

APPENDICES

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Appendix 1: List of Saved Policies

Certain policies from the Adur Local Plan 1996 were 'saved' via a request from Adur District Council to the Secretary of State to save them beyond 27th September 2007. This was approved by the Government Office for the South East on 25th September 2007.

In due course, most of the saved policies listed below will be superseded by the new policies in this Local Plan. (Please note that the National Planning Policy Framework gives advice as to the use of saved policies in paragraphs 214 and 215). Policies not replaced will be deleted (as indicated below) when the Adur Local Plan is adopted.

| POLICY SAVED FROM ADUR LOCAL PLAN 1996 | REPLACEMENT POLICY |
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| AG1 Location of Development | P2: Spatial Strategy |
| AG3 The relationship between development and the provision of Infrastructure | P30: Delivering Infrastructure |
| AP4 Development & Land Drainage | P37: Flood Risk and Sustainable Drainage |
| AP5 Development & Land Drainage | To be deleted - replacement policy not required. |
| AP9 Minimising Pollution: Visual | P15: Quality of the Built Environment and Public Realm |
| AC1 Development of the Countryside Generally | P13: Adur's Countryside and Coast |
| AC2 The Sussex Downs Area of Outstanding Natural Beauty | To be deleted - replacement policy not required. (AONB designation no longer in place). |
| AC3 The Sussex Downs Area of Outstanding Natural Beauty | To be deleted - replacement policy not required. (AONB designation no longer in place). |
| AC4 The Strategic Gaps | P14: Local Green Gaps |
| AC6 Agriculture, Horticulture and Forestry | P13: Adur's Countryside and Coast |
| AC7 Agriculture, Horticulture and Forestry | P13: Adur's Countryside and Coast |
| AC8 Diversification of the Rural Economy | P13: Adur's Countryside and Coast |

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| AC9 Existing Buildings in the Countryside | P13: Adur's Countryside and Coast |
| AC15 Horse Riding Establishments | P13: Adur's Countryside and Coast |
| AB1 Archaeology | P17: The Historic Environment |
| AB3 Conservation areas and their enhancement | P17: The Historic Environment |
| AB4 Conservation areas and their enhancement | P17: The Historic Environment |
| AB5 Conservation areas and their enhancement | P17: The Historic Environment |
| AB6 Conservation areas and their enhancement | P17: The Historic Environment |
| AB7 Listed buildings | P17: The Historic Environment |
| AB8 Listed buildings | P17: The Historic Environment |
| AB9 Listed buildings | P17: The Historic Environment |
| AB10 Listed buildings | P17: The Historic Environment |
| AB11 Listed buildings | P17: The Historic Environment |
| AB13 Improving Town Centres | P9: Lancing, P11: Shoreham-by-Sea, and P12: Southwick and Fishersgate, P15: Quality of the Built Environment and Public Realm. |
| AB14 Improving Town Centres | P9: Lancing, P11: Shoreham-by-Sea, P12 Southwick and Fishersgate. |
| AB15 Improving Town Centres | P9: Lancing, P11: Shoreham-by-Sea, P12: Southwick and Fishersgate. |
| AB16 The Riverside setting of Shoreham-by-Sea | P11: Shoreham-by-Sea. |
| AB17 Controlling Advertisements | P15: Quality of the Built Environment and Public Realm |
| AB19 Controlling Advertisements | P17: The Historic Environment. |
| AB20 Shopfronts | P15: Quality of the Built Environment and Public Realm. |

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| AB21 Shopfronts | P17: The Historic Environment |
| AB22 Safeguarding Amenity Open Space | P33: Open Space, Recreation and Leisure |
| AB23 Trees in the Urban Area | P31: Green Infrastructure |
| AB25 Trees in the Urban Area | P31: Green Infrastructure |
| AB26 Trees in the Urban Area | P31: Green Infrastructure |
| AB27 Landscaping | P15: Quality of the Built Environment and Public Realm and P31: Green Infrastructure |
| AB28 Satellite Television Dishes | To be deleted - replacement policy not required |
| AB29 Other Telecommunications Development | P38: Telecommunications |
| AB30 Crime Prevention | P15: Quality of the Built Environment and Public Realm |
| AB32 Per Cent for Art | P15: Quality of the Built Environment and Public Realm |
| AT1 The A259 Coast Road | To be deleted - replacement policy not required |
| AT2 The A283 | To be deleted - replacement policy not required |
| AT3 The South Side of the Canal | P8: Shoreham Harbour Regeneration Area |
| AT4 The North Side of the Harbour & Shoreham Beach | P29: Transport and Connectivity |
| AT5 Roadside Facilities for Motorists | To be deleted - replacement policy not required |
| DPAT1 Development proposal: Land at Pond Road | To be deleted - replacement policy not required |
| AT6 Development Proposal: Ropetackle | To be deleted, replacement policy not required |
| AT7 Public Lorry Parking | P8: Shoreham Harbour Regeneration Area |
| AT9 Shoreham Airport | P7: Shoreham Airport |
| AT10 Facilities for Pedestrians, Equestrians and Cyclists | P29: Transport and Connectivity |
| AT11 The Coastal Link | P11: Shoreham-by-Sea, P29: Transport and Connectivity |
| AH2 Infill and Development | P15: Quality of the Built Environment and Public Realm |
| DPAH3 Part of Southlands Hospital Site, Upper Shoreham Road | To be deleted - replacement policy not required. |
| AH3 Housing to Meet Local Need | P22: Affordable Housing |

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| AH5 Dwelling Size | P21: Housing Mix and Quality |
| AH6 Loss of Dwellings | P21: Housing Mix and Quality |
| AH7 Householder Proposals | P15: Quality of the Built Environment and Public Realm |
| AH9 Flat Conversions | P15: Quality of the Built Environment and Public Realm; P21: Housing Mix and Quality |
| AH10 Residential Care & Nursing Homes | P15: Quality of the Built Environment and Public Realm P21: Housing Mix and Quality |
| AH11 Residential Mobile Homes | To be deleted - replacement policy not required |
| AE2 Redevelopment Opportunities | To be deleted - replacement policy not required |
| DPAE2 Land at Dolphin Road, Shoreham | P26: Protecting and Enhancing Existing Employment Sites and Premises |
| AE4 Mixed Development | To be deleted - replacement policy not required |
| AE5 Office Development | P15: Quality of the Built Environment and Public Realm, P28: Retail, Town Centres and Local Parades, and P21: Housing Mix and Quality. |
| DPAE4 Land at Ropetackle, Shoreham | To be deleted - replacement policy not required as development completed. |
| AE6 Town centres | P28: Retail, Town Centres and Local Parades |
| AE7 Shoreham Harbour | P8: Shoreham Harbour Regeneration Area |
| AE8 Shoreham Harbour | P8: Shoreham Harbour Regeneration Area |
| AE9 Shoreham Harbour | P8: Shoreham Harbour Regeneration Area |
| DPAE6 Land on the South Side of Canal | P8: Shoreham Harbour Regeneration Area |
| DPAE7 Land on the North Side of the Canal | P8: Shoreham Harbour Regeneration Area |
| DPAE8 Land on the North Side of the Canal | P8: Shoreham Harbour Regeneration Area |
| AE10 Shoreham Airport | P7: Shoreham Airport |
| AE11 Shoreham Airport | P7: Shoreham Airport |
| AE12 Shoreham Airport | P7: Shoreham Airport |

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| AE13 Shoreham Airport | P7: Shoreham Airport |
| AE14 Shoreham Airport | P7: Shoreham Airport |
| DPAE9 Land at Shoreham Airport | To be deleted - replacement policy not required (policy implemented) |
| DPAE11 Heritage Aviation Museum | To be deleted - replacement policy not required – development completed. |
| AE15 New Development Outside Established Business/Industrial Areas | P4: Planning for Economic Growth |
| AE16 Existing Businesses in Residential Areas | P4: Planning for Economic Growth and P15: Quality of the Built Environment and Public Realm; and P26: Protecting and Enhancing Existing Employment Sites and Premises. |
| AE17 Existing businesses in Residential Areas | P15: Quality of the Built Environment and Public Realm; P29: Transport and Connectivity. |
| AE18 Business and Industry Outside the Built up area | To be deleted - replacement policy not required. |
| AS1 Protection of the District's Shopping Centres | P28: Retail, Town Centres and Local Parades |
| DPAS1 Land at Ropetackle, Shoreham-By-Sea | To be deleted - replacement policy not required – development completed. |
| AS2 (Retail) Development Outside Town Centres | P13: Adur's Countryside and Coast. |
| AS3 (Retail) Development Outside Town Centres | P28: Retail, Town Centres and Local Parades. |
| AS4 (Retail) Development Outside Town Centres | P28: Retail, Town Centres and Local Parades |
| AS5 (Retail) Development Outside Town Centres | P28: Retail, Town Centres and Local Parades; P9: Lancing, P11: Shoreham-by-Sea; P12: Southwick and Fishersgate. |
| ACS1 Education | P34: Planning for Sustainable Communities |
| ACS2 Lancing College | To be deleted - replacement policy not required in this Local Plan; site now lies within remit of South Downs National Park |

| | Authority. |
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| ACS3 Lancing College | To be deleted - replacement policy not required in this Local Plan; site now lies within remit of South Downs National Park Authority. |
| ACS4 Health Services | P34: Planning for Sustainable Communities |
| ACS5 Community Facilities | P34: Planning for Sustainable Communities |
| DPAN1 Land to South of Sompting Village | To be deleted - replacement policy not required |
| AR1 Public Open Space | P33: Open Space, Recreation and Leisure |
| AR2 Recreation Areas not owned by Adur District Council | P33: Open Space, Recreation and Leisure. |
| AR3 Private Playing Fields | P33: Open Space, Recreation and Leisure |
| AR4 Allotments | P33: Open Space, Recreation and Leisure. |
| AR5 New Areas of Public Open Space and Children's Play Areas | P33: Open Space, Recreation and Leisure |
| AR6 New Areas of Public Open Space and Children's Play Areas | P33: Open Space, Recreation and Leisure |
| DPAR1 Land adjacent to Sompting Cemetery | To be deleted - replacement policy not required |
| AR7 Development of Leisure & Sporting Facilities | P33: Open Space, Recreation and Leisure |
| AR8 Recreation in the Countryside | P13: Adur's Countryside and Coast |
| AR9 Recreation in the Countryside | To be deleted - replacement policy not required. Sites lie within the South Downs National Park, and therefore not within the remit of this Local Plan. |
| DPAR4 Shoreham Cement Works | To be deleted - replacement policy not required. Sites lie within the South Downs National Park, and therefore not within the remit of this Local Plan. |
| DPAR5 Land east of Lancing bounded by A27 Trunk Road and Shoreham Airport | P5: New Monks Farm, Lancing |
| AR11 Coastal Recreation | P13: Adur's Countryside and |

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| | Coast |
| AR12 Coastal Recreation | P9: Lancing |
| AR13 Shoreham Harbour | P8:Shoreham Harbour Regeneration Area |
| AR14 Shoreham Harbour | P8: Shoreham Harbour Regeneration Area |
| AR15 (Adur Estuary SSSI – Moorings) | To be deleted - replacement policy not required. Legislation addresses protection of Sites of Special Scientific Interest. |
| AR16 (Public Hards) | P8: Shoreham Harbour Regeneration Area P11: Shoreham-by-Sea |
| AR17 (Water based recreation facilities, Adur Recreation Ground) | P33: Open Space, Recreation and Leisure |
| AR20 Tourism | P27: The Visitor Economy |

Appendix 2: Delivery of Vision and Objectives by Local Plan Policies

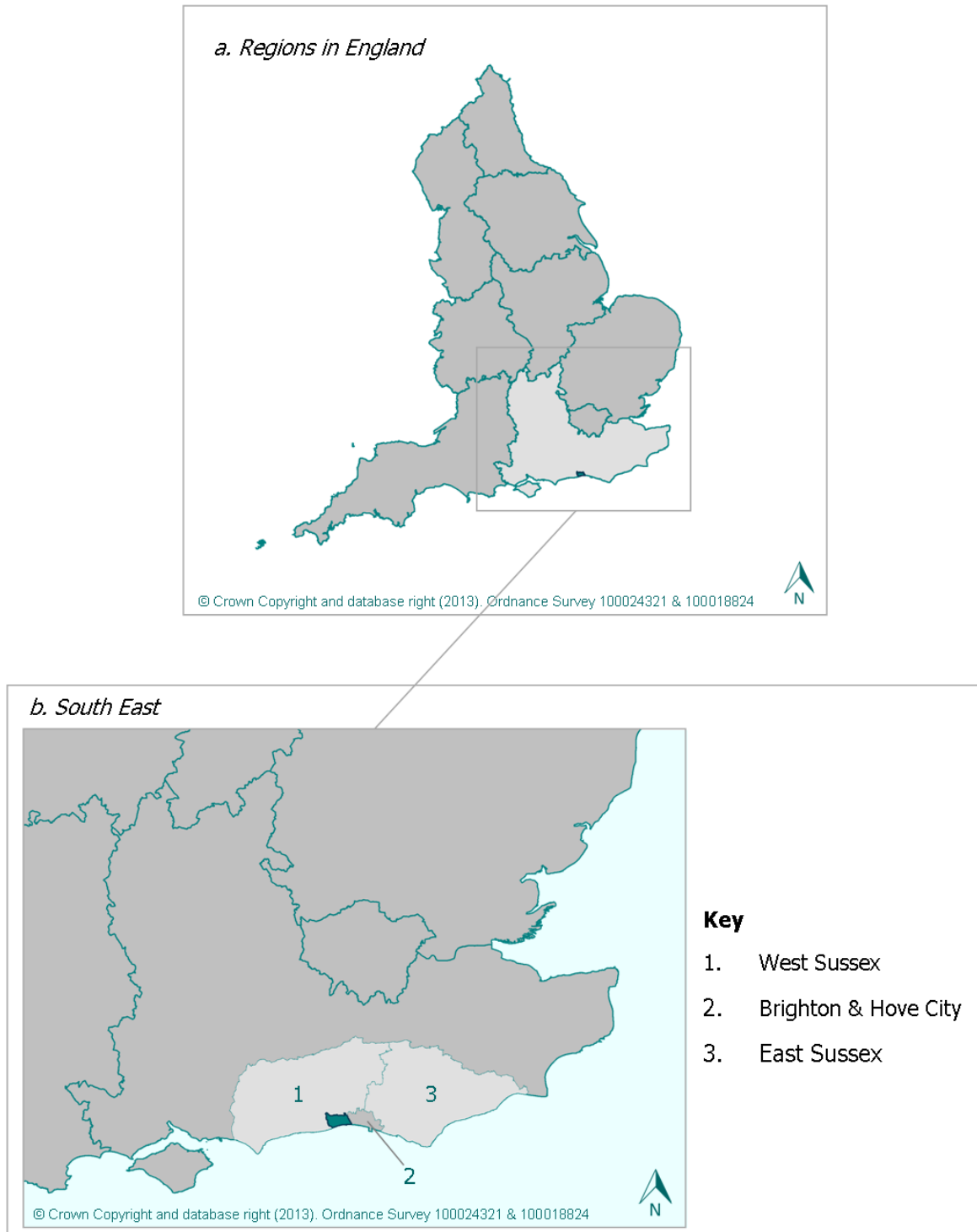
| Policy | Vision | Objectives |
|--|---------------------------------|-------------------------------------|
| Policy 1: Presumption in Favour of Sustainable Development | All | All |
| Policy 2: Spatial Strategy | V1 V2 V3 V4 V7 V11 | O1 O2 O3 O7 |
| Policy 3: Housing Provision | V1 V2 V4 V11 | O1 O2 O3 |
| Policy 4: Planning for Economic Growth | V1 V2 V3 V4 V11 | O2 O3 |
| Policy 5: New Monks Farm, Lancing | V1 V2 V3 V6 V8 V9 V10 V11 | O1 O2 O3 O4 O5 O6 O7 O9 O10 O11 O12 |
| Policy 6: West Sompting | V1 V2 V6 V8 V11 V10 | O1 O2 O3 O4 O6 O7 O9 O10 O12 |
| Policy 7: Shoreham Airport | V1 V3 V6 V9 V10 V11 | O2 O3 O4 O7 O8 O11 O12 |
| Policy 8: Shoreham Harbour Regeneration Area | V1 V2 V3 V4 V6 V7 V8 V9 V10 V11 | O1 O2 O3 O4 O6 O7 O9 O10 O11 O12 |
| Policy 9: Lancing | V1 V2 V5 V6 V8 V11 | O2 O5 O9 O10 |
| Policy 10: Sompting | V2 V6 V7 V8 V11 | O7 O8 O10 |
| Policy 11: Shoreham-by-Sea | V1 V2 V5 V6 V7 V8 V9 V10 V11 | O1 O2 O5 O6 O7 O8 O9 O10 O11 O12 |
| Policy 12: Southwick and Fishersgate | V2 V5 V6 V8 V11 | O1 O2 O5 O10 |
| Policy 13: Adur's Countryside and Coast | V7 V6 V11 | O6 O7 |
| Policy 14: Local Green Gaps | V7 V11 | O6 O7 |
| Policy 15: Quality of the Built Environment and Public Realm | V6 V7 V11 | O5 O8 |
| Policy 16: A Strategic Approach to the Historic Environment | V7 V11 | O7 O8 |
| Policy 17: The Historic Environment | V7 V11 | O7 O8 |
| Policy 18: The Energy Hierarchy | V10 V11 | O12 |
| Policy 19: Sustainable Design | V10 V11 | O12 |
| Policy 20: Decentralised Energy and Stand-Alone Energy Schemes | V10 V11 | O12 |
| Policy 21: Housing Mix | V1 V4 V11 | O1 O2 |

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| and Quality | | |
| Policy 22: Affordable Housing | V1 V4 V11 | O1 O2 |
| Policy 23: Density | V6 V7 V11 | O7 |
| Policy 24: Provision for Gypsies, Travellers and Travelling Showpeople | V1 V11 | O2 |
| Policy 25: Safeguarding Existing Gypsy, Traveller and Travelling Showpeople Sites | V11 | |
| Policy 26: Protecting and Enhancing Existing Employment Sites and Premises | V1 V2 V3 V11 | O2 O3 |
| Policy 27: The Visitor Economy | V2 V7 V11 | O6 |
| Policy 28: Retail, Town Centres and Local Parades | V2 V5 V11 | O5 |
| Policy 29: Transport and Connectivity | V8 V10 V11 | O2 O9 O10 |
| Policy 30: Delivering Infrastructure | V1 V11 | O4 |
| Policy 31: Green Infrastructure | V7 V11 | O6 O7 |
| Policy 32: Biodiversity | V7 V11 | O6 O7 |
| Policy 33: Open Space, Recreation and Leisure | V2 V4 V7 V11 | O2 O6 |
| Policy 34: Planning for Sustainable Communities | V1 V2 V11 | O2 O4 |
| Policy 35: Pollution and Contamination | V10 V11 | O9 O11 |
| Policy 36: Water Quality and Protection | V10 V11 | O11 |
| Policy 37: Flood Risk and Sustainable Drainage | V9 V11 | O11 |
| Policy 38: Telecommunications | V11 | - |

