

## AMENDMENTS TO THE PROPOSED SUBMISSION ADUR LOCAL PLAN (2016):

### SCHEDULE OF CHANGES TO THE PROPOSED SUBMISSION ADUR LOCAL PLAN 2014

The schedule below sets out changes made following publication of the Proposed Submission Adur Local Plan 2014 (PSALP 2014), under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. These have been incorporated into the **Amendments to the Proposed Submission Adur Local Plan (2016)**. These changes have been made in order to:

- address some matters raised in representations made during the statutory publication period for the Proposed Submission Adur Local Plan 2014;
- update information;
- to clarify text;
- to correct drafting errors.

Changes have also been made which have arisen in response to Government changes to policy. In these cases the amendments proposed bring the Plan into line with national planning policy. In all cases the reason for the change is stated.

PSALP 2014 Reference (Paragraph, policy or map number)	Amendment (deleted text shown as <del>struck through</del> and additional text <b><u>shown in bold and underlined</u></b> )	Reasons for Change  (Please note that references to representations refer to those received in response to the Proposed Submission Adur Local Plan 2014

		which may be found on the Council's website.
<b>Part One - The Adur Local Plan</b>		
Heading	<b><del>Proposed Submission</del> Publication Version</b>	Update
Para 1.1	The Adur Local Plan 2014 ...which so many people value <u>such as</u> its open spaces, landscape and historic features.	Update and editorial amendment
Para 1.3	Other documents to be prepared.... <b><u>a Gypsy and Traveller Development Plan Document (DPD).</u></b>	Update
Para 1.5 Footnote 4	Weight will be given to these policies in assessing development proposals according to the degree of consistency with the National Planning Policy Framework (NPPF) – See NPPF 2012 and national Planning Policy <b><u>Practice</u></b> Guidance 2014.	Correction
Para 1.6 Footnote 5	<del>Relevant waste policies are contained within the Waste Local Plan, which was prepared jointly by West Sussex County Council and the South Downs National Park Authority and adopted on 11th April 2014.</del> <b><u>West Sussex Minerals Local Plan 2003. The County Council have prepared a Waste Local Plan jointly with the South Downs National Park Authority, adopted April 2014, and are currently preparing a new Minerals Local Plan, jointly with the National Park Authority.</u></b>	Reflects amendment proposed by West Sussex County Council Representation 23
Para 1.14	Over half of Adur District (53%) lies within the National Park boundary, although the population in this area is estimated as very low.	Correction
New para 1.16A	<b><u>The policies in the Local Plan only apply where planning permission is required and not where permitted development rights exist as set out in the Town and Country Planning (General Permitted Development) (England) Order 2015.</u></b>	To clarify purpose of document

Para 1.18	....Responses received in relation to this consultation; <b><u>and the Proposed Submission Adur Local Plan 2014 consultation</u></b>	Update
New para 1.18A	<b><u>Following publication of the Proposed Submission Adur Local Plan in 2014, representations made were considered by the Council. In 2015 a further consultation (under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012) was carried out 9<sup>th</sup> December 2015 – 4<sup>th</sup> January 2016, in relation to Proposed Amendments to the New Monks Farm allocation.</u></b>	To update and clarify purpose of the document.
New para 1.18B	<b><u>This document - Amendments to the Proposed Submission Adur Local Plan (2016) - incorporates a number of proposed changes to the Proposed Submission Adur Local Plan of 2014. These changes have been made in response to the consultation on Proposed Amendments to the New Monks Farm allocation and in order to address some matters raised in representations made during the statutory publication period for the Proposed Submission Adur Local Plan 2014. The opportunity has also been taken to update information, clarify text, and to correct drafting errors. The reason for each change may be found in the Schedule of Changes which accompanies this document.</u></b>	To update and clarify purpose of the document.
Para 1.19	<del>This Proposed Submission Adur Local Plan</del> <b>These Amendments to the Proposed Submission Adur Local Plan (2016)</b> will be published.....	Update
Para 1.20	...Minerals Local Plan adopted by West Sussex County Council <b><u>in 2003.</u></b>	Reflects amendment proposed by West Sussex County Council. Representation 23
Para 1.20 Footnote 8	<del>West Sussex County has prepared the Minerals Plan (and is preparing the Waste Local Plan) jointly with the South Downs National Park.</del>	Reflects amendment proposed by West Sussex County Council.

		Representation 23
Para 1.24	This includes the <b>updated</b> Local Strategic Statement ' <b><u>Delivering Sustainable Growth</u></b> ' published by the Coastal West Sussex <b><u>and Greater Brighton</u></b> Partnership <b><u>in 2016</u></b> which creates an agreed, consistent set of objectives in relation to growth.	Update
Para 1.25 Point 3 Footnote 14	See <del>Assessment of Housing Development Needs Study, GL Hearn, 2014</del> <b>Objectively Assessed Need for Housing: Adur District 2015 (GL Hearn)</b> and associated work on meeting housing needs; Strategic Housing Market Assessment 2012, Strategic Housing Land Availability Assessment 2014, <del>Urban Fringe Study</del> <b>Landscape and Ecology Study 2012 and 2015</b> and Sustainability Appraisal Appendix B Key Issues.	Update
Para 1.25 Point 4 Footnote 15	<del>See Coastal West Sussex SHMA 2012, Assessment of Housing Development Needs Study, 2014.</del> <b>Objectively Assessed Need for Housing: Adur District (2015) (GL Hearn).</b>	Update
Para 1.25 Point 7	These include the implementation of measures to facilitate <del>the use of sustainable travel measures</del> , such as walking and cycling. The problems of the A27 and A259 will also need to be addressed, in part through the policies in this Local Plan. <b><u>The Highways England Delivery Plan 2015-2020 includes the commitment to take forward and develop schemes across the A27 to help relieve congestion at a number of hot-spots including at Lancing.</u></b>	Editorial amendment and update.
Para 1.25 Point 8	As part of this Strategy, the Environment Agency is currently progressing the Shoreham Adur Tidal Walls Scheme which <b><u>will</u></b> <del>aims to</del> improve flood defences along the east and west banks of the River Adur. <b><u>Subject to planning approval, construction of the scheme will commence early 2016 and will be completed in 2018.</u></b> <del>Technical approval has been received for the project and the Environment Agency has secured funding to start the detailed design phase of the scheme. An indicative completion date for the tidal walls is 2017.</del>	Update

Para 1.30	In addition the Government published Planning Policy <b>Practice</b> Guidance in March 2014, which is also a material consideration. <del>and needs to be taken into account.</del>	Correction and editorial amendment.
Para 1.34 V3	Through new development at Shoreham Harbour, Shoreham Airport <sup>22A</sup>	Clarification
Para 1.34 V3 New footnote 22A	<b><u>Shoreham Airport is currently named Brighton City Airport but it is historically and locally known as Shoreham Airport, and hence this latter term is used throughout this document.</u></b>	Clarification
Para 1.34 V4	Much of the regeneration of Shoreham Harbour will have been delivered, achieving a mix of residential, employment, community, <del>education</del> , leisure and retail development, affordable housing, <del>and new employment opportunities.</del>	Amendment to clarify that educational provision is now likely to be provided offsite  Editorial amendment to avoid repetition.
Para 1.34 V8	Working with the Highways <b>England</b> Agency and West Sussex County Council, measures will have been introduced to address congestion.....	Update
Para 1.34 V10	.....and to make a significant contribution to low <del>and zero</del> carbon energy production.	Amended to take account of the Housing Standards Review and the proposed amendment to the Planning and Energy Act 2008.
Para 1.34 O1	<i>To deliver <del>between 3488 – 3638</del> <b>a minimum of 3609</b> dwellings up to 2031 to contribute to meeting objectively assessed needs in Adur in terms of type, size and tenure.</i>	To reflect updated evidence
Para 1.34 O6	<i>.....informal recreational uses within the <b><u>countryside and</u></b> Local Green Gaps.</i>	For clarification and consistency with

		policies
Para 1.34 O7	<i>To protect and improve the setting of the South Downs National Park, the <del>River Adur</del>, character and setting of the <b><u>River Adur, the</u></b> coastal waterfront, <b><u>countryside and the</u></b> Local Green Gaps,.....</i>	Edit and clarification
Para O10 1.34	<i>To work with <del>the</del> Highways <b><u>England</u></b> Agency</i>	Update
Para O12 1.34	<i>To ensure that a range of sustainable construction and design measures <del>(including the Code for Sustainable Homes)</del> will be utilised in new developments. New development will <del>also have been designed to be</del> more resilient to the effects of climate change.</i>	Update as a result of Housing Standards Review.
<b>Part Two - A Strategy for Change and Prosperity</b>		
Policy 2	<p><b>Policy 2: Spatial Strategy</b></p> <p>..... permitted subject to compliance with other policies in the development plan.</p> <p><b><u>Development which would result in the coalescence or loss of identity of settlements will be resisted.</u></b></p> <p>Shoreham Harbour will be a focus for development .....</p> <p><del>Development which would result in the coalescence or loss of identity of settlements will be resisted.</del></p> <p>The character of Sompting village, which lies outside of the Built Up Area Boundary will be respected and maintained.</p>	Reordering of policy in response to matters raised by Turleys Associates for Persimmon Homes. Representation 26.
Policy Footnote 1 2	In this context 'Sompting village' means that part of Sompting which lies outside the Built Up Area Boundary <b><u>and within the Sompting Conservation Area.</u></b>	To clarify reference to Sompting village in response to matters

		raised in rep 26: Turleys Assoc for Persimmon Homes
Para 2.13	The most up-to-date work on OAN, and that which is used in this Local Plan, is the <b>Objectively Assessed Need for Housing: Adur District 2015 study</b> <del>Assessment of Housing Development Needs Study 2014 .3</del>	Updated evidence
Para 2.14	This 2014 <b>2015</b> study uses an updated set of demographic projections, taking account of information including 2011 <b>2012</b> -based Sub-National Population Projections <b>(March 2014) and the 2012 based Household Projections (February 2015).</b> the 2011 Census and revisions of Mid-Year Population estimates. It also takes account of the Government's Planning Practice Guidance published in 2014. The <b>This</b> study <b>supersedes all previous Objectively Assessed Need Assessments.</b> <sup>3a</sup> <del>revises (and supersedes) the assessment of housing needs in the Locally Generated Housing Needs Study 2011, and the assessment of needs within the Housing (Duty to Co-operate) Study 2013 (although the capacity assessment in this report remains relevant).</del>	Updated evidence
Para 2.14 Footnote 3	<b>Objectively Assessed Need for Housing: Adur District 2015. (GL Hearn)</b> <del>Assessment of Housing Development Needs Study: Sussex Coast HMA. (GL Hearn 2014). This work was commissioned (and addresses the OAN) by the following authorities: Adur, Arun, Brighton &amp; Hove, Chichester, Lewes and Worthing Councils).</del>	For clarification
Para 2.14 New footnote 3A	<b><u>The capacity assessment in the Housing (Duty to Co-operate Study ) 2013 remains relevant</u></b>	For clarification
Para 2.16	In terms of Adur's Objectively Assessed Needs the study recommends <b>the delivery of 291</b> <del>a range of 180—240 dwellings per annum (3,600—4,800</del> <b>5820</b> dwellings over the Plan period). The lower end of the range includes an adjustment to take account of suppressed household formation and the impact of the recession, whilst the upper figure also allows for the identified need for affordable housing, and employment growth (labour supply). This range therefore represents 'demand' for new housing.	Updated evidence

New para 2.16A	<b><u>The OAN assessment of housing need suggests that for C2 uses such as residential care and nursing homes there is a potential need for 29 bed spaces over the plan period 2011-2031 which equates to 1-2 per annum. As the figure is low, the five year housing land supply does not include C2 uses. They do not form part of the housing requirement target and are not included in the housing completions. However, national planning guidance does allow for C2 uses to be counted against the housing requirement and the position will be kept under review.</u></b>	Updated evidence
Para 2.17	The first step in developing the housing delivery figure for this plan has been to undertake a Strategic Housing Land Availability Assessment (SHLAA). A SHLAA was produced in 2009, updated in 2012, and a full review was carried out in 2013/14. <b><u>The SHLAA is monitored annually through the Annual Monitoring Report (AMR). The most recent AMR was published in December 2015 and covers the monitoring period 1<sup>st</sup> April 2014 – 31<sup>st</sup> March 2015.</u></b> The SHLAA identifies <u>all</u> brownfield sites which have potential for residential development and determines when they are likely to be developed. It indicates that, <b><u>on brownfield sites, 291(net)</u></b> 404 dwellings could be delivered over the Plan period.	To reflect new monitoring information.
Para 2.18	<ul style="list-style-type: none"> <li><i>Housing allocations in the Adur Local Plan 1996</i> – all the housing allocations identified in the Adur Local Plan 1996 have been delivered <del>or are currently under construction</del> and so have not been carried forward in this Plan.</li> <li><i>Dwelling completions since 1 April 2011</i> - these are the sites that have been completed since the base date of the Local Plan. <b><u>A total of 437 528 net new homes have been completed between 1<sup>st</sup> April 2011 and 31<sup>st</sup> March 2015.</u></b></li> <li><i>Number of dwellings identified through existing planning permissions</i></li> </ul>	To reflect updated evidence and new monitoring information.



	<p>(commitments) - these include both large sites which can accommodate six or more dwellings and small sites of 5 dwellings or less and which either have planning permission but on which development has not yet commenced, or are currently under construction but not completed. <b>A total of 299 <u>326 (net)</u> additional homes will be provided through existing planning consents.</b></p> <ul style="list-style-type: none"> <li>• <i>Windfall allowance</i> - a site that has not been specifically identified as available in the Local Plan process is known as a windfall site. Planning Practice Guidance states that an allowance for windfall sites can be made in the first five years of the housing land supply and also in years 6-15 providing that there is compelling evidence to do so. <b>An allowance of 448 <u>416</u> homes will be provided from windfall sites.</b></li> </ul>	
Para 2.18 Footnote 6	These sites are identified as commitments at 1 April 2014 <b><u>2015</u></b> in the.....	Update
Para 2.18 Footnote 7	A windfall allowance has been made for the period 2017 <b><u>2018</u></b> -2031 (not 2014 <b><u>2015</u></b> -2031). This ensures there is no double counting with sites that currently have planning permission and are likely to be delivered in years 2014 <b><u>2015</u></b> -2017 <b><u>2018</u></b> .	To reflect and new monitoring information.
Para 2.19	In addition, the Shoreham Harbour Regeneration area .....and this will deliver up to <b><u>a minimum of</u></b> 1100 additional new homes.....in order to avoid double counting the remaining <del>970</del> <b><u>968</u></b> dwellings to be provided at this location.....	Correction
Para 2.20	By assessing these various sources of housing supply, Table 1 below demonstrates that <del>2558</del> <b><u>2529</u></b> new dwellings can be delivered on brownfield sites during the plan period. This clearly indicates that, when measured against Adur's Objectively Assessed Needs <b><u>figure of 5820 dwellings over the Plan period</u></b> , the amount of residential development that can be delivered on brownfield sites results in a considerable shortfall of <del>between 1042</del> <b><u>3291</u></b> and <del>2242</del> dwellings. It has therefore been necessary to allocate greenfield sites.	To reflect updated evidence.

