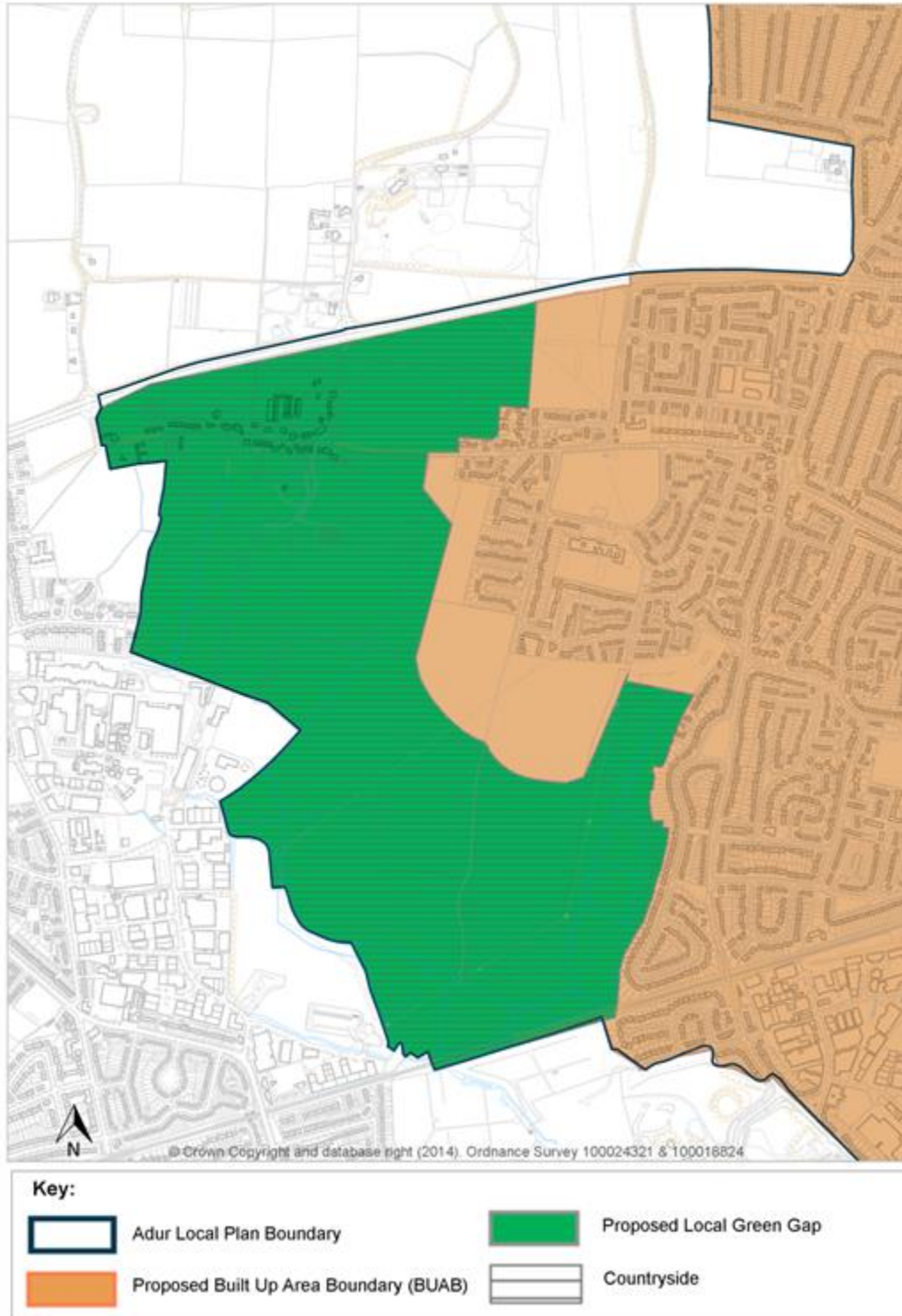
Strategic Gap (as defined in Adur Local Plan 1996) Sompting/Lancing – Worthing



