

## PART THREE – POLICIES FOR PLACES

### LANCING

#### Lancing Village Centre and Seafront

- 3.1 Lancing village centre tends to cater for the day-to-day needs of local residents. In order to strengthen the area known as the ‘village heart’,<sup>1</sup> which primarily comprises North Road, non-retail uses will be restricted<sup>2</sup> and street scene improvements implemented where possible. Primary and secondary shopping frontages have been identified in Lancing town centre to ensure that appropriate town centre uses are retained and improved and that the town centre continues to meet the needs of residents. More detail regarding appropriate uses in Lancing town centre is set out in the policy below. These are viewed as positive planning actions to maintain and enhance a healthy and vibrant village centre.
- 3.2 The Lancing Vision, a regeneration strategy produced in 2012, aspires to make the village a lively seaside destination through the encouragement of more activities and greater use of the village centre and seafront. Lancing Beach (part of the ‘seaside zone’ as defined in Lancing Vision) is already a popular destination and in recent years has become a focus for kitesurfers.
- 3.3 The Vision has identified a need to improve the link between Lancing village, the railway station and the seafront along South Street - including Beach Green<sup>3</sup>- through environmental improvements (including traffic management, parking schemes and creating a network of community places and spaces<sup>4</sup> and addressing unsightly or inappropriate uses) and bringing vacant shops back into use. Existing inappropriate uses will be encouraged to relocate.

#### The Wider Lancing Area

- 3.4 A new Brighton and Hove Albion Football Club training facility has recently been completed at ~~New Monks Farm~~ on the eastern edge of the built up area of Lancing **immediately** ~~to the north of the railway line and south of (adjacent to)~~ the proposed strategic allocation (see Part 2). ~~This comprises 15 pitches, a two storey building containing related facilities and car parking.~~ This training facility will have a number of regeneration and community benefits. This Plan proposes the

<sup>1</sup> Lancing Vision 2012

<sup>2</sup> DTZ 2012 Retail Report, Adur’s Town Centres.

<sup>3</sup> Adur Character Study, Tibbalds, June 2009

<sup>4</sup> Lancing Vision 2012

amendment of the Built Up Area Boundary to include this facility. (See Policies Map).

- 3.5 Lancing Business Park plays an important role in the local economy, providing over 2,000 jobs and accommodation for over 200 companies. The current approach of protecting employment uses at this site through planning policies will be maintained, and opportunities will be taken for improvements and enhancement. This is to ensure that job opportunities can be provided in locations close to where people live, and to assist the local economy by ensuring a range of sites and premises are available locally. Lancing Business Park is also a Business Improvement District (BID) whereby a levy is collected from businesses at the park and used to make improvements. These improvements are decided by the businesses.
- 3.6 Mash Barn ward is in the top 20% of deprived wards in terms of education and living environment.<sup>5</sup> Neighbourhood Action Partnership work is being carried out to address ways of building a stronger community.
- 3.7 Part Two of this Local Plan proposes development of Greenfield sites at New Monks Farm on the edge of Lancing as well as other sites in the Adur area.

**Policy 9: Lancing**

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

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

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

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

**Within the primary frontages of blocks 1, 2 (excluding Queensway Shopping Precinct) and 3, the following uses will be acceptable at ground floor level, subject to compliance with other relevant policies:**

<sup>5</sup> Index of Multiple Deprivation 2010.

- A1 (shops)
- A3 (food and drink) and A4 (drinking establishments) where there is a long term vacancy (normally a minimum of 1 year) and reasonable attempts have been made to sell or let the premises for A1 use.

Any other uses will be resisted.

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

- A1 (shops)
- A2 (financial and professional services), A3 (food and drink), A4 (drinking establishments) and A5 (hot food takeaways) uses where there is a long term vacancy (normally a minimum of 1 year) and reasonable attempts have been made to sell or let the premises for A1 use.