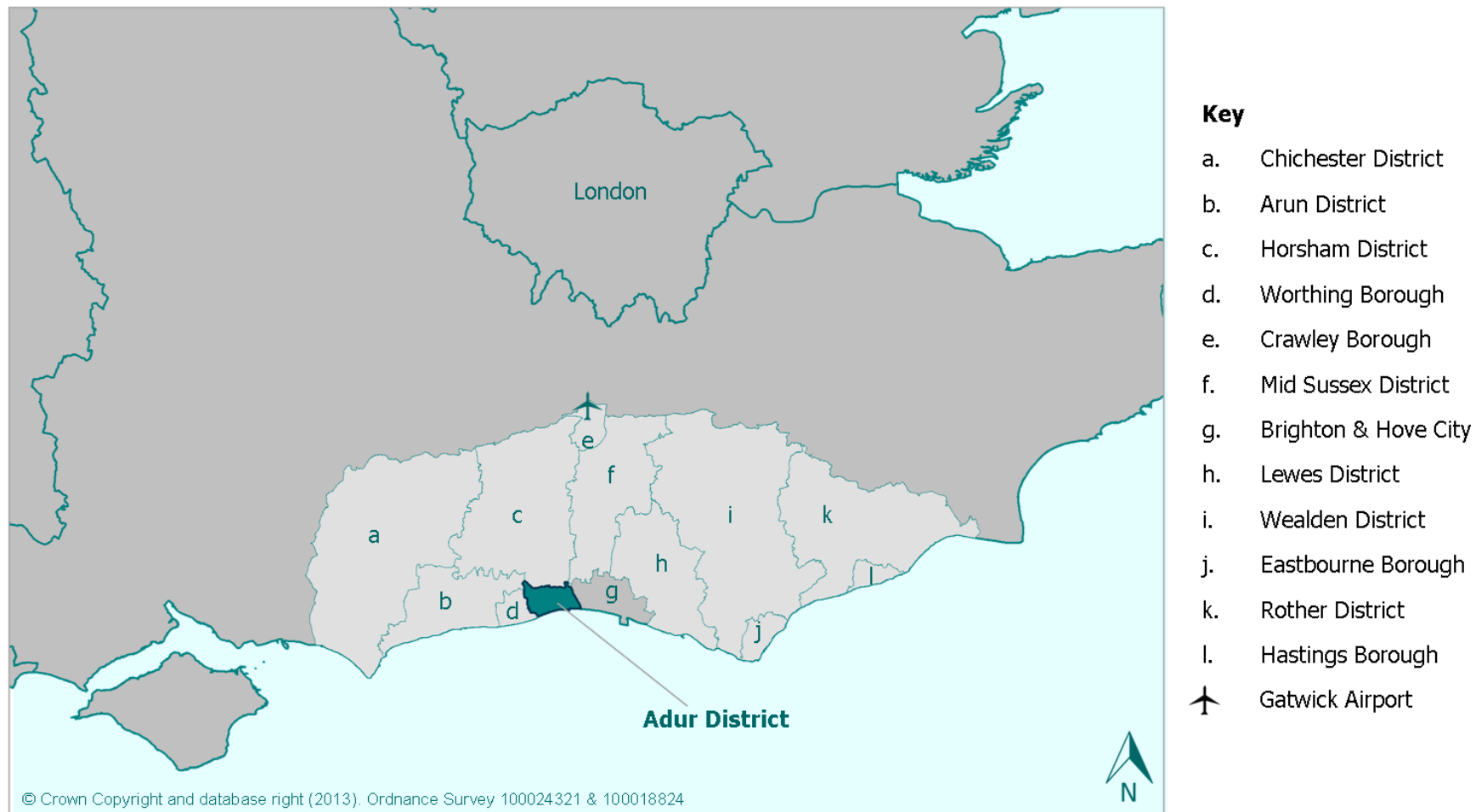
Appendix 3: A Spatial Portrait of Adur

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

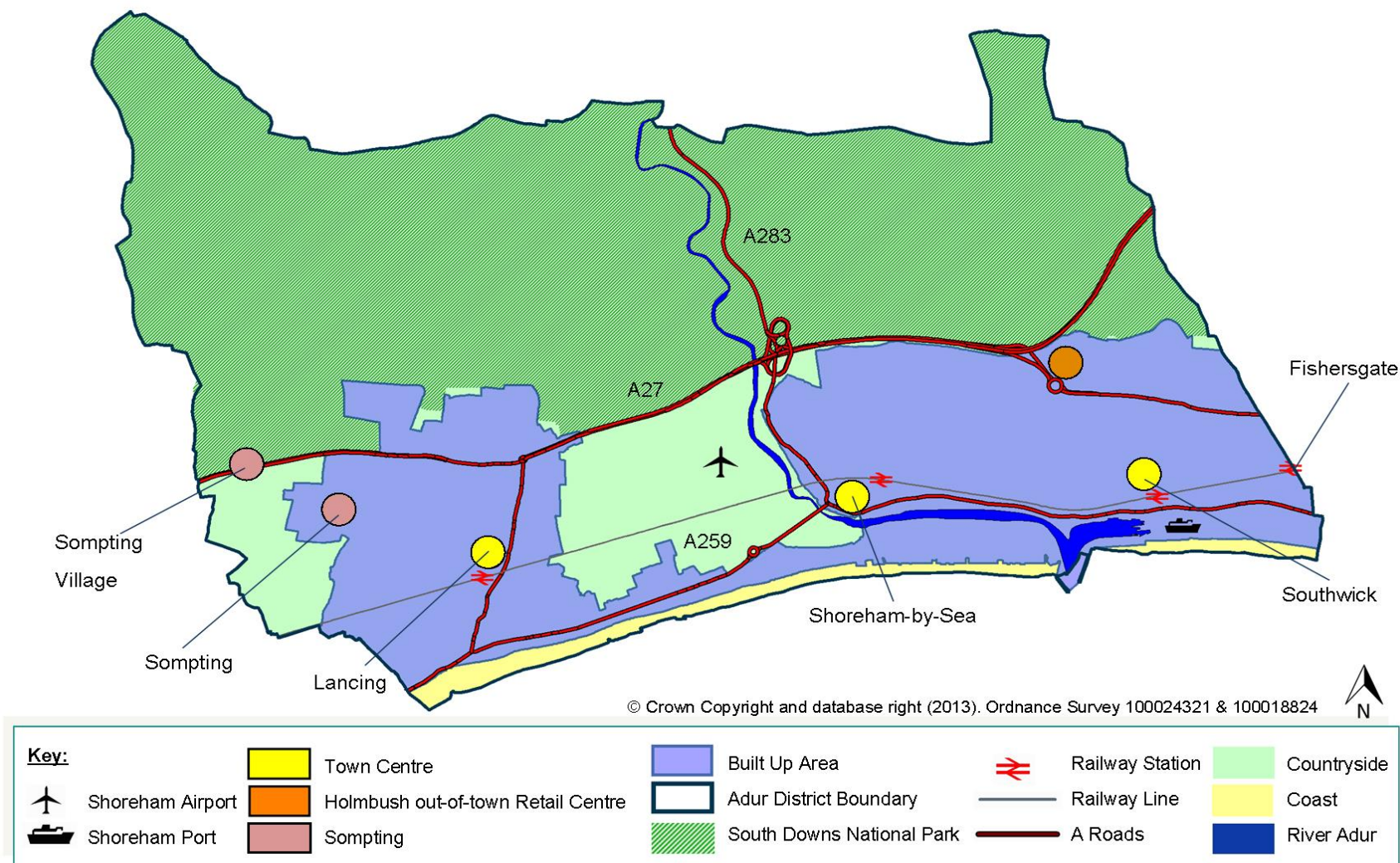
Map 10: Where is Adur?



c. Sussex and Surrounding Area



Map 11: Adur District's Key Features (Please note this shows the whole District, rather than the Adur Local Plan area, in order to provide geographic context).



Adur Today

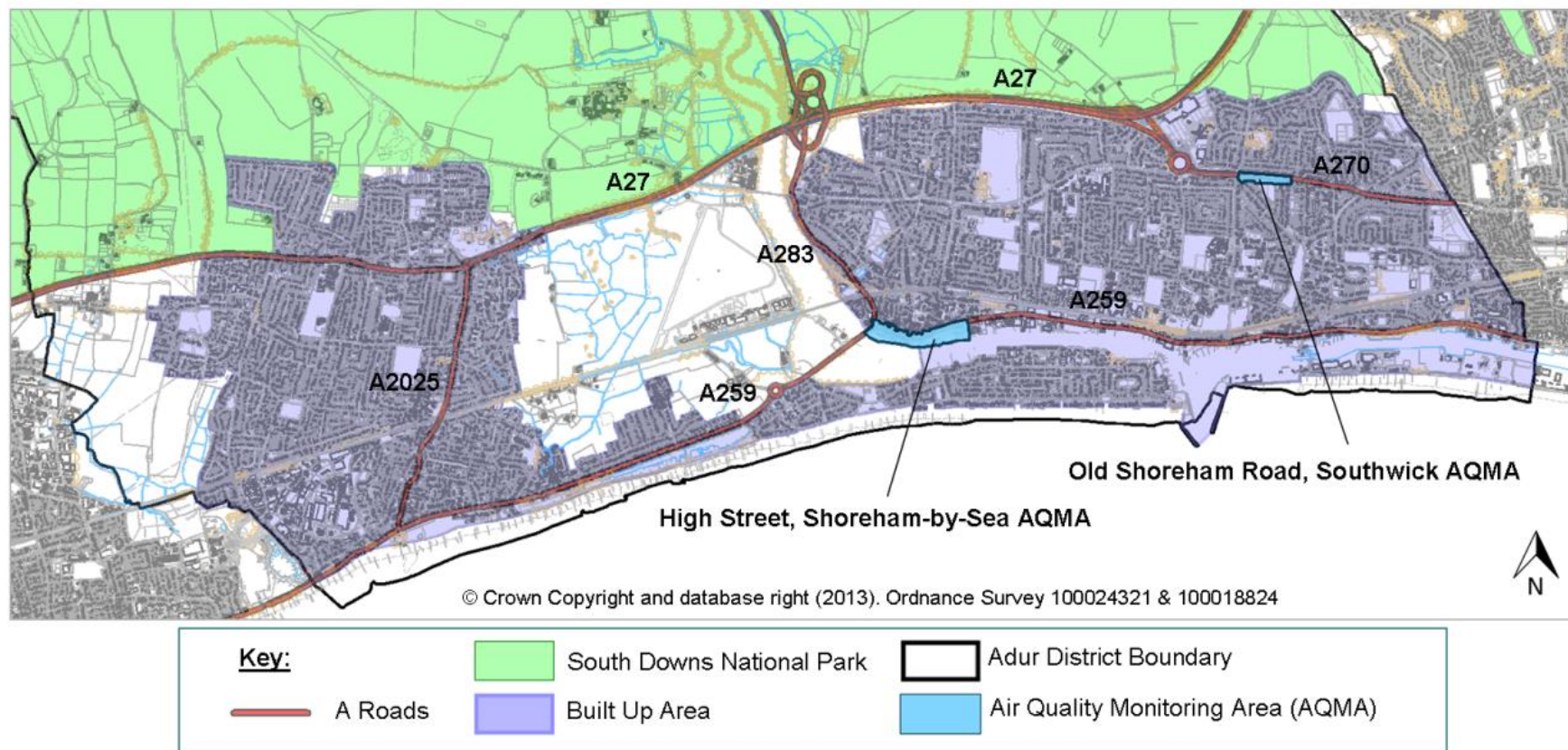
- 2 Adur District is located on the south coast of England, between Brighton & Hove City to the east, and Worthing Borough to the west. The South Downs National Park lies to the north. It is a relatively small district covering 41.5 square kilometres and has a population of approximately 62,500,¹ considerably 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.²
- 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. The geology of the area (chalk) creates potential for groundwater flooding and surface water from the steep slopes of the South Downs is also an issue.

¹ ONS mid-2013 population estimate.

² This Local Plan does not cover that part of Adur which lies within the South Downs National Park; this description is given to provide context.

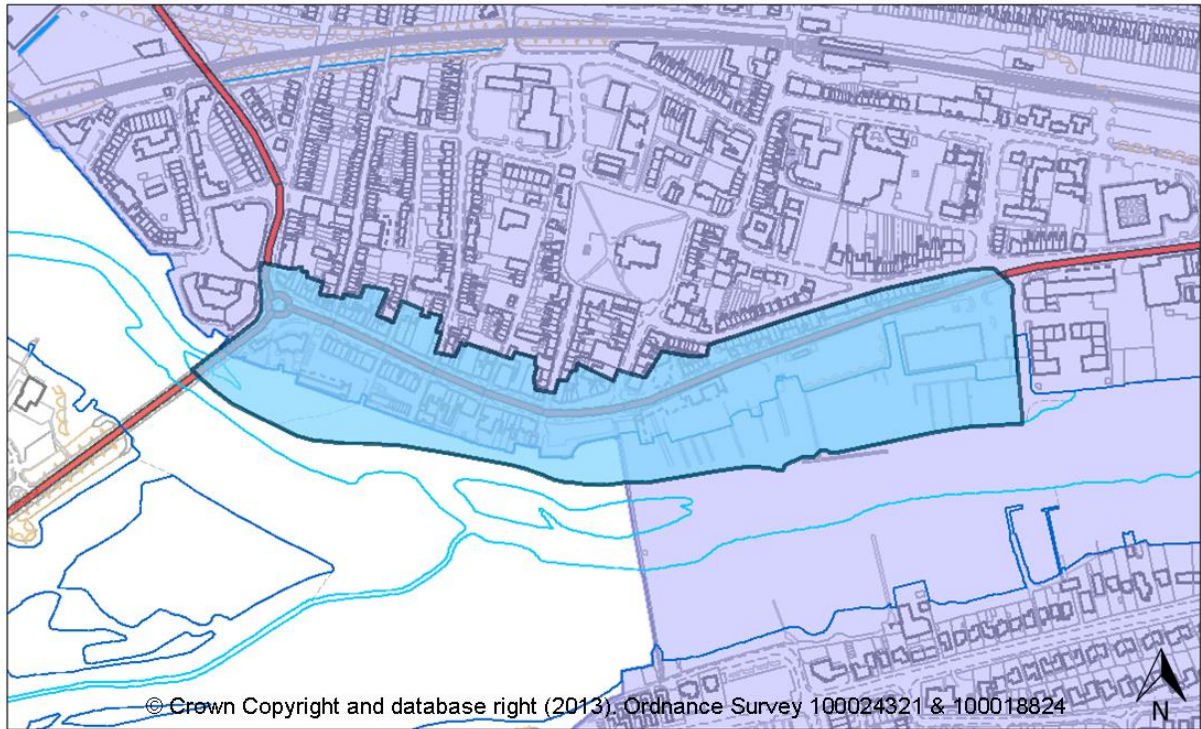
- 6 Adur's main transport routes run east-west through and along the coastal conurbation. The A27 forms part of the boundary between much of the urban areas and the National Park; Adur's towns therefore form part of the chain of coastal towns from Hastings to Southampton. Similarly the A259 runs along the coast linking the counties of Kent, East and West Sussex and Hampshire. Peak hour traffic congestion is an issue in Adur on some parts of 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 (AQMA's) 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.
- 8 That part of Adur to the east of the River Adur (Shoreham-by-Sea, Southwick and Fishersgate), lies within the 'Biosphere Reserve', designated by UNESCO in June 2014. The Biosphere area comprises three inter-related environments; the rural environment of the South Downs National Park (the area between the River Adur in the west and the River Ouse in the east); the coastal and marine environment running from Shoreham Harbour in the west to Newhaven Harbour in the east (and up to 2 miles offshore); and the urban environments within that area, which include Shoreham-by-Sea, Southwick and Fishersgate.

Map 12: Air Quality Monitoring Areas (AQMAs)

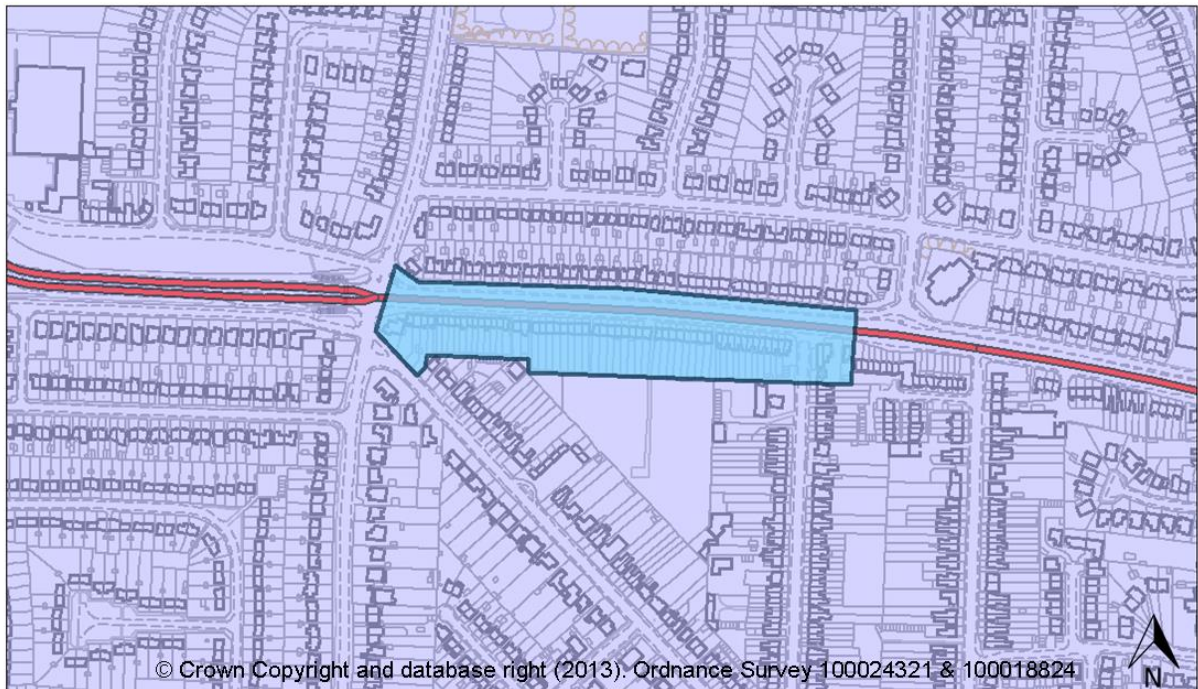


Map 13: Air Quality Monitoring Area (AQMA) Inset Maps

High Street, Shoreham-by-Sea AQMA



Old Shoreham Road, Southwick AQMA



- 9 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 than those within Adur, and therefore attract shoppers living in Adur. Many of Adur'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 attract people – both visitors and new residents – to the area.

Adur's Environment

- 10 Adur can be divided into sub-areas in a number of different ways.³ 'Character areas' (Adur Character Study, Tibbalds, June 2009) are a useful starting point in describing the area in more detail.

Sompting Village

- 11 Sompting village (a Conservation Area) is located to the east of Adur 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.
- 12 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.

³ 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

- 13 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.⁴ 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.⁵

Lancing/ Sompting

- 14 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.
- 15 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.
- 16 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.
- 17 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.
- 18 Lancing village centre is linear in nature, linking the railway station, North Road, South Street, and Beach Green, an important amenity area adjacent to the beach. Beach Green is the main 'arrival point', at the junction with the A259, marked by a busy roundabout. As a result this is cut off from the village and could benefit from enhancement and

⁴ Urban Fringe Study.2006.

⁵ See West Sussex Landscape Management Guidelines SC11/SC13.

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.

- 19 Lancing Business Park (which 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

- 20 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 (located in the SDNP) on a prominent elevated position on the southern slopes of the South Downs (outside the area covered by this Local Plan); views towards Shoreham of St Mary de Haura church; and views of Shoreham Airport which is itself located in the local green 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.⁶
- 21 Shoreham Airport is the oldest licensed airfield in the UK; it has both an aviation use and acts as an important destination 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. Ricardo, a major local employer is located to the north, between the A27 and Old Shoreham Road.
- 22 The area west of the Airport is open land. Field boundaries are made up of shrub and hedge planting and follow streams. Closer to the edge of Lancing, larger field patterns dominate. South of the railway line, the southern part of the gap is smaller and less open than that area north of the railway line and is interrupted by groups of buildings and housing estates extending northwards in an irregular manner from the A259.⁷

⁶ See West Sussex Landscape Management Guidelines sheet SC11/SC13.

⁷ Urban Fringe Study of Adur District 2006 – this document contains a detailed analysis of this area.