Key:

 Existing Built Up Area Boundary (BUAB)	 Adur District Boundary
 Strategic Gap (as defined by Adur Local Plan 1996)	

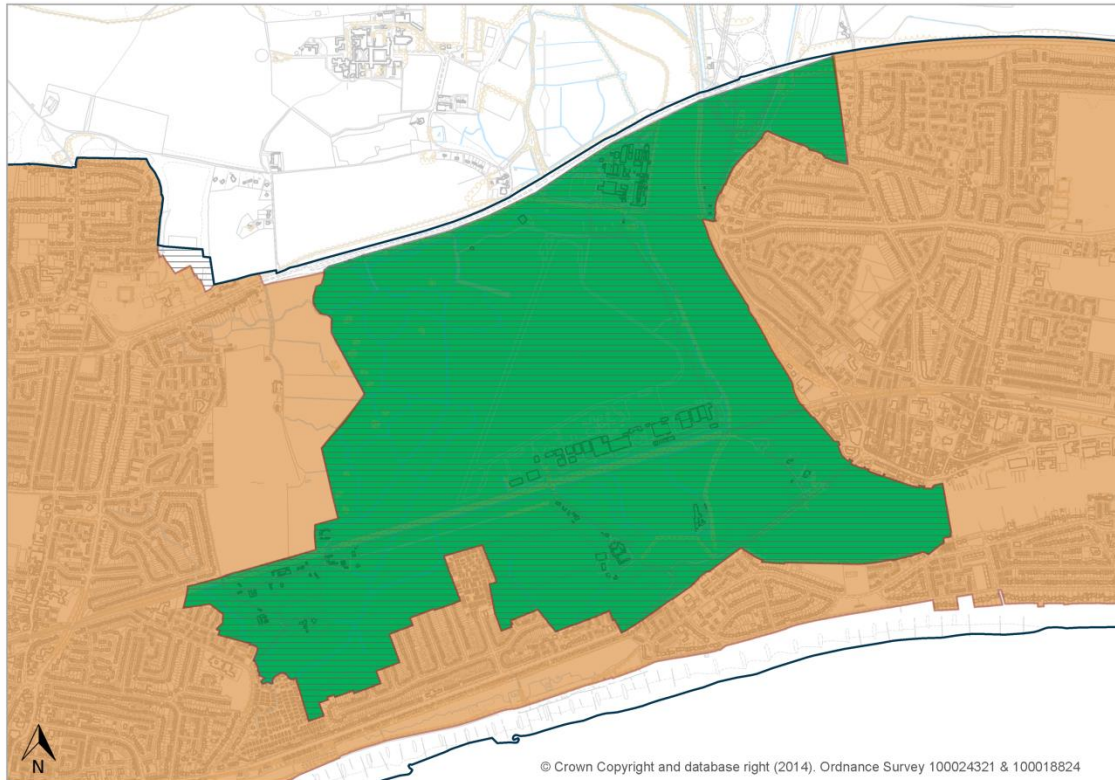
Proposed Amendment to Sompting/Lancing – Worthing Local Green Gap







Strategic Gap (as defined in Adur Local Plan 1996) – Lancing – Shoreham



Proposed amendments to Lancing – Shoreham Local Green Gap



Key:

	Adur Local Plan Boundary		Proposed Local Green Gap
	Proposed Built Up Area (BUA)		Countryside

TRANSPORT ASSESSMENT SUMMARY

Consultants Parsons Brinckerhoff were appointed in 2012 to undertake a transport study 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 include improvements to a number of key junctions in the area and sustainable transport measures.