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

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

## SOMPTING

### Sompting Village

3.8 Sompting village lies outside of the Built Up Area Boundary (BUAB), and is therefore within the countryside. It is also designated as a Conservation Area, and lies within the Local Green Gap. (That part of the village north of the A27 also lies within the South Downs National Park and therefore outside the remit of this plan). Given this location, and relevant policies, Sompting village will not be seen as a focus for new development in order to retain the historic character and identity of the village, in particular the established linear pattern of development. Whilst it is important to protect and enhance the distinct character of the village, proposals for small scale additions to dwellings or for uses appropriate to its countryside location may be acceptable provided it complies with other policies in this Local Plan. Adur District Council will continue to work with West Sussex County Council and the Highways Agency **England** to address traffic issues in the area, particularly West Street. (At present, many vehicles use West Street in order to avoid congestion on the A27). The rest of Sompting lies within the Built Up Area Boundary (see **Policies Map** below).

~~3.9 Part of Peverel ward in Sompting is the second most deprived area in the county in terms of education, skills and training<sup>6</sup>.~~

### The wider Sompting area

3.10 Sompting Parish Council are currently working with their community and partners (with support from Action in Rural Sussex) to prepare a Neighbourhood Plan for Sompting Parish. This will give the community the **a greater** opportunity to influence and address development needs in Sompting. ~~The Neighbourhood Plan will need to be in general conformity with the Local Plan.~~

3.11 In 2012, Sompting was allocated funding as part of the Lottery BIG Local Programme. This funding, which is spread over 10 years, will facilitate community led initiatives and it will be for local people to identify priorities to improve Sompting and make it a better place to live.

3.12 Part Two of this Local Plan proposes development of Greenfield sites on the edge of Sompting, (referred to as West Sompting in this Plan) as well as other sites in the Adur area.

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<sup>6</sup> ~~Index of Multiple Deprivation 2010~~

**Policy 10: Sompting**

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

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

**SHOREHAM-BY-SEA****Shoreham town centre and its environs**

3.13 Shoreham town centre is relatively healthy and provides a different and complementary retail offer distinct from the larger shopping centres in the area (Brighton and Worthing). Its day-to-day shopping function should be protected, and its niche shopping role maintained and developed to serve the needs of residents and visitors, including the needs arising from new homes and businesses proposed in the area. However, opportunities are limited in the core of the existing town centre to accommodate significant additional retail floorspace because of physical constraints. As a result any larger-scale convenience retail development should be located on the eastern side of the town centre to help reinforce the existing shopping centre and to meet the demand from growth at Shoreham Harbour.<sup>7</sup> The Adur Retail Study Update produced in 2013 identified capacity for an additional 3,250 sqm of convenience goods floorspace and 6,550 sqm of comparison goods floorspace in Shoreham town centre up to 2031. These capacity figures assume an altering of the balance of market shares with other shopping areas developments as a result of new retail development in Shoreham Town Centre. ~~It should also be noted that this identified convenience capacity would be taken up by the proposed Morrisons development which had not yet been approved at the time the retail study was undertaken. Therefore, no further convenience retail is allocated in this Local Plan.~~

3.14 The historic centre and its setting provide much of Shoreham's character, and it is vital that the town's heritage assets are protected whilst ensuring they are not undermined by new development. The Extensive Urban Survey of Shoreham provides valuable information as to the historic development of the town.<sup>8</sup> In particular, the tower of St

<sup>7</sup> Adur District Council Retail Study Update 2009

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

Mary de Haura church (which dates from the 11<sup>th</sup> century and is Grade 1 listed) is visible from many viewpoints, rising above the rooflines of the rest of the town. It forms a prominent landmark in the Conservation Area and the town centre generally. Development in the surrounding area should not obstruct these views, or adversely impact on them as a result of their unsympathetic height. The historic street pattern within the Conservation Area and other heritage assets should also be respected. Narrow lanes running north to south from the High Street to the river provide important views of the river and the Harbour. Such views should also be protected from inappropriate development.