- 23 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)

- 24 Shoreham-by-Sea is located on the coastal plain; the River Adur forms its western and southern boundaries. The town centre forms the historic core, with a distinct and high quality character. The area now known as Old Shoreham (to the north of the town centre) was an agricultural village by Anglo-Saxon times and St Nicolas Church probably dates from before the Norman Conquest. What is now the town centre was established by the Normans at the end of the 11th century, using a grid pattern that survives in part of the centre.⁸ 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.
- 25 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. 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.
- 26 In parts of the town centre the river gives a strong sense of character, although views are often blocked by development. The modern, five storey Ropetackle development forms a focal point defining the approach into the town centre from the west. The town centre suffers from traffic congestion, particularly at the junction of the High Street and Old Shoreham Road. As a result, an Air Quality Management Area has been designated. The town centre is relatively healthy, providing a predominantly local shopping offer mainly servicing resident's day-to-day needs, although with some more 'niche' shopping opportunities. Dolphin Road industrial estate to the east of the town centre suffers from access problems, and is close to residential properties, but provides a valuable employment area.
- 27 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.

⁸ 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.

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.

- 28 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.
- 29 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

- 30 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.
- 31 Development of the railway in 1840 contributed to an increase in the population of Southwick, with development mainly consisting of terraced housing (much of which was redeveloped post-war) between the port and railway. During the 20th century Southwick extended north across the railway; the development of Southwick Square shopping centre in the 1960s/1970s serving to shift the 'focus' of the area northwards. Southwick Square and The Green form the main centre of activity in the area; the shops provide amenities and daily goods

shopping. The centre consists of three-storey purpose-built mixed use buildings and utilitarian parking areas.

- 32 The Green provides an important and high quality recreational space contributing positively to the Southwick Conservation Area around it (originally a small farming village and further developed in the late 19th and 20th centuries). The area around The Green (including housing areas to the west and east and historic development around St Julian's Lane) form a high quality townscape. Main routes in this area focus on The Green, although the A27 forms a barrier, disconnecting areas to the north. These northern parts are characterised by large areas of inter-war and post-war suburban housing.
- 33 There are few long-range views here due to the 'tight' urban fabric, although the power station chimney is prominent.

Fishersgate

- 34 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.
- 35 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.
- 36 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

- 37 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 of this Local Plan).

Adur's People

- 38 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.⁹
- 39 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 of Black or Ethnic Minority origin, although this has increased from 2.5% at the time of the 2001 Census. The population of 'White, other white' category, which includes White Polish, White other EU, etc. are the second largest ethnic group in Adur (2.1%).¹⁰
- 40 Adur is the most deprived local authority area in West Sussex (although its relative position nationally has improved since 2007).
- 41 The Government's Indices of Multiple Deprivation (IMD) 2004 showed Adur District to be 179th most deprived out of 354 local authority areas in England. Evidence from the IMD 2007 showed Adur's position worsening; however, between 2007– 2010, the District's position improved and it is now ranked 145th in 2010 out of 326 local authority areas. However, it remains the most deprived authority in the county.¹¹ 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.
- 42 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 – 2016.¹²
- 43 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%).

⁹ Census 2011.

¹⁰ See Adur and Worthing Community Profile 2014 for more information on demographics.

¹¹ Adur and Worthing Community Profile 2014. It should be noted that deprivation is measured according to specific indices; some areas may perform well against some measures, but poorly against others.

¹² Strategic Housing Market Assessment GL Hearn 2012.

- 44 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 2013, 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.¹³ Eastbrook ward has the highest number of claimants.

Adur's Economy

- 45 Adur's economy is closely related to that of its neighbouring districts which offer greater and more varied employment opportunities. In 2011, there was net daily out commuting of 1,294 people from the district to Worthing and 3,538 people to Brighton & Hove,¹⁴ reflecting the district's economy and close proximity to larger employment centres nearby (81%¹⁵ 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.
- 46 The public services sector provides the largest number of jobs in Adur (23% of jobs). This includes local government, education, health, defence and policing. Other large sectors in Adur, in terms of total employment, include wholesale and retail (20%), professional services (19%), and manufacturing (13%). In comparison to West Sussex, the South East and the rest of the UK, Adur's strongest sectors are extraction and mining, manufacturing and construction.¹⁶ The recent economic downturn has not had a significant impact on Adur's economy. Although the number of jobs declined by 400 during the recession, the district has since recovered and job numbers are back to pre-recession rates (approximately 22,000 jobs).¹⁷
- 47 As of 2013, there were approximately 1990 businesses operating in Adur across 2270 local units. The vast majority of the enterprises based in Adur are micro businesses that employ less than 10 people which is below West Sussex (89.1%) and the South East (89.1%) but above the national average of 88.3%. There are no larger companies that are based in the district (+500 employees), although 5 local units that employ between 250 and 499 people. Overall the business base is focussed towards smaller and medium-sized enterprises (SMEs).

¹³ Nomis website March 2013

¹⁴ 2011 Census (from NOMIS)

¹⁵ 2011 Census (from NOMIS)

¹⁶ Experian 2013.

¹⁷ Adur Employment Land Review 2014

- 48 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 4: Shoreham Harbour Regeneration - Viability and Deliverability Progress Update

Background to Viability Work

- 1 Up to 2010 the redevelopment plans for Shoreham Harbour were being led by the South East Economic Development Agency (SEEDA) supported by the Local Authorities and Shoreham Port Authority. During this period there was potential for leveraging in significant Government investment in the site, along with other growth points identified in the South East Plan. The earlier plans for the harbour were therefore developed with a view to accessing this investment. However since that time 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 (which established the principle of testing delivering up to 10,000 new homes at the harbour) has been abolished, significant changes to the planning system have taken place and public funding for major regeneration projects has been significantly reduced.
- 2 Since 2010 the local authorities have taken local ownership of the regeneration plans and set up a Joint Project Board to work together with the Port Authority to advance a deliverable, realistic plan taking into account the impacts and aspirations of the local community, based on taking a more of a 'bottom-up' approach. The current Joint Area Action Plan aims to provide a strategic framework and promote strategic catalyst sites for investment.

Summary of Viability Appraisals

The following provides of summary of recent viability studies:

DTZ Viability Appraisal (2009)

- 3 BBP consultants were appointed by 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.
- 4 In 2009, Brighton & Hove City Council commissioned DTZ to undertake an independent peer review assessment of the emerging BBP plans. 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.
- 5 The BBP proposals assumed a comprehensive site assembly approach via a public sector-led 'special purpose vehicle'. However, given the complexities of land ownerships and the range of different circumstances of land owners and tenants it was difficult to make

assumptions about the realistic costs and logistical implications 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 25 year development and therefore increasing the upfront risk.

6 Key outcomes of the study included:

- The study questioned the approach to the large scale relocation of port-related 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 centres 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 centres and other retailing areas.
- The study recommended undertaking further work to determine which sites should fall within the masterplan boundary and be subject to a proactive land assembly approach.
- Recommended undertaking further testing to highlight the cost items that contributed significantly towards the viability gap and once these were identified solutions should 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 more appropriately for the location.

Capacity and Viability Study (Aecom, 2010)

- 7 After the local authorities took control of the project in 2010, a Capacity and Viability Study was commissioned to produce a 'bottom-up' assessment of the quantum of new housing and employment floor space that could be viably delivered in line with the wider harbour vision. Viability analysis was undertaken to establish the funding gap between the value of the land and the full costs of the redevelopment

that would need to be met to deliver the required supporting infrastructure. The study also considered the potential of meeting the eco-towns programme criteria for which the harbour had earlier received a limited amount of funding.

8 Key outcomes of the study included:

- 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 study's high level appraisal and meeting all policy requirements, the value of existing sites totalled £25 million which is less than what it would cost to develop the land and a funding gap in the region of £50 million for critical infrastructure remained.
- A comprehensive land assembly approach led by the public sector was not advised due to the high risks and it being unaffordable. There are limited 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 was considered to be the cost of flood defences at an estimated £1.3 million per hectare. Bringing forward piecemeal approaches to flood defences was considered to be undesirable in viability and design terms.
- It was considered not possible in physical and viability terms to wholesale meet the Eco-Towns programme criteria but advised further assessment of some specific sustainability measures.
- Further technical work was recommended such as smaller area masterplans and development briefs promoting early-win catalyst sites and modelling to ascertain further detail of infrastructure requirements and costs, in particular for flooding and transport.
- Clear planning policy for the harbour is essential and interim policy is key. The planning process was also considered to be a useful way of providing a structured framework for engaging with stakeholders.
- The Council were advised to agree an internal strategy for project governance, resourcing and determining the level of intervention in the harbour given other competing priorities in the area.

Viability Appraisal of Development Briefs (GL Hearn and Allies Morrison Urban Practitioners, 2013)

- 9 Allies Morrison was commissioned in 2013 to prepare Development Briefs for the areas of the harbour facing most development pressure and where new housing is proposed. Viability appraisals were carried out for each brief that factored in up to date information since the earlier 2010 study was undertaken.
- 10 Key outcomes included:
 - Cost assumptions about land assembly are now significantly reduced as a number of sites are now already coming forward (or already have planning consent) and there is more information about the aspirations of individual land owners.
 - 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.
 - The appraisal 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).

Whole Plan Viability Appraisal (HEB & WYG, 2014)

- 11 Following public consultation on the Draft Joint Area Action Plan from February to April 2014, a whole of plan viability assessment is being carried out to assess the full impact of all the policy proposals within the plan on commercial viability. Review of the Infrastructure Delivery Plan will also be undertaken to ensure that all the items of infrastructure required to deliver the regeneration proposals are fully taken account of. The findings of this assessment will be used to further refine the Submission version of the Joint Area Action Plan.

Infrastructure Delivery (2010-2014)

- 12 In order to improve the deliverability of the proposals a number of technical assessments have been undertaken. These are largely complete or in progress, including:
 - *Design and Flood Risk Study* (JBA, 2011) – working in partnership with the Environment Agency, this study established the nature of

flood risk at the harbour and provided preferred options for mitigation measure and defences with indicative costs.

- *Flood Risk Management Technical Guide* (JBA & BACA Architects, 2014 (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.
- *Adur Local Plan and Shoreham Harbour Transport Study* (West Sussex County Council and Parsons Brinckerhoff, 2013 plus Addendum, 2014) – 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. The study has fed into preparation of a Shoreham Harbour Transport Strategy which summarises the package of transport measures that will be required to deliver the harbour plans.

Minerals Wharf Capacity

- 13 Minerals wharf capacity at Shoreham Harbour makes a significant contribution to meeting the needs for aggregate imports in to the sub-region. A key deliver issue for the regeneration strategy is to ensure that sufficient wharf capacity is safeguarded to meet both existing and future needs. The NPPF provides protection to mineral wharves, stating that local planning authorities should safeguard existing, planned and potential wharfage for bulk transport of minerals, secondary materials and marine- dredged aggregates (paragraph 143).
- 14 Policy WMP 15 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan (2013) safeguards existing, planned and potential minerals wharf facilities and their consequential capacity for receiving and processing sea-borne imported aggregates at the Port of Shoreham. The policy does allow for some redevelopment of wharves if overall capacity is maintained at the harbour. East Sussex County Council, the South Downs National Park Authority and Brighton & Hove City Council are currently updating their 2013 Local Aggregates Assessment which investigates the demand for and supply of aggregates in the minerals planning authorities' area.
- 15 The recently adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012) includes Policy WMP 14 which safeguards the overall mineral capacity in ports subject to no net loss of capacity rather than safeguarded individual sites. The plan states (paragraph 4.50) provision of equivalent capacity (tonnage) within

either part of Shoreham Port maybe acceptable subject to future safeguarding by West Sussex County Council.

- 16 In autumn 2013 work restarted on the preparation of a new Minerals Local Plan, to replace the 2003 Plan, with the commissioning of a Wharves and Railheads Study. The study, published in February 2014, provides a range of scenarios to be used as the basis of further work by the County Council to define a preferred policy approach for inclusion in the Minerals Local Plan and to inform the JAAP. West Sussex County Council has confirmed their intention to include relevant policies and to allocate safeguarded sites within the emerging Minerals Local Plan. To supplement the Local Aggregate Assessment (February 2014), West Sussex County Council and the Sound Downs National Park Authority are continuing to develop evidence relating to demand and supply of aggregates to inform the development of the Mineral Local Plan.
- 17 The Partnership and East Sussex County Council have prepared a *Statement of Common Ground* (2014) to establish cooperation and collaboration between the parties in addressing strategic cross-boundary issues as they relate to planning for minerals infrastructure and their safeguarding at Shoreham Port. The Statement sets out matters of agreement and commitment to a future policy approach, reflecting the aspirations for regeneration at the harbour. The Partnership are continuing to work closely with East Sussex County Council and the Port Authority to develop a safeguarding policy approach at Shoreham Harbour that protects the overall wharfage capacity whilst maintaining flexibility over which sites can contribute to meeting aggregate needs.

Current position and emerging JAAP

- 18 The JAAP is currently being refined following consultation feedback in advance of submission in 2015 for public examination. 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.
- 19 The viability appraisals underpinning the emerging plans have helped to identify the costs of the enabling infrastructure – in particular flood defences, highways improvements and site assembly costs. The plan is long term over the next 15 years and funding will be required from a number of different sources. The Harbour Partnership is continuing to work closely with stakeholders and local service providers to identify social infrastructure needs and priorities.
- 20 The Partnership recognises that having the right internal governance structures and resources in place to support delivery is essential and significant progress has been made in this area. There are dedicated

staff resource tasked with site owner/tenant liaison, facilitating relocations, pre-application engagement and accessing funding and delivery.

- 21 The Partnership is proactively seeking ways to reduce viability gaps and unlock stalled sites. For example through working closely with private land owners; maximising the potential of publicly-owned sites and accessing different sources of infrastructure funding (e.g. Growing Places LEP fund, City Deal), and working closely with key stakeholders such as the Environment Agency.
- 22 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 5: Delivery, Implementation and Monitoring of Adur Local Plan Policies

Proposed Monitoring Framework

The policies within this Local Plan (and within other DPDs which form part of the Adur Local Development Framework, when they are adopted) will be monitored to assess whether they are achieving the desired outcomes, or whether they require reviewing.

A monitoring framework is set out below. This contains indicators to gauge the effectiveness of the Local Plan policies, and in many cases, specific targets to be achieved. Where policies are delivering a more 'qualitative' outcome, it will be necessary to assess general trends in outcomes, rather than specific targets. Indicators have been determined in part on the basis of available data. Should availability change, indicators may be amended or added.

The Council publishes an Annual Monitoring Report (AMR), which is published on the Council's website. This will present the monitoring of the Local Plan policies (and subsequent DPDs), assess its performance, and indicate whether any changes need to be considered where targets are not being achieved, or the required outcomes are not being delivered. The AMR will also include the Council's updated housing trajectory.

Delivery and Implementation

The table below also indicates the bodies/ agencies involved in delivering the policies. Adur District Council will of course take a key role in managing development through its planning functions - planning policy (which includes the production of DPDs, development briefs, masterplans and other guidance) and the Development Management function. However other parts of the Council, West Sussex County Council, and statutory agencies also play a part in shaping development. In addition the private sector has a direct role in delivering development.

As well as indicators and targets referred to above, the table below also includes policy outcomes, implementation issues (for the strategic sites in Part Two of the Plan), and the delivery mechanisms and agencies responsible for delivery. 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.

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.

The Council has not been able to identify appropriate contingencies for strategic development sites given the constraints identified elsewhere in the Plan. Given that the Council is not able to fully meet all its objectively assessed housing needs, any site that would be suitable for a contingency site for housing should instead be allocated for residential use. Should it not be possible to deliver strategic housing sites as anticipated, it may be necessary to undertake an early review of the Plan.

Shoreham Adur Tidal Walls Scheme

The Shoreham Adur 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 Adur Local Plan. The development of certain sites is dependent on improving the West and East banks of the River Adur by raising existing defences to provide a higher standard of protection. Funding for the Shoreham Adur Tidal Walls has been secured through growth funding via the Strategic Economic Partnership. It should be noted that the Shoreham Adur 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 Adur Tidal Walls scheme. (Flood defences for the Shoreham Harbour regeneration area will be in part funded by monies from the Strategic Economic Plan and the Environment Agency as well as developer contributions).

The scheme for both the West and East banks has been costed at £25 million and is now fully funded. (This includes funding from the Strategic Economic

Plan). Detailed design work is now underway, with construction anticipated to commence 2015 / 16 (indicative dates).

Key: ADC – Adur District Council; WSCC – West Sussex County Council, SDNP – South Downs National Park.
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 (plus implementation issues for Part Two only) | Key Indicators | Targets | Delivery Mechanism/ Responsible Agency |
|---|--|--|--|---|
| Part One – The Adur Local Plan | | | | |
| Policy 1: The Presumption in Favour of Sustainable Development | This ensures the integration of the NPPF's 'presumption in favour of sustainable development' firmly within the Adur Local Plan. | <p>Number of appeals allowed/ dismissed.</p> <p>Percentage of applications determined within 8 weeks (13 weeks for major applications)</p> | <p>Identify which policies are resulting in appeals being allowed</p> <p>80% of householder applications, and 65% of minor applications to be determined</p> | <p>ADC</p> <p>ADC</p> |

| | | | | |
|--|--|---|---|---|
| | | | within 8 weeks. 60% of major applications to be determined within 13 weeks of registration | |
| Part Two – A Strategy For Change and Prosperity | | | | |
| Policy 2: Spatial Strategy | Aims to focus development within existing built up areas, plus limited, managed greenfield releases. Identifies Shoreham Harbour and Shoreham Airport as regeneration sites. | Number of completed developments contrary to Policy 2 | Zero | ADC/ developers/ affordable housing providers |
| Policy 3: Housing Provision | Determines amount of residential development in Adur up to 2031. Implementation Issues: | Number of dwellings completed annually in Adur | 174-182 dwellings per annum | ADC/developers/ affordable housing providers |

| | | | | |
|-----------------------------------|--|--|-----------------------|----------------|
| | <p>If it appears that delivery is below predicted rates, a range of actions can be implemented. The Housing Implementation Strategy will contain more detail on this.</p> <p>Should it be the case that an allocated strategic site containing residential development does not 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 the Local Plan.</p> | | | |
| Policy 4: Planning for | To provide a sufficient and varied | Total net amount and type of additional employment | Minimum of 41,000 sqm | ADC/developers |