Para 2.21	An assessment of a number of greenfield sites has been undertaken through the <b>SHLAA</b> , Sustainability Appraisal.....	Clarification																										
Para 2.22	Given this evidence, and the limited amount of suitable land (due to Adur's location between the South Downs and the sea, and the limited area which lies outside of the South Downs National Park) two greenfield sites have been allocated: at New Monks Farm, Lancing which will deliver between 450 and 600 dwellings (Policy 5), and West Sompting which will deliver 480 dwellings (Policy 6). Together these sites will deliver between 930—1080 dwellings over the plan period. Taking these greenfield sites into account the Plan can deliver between 3488 and 3638 <b>3609</b> dwellings (174-182 <b>180</b> dpa), <b>leaving a shortfall of 2211 dwellings.</b> therefore potentially meeting the lower end of the Objectively Assessed Needs figure (depending on the amount of development delivered at New Monks Farm). However, when measured against the upper end of the Objectively Assessed Needs figure, a shortfall of 1162-1312 dwellings remains.	To reflect updated evidence.																										
Para 2.22 Table 1	<table><tr><th colspan="2">Table 1 – Housing supply over the Local Plan Period 2011-2031</th></tr><tr><td></td><td>Number of dwellings</td></tr><tr><td colspan="2"><b>Sources of Housing Supply</b></td></tr><tr><td>Dwellings completed <b>(net)</b> 2011-2014 <b>2015</b></td><td>437 <b>528</b></td></tr><tr><td>Existing commitments (large and small sites where planning permission has been granted)</td><td>299 <b>326</b></td></tr><tr><td>Sites identified in the SHLAA <b>(net)</b>2014 <b>2015</b></td><td>404 <b>291</b></td></tr><tr><td>Windfall allowance</td><td>448 <b>416</b></td></tr><tr><td colspan="2"><b>Sites to be identified in Local Plan:</b></td></tr><tr><td>Shoreham Harbour Broad Location</td><td>970 <b>968</b></td></tr><tr><td>New Monks Farm Strategic Allocation</td><td>450- 600</td></tr><tr><td>West Sompting Strategic Allocation</td><td>480</td></tr><tr><td></td><td></td></tr><tr><td><b>Total Housing Supply (Delivery Target) 2011-</b></td><td><b>3488-3638</b></td></tr></table>	Table 1 – Housing supply over the Local Plan Period 2011-2031			Number of dwellings	<b>Sources of Housing Supply</b>		Dwellings completed <b>(net)</b> 2011-2014 <b>2015</b>	437 <b>528</b>	Existing commitments (large and small sites where planning permission has been granted)	299 <b>326</b>	Sites identified in the SHLAA <b>(net)</b> 2014 <b>2015</b>	404 <b>291</b>	Windfall allowance	448 <b>416</b>	<b>Sites to be identified in Local Plan:</b>		Shoreham Harbour Broad Location	970 <b>968</b>	New Monks Farm Strategic Allocation	450- 600	West Sompting Strategic Allocation	480			<b>Total Housing Supply (Delivery Target) 2011-</b>	<b>3488-3638</b>	To reflect updated evidence.
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		<b>2031</b>	<b><u>3609</u></b> <b>(annual target</b> <b><del>174-182-180</del>)</b>	
Para 2.23	Consequently the Local Plan, whilst potentially meeting the lower end of the <del>objectively assessed need figure</del> , is not able to meet the full, objectively assessed housing needs <b><u>figure of 5820 dwellings</u></b> indicated above.			Update
Policy 3	<b>Policy 3: Housing Provision</b>  <b>Over the period 2011 – 2031 a minimum of <u>3609</u> <del>3488–3638</del> dwellings will be developed in Adur, as follows:</b> <ul style="list-style-type: none"> <li>• <del>1456</del> <b><u>1429</u></b> within the built up area of Adur</li> <li>• 1100 as part of the Shoreham Harbour Regeneration Area Western Arm</li> <li>• <del>450–</del> 600 at New Monks Farm</li> <li>• 480 at West Sompting</li> </ul>			To reflect updated evidence and monitoring
Para 2.24	The figures in Policy 3 above equate to an annual target of <del>174 to 182</del> <b><u>180</u></b> dwellings per year over the 20 year plan period <b><del>(the figures in the policy have been rounded)</del></b> .			To reflect updated evidence and monitoring
Para 2.27	The public services sector provides the largest number of jobs in Adur ( <del>23%</del> <b><u>24%</u></b> 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 ( <del>20%</del> <b><u>22%</u></b> ), <del>professional services</del> <b><u>financial and other business services</u></b> ( <del>19%</del> <b><u>17%</u></b> ), 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.			Update and correction of statistics.
Map 1: Site Allocations	The changes to this map are as follows: <i>The Proposed Built Up Area, Proposed Local Green Gap and Countryside boundary have been amended to take account of indicative alterations to the</i>			Update to reflect policy changes and updated OS base

	<i>eastern boundary of the development area of the New Monks Farm allocation, and to follow the line of the new Adur Ferry Bridge linking Shoreham town centre and Shoreham Beach.</i>	map.
Para 2.32	Within this context, the Coastal West Sussex Partnership brings together Adur, Worthing, Arun, Chichester, <b><u>Horsham and Mid-Sussex</u></b> districts with partner organisations within the functional economic area to identify priorities and opportunities to improve local economic conditions.	Update
Para 2.34	....The SEP recognises the flood risk and transport constraints in delivering housing and employment growth and its bid to Government for funding focussed on addressing the funding gap that currently exists in delivering flood defences for the River Adur (Shoreham Adur Tidal Walls) and for Shoreham Harbour (on the Western Harbour Arm). <b><u>Transport infrastructure represented the single largest element of the bid.</u></b>	Amendment for clarification
Para 2.35	....For Shoreham, the Local Growth Fund awarded £9.5m for flood defence projects and <b><u>£13.78m for the Shoreham Area Transport Package (which includes Shoreham Airport)</u></b> transport access improvements. Further investment is also committed by the LEP to <b><u>support Highways England to improve the capacity, reliability and resilience of the roads recognising the problems of congestion on the A27 Worthing and Lancing corridor and towards flood defences (in addition to funding from the Environment Agency).</u></b> this infrastructure provision as well as by the Environment Agency (for flood defences).	Amendment for clarification
Para 2.43	Although B class activities are traditionally vital to the local economy, other employment generating uses such as retail, leisure and service industries <b><u>also</u></b> make a significant contribution to the economy.	Editorial amendment
Para 2.46	This is a large site which can incorporate a mix of uses, including <del>a significant amount of employment-generating floorspace</del> (approximately 10,000 sqm), an informal country park and a community hub (which could potentially provide a small local retail facility and/or community meeting space). The site also provides	To update and reflect current situation.

	<p>the opportunity for the provision of land for a new primary school to meet needs from the local area, <b><u>with potential for expansion in the future</u></b>. The site could potentially accommodate 450-600 dwellings. <del>The level of residential development will be dependent on landscape and biodiversity issues</del> <b><u>and will need to address landscape, drainage and biodiversity issues</u></b> as indicated below. Development at this site will require a new access <b><u>onto the A27</u></b> which <del>will</del> <b><u>would also</u></b> help unlock further development at Shoreham Airport (see Policy 7).</p>	
Para 2.47	<p><del>The A</del> Landscape and Ecological Survey of Key Sites Within Adur <b><u>was undertaken in (2012) followed by a Landscape Study Update and Landscape Sensitivity Assessment in 2015.</u></b> <del>assessed the Lancing-Shoreham Local Green Gap. It</del> <b><u>The latter</u></b> states that the New Monks Farm <b><u>landscape character area (that area proposed for built development)</u></b> has relatively a <b><u>medium-low overall</u></b> landscape sensitivity. <del>and is less visible than other parts of the Gap when seen from key viewpoints.</del> <b><u>The Saltworks area (that area primarily proposed for the country park) has a medium overall landscape sensitivity.</u></b> The <b><u>2015 study also states that the</u></b> fields between the edge of the built-up area of Lancing and Mash Barn Lane contribute little to the landscape setting of Lancing or the integrity of landscapes within the <del>Strategic</del> <b><u>Local Green</u></b> Gap. However, the <b><u>2012</u></b> study <del>goes on to states</del> that Mash Barn Lane is a natural landscape 'edge' and that the fields to the east of this lane form part of the central landscape of the Gap and make an important contribution to its sense of openness and 'greenness'. As a result, it is considered that any development to the east of Mash Barn Lane needs to be designed particularly sensitively and the principles set out in the Landscape and Ecological Survey <b><u>(2012)</u></b>, including strategically sited blocks of woodland, need to be incorporated into the design of development at New Monks Farm.</p>	To reflect updated landscape evidence.
Para 2.48	<p>The most important biodiversity habitats on the site, as identified by the Landscape and Ecological Survey <b><u>(2012)</u></b>, are the network of streams and ditches which flow eastwards through the small pastures to the north west of the site and along Mash Barn Lane. These form part of a wider network of water</p>	Editorial amendment and clarification

	bodies between Lancing and Shoreham Airport. This network of riparian habitats should be retained and managed as part of an ecological network. The north-west area of the site ( <del>indicated on Map 2</del> ) also has potential to support a range of protected, rare/notable and BAP species and should also be retained, and where possible enhanced...	
Para 2.49	Options for a new access onto the A27 have been explored. <del>There is evidence indicating that the provision of a proposed roundabout access adjacent to New Monks Farm with a reconfigured access at Sussex Pad (resulting in the removal of the existing traffic lights at the Sussex Pad junction and a left-in left-out access arrangement for the existing accesses at this junction) is more deliverable and therefore the preferred option; the alternative access (a new roundabout at the Sussex Pad junction) is retained as a contingency option.</del> <b><u>The preferred site for a proposed roundabout is centrally located between New Monks Farm and Shoreham Airport, with a reconfigured access at Sussex Pad.</u></b> The relevant parties are working with the Highways Agency <b><u>England</u></b> to ensure that an acceptable access solution is achieved. ( <del>See Map 2</del> )	To update and reflect current situation.  Editorial amendment
Para 2.50	<del>Regardless of which roundabout option is delivered, †</del> It will be essential to ensure that safe and improved pedestrian, cycle and equestrian access across the A27 to the South Downs National Park is provided. Additionally, <b>the roundabout</b> it will need to be designed to minimise any landscape impacts it may have, particularly given the close proximity of the National Park. New pedestrian and cycle networks should integrate with existing routes as far as possible.	Editorial amendment
Para 2.51	Before the new access onto the A27 is delivered, improvements <del>will</del> <b><u>would need to</u></b> be made to facilitate access via the existing road network, including from Grinstead Lane. However the amount of development delivered prior to the new junction becoming operational <del>will be managed</del> <b><u>would need to be restricted to a maximum of 250 dwellings</u></b> in order to avoid adverse impacts on the existing residential area.	Update and editorial amendment

Para 2.52	.....This assessment will need to demonstrate how the development will <b><u>help</u></b> deliver the necessary mitigation measures.	Correction
Para 2.53	... passed both the sequential and exceptions <u>s</u> tests..... The developer will need to work with Adur District Council, West Sussex County Council and the Environment Agency <b><u>to develop a robust drainage strategy for the site. The Lancing Surface Water Management Plan (2015) was produced to understand the causes of flooding and identify any capital improvements or ongoing maintenance needed to reduce the impacts of flooding to people and infrastructure. In developing a robust drainage strategy for the site it will be important to take into account the findings of the Surface Water Management Plan and seek to facilitate its recommendations where relevant.</u></b>	Clarification
New para 2.54A	<b><u>Wastewater from the new development will be expected to drain to a public sewer. If this is not feasible (following discussions with Southern Water Services and the Environment Agency) and there is evidence that there is no alternative available to provide a connection to the public sewerage network, the advice in paragraph 020 of the National Planning Practice Guidance should be followed. The operation of and future management of any sewerage treatment plant should be set out clearly in any planning application for the development of the site.</u></b>	In response to new proposals for onsite foul drainage and advice from the Environment Agency.
Para 2.56	<del>The site is relatively close to Shoreham Airport although it falls outside of the noise contours set out in the Draft Shoreham (Brighton City) Airport Noise Action Plan 2010 – 2015.</del> <b><u>Although the site is adjacent to Shoreham Airport, the proposed development area falls outside of the noise contours as identified in the Brighton City Airport Noise Maps produced in December 2014. However,</u></b> Also the northern part of the site is adjacent to the A27 and therefore a noise assessment will be required with appropriate mitigation where necessary.	Update

Para 2.57	.....the Coastal West Sussex Gypsy and Traveller Accommodation Assessment (2013), <b><u>updated in 2014</u></b> , has indicated that there is a requirement for <b><u>4</u></b> 8-Gypsy and Traveller pitches....	Updated to reflect most recent evidence
Para 2.58	<del>There is an existing Gypsy and Traveller site at Withy Patch immediately south of the A27, and adjacent to the proposed New Monks Farm country park. Given that the demand for new pitches is mainly a result of new family formation on this site, consideration is being given to the provision of new pitches in this area. The Withy Patch site is currently within Flood Zone 3a and is also subject to groundwater and surface water flooding and, in accordance with the NPPF, the provision of new pitches is unacceptable in this location. However, as part of the construction of a new road junction, flood mitigation for the existing site should be provided through the raising of the land to take it out of Flood Zone 3. The opportunity to improve and subsequently expand the site to provide additional pitches can then be investigated. The detail of this will be progressed through a Gypsy and Travellers DPD as it would be premature to allocate a site at this stage until any land raising is undertaken.</del> <b><u>There is an existing Gypsy and Traveller site at Withy Patch immediately south of the A27, and adjacent to the proposed New Monks Farm country park. The new roundabout will necessitate relocation of this site in the locality. Flood mitigation for the relocated site should be provided through the raising of the land to take it out of Flood Zone 3. Given that the Gypsy and Traveller Accommodation Assessment study indicates that the demand for new pitches is mainly a result of new family formation on this site, relocation of this site provides an opportunity to address this need through an extension to the relocated site, and to improve facilities. However, the provision of additional pitches to meet these needs can only take place once it has been confirmed that the proposed site extension is located outside of Flood Zone 3. The detail of this will be progressed through a Gypsy and Travellers DPD as it would be premature to allocate a site at this stage until any land raising is undertaken.</u></b>	To update and reflect revised proposals.
Policy 5	<b>Policy 5: New Monks Farm Lancing</b>	