An Addendum to the above study was commissioned in 2014 to model an additional development scenario B2 (a variant of scenario B in the main study) to take account of the following changes:

- The Hasler (West Beach) has been excluded since this is no longer proposed as a strategic allocation in the Adur Local Plan (600 homes are therefore deleted from scenario B)
- Revised access arrangements for the West Sompting and Sompting North sites
- Highway improvements at the key junctions identified by the main report

The Addendum identified three junctions for assessment - those where the impacts of the revised development scenario B2 are most likely to differ significantly from the previous development scenario B. Both studies form key evidence for the Local Plan and are available on the Council's web site.

The studies follow 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 studies use 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 2013 study assesses the impact of three proposed strategic housing site allocations in four different development scenarios (different combination of sites) to help meet two options (A and B) for addressing housing provision need in the district up to 2028 – see table below. Option A was for 1785 homes (plus 1050 at Shoreham Harbour). Option B was a higher target for 2635 homes (plus 1050 at Shoreham Harbour). These scenarios were put forward for consultation in the Draft Adur Local Plan 2012. The study also assesses the impact of development on the two Air Quality Management Areas (AQMAs) in Adur and also on part of West Street in the Sompting Conservation Area.

Adur Strategic Residential Site Allocations

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

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

Adur Strategic Employment Site Allocations

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

* The allocated figures are identical across four development scenarios

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

Proposed and committed future development sites - Shoreham Harbour

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

(It should be noted that since the transport modelling was completed, further work has resulted in changes to the above provision figures in the Draft Local Plan - the Hasler site is not now being taken forward and there is less housing proposed for Sompting North as well as less employment floorspace proposed at the Airport. For the Western Arm at Shoreham Harbour, the total dwelling figure in the above table includes approximately 500 dwellings north of the A259 which are proposed beyond the end of Plan period (i.e. beyond 2031). The impact of these changes is to require less mitigation to one junction (A27/A283) and possibly some minor changes to general area-wide mitigation requirements following detailed transport assessments as part of the planning application process.)

Results of the 2013 Main Study

- Compared to a Reference Case (the forecast of highway traffic growth up to 2028 without the strategic allocations and before the mitigation strategy is applied), 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 (compared to the reference case and before the mitigation strategy is applied) 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 compared to the reference case and before the mitigation strategy is applied. 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.

Results of the 2014 Addendum Study

- The reduced development allocation in scenario B2 eases the expected traffic impact on the highway network compared with scenario B. However, the reduction of traffic is not sufficient to remove the need for mitigation measures at the key junctions considered although it has been possible to reduce the scale and costs of the proposed mitigation of the A27/Steyning Road junction.

- Improvements in the journey time as a result of the mitigation are most noticeable at A27/Grinstead Lane 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 (eastbound and westbound); the A27 westbound; the A283 northbound and southbound, and South Street/Grinstead Lane northbound and southbound.
- As a result of the reduced impact at the Steyning Road junction under scenario B2, it has been possible to reduce the cost of the mitigation at this junction by widening only the western side of the circulating carriageway rather than widening around the whole of the junction.

The findings of the Addendum indicate that overall the levels of development promoted through the preferred strategy for the Adur Local Plan and the emerging Shoreham Harbour JAAP can be accommodated in terms of their traffic impacts. A reduction in the level of development proposed, compared to that modelled at the Western Arm of Shoreham Harbour, could further ease the impacts on Shoreham High Street.

Junction Analysis and Mitigation Measures

The thirteen junctions are assessed in terms of traffic impacts arising from the Reference Case and the five 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 studies 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. The effect of this mitigation is that in the AM peak, all approaches operate above capacity but there are significant reductions in delays with a significant improvement in the levels of queuing and delay for A27 traffic. Similarly, in the PM peak the mitigation measure results in a significant improvement to the predicted levels of queuing and delay for A27 traffic. Two approaches to the junction remain over capacity but not as much as in the reference case (without mitigation).

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. The results show improved performance and vehicle throughput for eastbound A27 traffic in both peak periods following the mitigation measures. There is a larger vehicle throughput for westbound A27 traffic although the degree of saturation, queuing and delay are higher following the changes. However, the increased delay is small. Differences between scenarios are insignificant in terms of delay.