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| | | | | |
|---------------------------------|--|--|---|---|
| Economic Growth | amount of employment in Adur to meet needs. | <p>floorspace per annum</p> <p>Index of Multiple Deprivation rankings</p> <p>Average gross weekly earnings</p> | <p>completed over plan period</p> <p>To improve ranking over plan period</p> <p>Annual increase</p> | |
| Policy 5: New Monks Farm | <p>Delivery of strategic allocation.</p> <p>Implementation</p> <p>Issues: Key issues affecting delivery of this site include access and addressing flooding and drainage.</p> <p>Should the preferred roundabout option (located at New Monks Farm) not be deliverable, the contingency option will be required.</p> | <p>Number of dwellings completed annually on site.</p> <p>Number of affordable homes delivered.</p> | <p>450 dwellings to be delivered 2016/17-2022/23 at approximately 64 dpa <i>or</i></p> <p>600 dwellings to be delivered 2016/17 – 2024/25 at approximately 67 dpa</p> <p>30% of total homes :135-180 units depending on level of delivery</p> | <p>ADC/ Developers/affordable housing providers/ Highways Agency/ WSCC</p> <p>ADC/Developers/affordable housing providers</p> |

| | | | | |
|--------------------------------|--|---|---|--|
| Policy 6: West Sompting | Delivery of strategic location. Implementation Issues: 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. | Number of dwellings completed annually on site. | 480 dwellings to be delivered 2017/18 - 2023/24 at approximately 69 dpa | -ADC/ developers /WSCC/ affordable housing providers |
| | | Number of affordable homes delivered. | 30%: 144 units | ADC/ developers/ affordable housing providers |

| | | | | |
|--|--|---|--|--|
| <p>Policy 7: Shoreham Airport</p> | <p>Delivery of employment floorspace</p> <p>Implementation Issues: Key issues affecting delivery of this site are the delivery of access onto the A27 (see Policy 5: New Monks Farm above).</p> <p>In addition, this development is dependent on the implementation of the Shoreham Adur Tidal Walls scheme, and therefore delivery on-site is not anticipated until after 2017 (indicative date). Should the Shoreham Adur Tidal Walls Scheme be delayed, this would impact on delivery at the Airport.</p> | <p>Total net amount of additional employment floorspace completed annually.</p> <p>Loss of existing floorspace at Shoreham Airport to non B1, B2 and B8 uses.</p> | <p>15,000 sqm of employment generating uses delivered over the plan period</p> <p>Retention of B class uses at Shoreham Airport in accordance with policy.</p> | <p>ADC/ Developers/ Environment Agency/ Highways Agency</p> <p>ADC</p> |
|--|--|---|--|--|

| | | | | |
|--|---|--|----------------------------|--|
| Policy 8: Shoreham Harbour Regeneration | Range of measures to achieve regeneration of 'character areas' within Shoreham Harbour Regeneration Area. To be delivered through Joint Area Action Plan | Refer to Joint Area Action Plan and accompanying Sustainability Appraisal for details of monitoring process and specific targets for Shoreham Harbour Regeneration Strategy. | | Shoreham Harbour Regeneration Partnership (including ADC, BHCC, WSCC, and the Shoreham Port Authority)/Developers |
| | Implementation Issues: Delivery is dependant on new development proposals being able to sufficiently demonstrate adequate protection from flood risk, maintenance of sufficient wharfage capacity; contribute towards key infrastructure including a publicly accessible riverside walkway and mitigate transport impacts. | Number of dwellings completed annually. | 55 dwellings per annum | Shoreham Harbour Regeneration Partnership (including ADC, BHCC, WSCC, and the Shoreham Port Authority)/Developers |
| | | Number of affordable homes. | 30% | Shoreham Harbour Regeneration Partnership (including ADC, BHCC, WSCC, and the Shoreham Port Authority)/Developers / affordable housing providers |
| | | Amount of employment-generating floorspace completed per annum . | 16,000sqm over plan period | Shoreham Harbour Regeneration Partnership (including ADC, BHCC, WSCC, and the Shoreham Port Authority)/Developers |

| | | | | |
|---|--|--|--|-----------------|
| | Delivery is also dependent on the relocation of existing businesses to alternative locations within the Greater Brighton area. | | | |
| Part Three – Policies for Places | | | | |
| Policy 9: Lancing | Retail development in line with policy to maintain role of Lancing village centre. | Changes of use (monitored by completions) in Primary Shopping Area of Lancing Village Centre per annum | Uses completed in accordance with policy | ADC/ developers |
| | Continued protection of Lancing Business Park | Loss of floorspace per annum in Lancing Business Park to non-B1, B2, B8 or inappropriate sui generis uses. | Retention of B class uses in Lancing Business Park in line with policy | ADC/Developers |
| Policy 10: Sompting: | No expansion or intensification of | Amount and type of development in Sompting | No expansion or intensification of | ADC |

| | Sompting village | village. | Sompting village in accordance with policy | |
|---|---|--|---|----------------------|
| Policy 11: Shoreham-by-Sea | Delivery of key sites | Amount and type of development on key town centre /edge of centre sites per annum. | Delivery of key town centre/edge of centre sites over plan period | ADC/ developers/RSLs |
| | Retail development in line with policy, to maintain role of Shoreham town centre | Changes of use (monitored by completions) in Primary Shopping Area of Shoreham Town Centre per annum | Uses completed in accordance with policy | ADC/ developers |
| | 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 | Retention of B class uses in Dolphin Road Business Park in accordance with policy | ADC |
| Policy 12: Southwick and Fishersgate | Retail development in line with policy, to maintain role of Southwick town centre | Changes of use (monitored by completions) in Primary Shopping Area of Southwick Town Centre per annum | Uses completed in accordance with policy | ADC |

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|---|---|--|--|--|
| | Delivery of development and enhancement of allotments at Eastbrook allotments site | Amount and type of development completed at Eastbrook allotments per annum | Delivery of development at Eastbrook allotments in line with development brief over plan period. | ADC/Brighton & Hove City Council/ Developers |
| Policy 13: Adur's Countryside and Coast | Maintain approach to managing development in countryside. | Amount and type of development completed outside the Built Up Area Boundary. | Any new development within the countryside to be in accordance with policy | ADC/WSCC |
| Policy 14: Local Green Gaps | To avoid coalescence, and ensure separate identities and character of Adur's settlements. | Amount and type of development completed within the Local Green Gaps | Any new development within the Local Green Gaps to be in accordance with policy | ADC |
| Part Four – Development Management Policies | | | | |
| Policy 15: Quality of the Built Environment and Public Realm | A high quality built environment and public realm, incorporating high standards of design | Number of design awards won for buildings/ places in Adur. | To achieve design awards over the plan period. | ADC |

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| | | | | |
| Policy 16: A Strategic Approach to the Historic Environment Policy 17: The Historic Environment (grouped together because policies closely related) | Maintain, preserve and enhance Adur's heritage assets | Number of Conservation Area Appraisals and Management Plans in place. Number of Listed buildings/ Scheduled Ancient Monuments/Conservation Areas at risk of decay. Number of demolitions of listed buildings and Scheduled Ancient Monuments. | Seven appraisals /management plans in place by 2031 Reduction in the number of Listed Buildings/ Scheduled Ancient Monuments at risk of decay by end of the Plan period No demolitions over plan period | ADC/WSCC ADC / landowners/ developers/ English Heritage ADC/ English Heritage |
| Policy 18: The Energy Hierarchy | Reduced energy consumption; promotion of low carbon development | Number and percentage of new residential developments meeting or exceeding Code for Sustainable Homes Level | All new residential developments to meet or exceed Level 4 of the | ADC/Developers |

| | | | | |
|---|---|--|---|--|
| Policy 19: Sustainable Design Policy 20: Decentralised Energy and Stand- alone Energy Schemes (grouped together because policies closely related) | Greater use of sustainable design techniques in non-domestic and domestic buildings over the plan period. Increase amount of low carbon development in the area, through use of these forms of energy. | 4 per annum. | Code for Sustainable Homes | ADC/Developers ADC/Developers ADC/Developers |
| | | Number and percentage of new non-residential developments meeting or exceeding BREEAM Very Good standard | All new non-residential developments to meet or exceed BREEAM Very Good Standard | |
| | | Number and type of renewable energy developments/ installations within the Plan area Number of new developments developing / linking to heating / cooling networks. | Increase the generation of renewable energy within Adur over Plan period Increase number of / links to heating/cooling networks over Plan period | |

| | | | | |
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| Policy 21: Housing Mix and Quality | To achieve a mix of dwelling types, tenures and sizes that reflect identified housing needs and demands | Number of dwellings constructed by type, size and tenure. Number of dwellings lost to non-residential uses | Housing type, size and tenure to reflect policy. To minimise the number of dwellings lost to non-residential uses | ADC/ developers / affordable housing providers ADC |
| Policy 22: Affordable Housing | To deliver an average of 50 affordable housing units per annum over the life of the Local Plan | The number of affordable housing units completed per annum by type and as percentage of all homes built | To deliver affordable housing in line with the policy | ADC/ developers / affordable housing providers |
| Policy 23: Density | To achieve a minimum density of 35 dwellings per hectare on all sites. | Percentage of large sites (6 or more net dwellings) achieving a minimum density of 35 dwellings per hectare. | All sites of 6 or more dwellings to achieve a minimum density of 35dph | ADC/ developers/ affordable housing providers |
| Policy 24: Provision for Gypsies, Travellers and Travelling Showpeople. | Identification of sufficient pitches to meet identified need. | Number of Gypsy and Traveller pitches and Travelling Showpeople plots completed per annum, compared against requirements assessed in | To provide by 2029: 8 public pitches 1 Travelling Showpeople plot | ADC/WSCC/ housing providers |

| | | | | |
|---|---|---|--|------------------------------|
| | | Gypsy and Traveller Accommodation Assessment | | |
| Policy 25: Safeguarding Existing Gypsy, Traveller and Travelling Showpeople Sites. | Ensuring no overall loss of existing pitches. | Number of pitches lost per annum | No loss of pitches over plan period | ADC/ WSCC/ Housing providers |
| Policy 26: Protecting and Enhancing Existing Employment Sites and Premises. | Maintain high levels of employment in Adur | Economic Activity Rate: Aged 16-64 to be monitored on an annual basis | Overall increase in economic activity rate over plan period | ADC/ developers |
| | | Amount of B1, B2 and B8 uses lost to other uses in Adur per annum | To minimise the loss of B class uses in Adur in line with policy. | ADC/ developers |
| Policy 27: The Visitor Economy | To increase the part played by the visitor economy in the regeneration of Adur. | To increase the amount of staying trips and day visitors to Adur. | An increase in visitor numbers. | ADC/ developers. |
| | | Number and type of visitor facilities (including accommodation) completed in Adur per annum | To increase the amount of visitor facilities in Adur over the Plan period. | ADC/developers |

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| Policy 28: Retail, Town Centres and Local Parades | To protect and enhance the role of town, village and local centres through managing appropriate retail development | Amount of floorspace provided for 'town centre uses' in Adur per annum and amount of this floorspace provided within town centres | To maximise the amount of 'town centre uses' provided within Adur's town centres. | ADC/ developers |
| | | Changes of use (completions) in local parades per annum | To retain vitality and viability of local parades over the plan period in accordance with policy. | ADC/developers |
| Policy 29: Transport and Connectivity | To reduce amount of trips made by car, through encouraging and facilitating use of other forms of transport. | Number of implemented cycle route projects or cycle facilities. | To be monitored | ADC/ WSCC |
| | | Number of approved travel plans. | 100% of qualifying planning applications | ADC/WSCC/Developers |
| | | Number of electric car charging bays provided per annum | Annual increase | ADC/WSCC/Developers |

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|---|---|---|--|---|
| Policy 30: Delivering Infrastructure | Delivery of infrastructure through s106 and CIL | Delivery of strategic infrastructure (as indicated in IDP). Schemes delivered through planning obligations and CIL funding | Strategic infrastructure to be delivered in accordance with the IDP. | ADC, WSCC, Environment Agency, Southern Water, and other infrastructure providers. |
| Policy 31: Green Infrastructure | To protect and enhance green infrastructure, improve access to it, and increase the amount in Adur | Amount of land identified as BAP habitat Amount of land with LNR or SNCI designation | Increase over plan period Increase over plan period | ADC/ Sussex Wildlife Trust ADC/WSCC/Sussex Wildlife Trust/Natural England/Environment Agency |
| Policy 32: Biodiversity | To avoid development within, or adversely impacting on, designated nature reserves or sites of nature conservation importance | Development commencements within designated sites and habitats in Adur per annum Extent and condition of SSSIs in Adur to be | To minimise impact on designated sites and habitats in accordance with policy. No deterioration of SSSI units | ADC/ Sussex Wildlife Trust ADC/Environment Agency/ Sussex Wildlife Trust/Natural |

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| | | reported annually | over plan period | England |
|--|---|--|---|--|
| Policy: 33: Open Space, Recreation and Leisure | To protect existing, and facilitate the provision of new open space, sports and recreation facilities. | Amount of open space in Adur per 1,000 population | To maintain open space provision standards as set out in the Council's Open Space Study over plan period. | ADC/ developers |
| Policy 34: Planning for Sustainable Communities | Protection of social and community facilities; facilitation of improvements in standards of health in Adur. | <p>Number of new social and community facilities completed per annum.</p> <p>Number of social/community facilities lost to other uses per annum</p> <p>Key health indicators in Adur to be monitored</p> | <p>To increase over plan period</p> <p>To minimise loss of social and community facilities in accordance with policy.</p> <p>Improvement in key health indicators over plan period.</p> | <p>ADC/Commissioning Care Groups/Developers</p> <p>ADC</p> <p>ADC/Commissioning Care Groups/NHS/West Sussex County Council/Developers and other relevant bodies/partners</p> |
| Policy 35: Pollution and Contamination | Reduction in instances of pollution. | Number of Air Quality Management Areas in Adur | No new Air Quality Management | ADC / WSCC/ Highways Agency |

| | | | | |
|--|-----------------------------|--|--|-------------------------------------|
| | | <p>NO2 levels within monitored areas in the district</p> <p>Number of completed development which incorporate remediation of contaminated land</p> | <p>Areas designated over plan period</p> <p>To reduce NO2 levels in accordance with the Adur Air Quality Action Plan</p> <p>Monitor trends</p> | ADC/Developers/WSCC/Highways Agency |
| Policy 36: Water Quality and Protection | Protection of water quality | Status of waterbodies to be monitored annually | No deterioration of status of waterbodies in Adur over plan period | ADC/Environment Agency |

| | | | | |
|---|--|---|---|-------------------------|
| Policy 37: Flood Risk and Sustainable Drainage | A reduced risk of flooding | Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds. | Zero | ADC/ Environment Agency |
| | | Number and percentage of relevant completed developments incorporating Sustainable Drainage Systems (SuDS). | To maximise amount of developments incorporating SuDS). | ADC/WSCC/Developers |
| Policy 38: Telecommunications | Appropriate implementation and siting of modern telecommunications infrastructure. | Number of telecommunications applications/ prior approvals under Part 24 of GPDO | | ADC |

Appendix 6

Proposed Submission Adur Local Plan 2014

Policies Map: Proposed Changes

Introduction

The Council is required to provide a Policies Map to illustrate the policies and Proposals of the Local Plan. The Policies Map is required to reflect the most up-to-date plan for the area, and will therefore need to be revised when new policies are adopted. (As subsequent Development Plan Documents are adopted, the Policies Map will be updated accordingly).

The Council's current Proposals Map, which accompanies the Adur Local Plan 1996 presents the policies and proposals within that document. This appendix sets out what changes have been made to this as part of the Proposed Submission Adur Local Plan 2014. In addition, amended maps have been created to aid understanding of the policies within the Proposed Submission Adur Local Plan 2014. This includes a full-size Policies Map, showing the whole area covered by the Local Plan, with Inset Maps (to show certain parts of the Plan area in more detail). Electronic versions of this map are available to view on the Council's website; paper versions are available to view with the Proposed Submission Local Plan itself.

1. Details of Adur Local Plan 1996 Layers and Changes Made

1

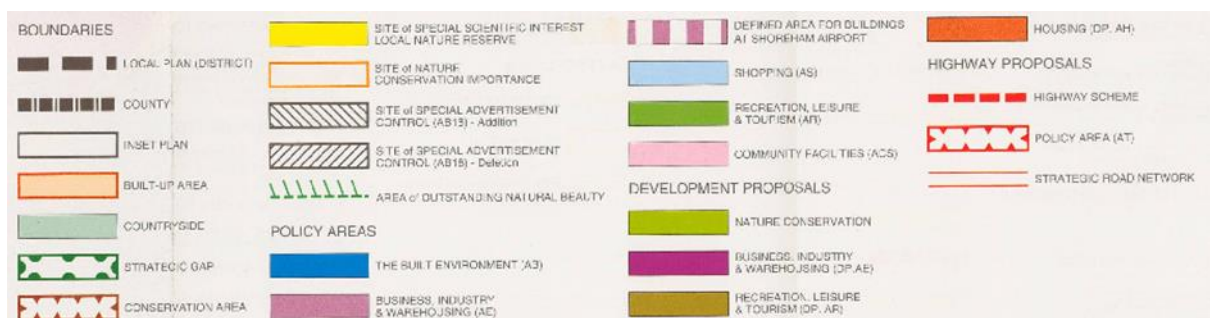
Table 1. Adur Local Plan 1996 Policies Map Layers, and changes as shown on Policies Map accompanying the Proposed Submission Adur Local Plan 2014.

| Local Plan Layer | Changes |
|-------------------------------|---|
| Boundaries | |
| <u>Local Plan (District)</u> | Replaced by Adur Local Plan Area |
| <u>Adur District Boundary</u> | Removed |
| <u>County</u> | Removed |
| <u>Inset Plan</u> | Updated – now three inset maps on separate Policies Map; no longer have a separate inset map for Shoreham Harbour |
| <u>Built-Up Area</u> | Updated – see table and maps below |

| | |
|--|---|
| <u>Countryside</u> | Updated – see Built Up Area in table and maps below |
| <u>Strategic Gap</u> | Amended and replaced by Local Green Gaps – see table and maps below for changes |
| <u>Conservation Area</u> | Updated since 1996 – Conservation Areas have been appraised and some boundaries have been updated. See the following link for more information: http://www.adur-worthing.gov.uk/planning-policy/conservation-and-heritage/adur-conservation-areas/ |
| <u>Site of Special Scientific Interest</u> | No change |
| <u>Local Nature Reserve</u> | Shoreham Beach Local Nature Reserve was designated in 2006; this is now shown, as is Widewater Lagoon which was designated as a Local Nature Reserve in 1997. |
| <u>Site of Nature Conservation Importance</u> | No change. |
| <u>Site of Special Advertisement Control (AB18) – Addition</u> | Removed |
| <u>Site of Special Advertisement Control (AB18) – Deletion</u> | Removed |
| <u>Area of Outstanding Natural Beauty</u> | Replaced by South Downs National Park, however this is now outside of the Local Plan area so it is not shown on the Policies Map. |
| Policy Areas | |
| <u>The Built Environment (AB)</u> | Removed |
| <u>Business, Industry and Warehousing (AE)</u> | Replaced by Protected Employment Sites – see table below |
| <u>Defined area for buildings at Shoreham Airport</u> | Now a Protected Employment Site – see table below |
| <u>Shopping (AS)</u> | Replaced by: Town Centre Boundaries Primary Shopping Area Primary Retail Frontages Secondary Retail Frontages Local Shopping Parades |
| <u>Recreation, Leisure and Tourism (AR)</u> | Removed |
| <u>Community Facilities (ACS)</u> | Removed |
| Development Proposals | |
| <u>Nature Conservation</u> | Removed |

| | |
|--|---|
| <u>Business, Industry and Warehousing (DP, AE)</u> | Replaced by Strategic Site Allocations |
| <u>Recreation, Leisure and Tourism (DP, AR)</u> | Removed |
| <u>Housing (DP, AH)</u> | Replaced by Strategic Site Allocations, and Potential Development Sites |
| Highway Proposals | |
| <u>Highway Scheme</u> | Removed |
| <u>Highway Improvements (AT1)</u> | Removed |
| <u>Development Proposals (DP, AT1)</u> | Removed |
| <u>Policy Area (AT)</u> | Removed |
| <u>Strategic Road Network</u> | Removed |

Figure 1. Legend for Adur Local Plan, 1996



POLICIES APPLYING TO THE LOCAL PLAN AREA

AG1 AG2 AG3 AP1 AP2 AP3 AP4 AP5 AP6 AP7 AP9 AC10
AN3 AN4 AN5 AB1 A37 AB8 AB9 AB10 AB11 AB12 AB16
AB17 AB18 AB27 AB28 AB29 AB30 AB31 AT8 AT10 AT12
AH3 AH7 AH8 AH9 AH10 AH12 AE1 AES AS6 AR5 AR6
AR11 AR16 AR18 AR19

POLICIES APPLYING TO THE BUILT-UP AREA

AP8 AB20 AB22 AB23 AR24 AR25 AB26 AB32 AB33 AH1
AH2 A15 AH6 AH11 AE15 AE16 AS3 AS4 ACS1 ACS4
ACS5 AR7 AR20

POLICIES APPLYING TO THE COUNTRYSIDE

AC1 AC5 AC6 AC7 AC8 AC9 AC10 AC11 AC12 AC14
AC15 AT2 AT5 A14 AS2 AS8 AR10

POLICIES APPLYING TO CONSERVATION AREAS

AB2 AB3 AB4 AB5 AB6 AB19 AB21 AT13

POLICIES APPLYING TO THE STRATEGIC GAP

AC4

POLICIES APPLYING TO THE AREA of OUTSTANDING NATURAL BEAUTY

AC2 AC3

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2. Proposed Submission Adur Local Plan September 2014 Layers