	<p><del>issues should be addressed in detail by a Flood Risk Assessment (FRA) at the planning application stage. A Flood Risk Assessment (FRA) will be required at the planning application stage. The FRA must take account of and seek to facilitate relevant recommendations of the Lancing Surface Water Management Plan.</del></p> <p>As part of a Landscape Strategy/Green Infrastructure Strategy <u>for the site</u>, the following are to be delivered:</p> <p>.....</p> <ul style="list-style-type: none"> <li>• Strategically sited areas of woodland to the north and east of the <u>development area</u> site to provide a distinctive ‘green edge’, screening views of the new development.</li> </ul> <p><del>Other infrastructure requirements are to be addressed through CIL/ s106 requirements as appropriate.</del></p> <p>.....</p> <ul style="list-style-type: none"> <li>• A site wide landscape and ecological management plan to be produced and implemented <u>to the satisfaction of the local planning authority</u> to ensure the long-term maintenance of retained and newly created long on-site habitats.</li> </ul> <p>Development will be phased in order to:</p> <ul style="list-style-type: none"> <li>• <u>Ensure the Withy Patch Gypsy and Travellers site is relocated prior to the construction of the new roundabout access onto the A27</u></li> </ul> <p><del>All elements are to be secured through s106 planning obligations/ planning conditions. Infrastructure requirements are to be secured through CIL/</del></p>	<p>Clarification in response to Representation 25 from Sussex Wildlife Trust.</p> <p>Correction</p> <p>Edit</p> <p>To retain more control over landscape and ecological works on site</p> <p>In response to Representation 12 from Arun District</p>
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	<b><u>s106/planning conditions as appropriate.</u></b>	Council to clarify and avoid duplication
Map 2: Proposed Allocation at New Monks Farm (Extract from Policies Map)	This is an extract of the Policies Map and has been amended in accordance with the amendments to the policies map set out at the end of this Schedule.	
Para 2.61	The land is principally in arable use (Grade 2 and 3b agricultural land) and adjacent to the south-east boundary <b>of the site</b> lays the Cokeham Brooks SNCI.	For clarity
Para 2.62	<del>The</del> <b><u>A 'Landscape and Ecological Survey of Key Sites Within the Adur District was undertaken in (2012), followed by a Landscape Sensitivity Assessment in 2015. The Sensitivity Assessment</u></b> states that the Sompting Fringe area <b><u>(Loose Lane Fields Landscape Character Area)</u></b> is an exceptionally open arable landscape with an expansive scale and long views, <b><u>and makes an important contribution to the Local Green Gap.</u></b> It is assessed as having a <del>high visual sensitivity</del> and medium-high overall landscape sensitivity. The site is visible from a number of sensitive viewpoints within the South Downs National Park. As a result, any new development within the Sompting Fringe area must be designed sensitively and the Landscape and Ecological Survey <b><u>(2012)</u></b> sets out a number of proposals to minimise the impact of development on the landscape...	To reflect the most recent evidence.
Para 2.63	<del>The Landscape and Ecological Survey</del> <b><u>Sensitivity Assessment</u></b> also assesses the Sompting North area <b><u>(NW Sompting Fringe)</u></b> and states that only the <del>southern east corner</del> <b><u>part</u></b> of the site is visible from sensitive viewpoints within the National Park, as it is generally shielded from views from the National Park by the landform of the lower slopes of the Downs. The site is assessed as being of medium <b><u>overall</u></b> landscape sensitivity.	To reflect the most recent evidence.
Para 2.64	.... The most important biodiversity habitats in the immediate area are along the	Clarification, in

	site's boundaries and within the adjacent Malthouse Meadow which is managed as a wildlife conservation area by Adur District Council and Sompting Parish Council. <sup>16a</sup>	response to Representation 18 from Sompting Parish Council.
Para 2.64 New footnote 16A	<b><u>The West Sompting allocation does not include Malthouse Meadows.</u></b>	Clarification, in response to Representation 18 from Sompting Parish Council.
Para 2.65	<del>There is an opportunity to provide a public right of way link with the employment areas of Worthing and East Worthing train station.</del>	Duplicated in para 2.60
Replacement Para 2.65	<b><u>A Playing Pitch Strategy produced for Adur &amp; Worthing Councils in 2015 identified the need for 4 additional youth pitches in Adur up to 2031. Since this study was completed, a 3G youth pitch has been provided at the Brighton &amp; Hove Albion Football Academy at Lancing and another is proposed at Sir Robert Woodard Academy, also at Lancing. Subject to the pitch at Robert Woodard Academy gaining planning permission, this would leave a residual requirement for 2 youth pitches which will be provided within the allocation at West Sompting.</u></b>	Amended in accordance with Representation 1 Sport England's comments to ensure playing pitch needs are met.
Para 2.67	<del>The A27/ Dankton Lane junction will require further investigation. In addition, any local road improvements affecting Sompting Village Conservation Area must respect its historic character.</del>	To address concern raised by Representation 4 (Mr A Collins, resident) to clarify reference to Dankton Lane.
Para 2.69	Prior to the submission of any planning application for this site, a full Transport Assessment will be required to look at access onto, and impact on local roads, and off-site impacts on existing junctions along the A27 <b><u>including Dankton</u></b>	To address concern raised by Representation 4

	<p><b><u>Lane</u></b>, and will need to demonstrate how the development will deliver <b><u>any</u></b> the necessary mitigation measures: <b><u>and address any impacts on air quality. This should consider impacts on the Worthing Borough Council Air Quality Management Area No.2.</u></b></p>	<p>(Mr A Collins (resident))</p> <p>To address concerns raised by Sompting PC (Representation 18) regarding air quality.</p>
Policy 6	<p><b>Policy 6: Land at West Sompting</b></p> <p>....</p> <ul style="list-style-type: none"> <li>• <b>Provision or funding of mitigation for off-site traffic impacts on the Strategic Road Network and local roads through a package of measures including improvements to the A27/ <del>Busticle Lane</del> <u>A2025 Grinstead Lane</u> junction, A27 Sompting Bypass/ Upper Brighton Road (Lyons Farm junction) and enhancement of the traffic calming scheme in West Street.</b></li> <li>• <b><u>A financial contribution towards the provision of education facilities</u></b></li> </ul> <p><b>Developers will need to work with Adur District Council, <u>and</u> West Sussex County Council <del>and the Environment Agency</del> to ensure that surface water and ground water flooding are adequately mitigated without worsening flood risk elsewhere. Opportunities to reduce flood risk elsewhere should be taken. This issue should be addressed in detail by a Flood Risk Assessment at the planning application stage.</b></p>	<p>Updated to reflect most recent evidence</p> <p>For clarification</p> <p>In response to Representation 6 from the Environment Agency to clarify that as flood risk on site is mostly related to surface and groundwater flooding this requirement is unnecessary.</p>

	<p>As part of a Landscape Strategy/Green Infrastructure Strategy <u>for this site</u>, the following are to be delivered:</p> <p>....</p> <ul style="list-style-type: none"> <li>• A landscaped buffer alongside the western boundary of the development; and</li> <li>• Open space and recreation areas (to include children's play areas located within the development) <del>and provision for formal sports,</del> in accordance with Council standards; <u>and</u></li> <li>• <u>Provision of playing pitches to help meet Adur's specific playing pitch needs.</u></li> </ul> <p>...</p> <ul style="list-style-type: none"> <li>• A site wide landscape and ecological management plan to be produced and implemented <u>to the satisfaction of the local planning authority</u> to ensure the long-term maintenance of retained and newly created long on-site habitats.</li> </ul> <p><del>Other infrastructure requirements are to be addressed through CIL/s106 requirements – including a financial contribution towards the provision of education facilities. The elements identified above, and any other infrastructure requirements are to be secured through CIL/ s106/planning</del></p>	<p>PPG also clarifies this point.</p> <p>Additional text added in respect to Representation 25 (Sussex Wildlife Trust) on policy 5, applied to policy 6 for consistency</p> <p>Amendment in response to Representation 1 from Sport England</p> <p>To retain more control over landscape and ecological works on site.</p> <p>Made in response to comments from Arun District Council (Representation 12 )</p>
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	<b><u>conditions as appropriate.</u></b>	in response to policy 5, and applied here for consistency
Para 2.73	Shoreham Airport is the oldest licensed airfield in Britain and is home to a wide range of general and commercial aviation activities, related engineering operations and training ( <del>Northbrook College</del> ).	Correction
Para 2.74	The Adur Employment Land Review Update (2014) states that Shoreham Airport represents a key opportunity for economic development and growth as it <del>is one of the few areas in Adur that</del> can attract high value-added activities, capitalizing on the existing business cluster and key high profile employers, such as Ricardo.	Correction
Para 2.75	was listed by English Heritage ( <b><u>now Historic England</u></b> ).	Update and clarification
Para 2.76	However, this is dependent on new development being sensitively <del>designed and</del> sited <b><u>and designed.</u></b>	Improved wording
Para 2.77	New development at the Airport will result in a need for improved access from the A27; <b><u>given that the amount of development proposed at New Monks Farm requires a new junction onto the A27, it is intended that this will also serve new development at the Airport.</u></b> <del>—and options for a new access have been explored. There is evidence indicating that the provision of a proposed roundabout access adjacent to New Monks Farm with a reconfigured access at Sussex Pad (resulting in the removal of the existing traffic lights at the Sussex Pad junction and a left-in left-out access arrangement for the existing accesses at this junction) is more deliverable and is therefore the preferred option. The alternative access (a new roundabout at the Sussex Pad junction) is retained as a contingency option. <b><u>The preferred site for a proposed roundabout is centrally located between New Monks Farm and Shoreham Airport, with a reconfigured access at Sussex Pad.</u></b> The relevant parties are working The relevant parties are working with the Highways Agency <b><u>England</u></b> to ensure that an acceptable access solution is achieved.</del>	Update

Para 2.78	<del>Whichever roundabout option is delivered, it</del> It will be essential to ensure that safe and improved pedestrian, cycle and equestrian access across the A27 to the South Downs National Park is provided. <del>Additionally, it</del> <b><u>The roundabout</u></b> will need to be designed to minimise any landscape impacts it may have, particularly given the close proximity of the National Park. New pedestrian and cycle networks should integrate with existing routes as far as possible.	Update
Para 2.80	.... The allocation is therefore dependent on the construction of the tidal walls. <b><u>Subject to planning approval, construction of the tidal walls will commence in 2016</u></b> <del>Technical approval has now been received for the Shoreham Adur Tidal Walls Project and the Environment Agency has secured funding to start the detailed design phase of the scheme. The Tidal Walls Scheme is not anticipated and is likely to be completed in until approximately 2018</del> <del>but the improvement of flood defences adjacent to the airport is likely to be undertaken as one of the early phases of this scheme.</del>	Updated for information purposes.
Para 2.81	<del>The Landscape and Ecological Survey of Key Sites Within the Adur District (2012)</del> <b><u>The Adur Landscape Sensitivity Assessment (2015)</u></b> states that the completely flat, open and ordered airport landscape contrasts with the natural curve...	To reflect updated evidence.
Para 2.82	....Grade I Listed Church of St Nicholas.....	Editorial amendment
Para 2.83	It is important that the settings of the Grade II* Listed Terminal Building, the Grade II Listed hangar and the Dome Trainer Scheduled Ancient Monument are not negatively impacted upon as a result of new development and <del>associated</del> <b><u>any new</u></b> access to the Airport.	Editorial amendment
Para 2.84	The Airport is located adjacent to the Adur Estuary Site of Special Scientific Interest (SSSI) and the airport itself <del>may provides</del> a supporting role in terms of wintering/wading birds <b><u>including lapwings and skylarks</u></b> .	Amended to take account of comments by Shoreham District Ornithological Society (Representation 8)



		and to provide more clarity about the supporting role the Airport offers for wintering/wading birds.
Policy 7	<p><b>Policy 7: Shoreham Airport</b></p> <p>Approximately 15,000 sqm of new employment generating floorspace (both aviation and non-aviation related), including a mix of B1 (business), B2 (general industry) and B8 (storage) / <u>hangar</u> uses, will be provided on the north-eastern side of the Airport.</p> <p>.....</p> <p><del>Significant improvements will be required on the A27 Sussex Pad junction to accommodate new development</del> <u>New development at the Airport will result in a need for improved access from the A27. Access across the A27 to the South Downs National Park for pedestrians, cyclists and equestrians must be retained, and where possible, enhanced. New development will also be required to contribute to the provision or funding of mitigation for offsite traffic impacts on the strategic road network and local roads through a package of measures including improvements to the A27 / A2025 Grinstead Lane junction.</u></p> <p><u>...A Flood Risk Assessment (FRA) will be required at the planning application stage. The FRA must take account of and seek to facilitate relevant recommendations of the Lancing Surface Water Management Plan.</u></p>	<p>Correction as a hangar does not constitute B8 use.</p> <p>Updated to reflect most recent evidence</p> <p>Amended to ensure that the surface water management plan is taken into account when an FRA is undertaken.</p>