A27/A283 Steyning Road Junction

This junction is directly impacted as a result of the additional development scenario modelled via the Addendum study 2014. 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 for all scenarios (but not for scenario B2) and be significantly over capacity in the evening peak period in all scenarios.

The highway mitigation proposal is to fully signalise the roundabout with three lanes on the west part of the circulatory between the A283 south entry and the A27 eastbound exit. The proposals would also widen the A283 north entry and exit and A283 south entry. The highway mitigation is less extensive than the scheme proposed for this junction in the main transport study (2013) given the lower level of development proposed. The total cost is £1,323,000. The results of signalising the roundabout on all four entry arms removes the over capacity issues in the peak periods. It will reduce anticipated long queues on the A27 westbound off-slip in the evening peak which would otherwise be an operational and safety issue. It will also reduce over-capacity queuing on the A283 approaches.

A283/A259 Shoreham High Street Junction

This junction is directly impacted as a result of the additional development scenario modelled via the Addendum study 2014. 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 there is not a severe residual impact 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. This mitigation is expected to fully mitigate the forecast future traffic increases providing better junction performance than the existing layout. The A259 eastbound approach will be over capacity in the morning peak hour with the other two arms operating close to capacity in the afternoon peak hour. However, if measures identified by the Shoreham Town Centre Transport Study could be implemented, these could further address the capacity issues. The impact on this junction could also be lessened through a reduced level of development being proposed at the Western Arm of Shoreham Harbour.

A259/A2025 South Street Junction

This junction is directly impacted as a result of the additional development scenario modelled via the Addendum study 2014. 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 there is not a severe residual impact 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. The results of this mitigation are that the performance of all three arms at this roundabout has improved although there remains capacity problems in the peak periods, particularly on the A259 approaches. Some congestion remains at this junction in the peak periods but the proposed layout has effectively mitigated this to be less congested than in the 2028 reference case.

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. This mitigation improves capacity so that sufficient capacity remains to meet demand.

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 but this does not include further costs which may be necessary for land purchase or additional engineering works which may be required. This mitigation brings the junctions within capacity, although still operating at a level

which is likely to cause some noticeable delays to traffic. They would operate significantly better than the existing layouts whilst further mitigation would require more expensive measures due to the embankments surrounding the junctions and the width of the under-bridge.

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. The results of this mitigation improves capacity so that sufficient capacity remains to meet demand.

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. Junction performance is improved by this mitigation. The capacity of the other arms is improved sufficiently to accommodate the expected levels of future traffic demand.

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 increased and there is also an increase in flow through the conservation area in both directions. However, there are PM peak queue and delay reductions along Shoreham High Street westbound following the proposed improvements to the Ropetackle roundabout. The Shoreham Town Centre Transport 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. These should lead to smoother traffic flow, with slightly lower emissions by reductions in stop-start manoeuvres and in stationary traffic.

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 has been 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.

EVIDENCE TO SUPPORT REVISED DRAFT POLICY 22: DENSITY

Please note that the data in this report will be updated for the Submission version of the Local Plan

Given the physical and environmental constraints in Adur, land suitable for development is a scarce resource. There are competing demands for its use and it is important that the limited amount of previously developed land is used efficiently when considering proposals for new residential development.

The South East Plan, adopted in 2009 contained Policy H5 which set an overall regional target of 40 dwellings per hectare. PPS3: Housing also encouraged higher densities on sites before it was replaced by the National Planning Policy Framework, which allows local planning authorities to set their own density targets.

It is therefore considered appropriate, in line with the National Planning Policy Framework, that the Local Plan should contain a density policy. In setting a minimum density for development the following sources of information were used:

A sample of densities within the existing built up area of Adur

The density of a number of areas within the built-up area of Adur was calculated. The areas were chosen as a representative sample of the overall character of Adur, including Conservation Areas and areas where particular house types dominate (Table 1). Evidence from the Strategic Housing Market Assessment (2009) indicates that in Adur the housing stock is focused towards semi-detached housing, which impacts on density. The average density of development in Adur is 24 dwellings per hectare.