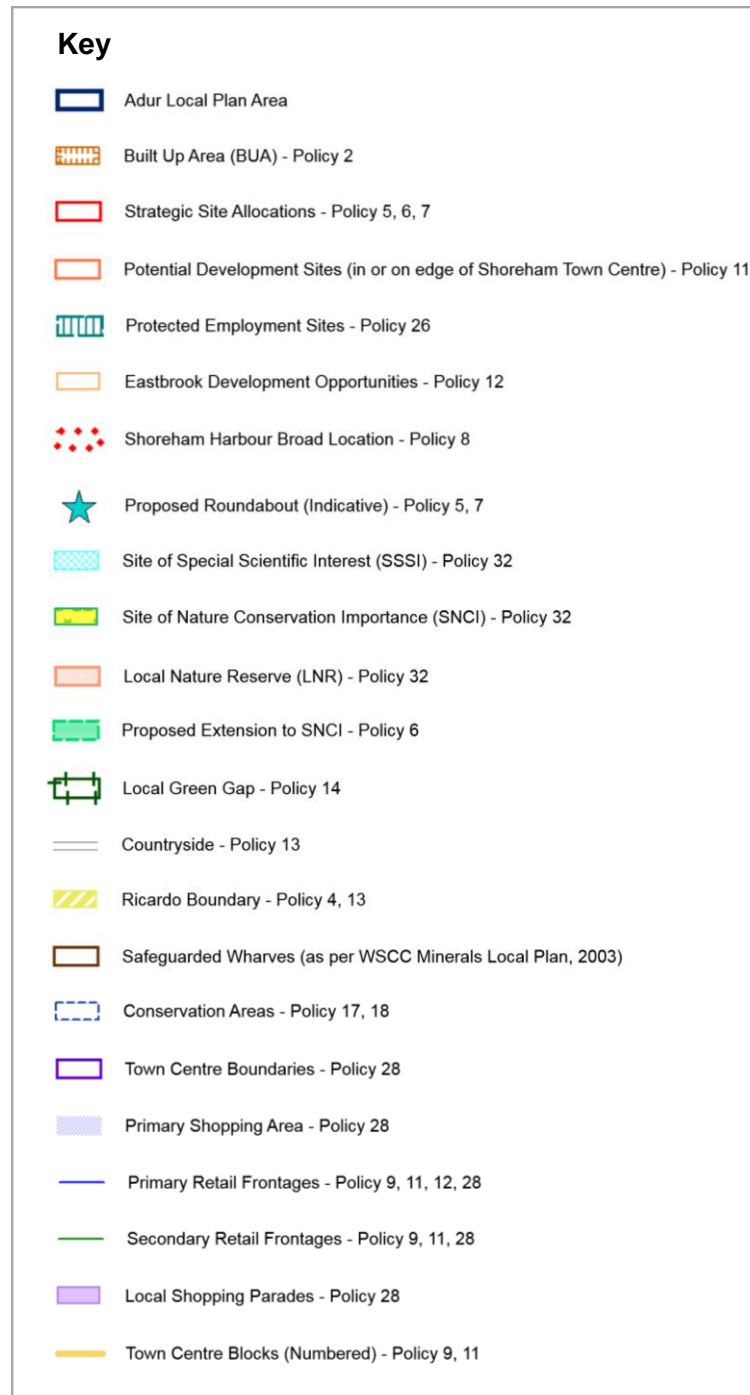
Table 2. Adur Proposed Submission Local Plan 2014 Policies Map Layers

| Local Plan Layer | Details |
|--|---|
| <u>Adur Local Plan Area</u> | Boundary has been updated to exclude all parts of Adur District within the South Downs National Park |
| <u>Built Up Area (BUA) – Policy 2</u> | Several Amendments (see Section 3.1 and Figures 3-10 below) |
| <u>Strategic Site Allocations – Policies 5, 6, 7</u> | Three sites: 1. New Monks Farm 2. West Sompting 3. Shoreham Airport |
| <u>Potential Development Sites (in or on edge of Shoreham Town Centre) – Policy 11</u> | Five sites: 1. Ropetackle North 2. Pond Road (East) 3. Police Station Site 4. Civic Centre Main Site 5. Civic Centre Car Park Site |
| <u>Protected Employment Sites – Policy 26</u> | Three sites: 1. Lancing Business Park 2. Shoreham Airport 3. Dolphin Road Industrial Estate |
| <u>Eastbrook Development Opportunities – Policy 12</u> | New layer |
| <u>Shoreham Harbour Broad Location – Policy 8</u> | New layer |
| <u>Proposed Roundabout (Indicative) – Policies 5, 7</u> | New layer |
| <u>Site of Special Scientific Interest (SSSI) – Policy 32</u> | As shown on Adur Local Plan 1996 Proposals Map |
| <u>Site of Nature Conservation Importance (SNCI) – Policy 32</u> | No changes – as shown on Adur Local Plan 1996 Proposals Map. |
| <u>Local Nature Reserve (LNR) – Policy 32</u> | Shoreham Beach LNR and Widewater Lagoon LNR added to Policies Map – see Table 1 for explanation. |
| <u>Proposed Extension to SNCI – Policy 6</u> | New layer |
| <u>Local Green Gap – Policy 14</u> | Has replaced the Strategic Gap policy in the Adur Local Plan, 1996. (See Section 3.2 and Figures 11-14 for more details) |

PROPOSED SUBMISSION ADUR LOCAL PLAN 2014

| | |
|--|--|
| <u>Countryside – Policy 13</u> | Several amendments to 1996 layer – see 3.1 below. |
| <u>Ricardo Boundary – Policies 4, 13</u> | New layer |
| <u>Safeguarded Wharves (as per West Sussex County Council Minerals Local Plan, 2003)</u> | New layer |
| <u>Conservation Areas – Policies 17, 18</u> | Updated since 1996 – see Conservation Area appraisals for more information: http://www.adur-worthing.gov.uk/planning-policy/conservation-and-heritage/adur-conservation-areas/ |
| <u>Town Centre Boundaries – Policy 28</u> | New layer |
| <u>Primary Shopping Area – Policy 28</u> | New layer |
| <u>Primary Retail Frontages – Policies 9, 11, 12, 28</u> | New layer |
| <u>Secondary Retail Frontages – Policies 9, 11, 28</u> | New layer |
| <u>Local Shopping Parades – Policy 28</u> | New layer – See 3.3 below for more information |
| <u>Town Centre Blocks (Numbered) – Policies 9, 11</u> | New layer |

Figure 2. Legend for Proposed Submission Adur Local Plan 2014



3. Detailed amendments to layers from Proposals Map 1996 to Policies Map 2014

3.1 Changes to the Built Up Area Boundary 2014

The maps below include amendments made to the Built Up Area as a result of the proposed strategic site allocations.

Figure 3. Proposed Amendments to Built Up Area Boundary - Overall

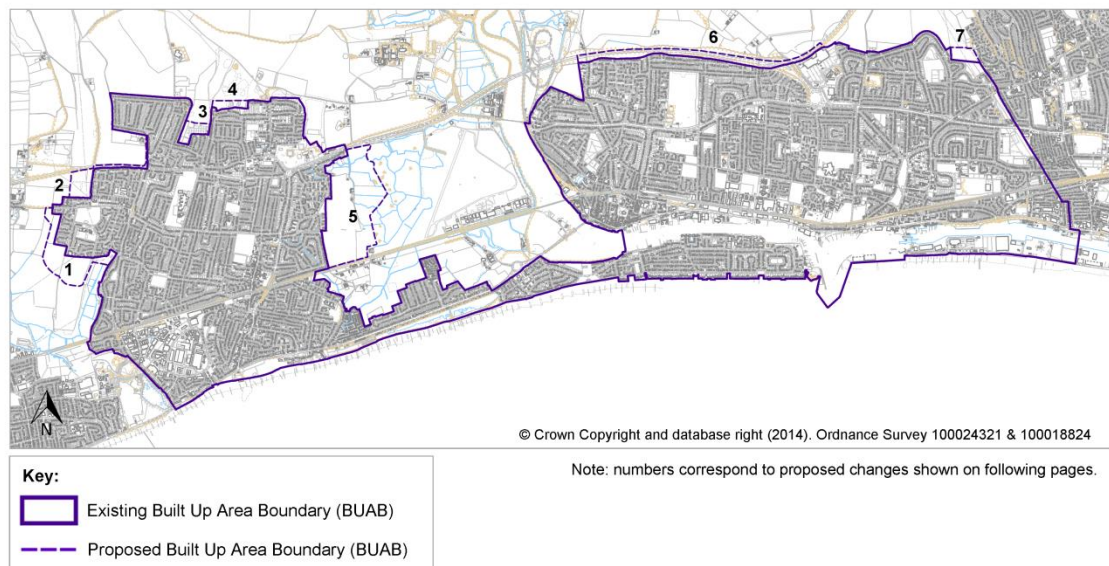


Figure 4. Amendment No. 1

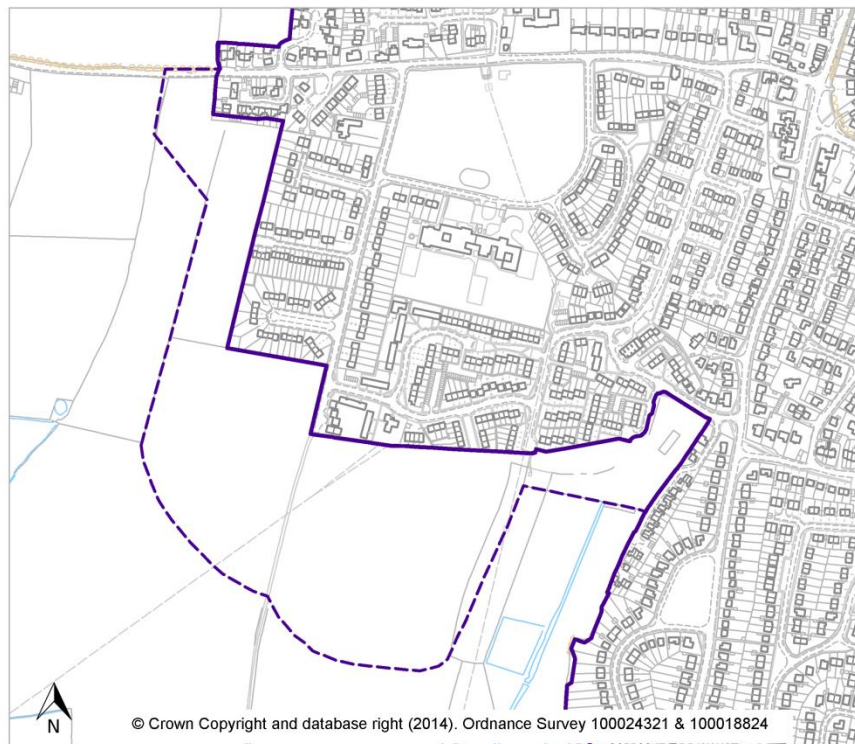


Figure 5. Amendment No. 2

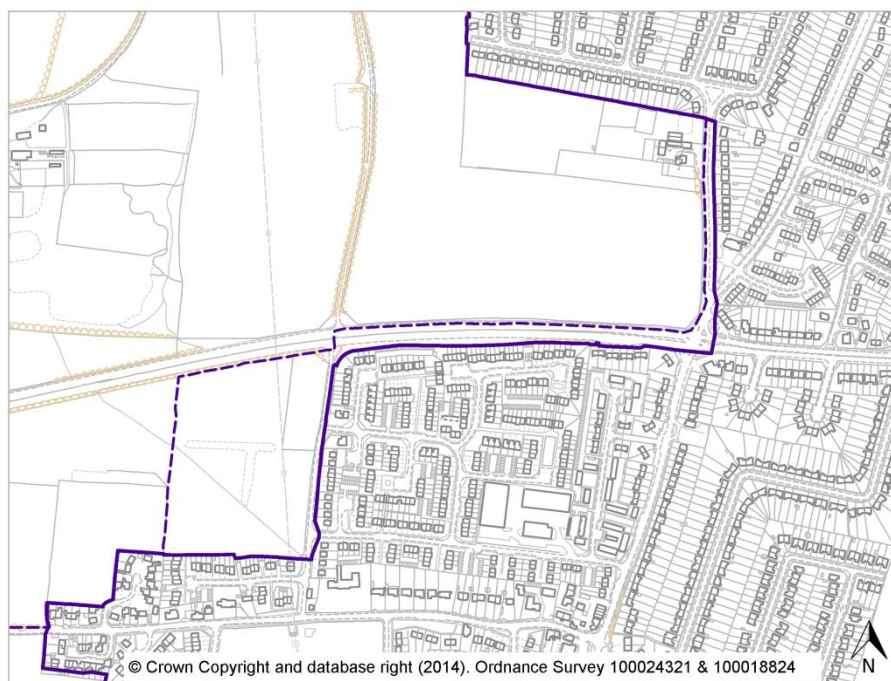


Figure 6. Amendment No. 3



Figure 7. Amendment No. 4

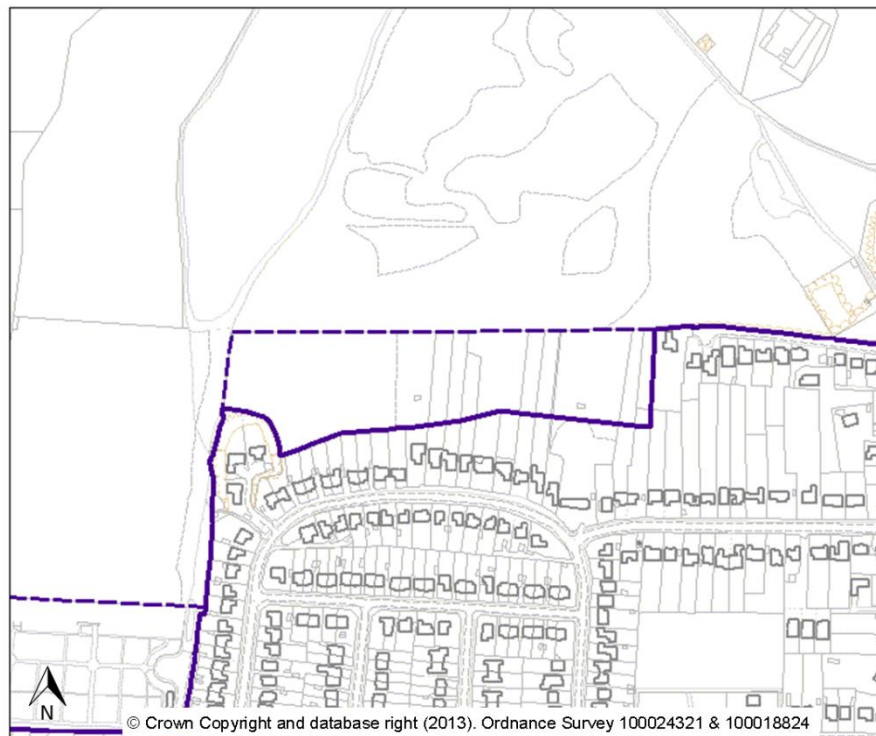


Figure 8. Amendment No. 5

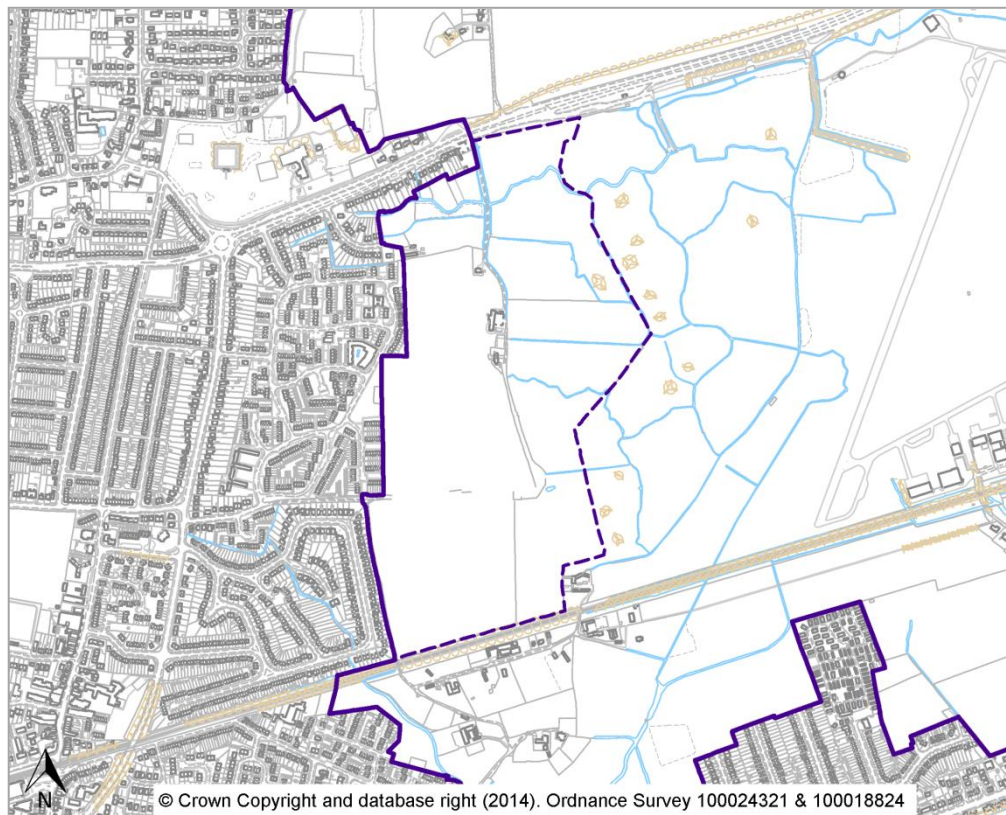


Figure 9. Amendment No. 6

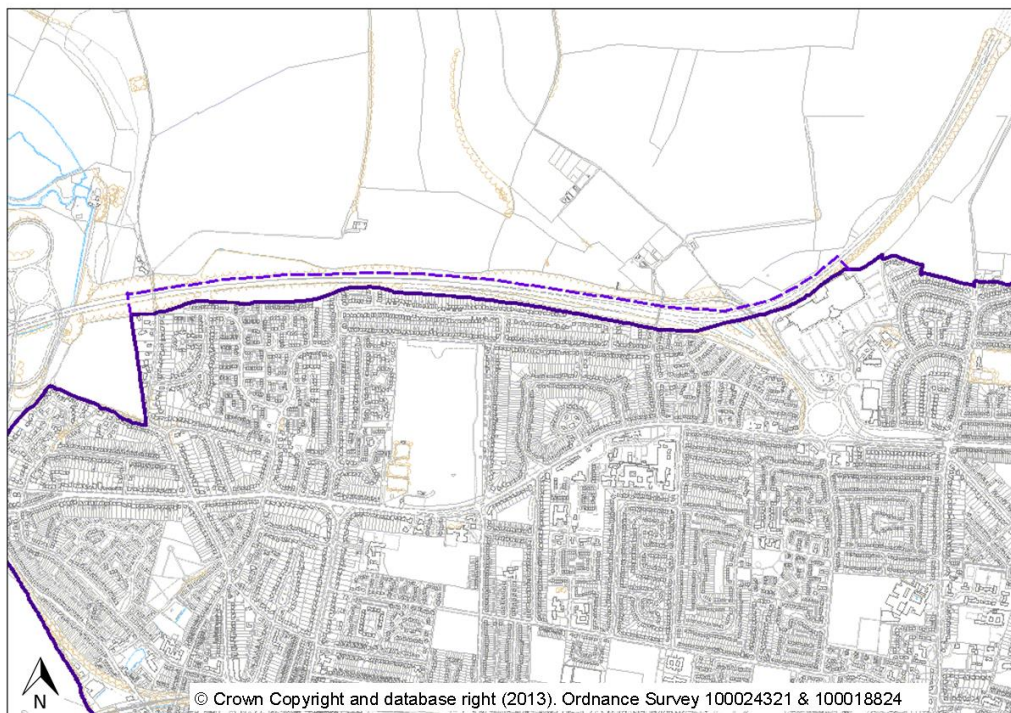
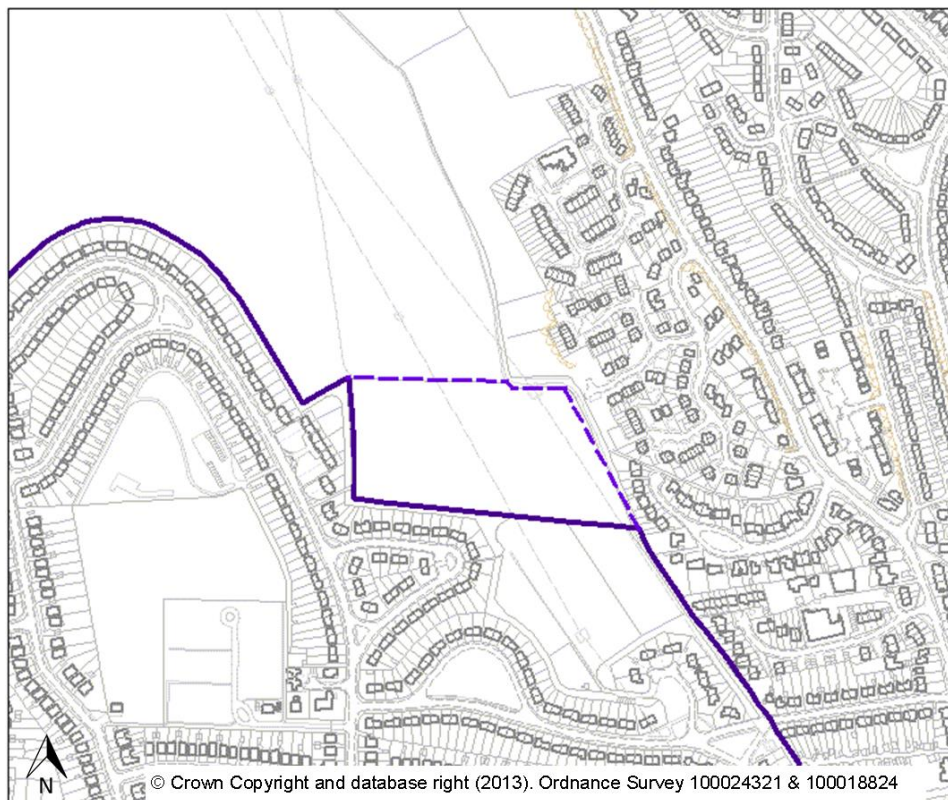