- 3.15 Parts of the town centre adjacent to the River Adur lie within areas at risk of flooding. In order to secure the regeneration/ improvement of the town centre some development will need to take place within these areas but within an overall management and mitigation programme, in line with national policy on development in flood risk areas. **The construction of the Shoreham Adur Tidal Walls scheme led by the Environment Agency will help to reduce the likelihood of flooding in the town centre.**
- 3.16 Development at Ropetackle North will provide mixed use development, including residential and employment uses.
- 3.17 Other development opportunities may arise to the south and east of the town centre. Part Two of this Plan refers to the Shoreham Harbour regeneration area.
- 3.18 It has been ~~announced~~ **indicated** that the police station on Ham Road ~~is likely to be vacated within the next 5 years~~ **could come forward for development during the plan period.** This presents an opportunity for a mixed use development (including retail) within the Primary Shopping Area of Shoreham town centre which would be likely to have a positive impact on its vitality and viability.
- 3.19 Pond Road acts as a focus for community uses, including a community centre, library and health centre, and former accommodation for the elderly. With the exception of the community centre, the premises are inadequate to meet current needs. The eastern part of the site has been identified through a development brief<sup>9</sup> for redevelopment for mixed use, to include community facilities as well as enabling residential development. This will facilitate the provision of more up-to-date health and library facilities.
- 3.20 Adur District Council, a major employer in the town, has relocated the majority of its staff to alternative accommodation in Worthing town centre. However a civic presence in Shoreham will remain and **the Shoreham Community Centre will be has been** extended for this purpose. This **has will release released** the Civic Centre site and its

<sup>9</sup> Pond Road Development Brief Adur District Council 2010

car park opposite for redevelopment.

- 3.21 Shoreham town centre suffers from traffic congestion which worsens air quality, and there are on-street parking problems. An Air Quality Management Area (AQMA) is designated along Shoreham High Street. It will be necessary to ensure that new development does not exacerbate existing air quality issues. A transport study for Shoreham town centre<sup>10</sup> identifies measures to improve parking, public realm, junction layouts and public transport infrastructure in the area. These improvements address congestion and air quality issues in the area.
- 3.22 A number of public realm improvements have ~~already~~ taken place (such as the pedestrianisation of East Street and the cycle and pedestrian bridge across the river) ~~or are planned in Shoreham town centre~~. Further improvements will be sought in order to make the centre more attractive, and provide further benefits for pedestrians and cyclists. **“Design Bulletin 2: Shopfronts” gives advice on appropriate design issues relating to new or replacement shopfronts in the town centre.**
- 3.23 A significant number of houseboats are located within the western arm of Shoreham Harbour on long-established moorings. The Council recognises that they fulfil a useful housing purpose and provide a unique type of accommodation. Although replacement houseboats generally do not require planning permission, permission is required for new houseboat moorings and significant new structures constructed on the boats or the riverbank.
- 3.24 A houseboat guidance document was produced by the Council in 2007, and it is recommended that houseboat owners refer to this to ensure that their houseboats have a minimal impact on the surrounding environment and the amenity of adjacent properties. The location of the houseboats within the Adur Estuary SSSI is particularly sensitive.
- 3.25 Where planning permission is required, houseboat-related proposals will be assessed in accordance with other policies in this Local Plan, having specific regard to Policy 15: Quality of the Built Environment and the Public Realm and Policy 36: Water Quality and Protection.

### Outside of the Town Centre

- 3.26 Shoreham-by-Sea is a visitor destination in its own right due to the unique character created by its heritage interest and proximity to the South Downs, the beach and the river. However, it has the potential to improve its visitor offer and for this to help diversify the local economy and regenerate the area. The designation of the South Downs National Park is likely to attract more visitors who may require accommodation

<sup>10</sup> Shoreham Town Centre Study Report West Sussex County Council 2014

in the local area.