Table 1: Sample of densities within the existing built up area

Site location	Hectares	Dwellings (net)	dph	Description
North Sompting	7.8	165	21	Semi-detached houses and bungalows
Loose Lane area, Sompting	10.5	361	34.4	Semi-detached/terraced houses and flats
Ulster Road/Western Road, Sompting	3.35	69	20.6	Bungalows/semi-detached houses
Addison Close, Lancing	2.4	88	36.6	Semi-detached/terraced houses
Mash Barn, Lancing	7.4	260	35	Terraced houses and flats

North Lancing Conservation Area	9.76	140	14.3	Detached houses
Central Lancing (Lancing Close, Wembley Avenue, Elms Drive)	4.38	120	27.4	Detached/semi/terraced houses and flats
Hasler Estate, Lancing	8.3	227	27.4	Semi-detached houses and bungalows
Shoreham Beach (west)	6.5	131	20.2	Detached houses and flats
Shoreham Beach (east)	9.5	161	17	Detached/semi/terraced houses
Central Shoreham (Upper Shoreham Road, Fairfield Close, Hammy Close, Hammy Lane, Wilmot Road)	6.0	150	25	Semi-detached houses
North A270, Shoreham	9.8	223	23	Detached/semi-detached houses
North Shoreham Conservation Area	5.24	61	12	Detached houses
Mile Oak, Southwick	9.4	232	25	Detached/semi-detached houses
Central Southwick	10.8	228	21	Semi-detached houses

West Sussex County Council Monitoring Information

West Sussex County Council produces annual monitoring information for Adur District. Table 2 shows how many sites came forward and the number of dwellings accommodated on each site between 2006 and 2011. It indicates that the majority of sites coming forward are for the redevelopment of smaller sites of one and two dwellings. Table 3 indicates that sites of 1-9 units have an average density of approximately 44 dph, with larger sites of 10+ units have a higher density of 72dph. Overall, new development averages approximately 60 dph and reflects the efficient use of land and the fact that more flats have been built in recent years.

Table 2: Dwelling numbers on sites²

Commitment at:	Dwelling numbers on sites (net)															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16+
1 April 2006	56	26	10	6	2	3	2	1	0	2	1	0	0	0	0	8
1 April 2007	12	4	0	4	2	0	0	2	0	1	0	0	0	0	0	0
1 April 2008	10	7	1	1	2	2	0	0	0	1	0	0	0	0	0	1
1 April 2009 ³	12	29	2	3	3	3	1	2	3	7	0	2	0	1	1	13
1 April 2010	16	9	1	1	2	0	0	0	0	0	0	0	0	0	0	1
1 April 2011	9	3	1	4	1	0	0	0	0	0	0	0	0	0	1	1
Total number of sites 1/4/2006 –	115	78	15	19	12	8	3	5	3	11	1	2	0	1	2	24

² WSCC Residential Land Availability Data

³ Includes sites identified in the Strategic Housing Land Availability Assessment 2009

1/4/2011																			
----------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3: Density of Development⁴(dwellings per hectare)

	1-9 units	10+ units	All units
2006/2007	40.0	67.7	57.6
2007/2008	28.5	61.9	48.6
2008/2009	48.3	78.9	62.0
2009/2010	44.9	67.7	64.0
2010/2011	59.8	83.9	67.7
Average	44.3	72	60

Large developments completed in Adur since 2008

Looking more specifically at individual large sites (of six or more dwellings) that have been developed in the last few years, Table 4 indicates that the average density of such developments is 109 dph. The majority of these sites have been developed with a mix of houses and flats mainly in response to market conditions and making the best and most efficient use of land. The higher development densities are not necessarily in town centres as might be expected but are located throughout Adur.