Figure 10. Amendment No. 7



3.2 Strategic Gaps and Local Green Gaps

Figure 11. Strategic Gap (as defined in Adur Local Plan 1996)
Sompting/Lancing – Worthing

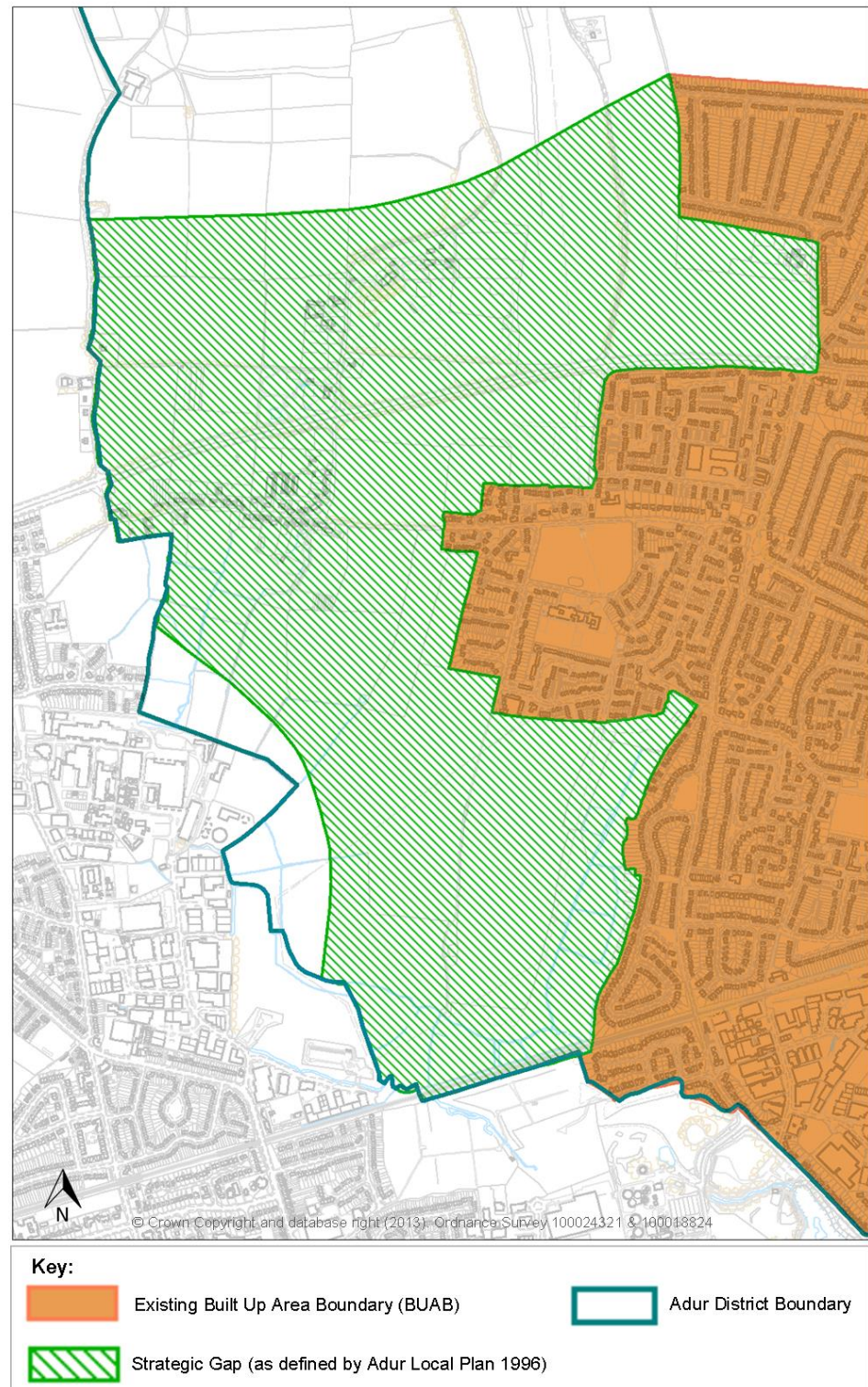


Figure 12. Proposed Amendment to Sompting/Lancing – Worthing Local Green Gap

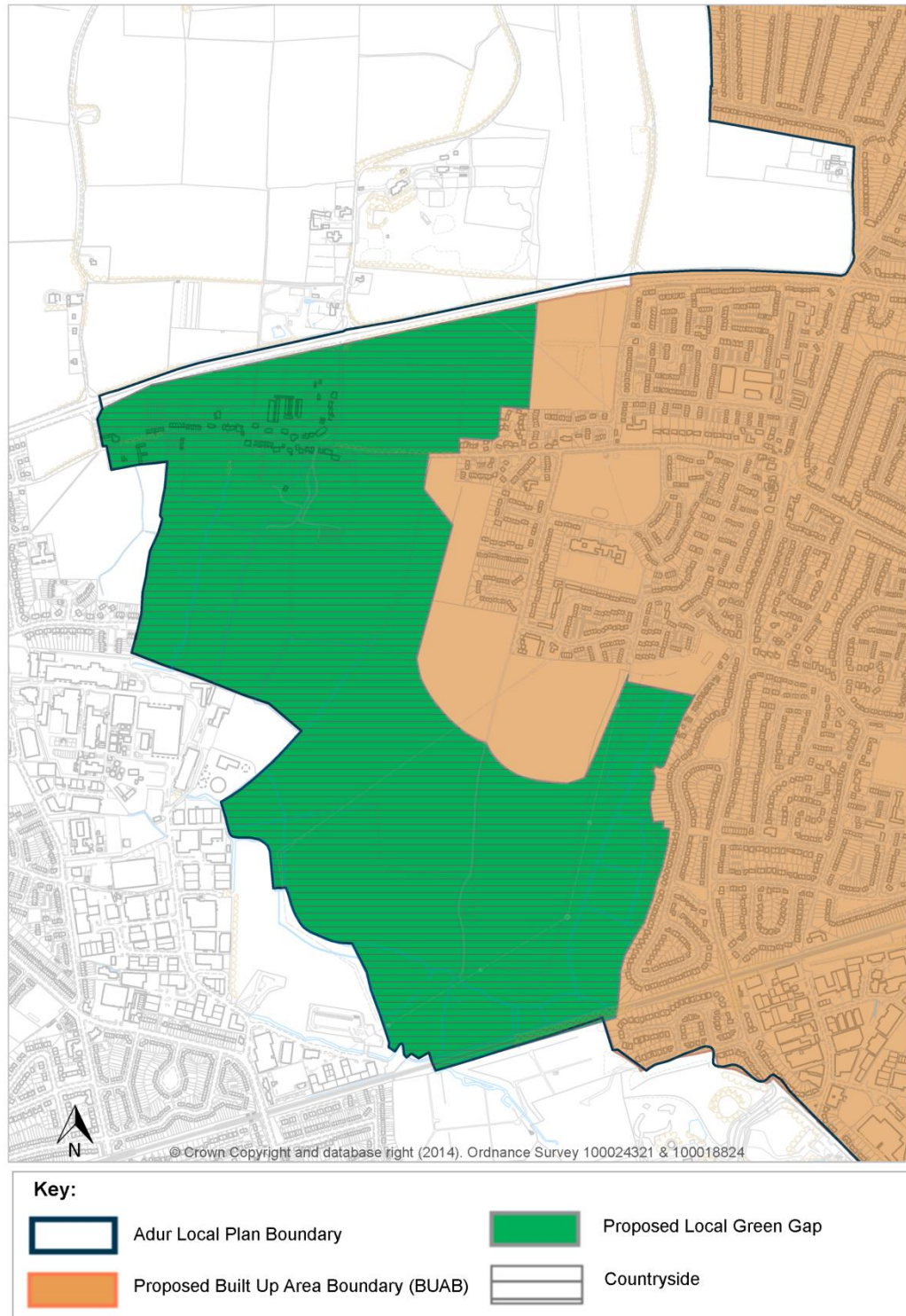


Figure 13. Strategic Gap (as defined in Adur Local Plan 1996) – Lancing – Shoreham

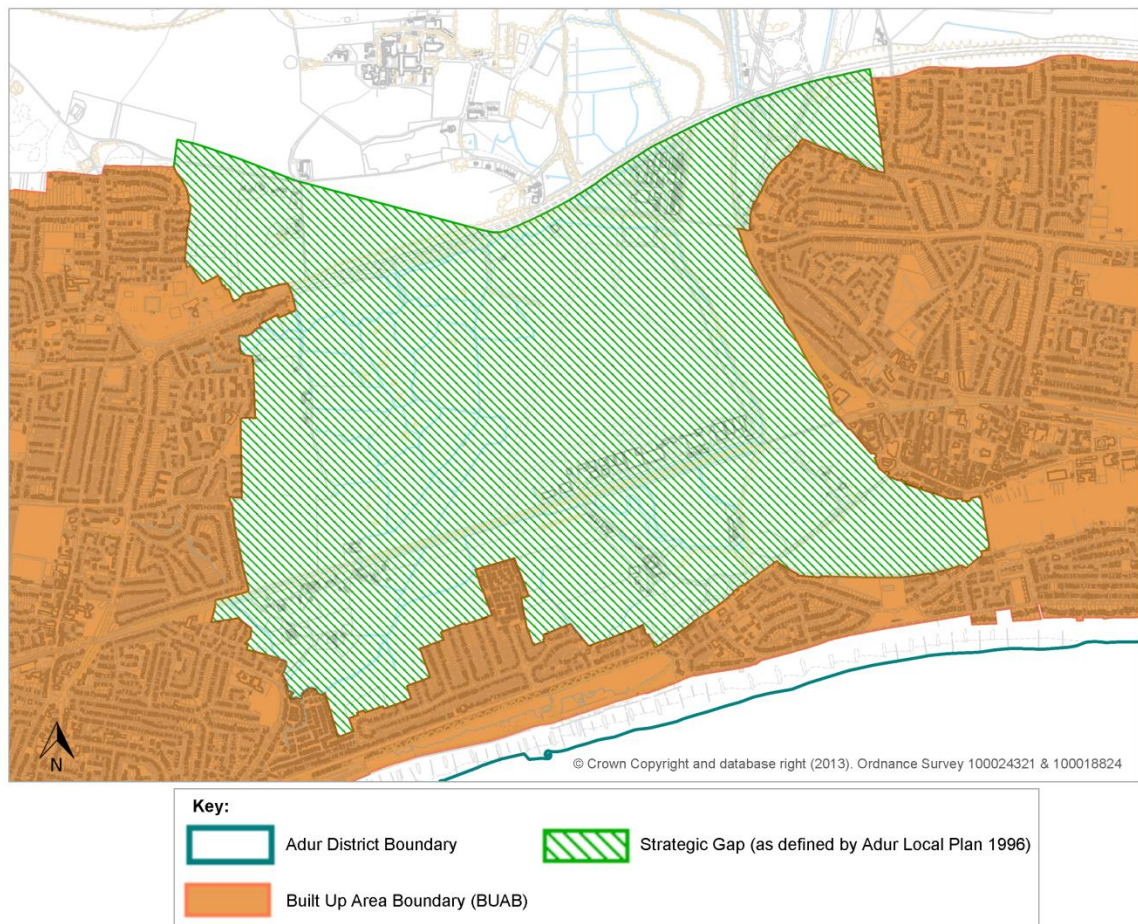
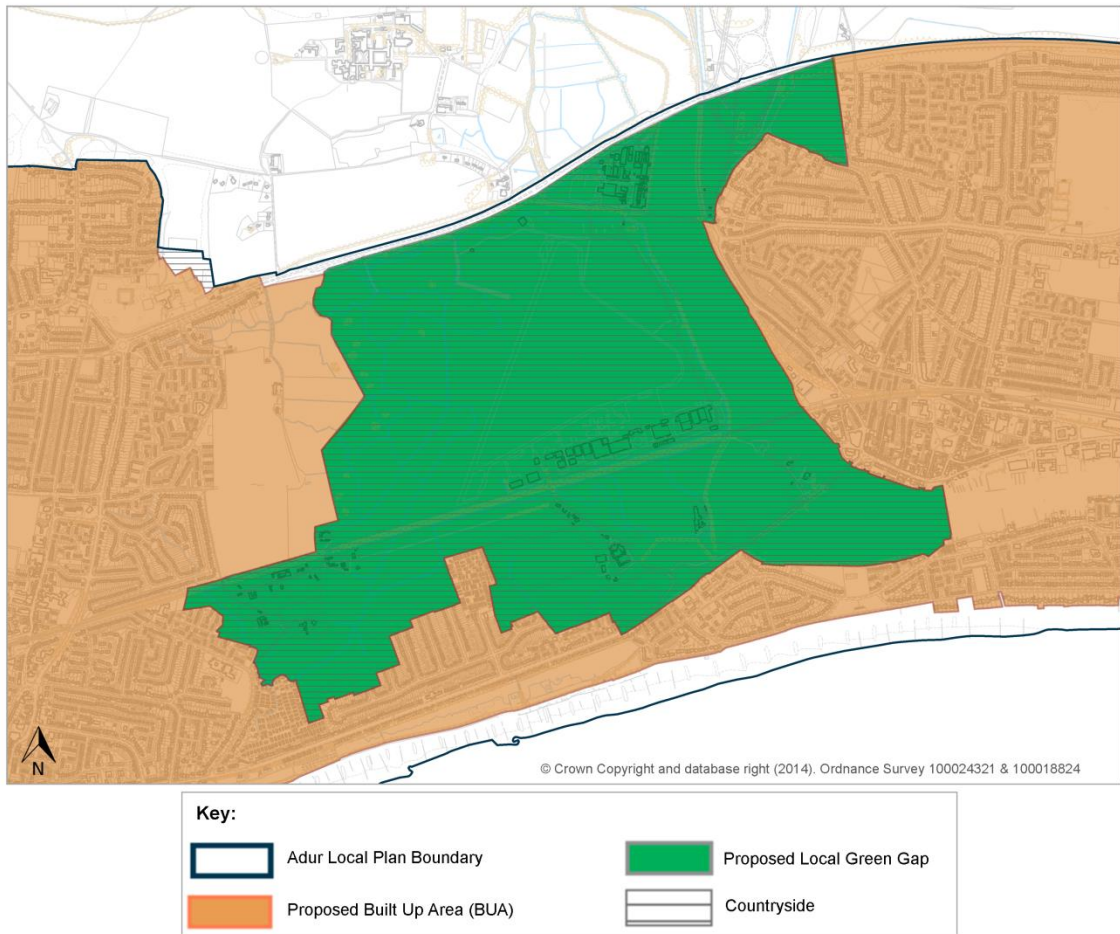


Figure 14. Proposed amendments to Lancing – Shoreham Local Green Gap



3.3 Local Shopping Parades

The following Local Shopping Parades are included in the Proposed Submission Adur Local Plan 2014