- 3.27 There is a need to protect the setting and views of the River Adur, to improve access to the river for walkers and cyclists, and to seek new opportunities for slipways for boats. Improvements to cycle paths, including connections to the National Cycle Network, will be supported.
- 3.28 There is potential for environmental enhancements at Shoreham Beach, including the Old Fort (a Scheduled Ancient Monument – see Policy 8: Shoreham Harbour Regeneration Area) and Beach Green.
- 3.28A In November 2014 Adur District Council approved the Shoreham Beach Neighbourhood area, and designated the Shoreham Beach Neighbourhood Forum. The Forum is working with the community to produce a Neighbourhood Plan to address issues in the area.**
- ~~3.29 Western Sussex Hospitals NHS Trust has formally declared part of the Southlands hospital site surplus to their requirements. It is likely that the site will come forward for development in the early part of the plan period. **The Council is working with West Sussex County Council to address the need for suitable education provision in the Shoreham area, arising from growth. Existing primary schools are nearing capacity with planned improvements, and opportunities for further expansion are limited. Work is being undertaken to ensure any feasible opportunities to increase capacity at existing schools in the area can be brought forward during the plan period or if other sites can be identified. If not, innovative solutions to address need will be considered by all authorities.**~~
- 3.30 Dolphin Road is identified in the Employment Land Review (2014) as a key employment area which should be protected so that it can continue to provide employment opportunities in the local area. However, the estate access (which runs partly through a residential road and is close to a level crossing) should be improved if the opportunity arises.
- ~~3.31 Southlands ward is the 7th most deprived ward in West Sussex (out of 145). It experiences particular problems in terms of education, skills and training (and is in the worst 10% of areas nationally in relation to these issues). It is also in the worst 20% of wards nationally in terms of health and disability.<sup>11</sup> The Adur and Worthing Wellbeing Hub undertake health initiatives in this area.~~
- 3.32 The Brighton and Hove and Lewes Biosphere Partnership (which includes Adur District Council) applied to UNESCO in 2013 to designate a 'Biosphere Reserve'. This application was successful and UNESCO designated the Biosphere Reserve in June 2014. The Biosphere area comprises three inter-related environments; the rural environment of the South Downs National Park (the area between the

<sup>11</sup> Index of Multiple Deprivation 2010



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.

### **Policy 11: Shoreham-by-Sea**

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

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

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

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

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

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

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

**Any other uses will be resisted.**

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

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

**Any other uses will be resisted.**

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

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

**Any other uses will be resisted.**

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

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

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

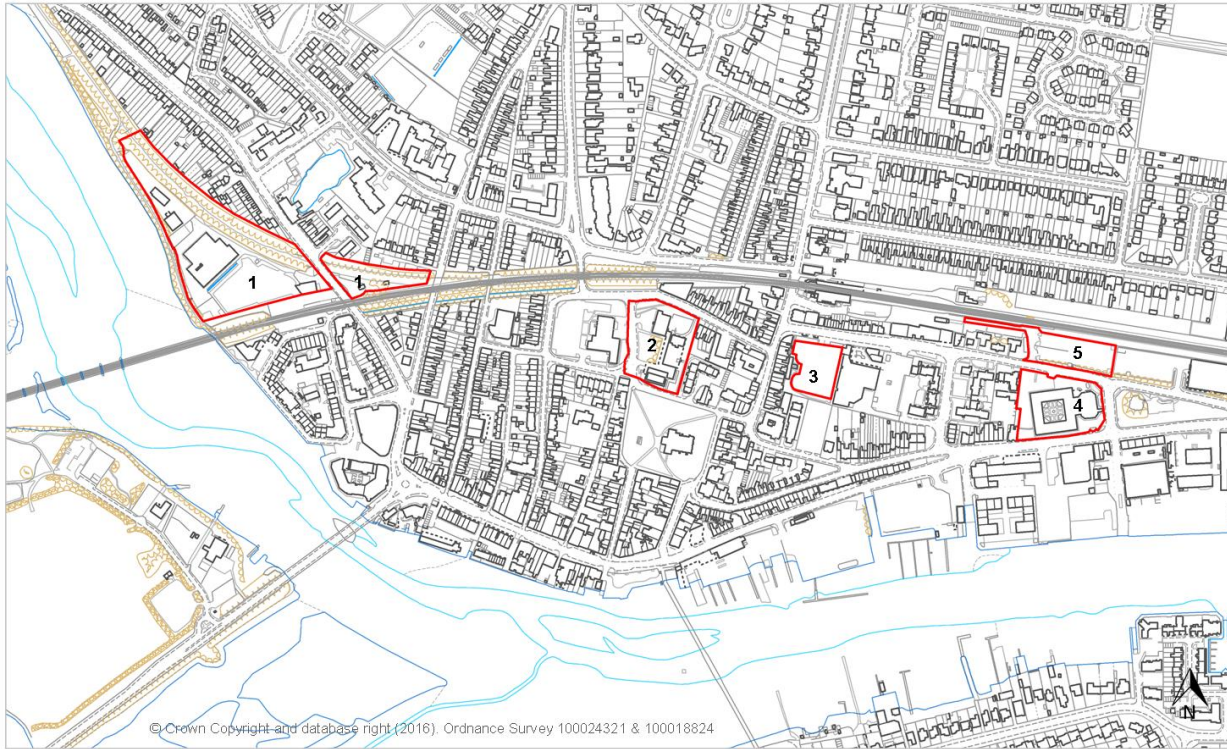
**The setting of the River Adur will be protected and opportunities taken through new development and other measures to improve public access to and along the river (where consistent with this aim) and open up views to it. New development adjacent to the river must respect its location and character.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