	<p>Mitigation measures will be required to ensure that new development at the Airport does not impact on the ecological value of the airport itself or the adjacent Adur Estuary SSSI. <del>Opportunities for ecological enhancements should also be sought through new development.</del> <u>Ecological enhancements should be incorporated as an integral part of the development.</u></p> <p>....</p> <p><u>Any new development at the airport must not jeopardise the runway use or airport operations.</u></p> <p>Within the existing developed area located at the southern end of the Airport, <u>airside locations will be protected and supported for aviation-related B1, B2 and B8/hangar uses. Non-airside locations will be protected and supported for aviation-related B1, B2 and B8/hangar uses and for non-aviation related B1, B2 and B8 uses where it can be demonstrated that the use will not impact the operational viability of the Airport.</u> <del>new development for aviation related B1, B2 and B8 uses, as well as other appropriate ancillary employment generating uses will continue to be supported. Existing B1, B2 and B8 uses will be protected. Non-aviation related uses will only be permitted in exceptional circumstances where it</del></p>	<p>The policy has been strengthened to ensure ecological enhancements through new development in accordance with comments from the Sussex Wildlife Trust (Representation 25).</p> <p>Clarification to ensure functionality of the airport is not compromised by new development</p> <p>To ensure the policy is more effective in protecting airside aviation-related uses and enabling non-aviation related B1, B2 and B8 uses on non-airside locations, where appropriate.</p>
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	<p><del>can be demonstrated there are significant regeneration benefits. Appropriate aviation-related training uses will also be supported in this location. However, training which does not require access to operational facilities will not be supported in airside locations.</del></p> <p><b><u>Infrastructure requirements are to be addressed through s106/ planning conditions as appropriate.</u></b></p>	To ensure consistency with other strategic site allocations.
Para 2.86	<p>.....</p> <p><del>In addition, up to 550 new dwellings could be delivered beyond the plan period on the north side of the Brighton Road (A259) once sites become available and new development on the south side is sufficiently underway.</del></p>	Clarification
Para 2.88	....diverse landscape including the River Adur Estuary SSSI.....	Correction
Para 2.97	<del>In the short to medium term it</del> <b><u>It</u></b> is essential to ensure that the initial phases of development do not compromise the operations of businesses on sites which are unlikely to come forward until later in the process.	In response to issues raised by Representation 33 from Cemex. Emerging Shoreham Harbour JAAP will have positive impact on concerns regarding conflict between land uses.
Para 2.100	Shoreham Port is important regionally for the landing, processing and handling of minerals and as such minerals wharves are safeguarded under 'Policy 40 – Wharfage' of the West Sussex Minerals Local Plan (2003). The <del>recently adopted</del> East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012 <b><u>2013</u></b> ) includes Policy <del>WMP 14</del> <b><u>WMP 15</u></b> which safeguards the overall mineral capacity in ports subject to no net loss of capacity rather than specifically	To correct errors as requested by Representation 31 from Brighton & Hove City Council and West Sussex County

	safeguarding individual sites..... A similar policy is likely to be included within the emerging updated West Sussex Minerals Local Plan. <del>The two minerals planning authorities are currently preparing guidance in liaison with the Port Authority to set out clearly what the implications of this policy are and what is required of applicants as part of the planning process.</del>	Council Representation 23.  Amendment requested by WSCC Representation 23.
Para 2.104	...working closely with the Environment <u>Agency</u> and Highways Agencies <u>England</u> to identify requirements and delivery mechanism options.	Update
Map 6: Safeguarded Wharves	This map has now been deleted.	The map is no longer accurate.
Policy 8	<p><b>Policy 8: Shoreham Harbour Regeneration Area</b></p> <p>....</p> <p><b>As part of the process of preparing the Joint Area Action Plan, development briefs <del>are being prepared</del> <u>have been adopted</u> for key areas of change within the harbour, and will <u>setting</u> out guiding principles for development.....</b></p> <p><b>The Council will facilitate the delivery of <u>approximately a minimum</u> of 1100 new dwellings within the Shoreham Harbour Regeneration Area within Adur District during the plan period to 2031. <del>In addition, up to 550 new dwellings could be delivered beyond the plan period.</del></b></p> <p><b>...Public open space, community uses and small-scale ancillary retail, restaurants and cafes, leisure, and tourism uses will also be provided as part of a sustainable, new waterfront development. <u>Suitable education provision will be made.</u></b></p> <p><b>New development at the harbour.....parts of the Shoreham Harbour <u>R</u>egeneration <u>A</u>rea within Adur.</b></p>	<p>Update</p> <p>Clarification</p> <p>To address concern raised by representation (West Sussex County Council Representation 23)</p> <p>Correction</p>

	<p><u>Development will be expected to incorporate low and zero carbon decentralised energy generation, in particular heat networks, and required to either connect, where a suitable system is in place (or would be at the time of construction) or design systems so they are compatible with future connection to a network.</u></p> <p>All development.....impact on the River Adur <u>Estuary SSSI</u>...</p> <p>A Transport Strategy for Shoreham Harbour <del>will be</del> <u>has been</u> produced to mitigate impacts on the highway network and to promote sustainable travel behaviours. <u>Development in this location should contribute to the delivery of measures identified in the Transport Strategy.</u></p> <p>All new development proposals must take into account <u>contaminated land</u>, local noise and air quality impacts and improvements <u>should be</u> sought wherever possible.</p> <p>Character Area 1:</p> <p>...</p> <ul style="list-style-type: none"> <li>• To improve <del>Wharf Road and Basin Road South</del> as a popular recreational route for walking and cycling, providing access to the beaches.</li> <li>• With the exception of the existing Power Station, <u>renewable energy generation (such as solar or wind)</u> and the Waste Water Treatment Plant, non-port operations will not be permitted in this area.</li> </ul> <p>....</p> <p>Character Area 4: Portslade and Southwick Beaches</p>	<p>To address Representation 31 from Brighton and Hove City Council and to reflect district heating study</p> <p>Correction</p> <p>To address concern raised by Representation 23 West Sussex County Council</p> <p>To address concern raised by Representation Environment Agency</p> <p>Area priorities modified to reflect amendments made following consultation on Draft Shoreham Harbour Joint Area Action Plan.</p>
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	<ul style="list-style-type: none"> <li>• To improve <u>seek improvements to the quality, access, appearance and maintenance of the Public Right of Way corridor, beach promenade, public areas and beach environment.</u></li> </ul> <p>...</p> <p><b>Character Area 5: Southwick Waterfront and Fishersgate</b>  <b>Area Priorities:</b></p> <ul style="list-style-type: none"> <li>• <del>To support the comprehensive reconfiguration of Lady Bee Marina/Southwick Waterfront in line with a future development brief, led by Shoreham Port Authority.</del></li> <li>• <u>To designate Southwick Waterfront as a strategic employment area (Strategic Site 3).</u></li> <li>• <u>To support the comprehensive redevelopment of Southwick Waterfront to accommodate a mix of new and improved employment uses (classes B1, B2 and B8).</u></li> <li>• <u>To safeguard and develop port operational areas to accommodate new and relocated port uses with limited land reclamation and a new access road (within the port boundary) in line with the Port Masterplan.</u></li> <li>• <u>To support the comprehensive reconfiguration of Lady Bee Marina.</u></li> <li>• <u>To address deprivation through partnership working with Action Eastbrook Partnership and local service providers.</u></li> <li>• <u>To improve sustainable transport links with surrounding communities.</u></li> <li>• <u>To support improvements to local community facilities, including enhancing Fishersgate recreation ground.</u></li> <li>• <u>To enhance biodiversity by creating and improving habitats and improved green infrastructure links, including landscape enhancements to social housing estates.</u></li> </ul> <p><b>Character Area 6: Harbour Mouth</b></p>	
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	<p><b>Area Priorities:</b></p> <ul style="list-style-type: none"> <li>• To support the <del>comprehensive restoration</del> <u>conservation of Shoreham Fort.</u></li> <li>• To enhance connections between Shoreham town centre, Shoreham Beach and <del>the Shoreham</del> Fort through environmental and landscaping improvements.</li> <li>• To <u>support the redevelopment of Shoreham Rowing Club and enhance</u> upgrade the public realm environment of Kingston Beach.</li> </ul> <p>...</p> <p><b>Character Area 7: Western Harbour Arm</b></p> <p><b>Area Priorities:</b></p> <ul style="list-style-type: none"> <li>• <u>To designate the Western Harbour Arm (Waterfront) as a strategic mixed-use area (Strategic Site 4).</u></li> <li>• To facilitate the comprehensive redevelopment of the <del>waterfront area</del> <u>Western Harbour Arm (Waterfront)</u> to become an exemplar sustainable, mixed-use <del>residential area (classes B1 and C3), in accordance with the guiding principles of the adopted Western Harbour Arm Development Brief (2013) and the Shoreham Harbour Joint Area Action Plan.</del></li> <li>• <del>To improve townscape and access arrangements to create better linkages to Shoreham town centre and surrounding areas.</del> <u>To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, ensuring to respect and complement the character of surrounding areas.</u></li> <li>• <u>To maximise intensification and redevelopment opportunities of existing lower grade, vacant and under-used spaces.</u></li> <li>• <del>To enhance the area's natural biodiversity by incorporating multi-functional green space.</del></li> <li>• To facilitate the <u>strategic</u> relocation of appropriate industrial uses to elsewhere in the Port or local area to free up waterfront opportunity sites.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>To improve access arrangements to create better linkages with Shoreham town centre and surrounding areas.</u></li> <li>• <u>To improve connections around key linkages including Shoreham High Street/Norfolk Bridge (A259) – Old Shoreham Road (A283), Brighton Road (A259) – New Road – Surry Street, and Brighton Road (A259) – Ham Road.</u></li> <li>• To deliver a comprehensive flood defence solution integrated with a publicly accessible riverside route including pedestrian/cycle way and facilities for boat users.</li> <li>• <u>To enhance the area's natural biodiversity by incorporating multi-functional green space, creating and improving habitats and improved green infrastructure links</u></li> </ul>	
<b>Part Three - Policies for Places</b>		
Para 3.4	A new Brighton and Hove Albion Football Club training facility has recently been completed at <del>New Monks Farm</del> on the eastern edge of the built up area of Lancing <u>immediately</u> <del>to the north of the railway line and south of (adjacent to)</del> the proposed strategic allocation (see Part 2). <del>This comprises 15 pitches, a two storey building containing related facilities car parking.</del> This training facility.....	Edited for clarification
Para 3.8	... Adur District Council will continue to work with West Sussex County Council and the Highways Agency <u>England</u> 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 <u>Policies Map</u> below).	Correction
Para 3.9	<del>Part of Peverel ward in Sompting is the second most deprived area in the county in terms of education, skills and training.</del>	Correction – out of date data
Para 3.9 Footnote 6	<del>Index of Multiple Deprivation 2010</del>	Correction – out of date data
Para 3.10	..... This will give the community the <u>a greater</u> opportunity to influence and	Correction



	address development needs in Sompting. <del>The Neighbourhood Plan will need to be in general conformity with the Local Plan.</del>	
Para 3.13	... These capacity figures assume an altering of the balance of market shares with other shopping <u>areas</u> <del>developments</del> as a result of new retail development in Shoreham Town Centre. <del>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.</del>	Correction and update.
Para 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. <b><u>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.</u></b>	Update to recognise the contribution of the Shoreham Adur Tidal Walls scheme to reducing flood risk in Shoreham town centre.
Para 3.18	It has been <del>announced</del> <b><u>indicated</u></b> that the police station on Ham Road <del>is likely to be vacated within the next 5 years.</del> <b><u>could come forward for development during the plan period.</u></b>	Editorial amendment
Para 3.20	... However a civic presence in Shoreham will remain and <del>the</del> Shoreham Community Centre <del>will be</del> <b><u>has been</u></b> extended for this purpose. This <del>has</del> <b><u>will release released</u></b> the Civic Centre site and its car park opposite for <b><u>redevelopment.</u></b>	Clarification
Para 3.22	A number of public realm improvements have <del>already taken place.....or are planned in Shoreham town centre.</del> Further improvements will be sought in order to make the centre more attractive, and provide further benefits for pedestrians and cyclists. <b><u>'Design Bulletin 2: Shopfronts' gives advice on appropriate design issues relating to new or replacement shopfronts in the town centre</u></b>	Update  Editorial amendment for clarification

New para 3.28A	<b><u>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.</u></b>	Update
Para 3.29	<del>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.</del>	Updated
Replacement Para 3.29	<b><u>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.</u></b>	Update to reflect current situation
Para 3.31	<del>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. The Adur and Worthing Wellbeing Hub undertake health initiatives in this area.</del>	Information not directly relevant
Para 3.36	A development brief <b><u>has been adopted (November 2015)</u></b> is being produced which identifies land at Eastbrook allotments, Southwick, (south of the A270, adjoining the border with Brighton & Hove City) for <b><u>business development (B1 and B8 uses) and/or training and education facilities</u></b> mixed use development including employment uses (B1 and B8) to the north of the site, <b><u>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,</u></b>	Update

	<del>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.</del>	
Policy 12	<p><b>Policy 12: Southwick and Fishersgate</b></p> <p><u>The “Former Eastbrook Allotments Development Brief” which 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.</u><del>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.</del></p>	Update
Para 3.41	<del>.... Over 50% (53.4%) of Adur District lies within the National Park. However, these <u>this</u> areas <u>is</u> are not addressed in this Local Plan, but will be included within the emerging South Downs National Park Local Plan.</del>	Edit
Para 3.43	<del>... 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.</del>	To clarify error as indicated in Representation 23 from West Sussex County Council.
New para 3.45a	<u><b>These gaps form a critically important component of the landscape setting of Sompting, Lancing and Shoreham-By-Sea, and contribute to their</b></u>	To highlight the important contribution

	<b><u>individual character and local identity.</u></b>	of the gaps to the character of the district.
Para 3.47	.... However this development will be carefully <del>controlled</del> , <b><u>managed</u></b> and designed so as to minimise landscape impact, protect important views and respect the character of the countryside.	Editorial amendment
Para 3.48 Footnote 14	Adur Character Study, Tibbalds, June 2009	Correction
Para 3.53	... It is not considered necessary to include an 'exceptions' policy for affordable housing in the countryside in this Local Plan because of the <b><u>close proximity of opportunities available in</u></b> nearby settlements.	Edited for clarification
New para 3.56A:	<b><u>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.</u></b> <sup>16</sup>	To clarify role of Marine Management Organisation
Para 3.56A New footnote 16	<b><u>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.</u></b>	To clarify role of Marine Management Organisation
Policy 13	<b>Policy 13: Adur's Countryside and Coast</b>  .... Improvements to green infrastructure, including enhanced pedestrian, cycle, and equestrian <b><u>access</u></b> (where appropriate), and better access for	Correction

	<p>those with mobility difficulties will be supported.</p> <p>....Proposals for equestrian development in the countryside will <u>normally</u> 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.</p>	
<b>Part Four - Development Management Policies</b>		
New para 4.3A	<p><b><u>The Council has adopted Development Control Standard No 3 “Extensions and Alterations to Dwellings” which sets out planning principles and standards for extensions to dwellings. Any proposal will be expected to comply with its criteria. Should this be amended or superseded by other Council or Government guidance this new guidance will be used to assess relevant applications.</u></b></p>	Clarification
Para 4.5	<p><del>While Part M of the Building Regulations addresses access to buildings for people with disabilities, the needs of users with disabilities should also be taken into account at all stages of the design and development process.</del></p>	Paragraph unnecessary as duplicated in para 4.30 and Policy 21
Para 4.6 Footnote 1	<p><del>Glossary, National Planning Policy Framework 2012.</del></p>	Footnote unnecessary as previously developed land is defined in the Glossary of the Adur Local Plan.
Para 4.8	<p>... The Council will have regard to a range of other documents, standards and advice such as 'By Design' (DETR/CABE) <b>and</b> CABE's 'Building in Context' toolkit, and 'Safer Places' (Home Office/ ODPM).</p>	Update. This guidance was withdrawn by Government in March 2014.
Policy 15	<p><b>Policy 15: Quality of the Built Environment and Public Realm</b></p> <p>.....</p>	