Table 4: Large developments completed since 2008⁵

Site location	Hectares	Dwellings (net)	dph	Description
Sussex Wharf, Shoreham Beach	3.67	235	84	Flats and Houses
Shadwells Road, Lancing	0.10	6	55	2 and 3 bed houses
West Lane, Lancing	0.26	10	39	Houses
Former St Giles Centre, Elm Grove, Lancing	0.18	26	144	Mix of 2,3 bed houses, 2 bed bungalows and 2 bed flats
Kingston Works, Gardner Road, Southwick	0.4	40	100	Mix of 2 bed flats and 3 bed houses
Land west of Penncroft, Elm Grove, Lancing	0.06	6	105	Mix of bedsits and 1 bed flat
Royal Naval Association	0.07	9	129	1 and 2 bed flats
Burdwood House, Brighton Road, Lancing	0.21	20	95	1,2,3 bed flats and 1 bed bungalows
Ballamys, Ropetackle, Shoreham	0.21	48	229	1,2,3 bed flats

⁴ WSCC Residential Land Availability Data

⁵ WSCC Residential Land Availability Data

Large sites with planning permission/under construction at 31st March 2011

It is also appropriate to look at those sites which currently have planning permission but on which development has not yet commenced and those sites where development is under construction (Table 5). This indicates an average density of 80 dwellings per hectare. This is still quite high in relation to Adur as a whole although the trend does appear to be moving towards the development of houses rather than flats. This reflects both current market conditions and the evidence in the Strategic Housing Market Assessment which expects demand for market housing to be focused towards two and three bed dwellings.

Table 5: Large sites with planning permission/under construction at 31st March 2012⁶

Site location	Hectares	Dwellings (net)	dph	Description
Kingdom Hall, Wembley Gardens, Lancing	0.05	6	120	1 bed houses
Ardmore Nursery School	0.12	9	70	1,2 bed terraced houses
Luxor Cinema	0.06	6	100	Flats
Rotary House	0.26	25	96	Flats
79/81 Brighton Road, Shoreham	0.06	79	132	Flats
3-15 New Road, Shoreham	0.15	11	73	Flats and houses
Southlands Hospital, Shoreham	1.86	197	53	Flats and houses (part of mixed use)
60-66 Busticle Lane Sompting	0.08	8	100	Flats
Former Dairy, 96 Southview Road, Southwick	0.21	14	67	Flats
Windmill Inn, 180 Old Shoreham Road, Shoreham		13	82	3 bed houses and 1,2 bed flats
SE/SW Britannia Avenue, Shoreham	0.31	20	65	Mix of 2,3,4, bedroom houses
The Ball Tree Inn, Busticle Lane, Sompting	0.24	10	42	Mix of 2,3,4,bed houses and 3 bed bungalow
The Willows School, Irene Avenue, Lancing	0.63	23	35.5	Mix of 2,3,4 bed houses, 2 bed bungalows and 1 bed flats

Conclusion

In setting a minimum density target for the district, the above evidence was taken in to account. It is considered that requiring new development to have a

⁶ WSCC Residential Land Availability Data

minimum density of 35 dwellings per hectare is appropriate. This takes into account of the current average density of the built up area (at 24dph) and the average density of all new development since 2006 (at 60dph). The evidence suggests that recent development on the larger sites has been considerably higher (particularly in town centre locations where you would expect this to be the case). Revised Draft Policy 22 recognises that higher development densities will be expected in the defined town/village centres. It also recognises that in exceptional cases a lower density might be acceptable if it can be demonstrated that meeting the minimum density of 35dph would result in an unacceptable impact on the surrounding area.