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

**Throughout Shoreham-by-Sea, improvements to open space and the local environment will be carried out (some of which will be secured through funding associated with the regeneration of Shoreham Harbour). Areas including Beach Green, the Riverside**

**car park and parts of the river frontage (on Shoreham Beach) will be improved through new landscaping, signage and street furniture. Opportunities to improve footpaths and cycle ways will also be taken.**

Map 7: Potential Town Centre Development Sites



**Key:**

- |                     |                           |                               |
|---------------------|---------------------------|-------------------------------|
| 1. Ropetackle North | 3. Police Station Site    | 5. Civic Centre Car Park Site |
| 2. Pond Road (East) | 4. Civic Centre Main Site |                               |

## SOUTHWICK AND FISHERSGATE

- 3.33 The area between Kingston Beach and the Lady Bee Marina forms part of the Shoreham Harbour Regeneration Area (see Policy 8). Kingston Beach has village green status.
- 3.34 Southwick Square is owned by Adur District Council and performs well as a shopping centre meeting local day-to-day needs. The Adur Retail Study Update (2013) recommends that every opportunity should be taken to sustain and enhance its important shopping function and to improve its existing environment and townscape quality. The centre also provides other services for the community including a library, health centre and a community centre.
- 3.35 Eastbrook ward suffers deprivation and is ranked the most deprived ward in Adur and sixth most deprived ward in West Sussex. The area experiences the highest level of unemployment in Adur.<sup>12</sup> The Council, in partnership with local residents, has developed a Neighbourhood Action Plan (“Action Eastbrook”) to address local needs and priorities.
- 3.36 A development brief **has been adopted (November 2015)** ~~is being produced~~ which identifies land at Eastbrook allotments, Southwick, (south of the A270, adjoining the border with Brighton & Hove City) for **business development (B1 and B8 uses) and/or training and education facilities** ~~mixed use development including employment uses (B1 and B8) to the north of the site, and land at the former Manor Hall Road Market Garden for open space, a small scale community use or housing (subject to constraints being overcome, including access issues)~~ and/or training and education facilities and community facilities. ~~Small scale residential development may be possible at the south western part of the site, but this will require suitable access being achieved.~~ The existing allotments on the site will be retained.
- 3.37 There is an Air Quality Management Area in Southwick where Kingston Lane meets the A270 (see Maps 12 and 13), and it extends eastward just beyond Underdown Road. It will be necessary to ensure that new development does not exacerbate existing air quality issues.
- 3.38 There is an issue with Heavy Goods Vehicles moving to and from Shoreham Harbour, using inappropriate, often residential, roads in the area. This has an impact on road safety and residential amenity. Work is being undertaken to see how this situation may be resolved, and will be addressed in the emerging Transport Strategy for Shoreham Harbour.
- 3.39 Southwick and Fishersgate lie within the area designated as a

<sup>12</sup> Adur and Worthing Community Profile 2014

Biosphere Reserve. (See Shoreham-by-Sea section above for further details).