	<ul style="list-style-type: none"> <li>• Have acceptable parking arrangements (in terms of amount and layout);</li> <li>• <u>Take into account the need for waste reduction and recycling, both during the construction phase and over the lifetime of the development;</u></li> <li>• Incorporate public art in major developments* where appropriate.</li> </ul> <p>Opportunities will be taken to improve the public realm through new development, transport schemes or regeneration schemes. These will aim to improve the quality, accessibility and legibility of public streets and spaces.</p> <p>Best practice guidance published by the Government, the Council and other bodies will be used when assessing applications. Design codes, planning briefs and masterplans will be developed for key sites where appropriate.</p> <p><u>When considering applications for extensions and alterations to dwellings, proposals will be expected to comply with the criteria contained in the Council's adopted Development Control Standard "Extensions and Alterations to Dwellings" (as amended or superseded by other Council guidance in force at the time an application is considered) or any other appropriate national standard.</u></p>	<p>To ensure that the Plan addresses waste reduction and meets the Sustainability objectives set out in the Sustainability Appraisal, given the fact that the Government is phasing out the Code for Sustainable Homes.</p> <p>Clarification</p>
Policy 17	<p><b>Policy 17: The Historic Environment</b></p> <p><b><u>For All Heritage Assets:</u></b> Where a proposed development would lead to substantial harm to, or total loss of a designated heritage asset, this will not be permitted unless there are compelling circumstances. Development should not adversely affect the setting of a Listed Building, Conservation Area, or archaeological</p>	<p>In response to West Sussex County Council Representation 23</p>

	<b>feature or <u>Scheduled Ancient Monument</u>.</b>	
Para 4.15	<p><b><del>The Energy Hierarchy</del></b></p> <p><del>The Adur Energy Study (2009) highlights the benefits of following a greenhouse gas emissions reduction approach for new development set within a hierarchy of demand reduction, efficient energy supply and renewable energy provision (the 'be lean, be clean, be green' hierarchy). Through this approach developers will be asked to adopt sensible demand reduction measures (e.g. passive design / high levels of insulation etc.), followed by installing clean supply technologies where they are needed or are applicable (e.g. more efficient energy production such as Combined Heat and Power (CHP)) with a reduced requirement for renewable energy generation (e.g. a solar panel). This approach represents the most cost effective means of reducing greenhouse gas emissions for new developments.</del></p>	Deleted due to Housing Standards Review
Para 4.16	<p><del>Energy Assessments provide an opportunity for applicants to set out how this energy hierarchy has been applied to new development. This approach encourages developers to think about the most suitable and financially viable energy strategy for their development when comparing carbon savings against the cost of different approaches used.</del></p>	Deleted due to Housing Standards Review
Policy 18	<p><b><del>Policy 18: The Energy Hierarchy</del></b></p> <p><b><del>All development proposals should include an energy assessment to demonstrate how the energy hierarchy will be addressed. This should include information on the predicted energy demand and carbon dioxide emissions for the site and subsequently how these have been reduced using the energy hierarchy set out below.</del></b></p> <hr/> <p><b><del>All new development proposals must demonstrate, as part of an energy assessment, how they will reduce their energy use through the hierarchy</del></b></p>	Deleted due to Housing Standards Review

	<p>of:</p> <ol style="list-style-type: none"> <li>1 demand reduction</li> <li>2 efficient energy supply</li> <li>3 renewable energy provision</li> </ol> <p><b>Deviation from this hierarchy approach as part of the energy assessment must be fully justified to the satisfaction of the Local Planning Authority.</b></p>	
Para 4.18	<p>The Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. At the time of writing it is mandatory for all new residential development to be rated against this Code, but not for new dwellings to meet a particular level of the Code. Code rating is carried out by an independent assessor.</p>	<p>Supporting text and policy has been amended to take account of the Housing Standards Review and the proposed amendment to the Planning and Energy Act 2008.</p>
Para 4.19	<p>As part of their Housing Standards Review, the Government have recently announced their intention to ‘wind down’ <b>withdrawn</b> the Code for Sustainable Homes and <del>for confirmed that</del> energy efficiency <b>in new homes will</b> to be dealt with via a “Building Regulations only” approach, with no optional additional local standards in excess of the provisions set out in Part L of the Regulations. <b><u>This approach will be implemented through an amendment to the Planning and Energy Act 2008 which is anticipated in late 2016. The energy efficiency requirements under Building Regulations are currently set at a level equivalent to Level 3 of the Code for Sustainable Homes.</u></b> The Government is committed to implementing a zero carbon homes policy for new homes from 2016 through a strengthening of the energy performance requirements in Part L of the Building Regulations and the delivery of allowable solutions. However, until the Deregulation Bill is enacted the following policy will not be altered.</p>	<p>Supporting text and policy has been amended to take account of the Housing Standards Review and the proposed amendment to the Planning and Energy Act 2008.</p>



Para 4.20	<p>Given that the South East is an area of serious water stress, it is important that new development has a specific focus on water efficiency measures. Again, as part of the Housing Standards Review, the Government has <del>recently proposed</del> <b>confirmed</b> the introduction of a new <u><b>optional</b></u>, <del>tighter level of</del> water efficiency <u><b>standard</b></u> into the Building Regulations to be set at 110 litres/person/day (lpd), <b>(which is lower than the current standard of 125 lpd)</b>. However, <del>t</del><u><b>This optional standard can only be applied in areas with specific local needs (such as water stress). The area to the west of the River Adur is defined as “water not available for licensing”<sup>6a</sup>. This scenario highlights water bodies where flows are below the indicative flow requirement to help support Good Ecological Status (as required by the Water Framework Directive). No new consumptive licences for abstraction will therefore be permitted in this water body.</b></u> Given <u><b>this and that</b></u> Adur lies within an <u><b>area of serious</b></u> water stress <del>area</del>, it is considered that the Council should adopt this standard <u><b>and this is reflected in the policy.</b></u> However, as above, the policy will not be changed until the Deregulation Bill has gone through Parliament.</p>	Supporting text and policy has been amended to take account of the Housing Standards Review and the proposed amendment to the Planning and Energy Act 2008.
Para 4.20 new footnote 6a	<u><b>Adur &amp; Ouse Abstraction licensing strategy (Environment Agency, March 2013)</b></u>	Clarification
Para 4.22	The Council will require the <del>Code for Sustainable Homes level and BREEAM</del> standard to be verified by an independent assessor at the applicant or developer's cost.	Supporting text and policy has been amended to take account of the Housing Standards Review and the proposed amendment to the Planning and Energy Act 2008.
Policy 19	<p><b>Policy 19: Sustainable Design</b></p> <p><b>Residential:</b></p>	Supporting text and policy has been amended to take account of the

	<p><u>All new dwellings must achieve a water efficiency standard of no more than 110 litres/person/day (lpd).</u></p> <p><del>New build: Developments must achieve Code for Sustainable Homes level 4 as a minimum.</del></p> <p><del>All domestic planning applications must ensure the development has:</del></p> <ul style="list-style-type: none"> <li><del>• Sufficient natural light and ventilation, and that solar heat gains</del></li> </ul> <p><del>In winter are maximised whilst overheating in summer is prevented through appropriate site layout and orientation, taking the micro climate and building form into account.</del></p> <ul style="list-style-type: none"> <li><del>• Good thermal performance and air tightness to prevent heat loss.</del></li> <li><del>• Energy efficient fittings and appliances.</del></li> </ul> <p><del>Conversions of non-domestic buildings to residential use and refurbishments of existing domestic buildings must achieve the BREEAM Domestic Refurbishment 'Very Good' standard.</del></p> <p><del>In achieving both Level 4 of the Code for Sustainable Homes and the BREEAM Domestic Refurbishment 'Very Good' standard, there should be a specific focus on water efficiency in new development.</del></p> <p><i>Non-residential:</i></p> <p><del>Non-domestic floorspace must achieve a minimum standard of BREEAM 'Very Good' with a specific focus on water efficiency.</del></p> <p><del>Developers will be expected to provide certification evidence of the</del></p>	<p>Housing Standards Review and the proposed amendment to the Planning and Energy Act 2008.</p>
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	<del>levels for both BREEAM and Code for Sustainable Homes at the design stage and post construction stage of <u>on completion</u> of development.</del>	
Para 4.23	.... These types of systems represent a particularly efficient use of energy and should be considered by developers in new proposals. <b><u>The Shoreham Harbour Heat Network Study (2016) identifies particular potential for district heating networks in and around Shoreham Harbour.</u></b>	To reflect updated evidence
Para 4.24	The potential for new standalone renewable energy developments was investigated through the Council's Energy Study (2009) <del>as a potential 'allowable solution' to reaching zero carbon homes standards as part of new development.</del> While the potential for new stand-alone technologies has been identified as low within Adur, there may be interest in developing suitable schemes in the area. <sup>6b</sup>	To take account of Housing Standards Review
New Para 4.24A	<p><b><u>The Planning and Energy Act 2008 allows local planning authorities to impose reasonable requirements for:</u></b></p> <p><b><u>(a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;</u></b></p> <p><b><u>(b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development;</u></b></p> <p><b><u>(c) development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations.</u></b></p> <p><b><u>Although the Government have stated their intention to repeal part (c); part (a) and (b) will remain. Therefore, in order help reduce carbon emissions,</u></b></p>	To reduce carbon emissions in accordance with the Planning and Climate Change Act 2008 and proposed Government changes to 1(c) of the Act.

	<p><u>all major development should incorporate renewable and low carbon energy production equipment to meet at least 10% of predicted energy requirements. Such energy generation could take the form of photovoltaic energy, solar-powered and geo-thermal water heating and energy crops and biomass.</u></p>	
Policy 20	<p><b><u>Policy 20: Decentralised Energy, and Stand-alone Energy Schemes and Renewable Energy</u></b></p> <p>.....</p> <ul style="list-style-type: none"> <li>• Any new opportunities for providing or creating new heating / <u>cooling</u> networks.</li> <li>• The feasibility of connecting the development to existing heating / cooling / CHP networks where these already exist.</li> <li>• Opportunities for expansion of any proposed networks beyond the development area over time, and to plan for potential expansion.</li> </ul> <p><u>Where viable and feasible, commercial and residential developments in areas identified in the Shoreham Harbour Heat Network Study (2015) will be expected to connect to district heating networks where they exist.</u></p> <p><u>Stand-alone energy schemes will also be supported subject to compliance with other policies in this Plan.<sup>7a</sup></u></p> <p><u>All new major development will be expected to incorporate renewable/low carbon energy production equipment to provide at least 10% of predicted energy requirements.</u></p>	<p>Scope of policy extended to cover stand-alone energy schemes.</p> <p>To reduce carbon emissions in accordance with the Planning and Climate Change Act 2008 and proposed Government changes to 1(c) of the Act.</p>

Policy 20 New Footnote 7a	<sup>7a</sup> <b><u>Any proposals for new wind turbines will be considered against the House of Commons: Written Statement HCWS42.</u></b>	To reflect more recent advice.
Para 4.25	... the differing needs of the various sectors ...	Editorial amendment
Para 4.27	<del>A Strategic Housing Market Assessment Update (SHMA –2012) has been completed for the Coastal West Sussex local authorities (Chichester District, Arun District, Worthing Borough and Adur District together with the South Downs National Park).</del> <b><u>Adur District forms part of a wider Sussex Coast Sub Regional Housing Market Area (HMA) stretching from Lewes in the east to Chichester in the west, and contains the authorities of Chichester, Arun, Worthing, Adur, Brighton &amp; Hove and Lewes. The authorities have been working together to consider housing need and provision across the HMA<sup>8a</sup>. The Objectively Assessed Need (OAN) for Housing: Adur District (2015) report builds on this work and</u></b> It considers a range of issues relating to the future needs for both affordable <b><u>housing</u></b> , and private sector housing <b><u>and specialist housing for older people in Adur.</u></b> <del>In this housing market area. A wide range.....</del>	To reflect updated evidence
New footnote 8a	<b><u>Coastal West Sussex Strategic Housing Market Assessment Update 2012 (GL Hearn); Housing Study (Duty to Cooperate) Report 2013 (GL Hearn); Updated Demographic Projections for the Sussex Coast HMA Authorities 2013 (GL Hearn); Assessment of Housing Development Needs: Sussex Coast HMA 2014 (GL Hearn)</u></b>	To reflect updated evidence
Para 4.28	The SHMA <b><u>OAN report</u></b> found that the housing stock in Adur is focussed towards <del>semi-detached dwellings, with two and three bedroom properties being the most common size.</del> Adur plays...	To reflect updated evidence
Para 4.29	The findings from the <b><u>OAN report</u></b> <del>SHMA emphasise</del> <b><u>suggest that the demand for different types of homes will be similar to the existing profile of stock with a shift in demand towards smaller homes in the future given that household size is expected to fall slightly, reflecting the ageing population.</u></b>	To reflect updated evidence

that ~~f~~ Future housing provision in Adur should **be focused on delivering two and three bedroom houses both for younger households and older households wishing to downsize.** ~~concentrate on mid-market two and three bedroom family homes.~~ There is a **modest** ~~limited~~ demand for dwellings with four or more bedrooms. The SHMA ~~states that the~~ provision of smaller dwellings should be focussed in and around town centres and Shoreham Harbour although consideration should be given to the provision of **one, two and three bedroom homes as part of a higher density development at Shoreham Harbour** ~~family sized housing as well as flatted developments.....~~ However, across Adur in general, **the focus should be on the provision of family housing of two or more bedrooms.** Flats should not form the principal type of new housing stock ~~in the future.~~ Much of the new development in the Built Up Areas of Adur comes from smaller sites where it is not always appropriate to provide a mix of dwellings. **However, at a district wide level, future delivery of market housing should reflect the following mix:**

- **1-bed properties: 10%**
- **2-bed properties: 45%**
- **3-bed properties: 35%**
- **4-bed properties: 10%**

On potential strategic sites, **this should be the starting point** in considering the **market** ~~overall housing mix, a proportion of 10-15% of new homes of four or more bedrooms may be appropriate to help cater for future housing demands.~~

Para 4.30	<p>The <u>OAN report</u> SHMA indicates that <u>the population of Adur is ageing with the 75+ age group showing the greatest proportional increase over the Plan period</u>.as of 2010 approximately 21.9% of the population was aged 65 or over. This is expected to increase significantly by 2030. <u>It is recognised that the number of elderly households and other sectors of the community are likely to have a need for homes designed to be accessible and adaptable to meet their changing needs and to enable them to remain living independently at home for longer. The Council will therefore encourage all new homes to be built to the higher optional Building Regulations standard M4(2) Accessible and Adaptable Dwellings<sup>8a</sup> and will apply it as a planning condition to development where viability is not compromised</u> This growth in the number of older people is likely to increase the need for specialist accommodation such as sheltered housing and extra care provision. The provision of such housing, in both affordable and market tenures, will be supported where it meets an identified need.</p>	To reflect updated evidence and to take account of Housing Standards Review re accessibility.
Para 4.30 New footnote 8b (displayed on following page of Plan document)	<p><u>Housing Standards Review and Written Ministerial Statement – CLG 25 March 20</u></p>	Reference for information
New para 4.30A	<p><u>The OAN report identifies a need for specialist retirement accommodation such as sheltered housing and extra care provision designed to meet the needs of older people. There may also be a requirement in the longer term to provide additional Registered Care (such as nursing and residential care homes). The provision of such housing, in both affordable and market tenures, will be supported on appropriate sites close to local facilities.</u></p>	To reflect updated evidence