INDICATIVE SITE ALLOCATION PLANS

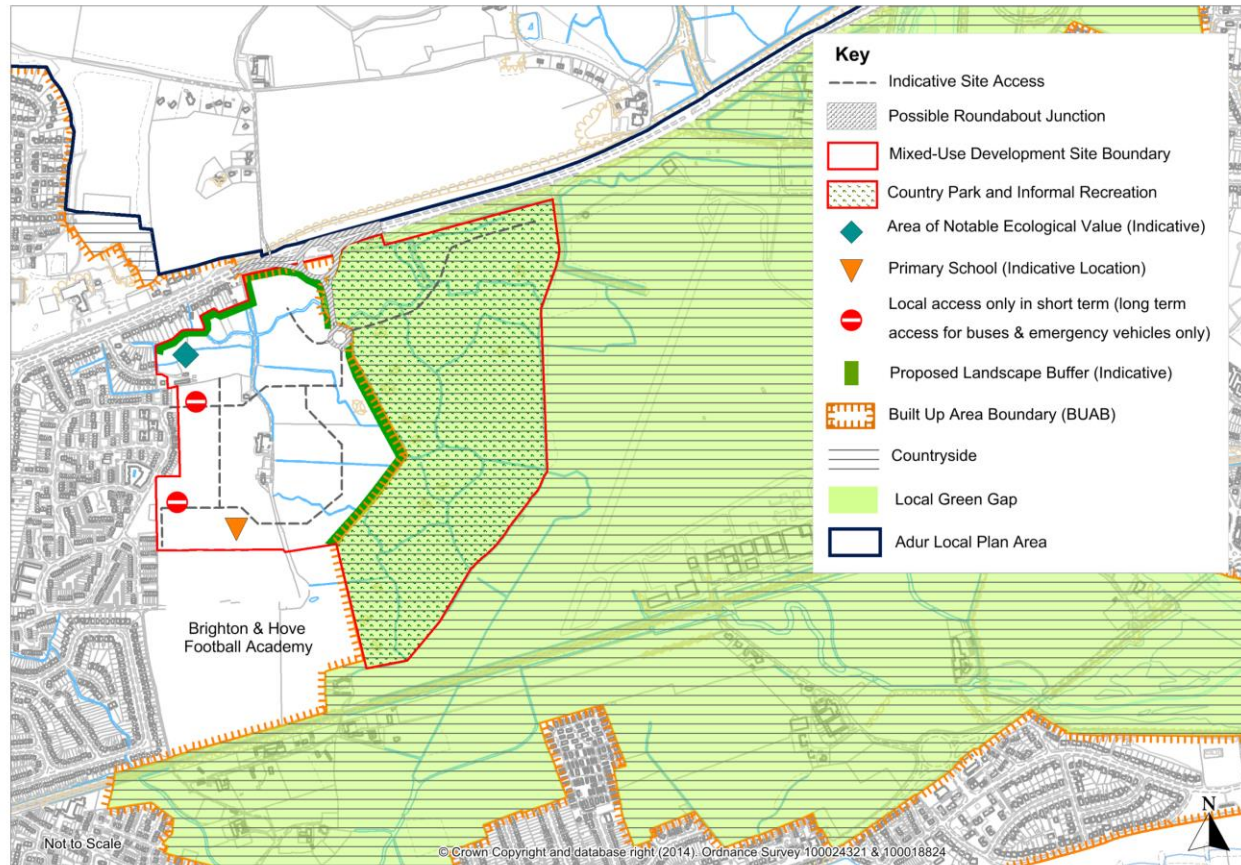
1: Policy 5: New Monks Farm, Lancing – Strategic allocation