**Policy 12: Southwick and Fishersgate**

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

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

~~The “Former Eastbrook Allotments Development Brief” identifies potential alternative uses/development opportunities for land at Eastbrook Allotments, Manor Hall Road Former Market Garden and the former Manor Hall Nursery in Southwick and any proposed development should be in accordance with this document. site known as Eastbrook allotments is identified as having potential for mixed use development. The existing allotments will be retained but the site provides some development opportunities which could include some residential (south-western part of site – subject to suitable access), employment uses (B1 and B8), training and educational facilities as well as open space, allotments and a small-scale community use. Potential uses will be explored in more detail through a development brief.~~

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

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

3.40 Land which lies outside of the defined Built Up Areas is considered to be countryside for the purposes of planning policy; the Built Up Area also excludes some of Adur's coastline. This plan also contains a policy to designate Local Green Gaps. The boundaries of the built-up areas and the Local Green Gaps have been reviewed and proposed changes are indicated on maps in Appendix 6; further discussion of these areas may be found in the Adur Local Plan Background Evidence Document 2014.

### The Countryside

3.41 The South Downs became a National Park on 1 April 2010 and took on its full range of statutory powers from 1st April 2011. The South Downs National Park Authority has two statutory purposes: to conserve and enhance the natural beauty, wildlife and cultural heritage; and to promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public.<sup>13</sup> It also has a duty to work in partnership with others. ~~Over 50% (53.4%)~~ of Adur District lies within the National Park. However, ~~these~~ this areas ~~is~~ are not addressed in this Local Plan, but will be included within the emerging South Downs National Park Local Plan.

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

3.43 The Downs Link is an off-road waymarked route popular with walkers, cyclists and equestrians which links the coastal plain, South Downs Way and North Downs. It forms an important part of Adur's 'green infrastructure' as an important 'gateway' into the South Downs National Park. ~~The route itself is protected by public rights of way legislation.~~

3.44 The majority of the countryside affected by the policies and proposals within this Local Plan lies within the open areas between Worthing – Lancing/ Sompting and Lancing – Shoreham-by-Sea which have also

<sup>13</sup> Environment Act 1995.

been designated as 'Local Green Gaps' to avoid coalescence and preserve the separate characters and identities of Adur's settlements by providing physical and visual breaks. This is particularly important given the compact nature of Adur and its location within the wider Brighton conurbation. Travelling along the south coast there are few breaks in development between Brighton-Chichester; those in Adur are particularly fragile due to their small size and narrowness. (See Spatial Portrait).

3.45 These areas have the following characteristics:

- The open and undeveloped character of the land (this does not relate to landscape quality although some areas of gaps may happen to be of good quality)
- they form a visual break between settlements – actual and perceived (from physical development or level of activity)
- they create a sense of travelling between settlements
- their boundaries follow physical features on the ground, taking account of the need to accommodate development requirements of the Plan
- Only land necessary to secure the objectives of gaps on a long term basis has been included in these gaps.

3.45a **These gaps form a critically important component of the landscape setting of Sompting, Lancing and Shoreham-By-Sea, and contribute to their individual character and local identity.**

3.46 A key challenge for this Local Plan is to balance the need for development against the need to minimise the impact on the countryside and landscape character, particularly in these gaps. The village of Sompting is also located within one of these gaps. Great importance should be attached to protecting and where possible enhancing the distinctive character of these areas. This includes protecting and reinforcing the main natural character areas, the river, waterways and coast, and retaining the separate identities of towns and villages and historic features.

3.47 However, at the same time there is limited land available to meet the identified development needs of Adur, and as referred to elsewhere in this Plan, some land on the periphery of these areas will be used for the strategic developments identified in Part Two of this Plan. However this development will be carefully controlled, **managed** and designed so as to minimise landscape impact, protect important views and respect the character of the countryside. These developments will also provide opportunities to enhance green infrastructure, such as improving areas identified as poor urban fringe, and improve access to the open areas for walkers, cyclists, equestrians and those who may have difficulties with mobility. Amendments to the Built Up Area Boundary are proposed to include these strategic sites allocated through the Local Plan process.