Para 4.31	It will be important to ensure that new homes <b><u>provide sufficient internal space for everyday activities and their design should enable flexibility and adaptability by meeting the national space standards</u></b> <sup>8c</sup> . <del>built in Adur meet the needs of future occupiers, in terms of size, tenure, and affordability. This applies to <b><u>homes of all tenures</u></b>.market sector housing, as well as ‘affordable’ homes. The type (number of bedrooms) of affordable homes developed will also be influenced by the Council’s Housing Register.</del>	To reflect updated evidence and to take account of Housing Standards Review regarding internal space standards for new dwellings.
Para 4.31 New footnote 8c (displayed on following page of Plan document)	<b><u>Housing Standards Review and Written Ministerial Statement – CLG (25 March 2015)</u></b>	To reflect updated evidence and to take account of Housing Standards Review regarding internal space standards for new dwellings.
Para 4.32	<del>The Lifetime Homes standard is a set of sixteen design criteria that provides a model for building accessible and adaptable homes. Building to this standard means that the homes is designed to meet the changing needs of the occupant who is able to remain living independently at home for longer. The Council will therefore encourage all new homes to be built to this standard or any other national standard that may be produced</del>	To reflect latest guidance in the Governments Housing Standards Review
Para 4.33	Given the limited amount of potential land available for new residential development in the built-up area of Adur it is important to safeguard Adur’s existing housing stock, <del>which contributes to meeting local needs.</del>	Editorial amendment
Para 4.35	<del>Conversions from houses to flats can provide a useful addition of smaller dwellings to the housing stock. However, the SHMA indicates that flats should</del>	To reflect updated evidence.



	not be the principal types of new housing in the future, given the increasing demand for family housing and the high level of flatted developments delivered in the district in recent years.	
Para 4.36	<b><u>Conversions from houses to flats can provide a useful addition of smaller dwellings to the housing stock.</u></b> It is recognised that.....	Re ordering of text
Policy 21	<p><b>Policy 21: Housing Mix and Quality:</b></p> <p>..... New residential development for older people, including <b><u>specialist retirement accommodation and registered care homes</u></b>, <del>extra care and supported housing</del>, in both affordable and market tenures in accessible locations within the Built Up Area will be supported.</p> <p>The Council will <u>expect relevant applications to meet the optional higher Building Regulations standard for Accessible and Adaptable dwellings where feasible and viable, and to meet national minimum space standards in all new dwellings across all tenures.</u> <del>encourage the provision of housing (of all tenures) to Lifetime Homes standards or any other appropriate national standard.</del></p> <p>When considering proposals for the conversion of dwellings into flats or maisonettes, account will be taken of the size and type of property to be converted, the effects the proposal will have on the amenity of adjoining dwellings and the character of the area, including the current mix of dwellings. Proposals will be expected to comply with the criteria contained in the Council's adopted Development Control Standard "Flat Conversions" <u>(as amended or superseded by other Council guidance in force at the time an application is considered)</u> or any other appropriate national standard.....</p>	<p>Amended to take account of Housing Standards Review regarding accessibility and internal space standards.</p> <p>For clarity</p>
Para 4.39	<del>Annual monitoring since 2006 indicates that on average, 41 new affordable homes have been delivered per annum. The Adur Housing Strategy 2012 aims to achieve 50 affordable dwellings per annum.</del>	Paragraph deleted and text incorporated into para 4.40 for

		clarity
Para 4.39 Footnote 10	Adur District Council Annual Monitoring Report December 2013.	Corresponding paragraph deleted.
Para 4.40	<p>The Coastal West Sussex Strategic Housing Market Assessment Update (SHMA) (2012) <u>assessed the need for affordable housing in Adur. The Objectively Assessed Need (OAN) for Housing Report 2015 (OAN) has updated the affordable housing need taking account of more recent information, including demographic projections. It</u> indicated that there <u>continues to be</u> <del>was</del> a high level of need for affordable housing in Adur and identified a requirement for 381 <u>233 (net)</u> homes per annum between 2011-2031<del>146</del> if all households in housing need were to be housed. <del>Smaller properties are in greatest demand, although letting requirements on 4+bed properties are more critical, as there is minimal turnover on these larger homes. At a district-wide level, the SHMA recommends the following mix of affordable housing:</del></p> <ul style="list-style-type: none"> <li><del>• 1 bed dwellings — 20-25%</del></li> <li><del>• 2 bed dwellings — 30-35%</del></li> <li><del>• 3 bed dwellings — 30-35%</del></li> <li><del>• 4 bed dwellings — 10-15%</del></li> </ul> <p><u>Taking into account existing households (who would release homes by moving to another property), there is an identified need of 141 (net) homes per annum (51% of projected need from demographic projections) Annual monitoring of affordable housing since 2006 shows that an average of 36 homes have been delivered each year. The Adur Housing Strategy 2012-2017 aims to achieve 50 affordable homes per year.</u></p>	To reflect updated evidence
New para 4.40A	<u>Average wages in Adur are low and an estimated 83% of households with a current need are unlikely to have sufficient income to afford market housing. The evidence indicates that, whilst there is a shortfall in the need for and supply of affordable housing, it does not necessitate an increase in the overall housing supply. However, a higher level of overall housing</u>	To reflect updated evidence

	<u>delivery would help improve affordability for younger households and so over the Plan period an increase of 10 homes per annum is considered appropriate.</u>	
New para 4.40B	<p><u>There are currently three different types of affordable housing – intermediate, affordable rent and social rent. The OAN uses the information gathered on household incomes and housing costs to estimate the proportion of affordable housing needs in each tenure. There is a degree of overlap between these tenures and analysis shows that both affordable and social rented housing is likely to be targeted at the same group of households. For this reason, when determining planning applications for affordable housing provision on individual sites, the following mix of tenures will be sought:</u></p> <ul style="list-style-type: none"> <li>• <u>25% Intermediate</u></li> <li>• <u>75% Social/affordable rented</u></li> </ul>	To reflect updated evidence
New para 4.40C	<p><u>Smaller properties are in greatest demand, although letting requirements on 4+ bed properties are more critical, as there is minimal turnover on these larger homes. At a district wide level, the OAN report recommends the following mix of affordable housing:</u></p> <p><u>1 bed dwellings    20 -25%</u>  <u>2 bed dwellings    30-35%</u>  <u>3 bed dwellings    30-35%</u>  <u>4 bed dwellings    10-15%</u></p>	To reflect updated evidence
Para 4.41	Given the <u>high</u> levels of current and potential future need, it is important that opportunities are taken to ensure the delivery of affordable housing.	To reflect updated evidence
Para 4.43	The <u>Council will require affordable housing to be provided on site</u> , NPPF encourages local authorities to meet their need on site, unless off-site provision	Editorial amendment

	or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. <del>The Council follows this approach.</del>	
Policy 22	<p><b>Policy 22: Affordable Housing</b></p> <p>....  <b>The preferred mix of tenure will be <u>75</u>60% social/affordable rented housing and <u>25</u>40% intermediate housing.</b></p> <p>...  <b>On sites of 6 or more dwellings, in exceptional circumstances only, if a site meets requirements for affordable housing as set out in the policy, but <u>if</u> other factors demonstrate that affordable housing may not be appropriate, development of affordable dwellings on another site <u>within Adur</u> may be considered. If this is not achievable, as a last resort in exceptional circumstances only, the Council will seek a financial contribution to enable provision of affordable homes elsewhere within Adur. In <del>these exceptional cases where a financial contribution is accepted</del>, the payment <del>will be negotiated</del>, and should reflect the cost of providing the number, type and size of affordable dwellings which would have been provided on site....</b></p>	To reflect updated evidence
Para 4.45	.....Whilst it is recognised that where there is good access to local facilities by walking, cycling or public transport, higher density housing can help to regenerate an area by supporting local facilities and businesses, this should be balanced against the desire to provide a good living environment <b><u>for existing and future residents</u></b> and retain the character of Adur.	For clarification
New para 4.45A	<b><u>Controlling density does not in itself create a good quality environment. Sufficient external space around and between new homes is an important factor in the creation of a pleasant residential environment, contributing to the character, identity and appearance of an area. It is also important to ensure adequate privacy and daylight to both existing and new homes.</u></b>	Clarification

	<b><u>The Council's adopted Development Control Standard No 2 "Space Around New Dwellings and Flats" sets out minimum standards for new residential development. Any proposal will be expected to comply with its criteria. Should this be amended or superseded by other Council or Government guidance, this new guidance will be used to assess relevant applications.</u></b>	
Policy 23	<b><u>Policy 23: Density</u></b>  <b><u>Proposals for new dwellings will be expected to comply with the criteria contained in the Council's adopted Development Control Standard "Space Around New Dwellings and Flats" or any other appropriate national standard.</u></b>	Clarification
Para 4.49	<del>The CLG document "Planning Policy for Travellers Sites" (March 2012) together with the NPPF sets out the Government's policy for traveller sites. It enables local planning authorities to set their own robust pitch/plot targets. It also requires local planning authorities to identify a 5 year supply of specific deliverable sites and to identify a supply of specific developable sites or broad locations for growth for years 6-10 and where possible for years 11-15 of the plan period.</del>	Repeats government guidance
Para 4.50	<del>Adur has a small settled Gypsy and Traveller community, located on a local authority owned site at Withy Patch in Lancing, which has 12 pitches. Pitch turnover is very low. In response to Government requirements a <b>A</b> Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA) was undertaken in 2013 by consultants on behalf of the Coastal West Sussex Authorities (Adur, Arun, Worthing and Chichester) together with the South Downs National Park Authority and with support from West Sussex County Council. Phase 1 of the GTAA considered future accommodation needs. <b><u>An update to this report was published in 2014, which revised the pitch requirement and identified a need for Adur to provide</u></b> and identified that an additional 7 <b><u>an additional 4</u></b> permanent pitches are required in Adur up to <b><u>by</u></b></del>	Text reordered and amended in response to updated Gypsy and Traveller Accommodation Assessment

	2027, all on public sites. This need largely arises as a result of family growth at Withy Patch together with Gypsies and Travellers on the current waiting list for a pitch.																			
Para 4.51	<p>The table below sets out the requirement for Gypsy and Traveller pitches, to be provided on public sites, during the period to 2027:</p> <table><tr><th colspan="2">2012 - 2017</th><th colspan="2">2018-2022</th><th colspan="2">2023-2027</th></tr><tr><td>Public</td><td>Private</td><td>Public</td><td>Private</td><td>Public</td><td>Private</td></tr><tr><td><u>15</u></td><td>0</td><td>1</td><td>0</td><td><u>24</u></td><td>0</td></tr></table>	2012 - 2017		2018-2022		2023-2027		Public	Private	Public	Private	Public	Private	<u>15</u>	0	1	0	<u>24</u>	0	Text reordered and amended in response to updated Gypsy and Traveller Accommodation Assessment
2012 - 2017		2018-2022		2023-2027																
Public	Private	Public	Private	Public	Private															
<u>15</u>	0	1	0	<u>24</u>	0															
Para 4.53	<p>.....</p> <ul style="list-style-type: none"><li>• Include a criteria based policy against which to assess any future planning application for a Gypsy and Traveller, Travelling Showpeople or transit site. (See Policy 24 below).</li></ul>	Editorial amendment																		
Para 4.54	<p><del>There may be potential to expand the existing public site at Withy Patch to provide additional pitches. However, the site is currently within Flood Zone 3a and is also subject to groundwater and surface water flooding and, in accordance with the NPPF, the provision of new pitches is unacceptable in this location. The location of Withy Patch immediately south of the A27 and adjacent to the proposed new country park to be provided as part of the strategic allocation at New Monks Farm (Policy 5) means that as part of the construction of a new road junction, flood mitigation for this site should be provided through the raising of the land to take it out of Flood Zone 3. The opportunity to improve and subsequently expand the site to provide additional pitches can then be investigated. This will be progressed through a Gypsy and Travellers DPD as it would be premature to allocate a site at this stage, until any land raising is undertaken.</del> <b><u>Adur has a small settled Gypsy and Traveller community on a public site at Withy Patch in Lancing, which has 12 pitches. It is located immediately south of the A27, and adjacent to the proposed country park</u></b></p>	Text reordered and amended to take account of modifications to Policy 5 and supporting text																		

	<p><u>to be provided as part of the strategic allocation at New Monks Farm (Policy 5). The new roundabout associated with this development will necessitate the relocation of the Withy Patch site within the locality. Withy Patch currently lies within Flood Zone 3 and flood mitigation for the relocated site should be provided through the raising of the land to take it out of Flood Zone 3. Given that the GTAA study indicates that the demand for new pitches is mainly as a result of new family formation on this site, its relocation provides an opportunity to address this need through an extension to the relocated site, and to improve facilities. However, the provision of additional pitches to meet these needs can only take place once it is confirmed that the proposed site extension is located outside of Flood Zone 3. The detail of this will be progressed through a Gypsy and Traveller DPD as it would be inappropriate to allocate a site at this stage.</u></p>	
Para 4.56	<p>Whilst this <u>may</u> <del>will</del> not meet all of the identified need for new pitches.....</p>	To correct typographical error.
Policy 24	<p><b>Policy 24: Provision for Gypsies, Travellers and Travelling Showpeople</b> ....</p> <ul style="list-style-type: none"> <li>• The site should not be located in an area of high flood risk (Flood Zone 3), on contaminated land, near refuse/landfill sites, wastewater treatment works, electricity pylons or be adversely affected by noise and odour) in order to protect the amenity, health and well-being of residents. <del>Where satisfactory flood risk mitigation measures are proposed however, development may be considered, and</del></li> </ul>	To address Representation 6 from Environment Agency that the Policy did not comply with NPPF.
Para 4.57	<p>.... Spend <u>in</u> <del>the district.</del></p>	Editorial amendment.
Para 4.58	<p>The Adur Employment Land Review Update (2014) found that existing employment areas in Adur <u>were</u> are reasonably well occupied <u>with generally low vacancy rates, and concluded that there was no quantitative case for the release of any employment land for other uses in Adur given the tight</u></p>	The supporting text has been amended to provide more information to support

	<p><b><u>supply of land and premises for employment. It is therefore considered that</u></b> <del>a</del>Any loss of employment land to other uses such as residential is likely to have a detrimental impact on the economy in the longer term. Proposed conversions to other uses on key employment sites will be resisted (see also the policies in Part Three of this Local Plan). Other employment sites will be protected unless proposals can demonstrate that they satisfy the policy criteria <b><u>in Policy 26</u></b> below.</p>	the policy stance of protecting all existing employment sites in Adur.
Para 4.59	<p><b><u>A Supplementary Planning Document addressing the need to protect employment sites, and assessing genuine redundancy will be produced.</u></b></p> <p><del>It is noted that the permitted development rights allowing the change of use from B1 office to residential have come into force for a period of three years, up to 2016. However, given the longer term nature of this Local Plan, the need to address other business use classes and other proposed changes of use, and the limited amount of employment floorspace in Adur, it is still considered necessary to include the following policy. In those circumstances where planning permission is required relevant applications will be determined in accordance with this policy.</del></p>	<p>Editorial amendment – text moved from Policy 26.</p> <p>No longer relevant.</p>
Policy 26	<p><b>Policy 26: Protecting and Enhancing Existing Employment Sites and Premises</b></p> <p>....</p> <p><b>For sites not listed above, the conversion or redevelopment of land or buildings, currently or last in class B1, B2 or B8, for other uses will <u>only be approved where:</u> <del>be resisted unless it can be satisfactorily demonstrated that the site or premises is/are genuinely redundant and unlikely to be re-used for B1, B2 or B8 uses within the Plan period, having regard to the following factors:</del></b></p> <p style="padding-left: 40px;">(i) <del>No effective demand exists or is likely to exist in the future to use the land or buildings for employment generating activities. Consideration should include the length of time the</del></p>	Amended to provide more clarity and allow for more flexibility for appropriate non B-class employment generating uses.