Figure 15: Sompting: Seadown Parade, Bowness Avenue and The Parade, Cokeham Road

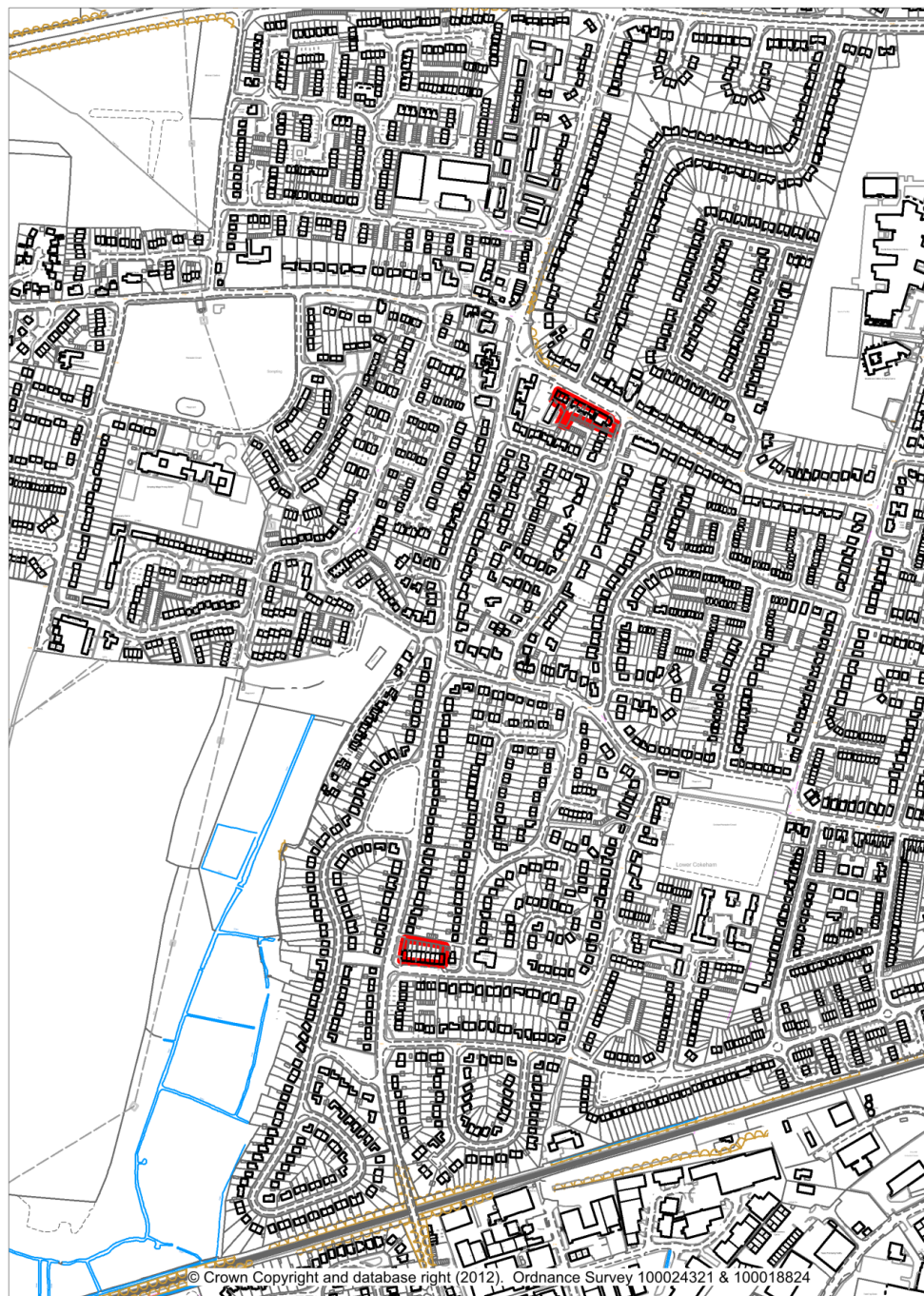


Figure 16: Hillbarn Parade, Sompting and Manor Road, Lancing

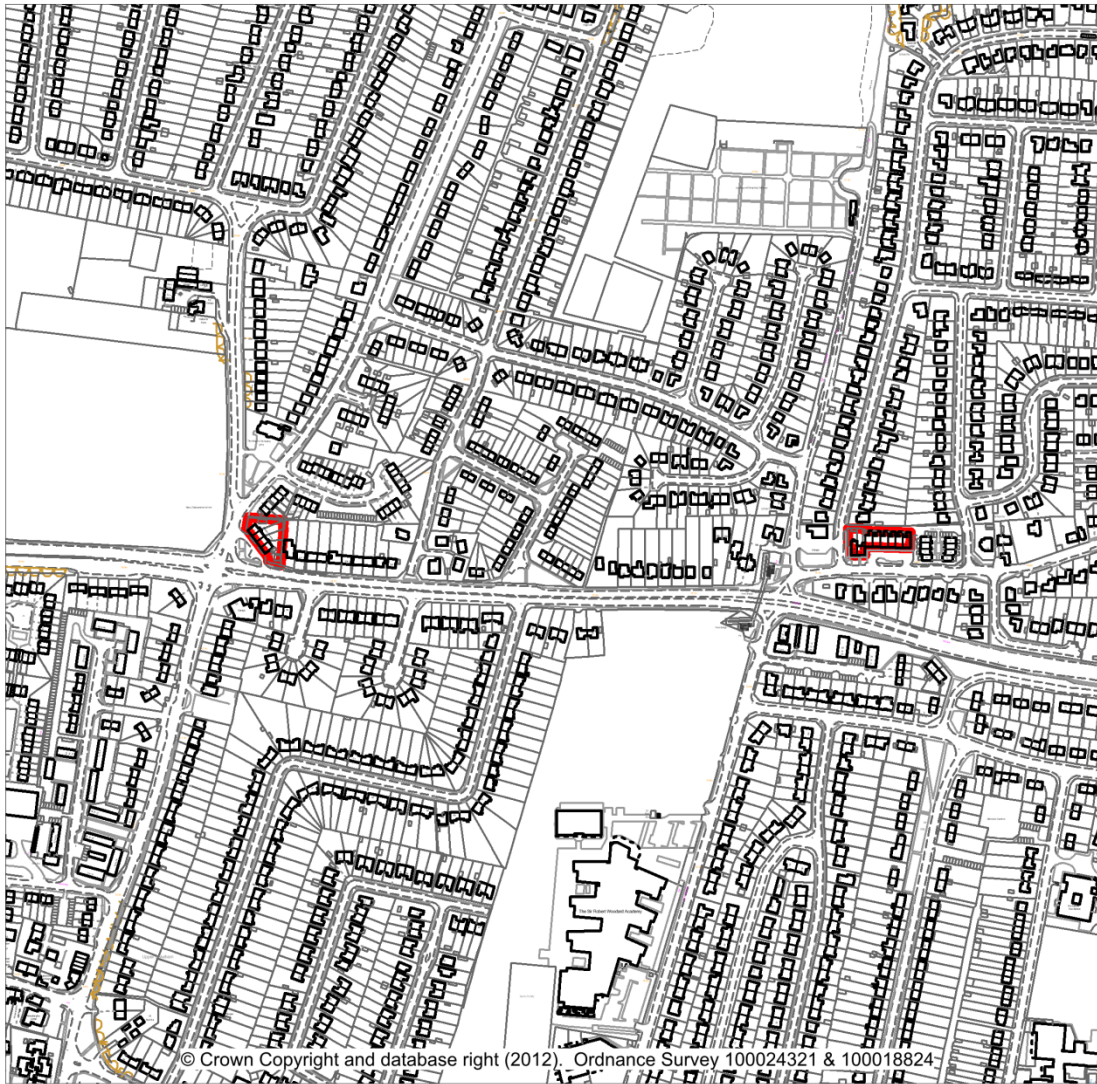


Figure 17: Lancing: Crabtree Arcade, Crabtree Lane and Lisher Road

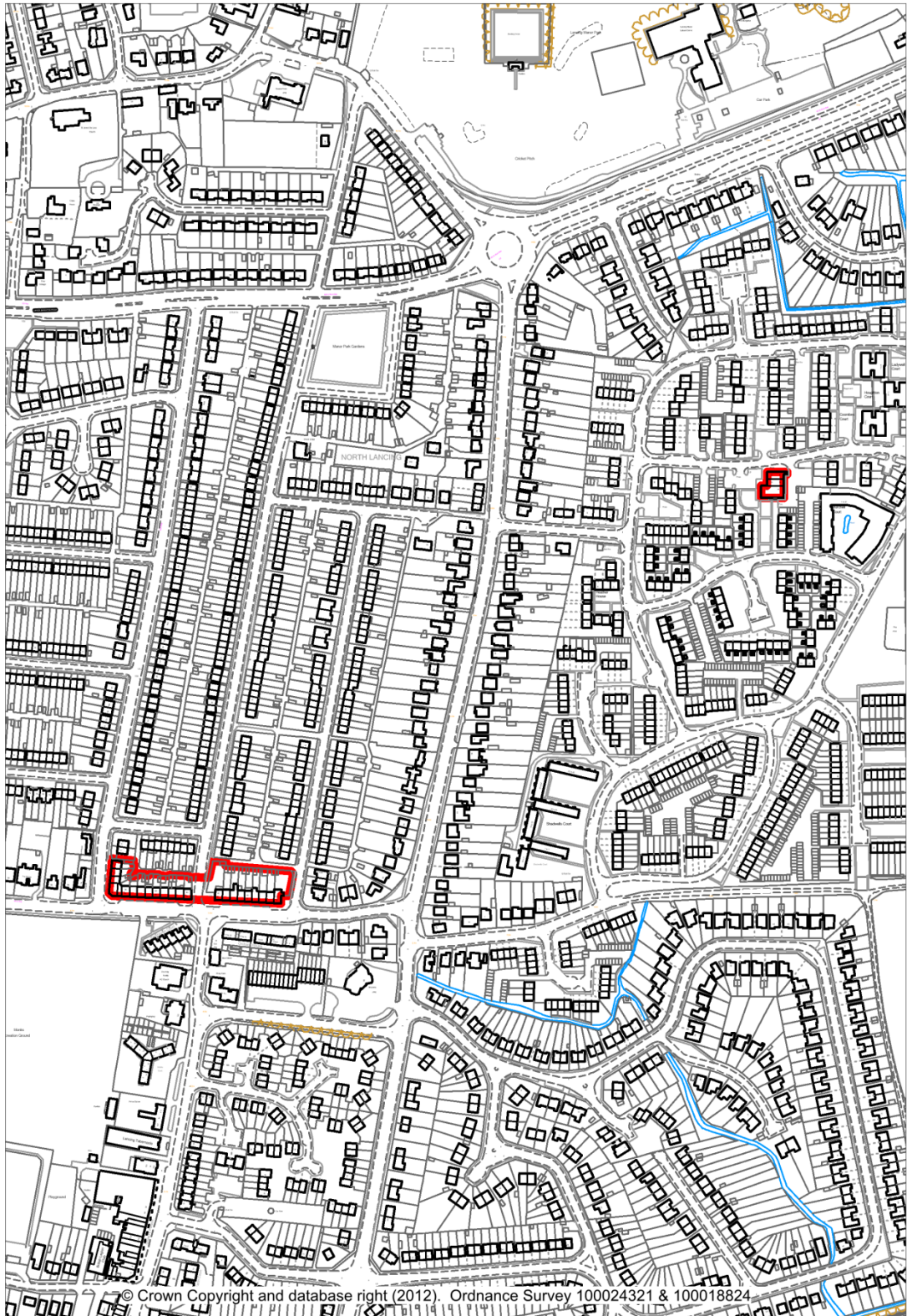


Figure 18: Brighton Road, Lancing and Beach Green, Shoreham Beach

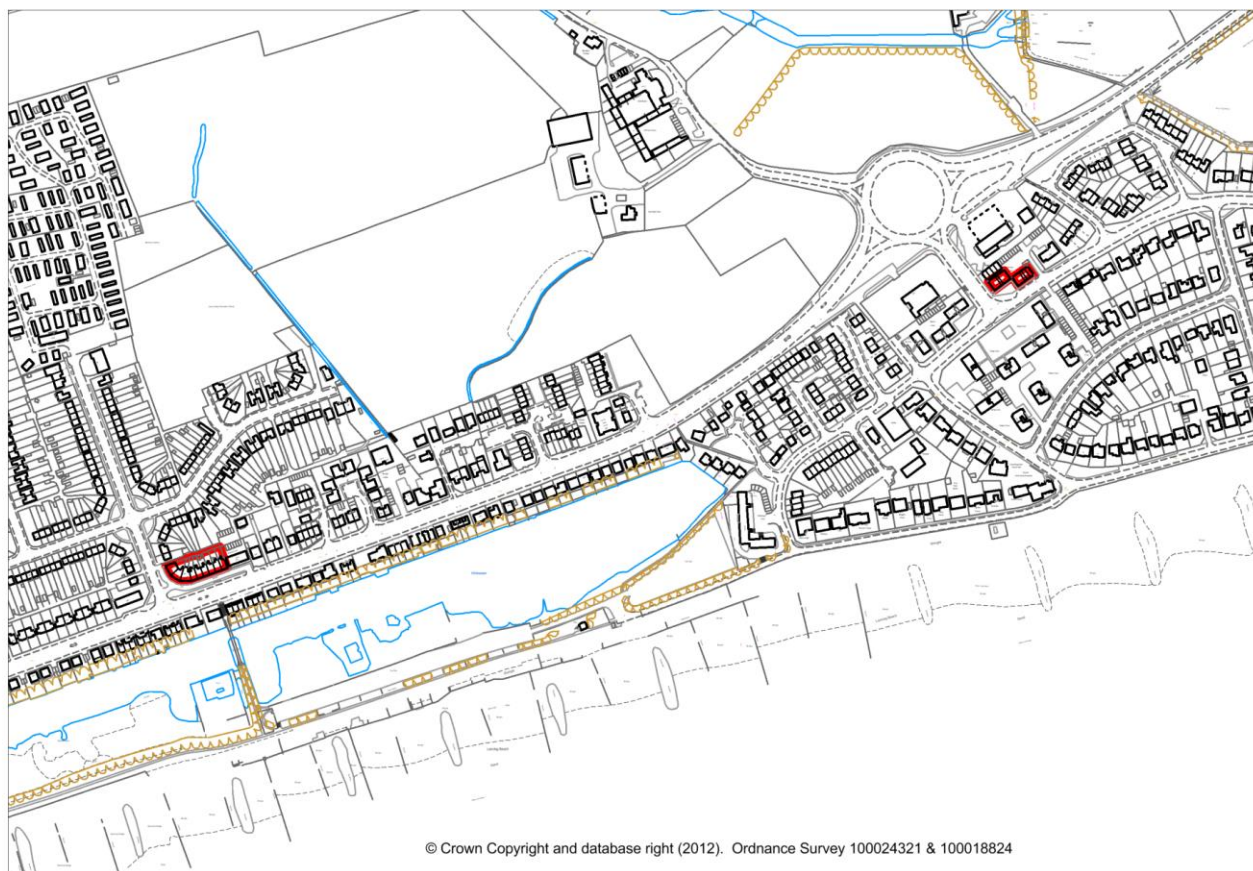


Figure 19: Ferry Road, Shoreham Beach



Figure 20: Shoreham-by-Sea: Middle Road and Upper Shoreham Road

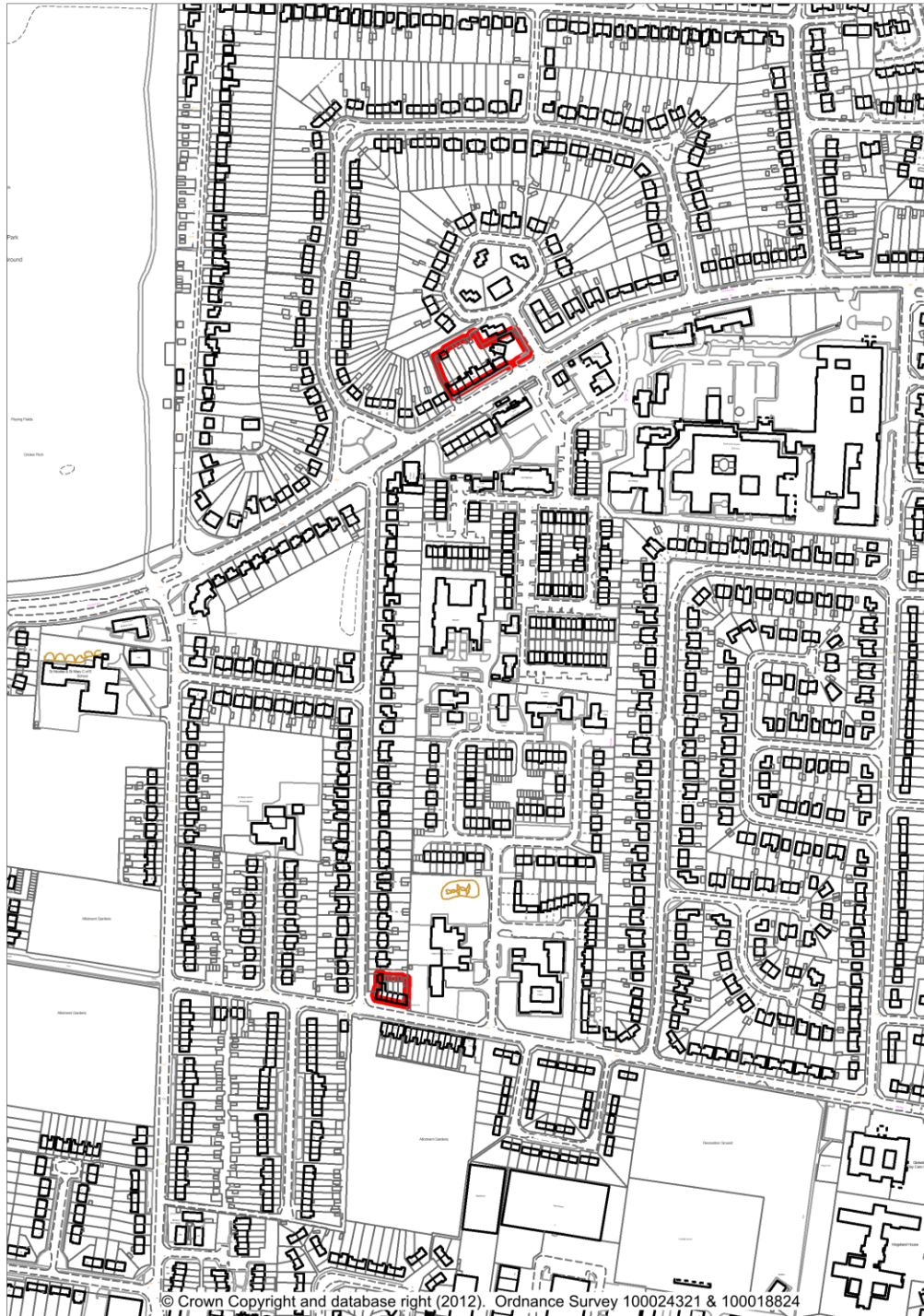
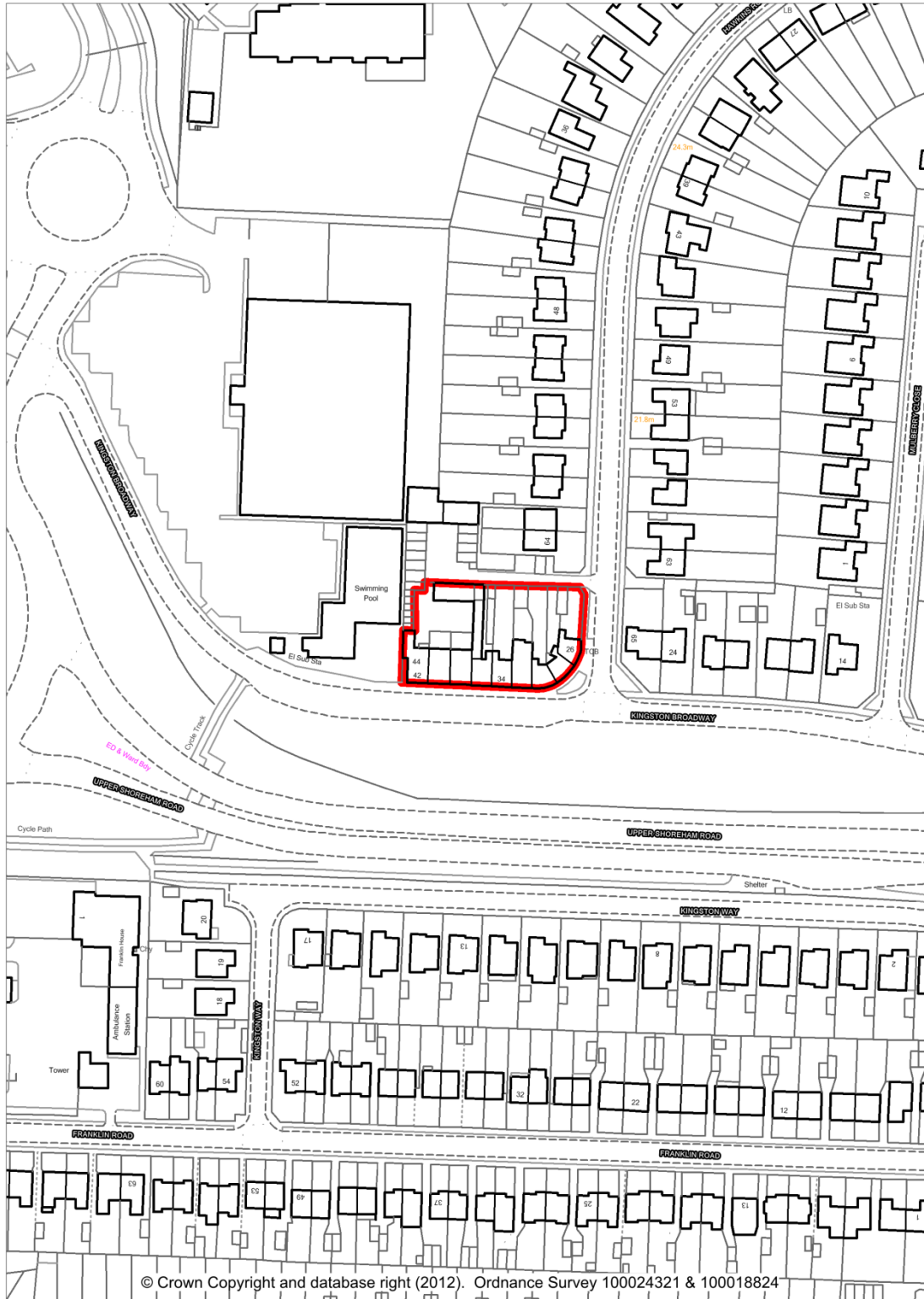