- 3.48 Given the limited amount of countryside in Adur, it is important that the few uses allowed in the countryside and gaps genuinely require a countryside location and cannot be located elsewhere. The countryside is generally unsuitable for active recreation or leisure uses requiring permanent built facilities. However 'quiet informal recreation' utilising the natural environment (such as walking or cycling) may be permitted if any associated buildings are within the Built Up Area, or use existing buildings in the countryside. The level of activity generated (people, traffic or noise) should be appropriate to the countryside location. Where appropriate, improvements to public access to these gaps will be sought, potentially in conjunction with the strategic allocations in Part Two of this Plan, contributing to the development of a network of green links in Adur, in accordance with Policy 31. This could include improving access across the A27 for pedestrians and cyclists should resources allow.<sup>14</sup>
- 3.49 Great importance should be attached to protecting and where possible enhancing the distinctive character of these countryside areas. This includes protecting and reinforcing the main natural character areas, the river, waterways and coast, and retaining the separate identities of towns and villages and historic features.
- 3.50 As well as landscape and recreational functions Adur's countryside (and gaps) provide additional benefits in terms of biodiversity, green infrastructure and flood storage. These issues are addressed by other policies in this Local Plan.
- 3.51 Ricardo International Plc is an important local employer. The firm is long-established in the district, and plays an important part in the local economy. The company's Shoreham Technical Centre is located in the countryside and Local Green Gap between Shoreham and Lancing. Future development on the Ricardo site to meet the needs of this firm, (or exceptionally for an alternative appropriate firm) will be supported subject to there being no adverse impact on the countryside and the Local Green Gap. (See also Policy 4).
- 3.52 Although Shoreham Airport is located within the countryside and a Local Green Gap, it is recognised as a key site for regeneration and some development is anticipated – see Policy 7 in Part Two.
- 3.53 Only in exceptional circumstances will new residential accommodation required in connection with agriculture be permitted, due to the proximity with the Built Up Area. It is not considered necessary to include an 'exceptions' policy for affordable housing in the countryside in this Local Plan because of the **close proximity of opportunities available** in nearby settlements. Applications for residential mobile homes will only be acceptable on land which is acceptable for

<sup>14</sup> Adur Character Study, Tibbalds, June 2009

permanent housing.

- 3.54 The Council has prepared a Design Bulletin ‘Development Involving Horses in the Countryside’, which will be used to assess proposed facilities for equestrian uses.
- 3.55 The ‘Strategy for the West Sussex Landscape’<sup>15</sup> and associated Land Management Guidelines and Sussex Historic Landscape Characterisation may be used to assess relevant development proposals.

### The Coast

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

- 3.56A The Marine Management Organisation (MMO) was created in order to achieve clean, healthy safe and productive and biologically diverse seas. The MMO is currently preparing a Marine Plan for the south area, which includes Adur. The Marine Policy Statement is the relevant marine planning document until the Marine Plan is published.**<sup>16</sup>

### Policy 13: Adur’s Countryside and Coast

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

<sup>15</sup> West Sussex County Council 2005.

<sup>16</sup> **The MMO also issues marine licences under the Marine and Coastal Access Act 2009 - these may be required for activities involving deposit or removal of a substance or object below the mean high water spring mark or in any tidal river to the extent of the tidal influence. Works may also require consideration under the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended). Early consultation with the MMO is advised.**

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

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

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

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

- they are structurally sound and of permanent construction,
- they are in keeping with their surroundings in terms of form, bulk, design and materials;
- the proposals do not involve the erection of substantial extensions or the substantial demolition and rebuilding of existing buildings, and
- the proposals for conversion or change of use would conserve the character, fabric and setting of the building; and
- there is no adverse impact on biodiversity that cannot be mitigated to an acceptable level.

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

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

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

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

- (i) built facilities being located within the adjacent Built Up Area.

**(ii) the need to maintain and improve sea defences.**

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

**Policy 14: Local Green Gaps**

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