	<p><del>property has remained vacant, the attempts made to sell/let it, and the demand for the size and type of employment premises in the area; or</del></p> <p>(ii) <u>(i)</u> The loss of a small proportion of employment floorspace would lead to a significant upgrade of the remaining employment floorspace; <u>or</u></p> <p>(iii) <u>(ii) It can be satisfactorily demonstrated that the site or premises is/are genuinely redundant and that no effective demand exists or is likely to exist in the future to use the land or buildings for B class uses. This should include the length of time the property has remained vacant, the attempts made to sell/let it, and the demand for the size and type of employment premises in the area.</u></p> <p>Where either <u>part (ii)</u> of the above criteria has been satisfied, a <del>reduced amount of employment on the site as part of a mix of uses</del> will be considered....</p> <p><del>A Supplementary Planning Document addressing the need to protect employment sites, and assessing genuine redundancy will be produced.</del></p> <p>...</p>	Editorial amendment. Text moved to para 4.59
Para 4.60	.. Adur <u>district</u> ...	Clarification
Para 4.61	.. Adur <u>district</u> ...	Clarification
Para 4.63	A significant proportion of visitor expenditure is spent on food and drink. Restaurants, pubs, cafes and bars <u>make</u> play an important <u>contribution to</u> part	Editorial amendment

	<del>in the 'evening economy.' for both visitors and local people.</del>	
Para 4.64	It recognises town centres as the heart of their communities and sets out a sequential test for main town centre uses that are not in an existing centre and not in accordance with an up-to-date Local Plan to ensure a 'town centre first' approach. <b><u>Town centre uses are defined in the NPPF.</u></b>	See amendment to 4.68 below.
Para 4.68	The threshold for the requirement of an impact statement has been set at 1000 sqm (rather than the default of 2,500 sqm as set out in the NPPF) due to the relatively small size of the town centres in Adur and the disproportionate impact a large retail scheme may have on them. <del>Town centre uses are defined in the NPPF.</del>	This sentence is more appropriate in para 4.64.
Policy 28	<p><b>Policy 28: Retail, Town Centre and Local Parades</b></p> <p>...</p> <p><b><u>In the areas designated as local shopping parades, shopping and other town centre uses will be supported at ground floor level but a predominant shopping use (as defined in the Town and Country Planning (Use Classes) Order 1987 as amended) on ground floor premises will be retained. Where proposals would result in a dominance of non-retail uses there no longer being a predominant shopping use, this will only be acceptable where it can be demonstrated that retailing is no longer a viable use in that unit, particularly where it has remained vacant for a long period (normally a minimum of one year) and that reasonable attempts have been made to market it for retail purposes.</u></b></p>	To prevent non-town centre uses such as residential in local parades at ground floor level.
Para 4.70, Footnote 14	Adur Local Plan and Shoreham Harbour Transport Study 2013', and the 'Report Addendum 2014' <b><u>and 'Second Addendum 2016'</u></b>	To reflect updated evidence
Para 4.71	The 'Adur Local Plan and Shoreham Harbour Transport Study 2013', and the 'Report Addendum 2014' <b><u>and 'Second Addendum 2016'</u></b> provides an	

	assessment of the impact of potential housing and employment development on the transport network and identifies mitigation measures.	
Para 4.72	The Council will continue to work with the Highways Agency <b>England</b> (with regards to the A27)....	Update
Para 4.74	Account will be taken of the Est Sussex County Council Rights of Way Improvement Plan (2007-2017). <b><u>New pedestrian and cycle networks should integrate with existing routes as far as possible.</u></b>	In response to Representation 23 from West Sussex County Council. More appropriate here than at 2.65 as is relevant to all sites.
Para 4.78	<del>Car parking standards aim to ensure that</del> <b>Car</b> parking provided to serve new development is <b><u>should be</u></b> appropriate to the type and location of the development and does not encourage unnecessary car travel. Cycle parking should also be provided. <b><u>Parking Standards and Transport Contributions Methodology Supplementary Planning Guidance (2003) and Guidance for Parking in New Residential Developments (2010)</u></b> <del>Standards for vehicle and cycle parking</del> have been produced by West Sussex County Council and adopted by Adur District Council. <sup>15a</sup>	To address concern raised by Representation 32 Home Builders Federation) that the car parking standards in Policy 29 were unclear. (Amended text and additional footnote) and updated to reflect amended PPG re parking standards.
Para 4.78 New footnote 15a (displayed on previous page of Plan document)	<b><u><a href="http://www.westsussex.gov.uk/living/roads_and_transport/roads_and_footways/development_control_plans_and/information_for_developers/pre-application_advice_for_roa.aspx">http://www.westsussex.gov.uk/living/roads_and_transport/roads_and_footways/development_control_plans_and/information_for_developers/pre-application_advice_for_roa.aspx</a></u></b>	Update

Policy 29	<p><b>Policy 29: Transport and Connectivity</b></p> <p>....</p> <ul style="list-style-type: none"> <li>• Provide for improvements to the road network, including the A259 and A27. Measures include junction improvements, traffic calming, and where necessary new roads. Appropriate mitigation measures to address capacity issues at a number of key junctions <del>including the Sussex Pad on the A259 and A27</del> will be sought. ....</li> <li>• <del>Apply the most up-to-date car parking and cycle parking standards. Incorporate appropriate levels of car and cycle parking having regard to West Sussex County Council guidance, taking into consideration the impact of development upon on-street parking.</del></li> </ul> <p>.....</p>	<p>To reflect recent evidence.</p> <p>Clarification to reflect the Ministerial Statement (March 2015) regarding imposition of local standards.</p>
Policy 30	<p>.... Where appropriate these will continue to be used after the adoption of CIL to secure site specific infrastructure delivery, any financial contributions and/or phasing. <del>An Infrastructure Provision SPD will also be prepared.</del></p> <p>.... Proposals by service providers for the delivery of utility infrastructure to meet the needs generated by new development and by existing communities will <u>normally</u> be permitted.</p>	<p>Duplicated in para 4.85</p> <p>To resolve potential conflict with Policy 33.</p>
Para 4.93	<p>.....The Council will have regard to the West Sussex Rights of Way Improvement Plan when producing its GI Strategy and making decisions on applications that may have an impact on a right of way. <u>The Council will also have regard to the South Downs Green Infrastructure Framework when producing its Green Infrastructure Strategy and making decisions on planning applications.</u></p>	<p>To reflect emerging work on the South Downs National Park Green Infrastructure Strategy.</p>
Policy 31	<b>Policy 31: Green Infrastructure</b>	<p>Amendment to ensure compliance with the</p>

	<p><b><u>.....A Green Infrastructure Strategy will be produced by the Council and developments will be expected to comply with this document. All new major developments will need to demonstrate how they will contribute to the implementation of the Green Infrastructure Strategy both at a site level and with regard to the wider green infrastructure network.</u></b></p> <p><del>A Green Infrastructure Supplementary Planning Document will be produced by the Council.</del></p>	<p>Council's proposed Green Infrastructure Strategy as suggested by Sussex Wildlife Trust Representation 25.</p> <p>Reference to SPD deleted here to ensure consistency with other policies/text.</p>
Policy 32	<p><b>Policy 32: Biodiversity</b></p> <p><b>All development should ensure the protection, conservation, and where possible, enhancement of biodiversity, including nationally and locally designated sites, Biodiversity Opportunity Areas (BOAs), marine habitats and other Biodiversity Action Plan (BAP) habitat areas, wildlife corridors, and protected and priority species. If significant harm cannot be avoided (by locating <u>development</u> on an alternative site with less harmful impacts), <u>then such harm should be adequately mitigated. Where it cannot be adequately mitigated then such harm must be or compensated for. Where it cannot be compensated for,</u> then planning permission should be refused.</b></p>	<p>To provide a more hierarchical approach when considering impacts on sites of biodiversity value, ensuring that compensation is treated as a last resort.</p>
Para 4.101	<p>...shortfall should be addressed where possible over the plan period. <b><u>Additionally, some unmet demand was identified for allotments across the district and it should be noted that Adur's allotment provision falls below the standard recommended by the National Society of Allotment and Leisure Gardeners.</u></b></p>	<p>To draw attention to allotment provision issues.</p>
Para 4.102	<p>The Open Space Study (2014) sets a number of local standards regarding the quantity, quality and accessibility of different open space typologies.</p>	<p>Correction due to amendment to Open</p>

	<p>In terms of quantity, the <b>local</b> standards are as follows (all quantities are hectares per 1000 population):</p> <table><tr><th>Open Space Typology</th><th>Lancing &amp; Sompting</th><th>Shoreham-by-Sea</th><th>Southwick &amp; Fishersgate</th></tr><tr><td>Parks and gardens</td><td>0.22</td><td>0.73</td><td>0.04</td></tr><tr><td>Natural and semi-natural green space</td><td>2.28</td><td>2.33</td><td>2.46</td></tr><tr><td>Amenity greenspace</td><td>0.72</td><td>0.81</td><td>1.33</td></tr><tr><td>Provision for children and young people</td><td>0.04</td><td>0.04</td><td>0.08</td></tr><tr><td>Allotments</td><td>0.10</td><td>0.26</td><td><b><u>0.23</u></b></td></tr></table> <p><b><u>The above open space standards will be reviewed over the Plan period.</u></b></p> <p><b><u>The Adur Playing Pitch Study (2014) identified a need for 4 additional youth pitches in the district. However, this issue is addressed in Policy 6 of the Plan.</u></b></p> <p><del>The Open Space study also identifies a need for additional football pitches up to 2031, specifically mini pitches and youth pitches, and recommends the following quantities per 1000 population:</del></p> <p><del>— Youth pitches — 0.41ha</del></p> <p><del>Mini pitches — 0.5ha</del></p>	Open Space Typology	Lancing & Sompting	Shoreham-by-Sea	Southwick & Fishersgate	Parks and gardens	0.22	0.73	0.04	Natural and semi-natural green space	2.28	2.33	2.46	Amenity greenspace	0.72	0.81	1.33	Provision for children and young people	0.04	0.04	0.08	Allotments	0.10	0.26	<b><u>0.23</u></b>	Space and Playing Pitch Studies.
Open Space Typology	Lancing & Sompting	Shoreham-by-Sea	Southwick & Fishersgate																							
Parks and gardens	0.22	0.73	0.04																							
Natural and semi-natural green space	2.28	2.33	2.46																							
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Allotments	0.10	0.26	<b><u>0.23</u></b>																							
Policy 33	<p><b>Policy 33: Open Space, Recreation and Leisure</b></p> <p>....</p> <p><b>The loss of existing open space, or sports and recreation</b></p>	The policy has been amended to address Sport England’s concerns																								

	<p><b>buildings/facilities will be resisted unless:</b></p> <ul style="list-style-type: none"> <li><b>(i) <u>The development is for alternative sports and recreational provision, the need for which clearly outweighs the loss; or</u></b></li> <li><b>(ii) <u>An assessment has been undertaken which clearly shows that the open space, buildings or land to be has become surplus to requirements and is not required to meet any other shortfalls in open space types; or</u></b></li> <li><b>(iii) <u>The loss resulting from the proposed development would be replaced by equivalent or improved provision in terms of quantity and quality in a suitable location.</u></b></li> </ul> <p><b>Should the need arise, development of open space for essential utilities infrastructure will be supported in special circumstances, where the benefit outweighs any harm or loss and it can be demonstrated that there are no reasonable alternative sites available. <u>However, any loss of open space should be in accordance with (iii) above.</u></b></p> <p><b><u>Proposals for built sports facilities and formal sports provision will be supported where they are in accordance with other policies in this plan. Financial contributions for built sports facilities and formal sports provision will be sought from new development.</u></b></p>	<p>(Representation 1) and bring the policy in line with the National Planning Policy Framework.</p> <p>It has also been amended to ensure contributions are made from development to built sports facilities and formal sports provision.</p>
Para 4.108	<p>The health service providers in Adur are the Western Sussex Hospitals Trust and <b><u>NHS</u></b> Coastal West Sussex Clinical Commissioning Group and <del>Adur Clinical Commissioning Group.</del></p>	Update
Para 4.113	<p>Noise pollution is also a local issue, again primarily related to transport. Shoreham Airport has a draft Noise Action Plan (2010-2015) <b><u>Brighton City Airport produced Noise Maps in December 2014 which were,</u></b> prepared in line with the Environmental Noise (England) Regulations 2006, <del>which and contains Noise Level contour maps and an Action Plan.</del></p>	Update
Para 4.116	<p><del>The Council will endeavour to ensure that a</del> <b><u>All potentially</u></b> contaminated land is</p>	Amended to clarify it

	<b><u>should be</u></b> remediated...	is not the Council's role to do this.
Para 4.116 Footnote 28	<b><u>To include land</u></b> defined under...	Clarification
Para 4.117	In accordance with the NPPF ( <del>which sets out the Government's planning policy approach to pollution issues</del> ) where a site.....	Editorial amendment to delete unnecessary text
Para 4.124	....Developers should have regard to, amongst other things, West Sussex County Council's Local Flood Risk Management Strategy and the records the County Council keep as part of their Lead Local Flood Authority role as well as the County Council's Preliminary Flood Risk Assessment (PFRA). <b><u>and where relevant the Lancing Surface Water Management Plan (2015).</u></b>	Update
Para 4.132	....The key objectives are to manage the flow rate and volume of surface runoff at the source to reduce the risk of flooding and water pollution. SuDS also reduce pressure on the sewerage network and can improve biodiversity and local amenity. <del>A SuDS Approval Body is likely to be set up for West Sussex which will approve all surface water drainage schemes prior to construction.</del>	Deleted as SuDS Approval Body no longer going ahead.
Policy 37 footnotes 30 and 31	<b>Policy 37: Flood Risk and Sustainable Drainage</b> ..... <ul style="list-style-type: none"> <li>• All development<sup>30</sup> or changes of use to a more vulnerable use in Flood Zones 2 and 3</li> <li>• All development<sup>3130</sup> or changes of use to a more vulnerable use, regardless of flood zone or size, where flood risk from other sources (surface water, sewer, groundwater) is identified by the Strategic Flood Risk Assessment.</li> </ul>	Footnotes amended to correct error.  Footnote should only apply to bullet point 3 (Reference to bullet point 2 deleted).
Policy 37 Footnote 31	<sup>31</sup> <del>See above footnote.</del>	Footnotes amended to correct error.
<b>Part Five of Proposed Submission Adur Local Plan 2014</b>		
Appendix 2	<del>Policy 18: The Energy Hierarchy V10 V11 — O12</del>	Policy deleted