2: Policy 6: West Sompting – Strategic allocation

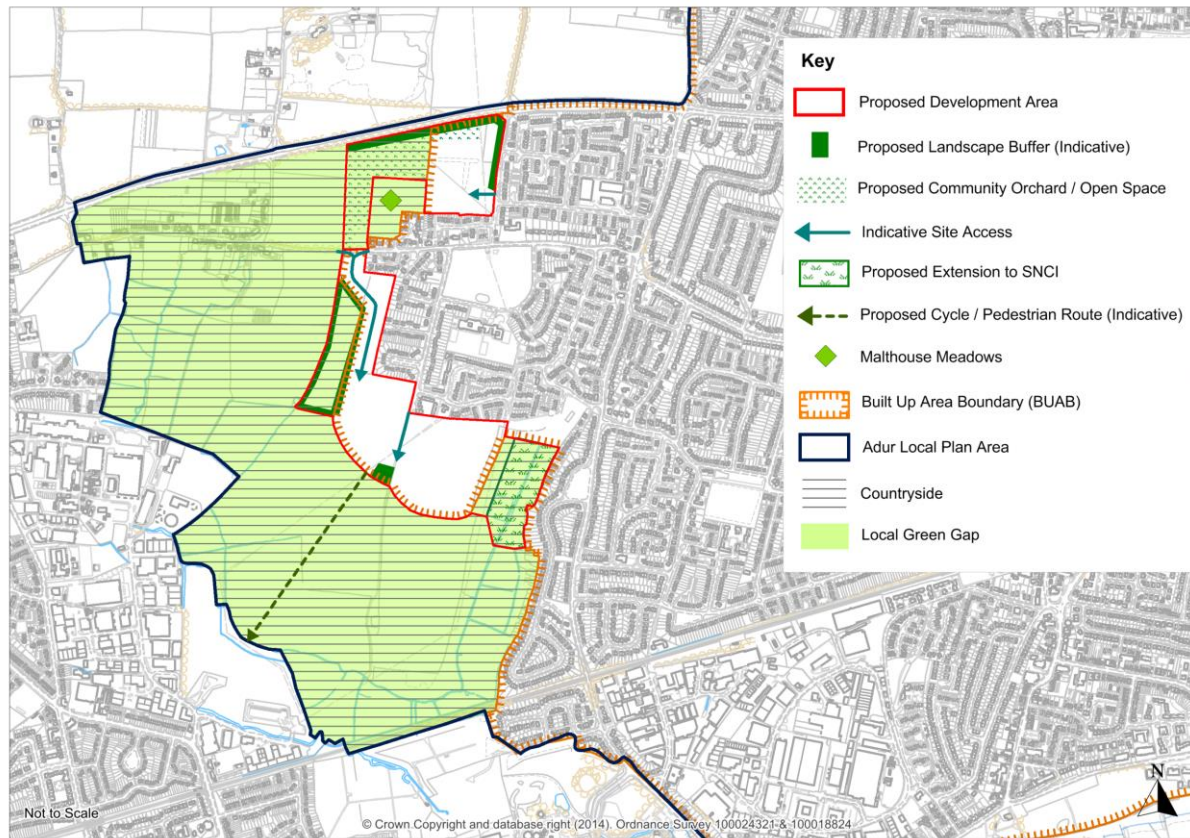
3: Junction Options: Policy 5: New Monks Farm and Policy 7: Shoreham Airport

Please note that these plans have been provided to aid understanding of the policies within the Proposed Submission Adur Local Plan 2014. They do not themselves form part of the Proposed submission Adur Local Plan 2014 or the Policies Map.

Indicative Plan 1: Policy 5: New Monks Farm, Lancing. Please note that this plan has been provided to aid understanding of the policy in the Proposed Submission Adur Local Plan 2014. It does not itself form part of the Proposed Submission Adur Local Plan 2014 or Policies Map.



Indicative Plan 2: Policy 6: West Sompting. Please note that this plan has been provided to aid understanding of the policy in the Proposed Submission Adur Local plan 2014. It does not itself form part of the Proposed Submission Adur Local Plan 2014 or Policies Map.



Indicative Plan 3: Junction Options: Policy 5: New Monks Farm and Policy 7: Shoreham Airport. Please note that this plan has been provided to aid understanding of the policies in the Proposed Submission Adur Local Plan 2014. It does not itself form part of the Proposed Submission Adur Local Plan 2014 or Policies Map.