Figure 21: Kingston Broadway, Shoreham-by-Sea



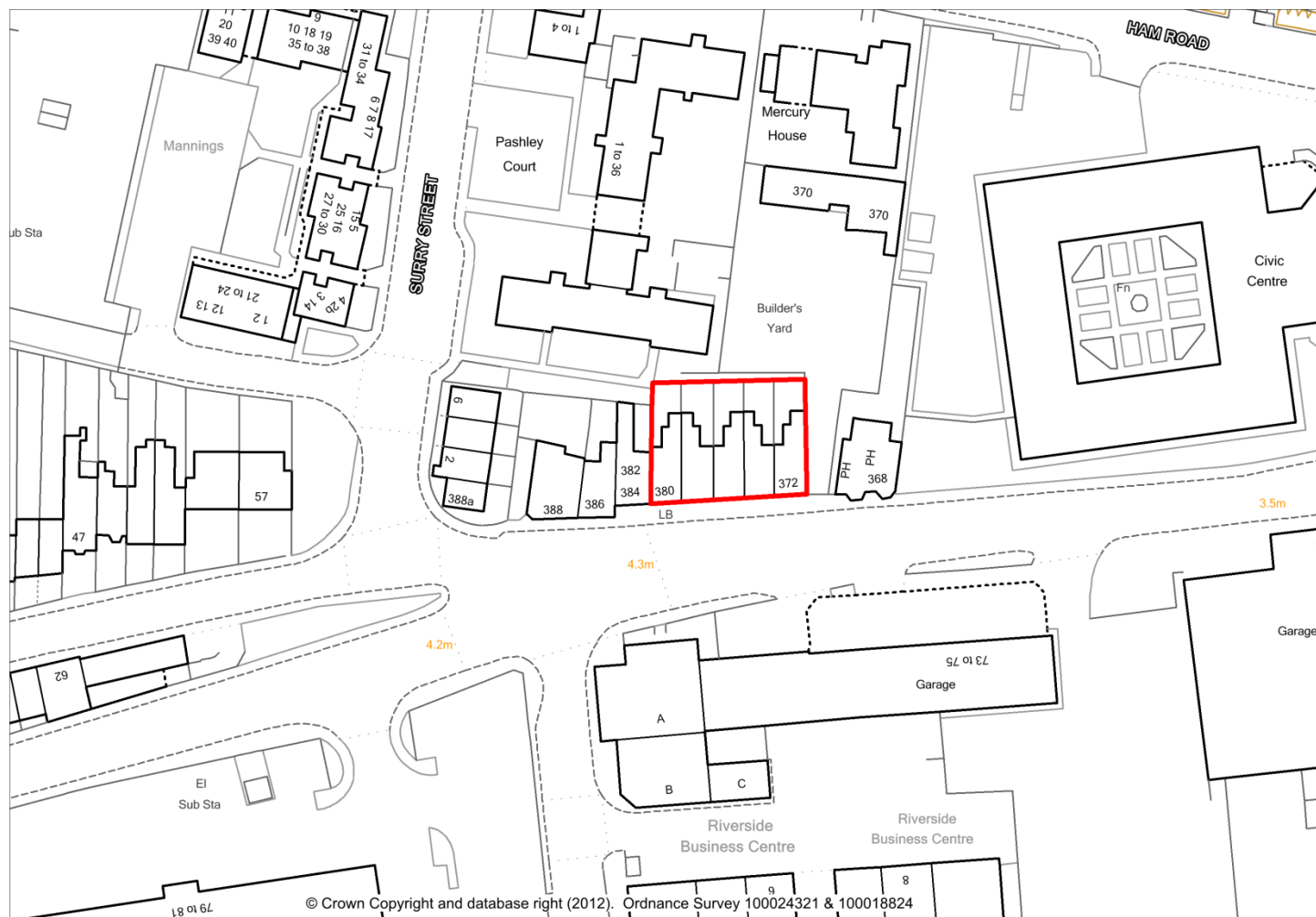


Figure 23: Southwick: Windmill Parade, Old Shoreham Road and Broadway, Manor Hall Road

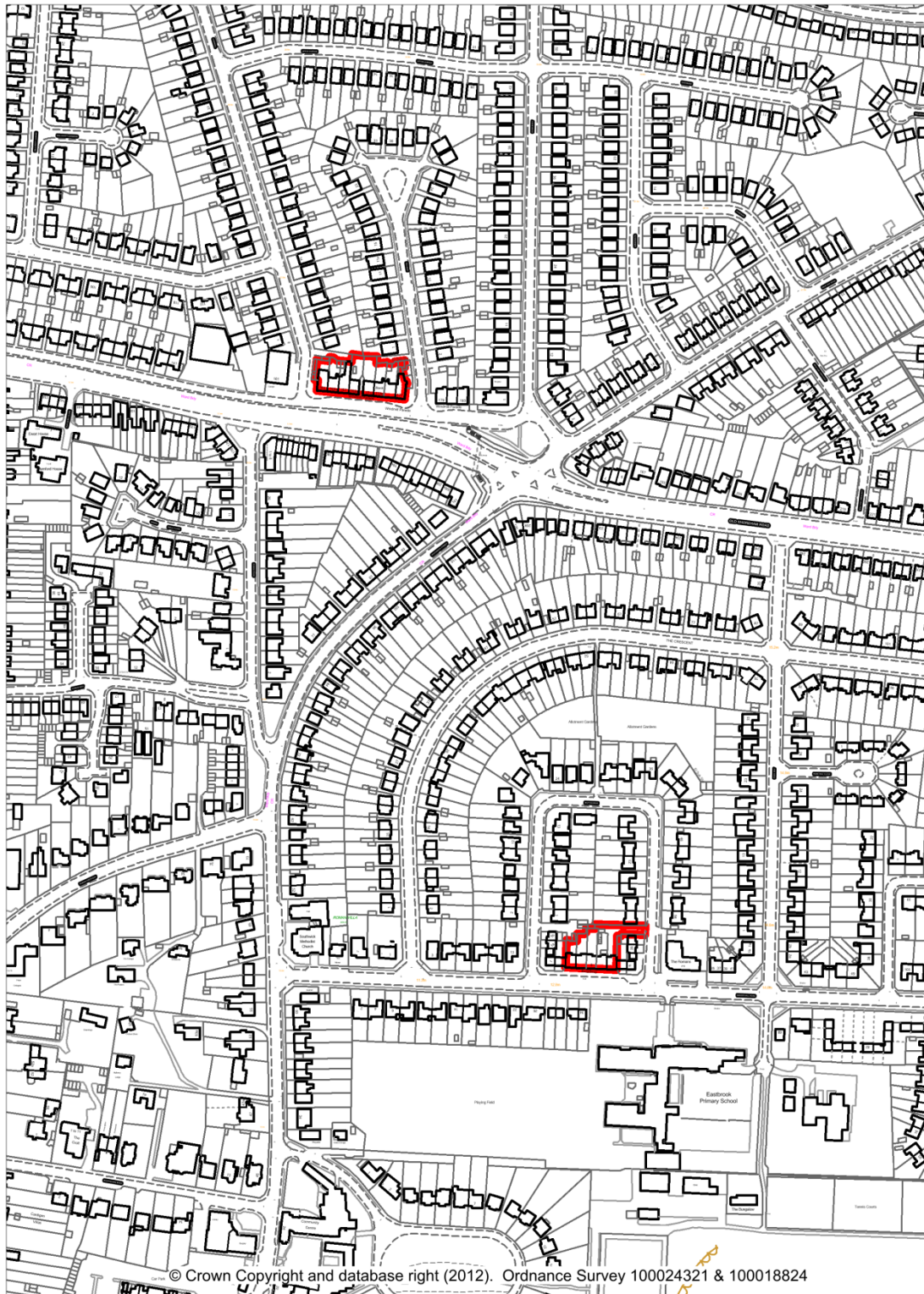
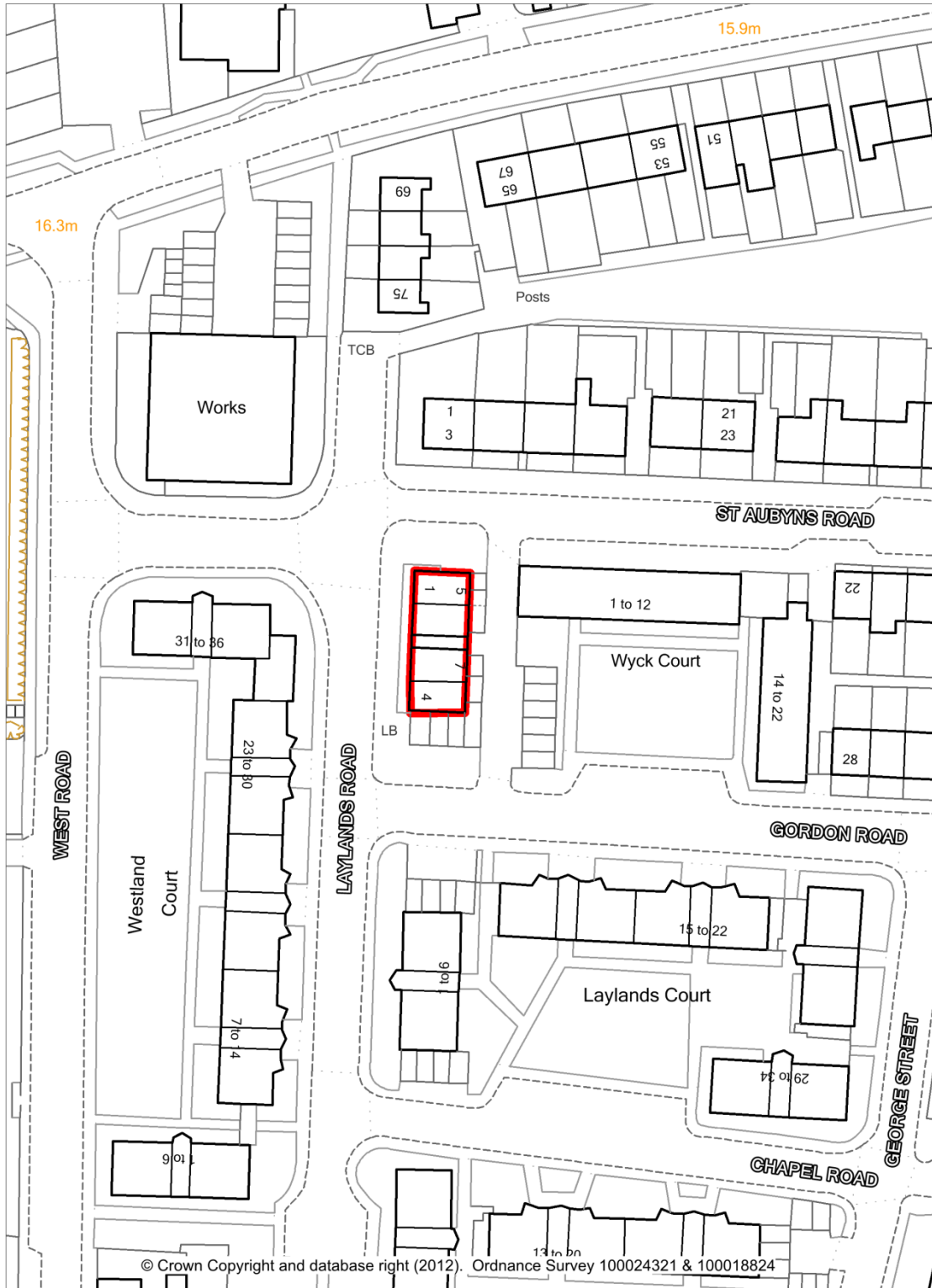


Figure 24: Laylands Road, Fishersgate



Appendix 7: Glossary

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

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

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| | section 38 of the Planning and Compulsory Purchase Act 2004. |
| Development Plan Documents (DPD) | Development Plan Documents are a type of Local Development Document, and constitute part of the Local Development Framework. They contain policies and proposals for development, and are subject to consultation and independent examination. They carry significant weight in determining planning applications. |
| Employment Land Review (ELR) | The purpose of an Employment Land Review is to provide a detailed analysis and understanding of the quantity, nature and quality of existing and allocated employment land and premises and the extent to which that supply can meet future demands. |
| Exception Test | This test provides a method of managing flood risk while still allowing necessary development to occur. It is applied following application of the Sequential Test where it is not possible or consistent with wider sustainability objectives for development to be located in zones of lower probability of flooding. |
| Green Infrastructure | The NPPF defines this as a network of multi-functional green space, both urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. |
| Gypsies and Travellers | Gypsies and Travellers are defined as persons of a nomadic habit of life, whatever their race or origin, including such persons who on grounds only of their family's or dependant's education or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such. |
| Historic Environment Record | The National Planning Policy Framework defines this as 'Information Services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.' |
| Impact Assessment | Assessment undertaken in respect of applications for retail, leisure or office development outside of town centres, not in accordance with an up-to-date Local Plan and with a floorspace over 1000sqm (see Policy 28: Retail, Town Centres and Local Parades). The assessment must comply with paragraph 26 of the National Planning Policy Framework. |
| Infrastructure Delivery Plan | Plan setting out infrastructure required to deliver proposals in DPDs, including which agencies will be responsible, when it will be delivered, costs, sources of funding, and any constraints. |
| Lifetime Homes | A set of 16 design criteria that provide a model for building accessible and adaptable homes |
| Local Parades | A range of small shops of a local nature, serving a small catchment area. |

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| Local Development Document (LDD) | LDDs comprise of a range of Local Development Documents. These can be Development Plan Documents or Supplementary Planning Documents. The Statement of Community Involvement is also a LDD. |
| Local Development Framework (LDF) | The collective term for the set of Local Development Documents which will, collectively deliver the spatial planning strategy for the area. |
| Local Development Scheme (LDS) | This is a statement of the Council's programme for the production of Local Development Documents. It will be revised where necessary – for example, as a result of the Annual Monitoring Report, or if there is a need to prepare new Local Development Documents. |
| Local Enterprise Partnership (LEP) | The NPPF defines this as a body, designated by the Secretary of State for Communities and Local Government, established for the purpose of protecting and improving the conditions for economic growth in an area. |
| Local Green Gaps | Areas designated in the Local Plan in order to avoid coalescence and maintain character of settlements. |
| Local Nature Reserve (LNR) | Local Nature Reserves are locally-designated areas of interest due to their wildlife and/ or natural features. |
| Local Strategic Partnership (LSP) | A group of public, private, voluntary and community organisations and individuals that is responsible for preparing Adur and Worthing's Sustainably Community Strategy. |
| Listed Building | A building formally designated for reasons of its special architectural or historic interest. |
| Major Development | Major development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as: 10 or more dwellinghouses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwellinghouses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm or more; or development on sites of 1 hectare or more). |
| Minor Development | <p>Minor development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as:</p> <ul style="list-style-type: none"> 1-9 dwellings / under .5HaOffice/light industrial - Up to 999 sqm/ under 1 Hectare General Industrial - Up to 999 sqm/ under 1 Hectare Retail - Up to 999 sqm/ under 1 Hectare Gypsy/Traveller site - 0-9 pitches <p>However, for the purposes of Policy 37: Flood Risk and Sustainable Drainage only , minor development is defined, in accordance with paragraph 046 of the NPPF Planning Practice Guidance, as:</p> <p>Minor non-residential extensions: industrial/commercial/leisure etc. extensions with a footprint less than 250sqm.</p> <p>Alterations: development that does not increase the size of buildings e.g. alterations to external appearance.</p> |

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| | Householder development: e.g. sheds, garages, games rooms etc. within the curtilage of the existing dwelling in addition to physical extensions to the existing dwelling itself. This definition excludes any proposed development that would create a separate dwelling within the curtilage of the existing dwelling e.g. subdivision of houses into flats. |
| Mixed-use developments | A development that contains two or more uses e.g. residential, employment, leisure, community uses. |
| Natural Capital | Natural capital is the stock of our natural assets, including biodiversity. It is comprised of ecosystems - dynamic complexes of plant, animal and micro-organism communities and their non-living environment acting as functional units. The benefits that flow from this stock are described as ecosystem services. Natural resources (such as food, timber and water) and functioning natural systems (such as healthy, fertile soils; clean water and air; and a regulated climate) are vital supporting ecosystem services for our well-being and security, and are themselves sustained by biodiversity (from the Natural Environment White Paper, page 7 and 11).' |
| Planning Obligations | Planning Obligations are secured through Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal and are a legally enforceable obligation. |
| Previously Developed Land (PDL) / Brownfield | <p>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:</p> <p>Land that is or has been occupied by agricultural or forestry buildings;</p> <p>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</p> <p>Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously development;</p> <p>Land that was previously developed but where the remains of the permanent structure or fixed structure have blended into the landscape in the process of time.</p> |
| Primary and Secondary Frontages | The NPPF defines Primary Shopping Areas as follows: Primary frontages are likely to include a high proportion of |

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| | 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. |
| Primary Shopping Area | The NPPF defines primary and secondary frontages as follows: 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). |
| Policies Map | A map on an Ordnance Survey base that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply. |
| Public Realm | Area between and within buildings that are publicly accessible, including streets, squares, open spaces and public and civic buildings. |
| Regional Spatial Strategies (RSS) | Regional Spatial Strategies directed planning for the regions. The RSS for Adur was the South East Plan. This has now been revoked. |
| Registered Providers | Providers of social housing registered and regulated by the Tenant Services Authority. |
| Renewable Energy | This includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. |
| Sequential Test (Flood risk) | A risk based approach to assessing flood risk, which gives priority to sites in ascending order of flood risk i.e. lowest risk first. |
| Sequential Test (Town Centres) | 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. |
| Scheduled Ancient Monument | Nationally important sites and monuments which are given legal protection by the Ancient Monuments and Archaeological Areas Act 1979. |
| Shoreline Management Plan | This strategy provides a large-scale assessment of the risks associated with coastal processes and presents a long term framework to reduce these risks to people and environment in a sustainable manner. A SMP is a high level document that forms an important element of the strategy for flood and coastal erosion risk management. |
| Site of Nature Conservation Importance (SNCI) | These are sites designated by West Sussex County Council and Adur District Council to support wildlife. |

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| Site of Special Scientific Interest (SSSI) | These are sites designated by Natural England (the government nature conservation agency) under the Wildlife and Countryside Act 1981. Such sites are of special national interest due to their flora, fauna, geological features or landforms. |
| Social and community facilities | Community venues, education buildings cultural buildings, places of worship and health facilities, and, where evidence indicates, pubs with community value. |
| South East Plan (SEP) | Plan prepared by the South East England Regional Assembly. It set out a vision, and directed planning in the region up to 2026. This formed the Regional Spatial Strategy for the South East. This document has now been revoked, and it now longer forms part of the Development Plan. |
| Spatial (or Key) Diagram | Diagrammatic representation of planning issues or features in an area – not to scale. |
| Stakeholder | Any individual or group with an interest in the future planning of the area. |
| Statement of Community Involvement (SCI) | Document which sets out the standards to be achieved by the local planning authority in involving the community in the preparation of documents within the Local Development Framework and planning applications. The SCI enables the community to know how and when they will be involved in the preparation of Local Development Documents and how they will be consulted on planning applications. |
| Strategic Flood Risk Assessment | The assessment of flood risk on a catchment-wide basis for proposed development in a district/borough. |
| Strategic Housing Land Availability Assessment (SHLAA) | A study that provides an informed estimate of land availability for housing to inform plan-making and to ensure that Councils maintain a 5-year supply of housing land. |
| Strategic Housing Market Assessment (SHMA) | A study that provides information on the sub-regional housing markets and predicts levels and mix of future housing requirements in terms of tenure, number of bedrooms, etc. |
| Supplementary Planning Document (SPD) | Supplementary Planning Documents (SPDs) provide detail to support policy in higher level Development Plan Documents (DPDs). They undergo a more straightforward preparation process than DPDs, and they are not subject to independent scrutiny by a planning inspector. They are Local Development Documents, and form part of the Local Development Framework. |
| Sustainability Appraisal (SA) | The Planning and Compulsory Purchase Act (2004) requires Local Development Documents to be prepared with a view to contribute to the achievement of sustainable development. A Sustainability Appraisal is a systematic process, to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document. The SA process incorporates Strategic Environmental Assessment. |
| Sustainable | The NPPF defines sustainable development for planning |

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