Appendix 3	<b>A Spatial Portrait of Adur</b>	
Para 2	...has a population of approximately <b><u>63,200</u></b> <del>62,500</del> , considerably smaller than its neighbouring urban areas.	Update of statistics
Para 7	Air Quality Management Areas (AQMA) 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 <b><u>and A27 Upper Brighton Road, Worthing</u></b> , predominantly due to the emissions arising from traffic congestion.	Update to take account of recently designated AQMA in Worthing.
Para 27	There are four Conservation Areas reflecting the older parts of the town. <del>Holmbush out-of-town shopping centre, located close to the A27, north of Shoreham, attracts shoppers from a wide area</del>	Editorial amendment, as information is not directly relevant.
Para 30	Southwick is located <del>to the north of the railway line</del> , adjacent to the District boundary to the east; the A27 forms the northern boundary.	Correction
Para 38	Adur's population has been increasing relatively slowly (from 57,618 in 1991 to <del>60,500</del> <b><u>61,334</u></b> in <del>2006</del> <b><u>2011</u></b> ). The <b><u>ONS mid-2013 population estimate</u></b> <del>2011 Census</del> gives Adur's population as <b><u>62,500</u></b> <del>61,300</del> , and found that 29% of the population is over 60 years old.	Update of statistics
Para 38 Footnote 9	<del>Census 2011</del> <b><u>2013 Mid Year Population Estimates.</u></b>	Update of statistics
Para 44	Skill levels are lower than surrounding areas. 201 <del>42</del> figures show that a high proportion of residents of working age have <b><u>NVQ1 and above (93.6%) and NVQ2 and above (77.7%)</u></b> skills or similar, whereas only 24% <b><u>28%</u></b> are qualified to <b><u>NVQ4 and above</u></b> degree level or equivalent (compared to <del>39</del> <b><u>37</u></b> % across the	Update of statistics

	<p>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 <b>1318%</b> below the South East average. As of <del>2013</del> <b>2014/15</b>, <b>7982%</b> of the working age population of Adur were <b>economically active</b> in employment which is <b>slightly lower</b> higher than the South East average of <b>8075%</b>. In January <del>2015</del>2013, <b>1.12.6%</b> of the <del>Adur's</del> working age population was claiming Job Seekers Allowance. <b>As of 2014, the</b> Eastbrook ward had<del>s</del> the highest number of claimants.</p>	
Para 46	<p>The public services sector provides the largest number of jobs in Adur (<b>2423%</b> 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 (<b>2220%</b>), <del>professional services</del> <b>financial and other business services</b> (<b>1719%</b>), 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. <del>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).</del><sup>47</sup></p>	Update of statistics
Para 46 Footnote 17	Adur Employment Land Review 2014	Update of statistics
Para 47	<p>As of <del>2015</del> 2013, there were approximately <b>2,185</b> <del>1,990</del> businesses operating in Adur across <b>2500</b> <del>2270</del> local units. The vast majority (<b>89.2%</b>) of the enterprises based in Adur are micro businesses that employ less than 10 people which is <b>just</b> below West Sussex (89.1%) and the South East <b>figure of 89.4%</b> (89.1%) but above the national average of 88.3%. <del>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).</del> <b>There are 5 large businesses in Adur employing 250 or more people.</b></p>	Update of statistics

Appendix 4	<b>Shoreham Harbour Regeneration – Viability and Deliverability Progress Update</b>	Correction
Para 9	Allies Morrison <b>Urban Practitioners</b> 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.	
Title preceding para 11	Whole Plan Viability Appraisal (HEB & WYG, 2014 <b>and 2016</b> )	Update
Title preceding para 12	Infrastructure Delivery (2010-2014 <b>2016</b> )	Update
Para 12	<p>.....</p> <ul style="list-style-type: none"> <li>• <b><u>Shoreham Harbour: Design and Flood Risk Study</u></b> (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.</li> <li>• <b><u>Shoreham Harbour Flood Risk Management—Technical Guide Supplementary Planning Document and Technical Annex (Shoreham Harbour Regeneration)</u></b>, JBA &amp; BACA Architects, 2014 (in progress) <b>(2015)</b> – this guide will set <b>sets</b> out in detail the vision for a comprehensive flood defence solution at the harbour and <b>provide provides</b> detailed design parameters that new developments must adhere to. It will <b>The accompanying Technical Annex</b> include <b>includes</b> detailed costs that will be used for external funding bids.</li> <li>• <i>Adur Local Plan and Shoreham Harbour Transport Study</i> (West</li> </ul>	Update and correction

	Sussex County Council and Parsons Brinckerhoff, 2013 plus Addendum 2014 <b>and Second Addendum 2016</b> )...	
Para 15	The <del>recently adopted</del> East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012 <b>2013</b> ) includes Policy WMP 14 ...	Correction
Para 16	In autumn 2013 work restarted on the preparation of a new <b>West Sussex</b> Minerals Local Plan, to replace the 2003 Plan, with the commissioning of a Wharves and Railheads Study..... To supplement the Local Aggregate Assessment (February 2014), West Sussex County Council and the <del>Sound</del> <b>South</b> 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.	Correction and clarification
Para 18	The JAAP is currently being refined following consultation feedback in advance of submission in <del>2015</del> <b>2017</b> for public examination.....	Update
Appendix 5	<b>Proposed Monitoring Framework</b>  The Council publishes an Annual Monitoring Report (AMR).....The AMR will also include <b>updates of both</b> the Council's <del>updated</del> housing trajectory <b>and the Strategic Housing Land Availability Assessment.</b>	Updated information
	<b>Shoreham Adur Tidal Walls Scheme</b>  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 <del>some</del> <b>a</b> strategic sites <b>allocation (Shoreham Airport)</b> within the Adur Local Plan. The development of certain sites is dependent on improving the <del>West</del> <b>East</b> and East <del>West</del> banks of the River Adur by raising existing defences to provide a higher standard of protection. <del>Funding for the Shoreham Adur Tidal Walls has been secured through growth funding via the Strategic Economic Partnership.</del> It should be noted that the Shoreham Adur Tidal Walls project does	Update

	<p>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 <b><u>Local Economic Partnership</u></b> and the Environment Agency as well as developer contributions).</p> <p>The scheme for both the <del>West</del> <b><u>East</u></b> and <del>East</del> <b><u>West</u></b> banks has been costed at £25 million and is now fully funded. (This includes <b><u>£6m</u></b> funding from the <b><u>Local Economic Partnership</u></b>). <del>Detailed design work is now underway, with e</del><b><u>Construction is</u></b> anticipated to commence <b><u>in 2016</u></b> <del>2015 / 16 (indicative dates).</del> <b><u>and is predicted to take two and a half years.</u></b></p>	
New Table Heading	<b><u>Delivery, Implementation and Monitoring of Adur Local Plan Policies</u></b>	Editorial amendment
Policy 3	Column 4: <del>174-182</del> <b><u>180</u></b> dwellings per annum	Update
Policy 5	<p>Column 2: <del>Should the preferred roundabout option (located at New Monks Farm) not be deliverable, the contingency option will be required.</del></p> <p>Column 4: <del>450 dwellings to be delivered 2016/17 – 2022/23 at approximately 64dpa</del> 600 dwellings to be delivered 2016/17-2024/25 <b><u>2018/19-2025/26</u></b> at approximately 67dpa <del>30% of total homes: 135–180 units depending on level of delivery</del></p> <p>Column 5: ADC/ Developers/affordable housing providers/ Highways Agency <b><u>England/</u></b> WSCC</p>	Update

Policy 7	<p>Column 2 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 <b>2018</b> <del>after 2017 (indicative date)</del>. Should the Shoreham Adur Tidal Walls Scheme be delayed, this would impact on delivery at the Airport.</p> <p>Column 5: ADC/ Developers/ Environment Agency/ Highways Agency <b>England</b></p>	Update
Policy 16	<b><u>Historic England</u></b> <del>English Heritage</del>	Update to reflect name change
Policy 17	<b><u>Historic England</u></b> <del>English Heritage</del>	Update to reflect name change
Policy 18	<p>Column 1: <b><del>Policy 18: The Energy Hierarchy</del></b></p> <p>Column 2: <del>Reduced energy consumption; promotion of low carbon development</del></p> <p>Column 3: <del>Number and percentage of new residential developments meeting or exceeding Code for Sustainable Homes Level 4 per annum.</del></p> <p>Column 4: <del>All new residential developments to meet or exceed Level 4 of the Code for Sustainable Homes</del></p> <p>Column 5: ADC/Developers</p>	To reflect the deletion of Policy 18.
Policy 20	<p>Column 3: <b><u>Number of new major developments incorporating renewable/low carbon energy production equipment to provide at least 10% of predicted energy</u></b></p>	To reflect amendments to policy 20.

	<p><b><u>requirements.</u></b></p> <p>Column 4: <b><u>Increase the generation of renewable energy within Adur over Plan period</u></b></p> <p>Column 5: <b><u>ADC/Developers</u></b></p>	
Policy 24	<p>Column 4: To provide by 2029 <del>7</del>: <del>8</del><u>4</u> public pitches....</p>	Update
Policy 30	<p>Column 2: Delivery of infrastructure <b><u>(primarily through s106 and CIL, but other agreements as appropriate)</u></b></p> <p>Column 5: ADC, WSCC, Environment Agency, Southern Water, and other infrastructure providers. <b><u>Southern Water deliver Strategic infrastructure through the industry's price review process, and local infrastructure through direct agreements with developers</u></b></p>	Correction in response to Representation 36 from Southern Water
Policy 35	<p>Column 5: ADC / WSCC/ Highways Agency <del>England</del></p> <p>ADC/Developers/WSCC/Highways Agency <b><u>England</u></b></p>	Update
Appendix 3 paragraph 30	Southwick is located <del>to the north of the railway line</del> , adjacent to the District boundary to the east; the A27 forms the northern boundary	Correction
Appendix 3 paragraph 42	The need for affordable housing in the District (resulting from the combination of low incomes relative to house prices) greatly exceeds supply. <del>The</del>	Update

	<p>Strategic Housing Market Assessment update (2012) indicates an annual need for 381 new affordable homes for the period 2011 – 2016.<sup>4</sup> <b><u>The Objectively Assessed Need for Housing Report 2015 states that there continues to be a high level of need for affordable housing in Adur and identifies a requirement for 233 (net) homes per annum between 2011-2031 if all households in housing need were to be housed. However if existing households are taken into account (who would release homes by moving to another property) there is an identified need of 141 (net) homes per annum.</u></b></p>			
Appendix 6	<p>1. <b><u>Details of Adur Local Plan 1996 Layers Designations and Changes Made</u></b></p> <p><i>Table 1. Adur Local Plan 1996 Policies Map Layers, <b><u>Designations</u></b> and changes as shown on Policies Map accompanying the Proposed Submission Adur Local Plan 2014.</i></p>	Clarification		
	<p><b><u>Proposed Submission Adur Local Plan (2016)September 2014 Layers Designations</u></b></p> <p><i>Table 2. Adur Proposed Submission Local Plan 2014 <b><u>2016</u></b> Policies Map Layers <b><u>Designations ...</u></b></i></p> <table><tr><td><u>Eastbrook Development Opportunities – Policy 12</u></td><td>New layer</td></tr></table>	<u>Eastbrook Development Opportunities – Policy 12</u>	New layer	Clarification
<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>Proposed Extension to SNCI – Policy 6</u>	New layer	
	<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>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	

	<p><b>Part 3</b></p> <p><b><u>3. Detailed amendments to layers changes from Proposals Map 1996 to Policies Map 2014 (2016)</u></b></p> <p><i>Figure 2: Legend for Proposed Submission Adur Local Plan 2014</i> This has been amended to include the following: Indicative Built Up Area Boundary Scheduled Ancient Monuments</p> <p><i>Figure 3: Proposed Amendments to Built Up Area Boundary – Overall</i> The Proposed Built Up Area Boundary has been amended to follow the line of the new Adur Ferry Bridge.</p> <p><i>Figure 8: Amendment No.5</i> This figure has been amended to show a proposed Indicative Built Up Area Boundary along the eastern edge of the New Monks Farm development area.</p> <p>A new figure has been added titled Figure 11: Amendment No.8. This shows an amendment to the Proposed Built Up Area Boundary to follow the line of the new Adur Ferry Bridge.</p> <p><i>Figure 14: Proposed amendments</i> The Proposed Local Green Gap boundary and Proposed Built Up Area boundary has been amended to follow the line of the new Adur Ferry Bridge.</p>	
Appendix 7	<p><b>Glossary</b></p> <p><b><u>Employment generating uses</u></b> <b><u>This comprises B1, B2 and B8 uses, public and community uses and main town centre uses (but excludes housing development).</u></b></p>	Clarification

	<del>Lifetime Homes — A set of 16 design criteria that provide a model for building accessible and adaptable homes</del>	Reference to Lifetime Homes has been deleted from text and policy
Policies Map	<p><b>The Policies Map has been amended as follows:</b></p> <ul style="list-style-type: none"> <li>• The eastern boundary of the development area of the New Monks Farm allocation (not including the country park) has been amended and labelled to show that it is indicative. This has also resulted in a small change to the proposed Built Up Area, Lancing-Shoreham Local Green Gap and Countryside designation.</li> <li>• The proposed Built Up Area, Countryside and Local Green Gap designations have been amended slightly to follow the line of the new Adur Ferry Bridge.</li> <li>• The New Monks Farm Site Allocation boundary has been amended to include the Withy Patch Gypsy and Travellers Site.</li> <li>• The Proposed Roundabout (indicative) has been moved to a more central location on the boundary between New Monks Farm and Shoreham Airport.</li> <li>• Scheduled Ancient Monuments have been added to the Policies Map (as requested by West Sussex County Council)</li> </ul>	To show the changes made to the Plan as a result of the December 2015 Reg 18 consultation and to address various changes made to the OS base map regarding the Adur Ferry Bridge.