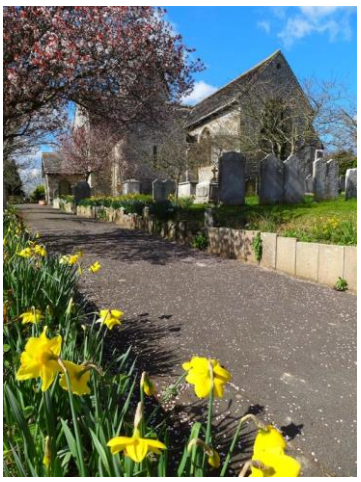
Submission Adur Local Plan 2016



alp Adur Local Plan

Adur District Council

The Submission Adur Local Plan 2016

Please note that this document contains the wording previously published in the 'Amendments to the Proposed Submission Adur Local Plan (2016)'.

The only differences are that previous proposed amendments have now been fully incorporated into the Plan and the track changes removed. Therefore in those cases where additions to the Amendments document were shown **bold and underlined**, these textual enhancements have been removed. Where proposed deletions were previously shown as ~~struck through~~, these have now been removed. No extra wording has been added. In addition, explanatory text has been updated in Part One to explain the progression of this Local Plan.

As a result, there is no Policy 18 in this document, and some paragraph numbers are 'missing'. These will be rectified in the final, adopted version of the Plan.

However, page numbers in this Submission Local Plan have been updated.

SUBMISSION ADUR LOCAL PLAN 2016

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PART ONE: THE ADUR LOCAL PLAN

INTRODUCTION – WELCOME TO THE ADUR LOCAL PLAN

1.1 The Adur Local Plan is a new plan which will provide a strategy for development in Adur[1] up to 2031. It seeks to achieve a balance in meeting needs for development – such as housing, employment, retail and community facilities, while striving to protect and enhance the character and features of Adur which so many people value such as its open spaces, landscape and historic features.

1.2 The Local Plan will play an important part in facilitating the regeneration of Adur, through indicating key sites and strategic locations for new development, and facilitating the delivery of appropriate infrastructure. This Plan sets out a vision and strategy and looks at the planning issues the area is facing, and proposes policies for addressing them.

1.3 The Local Plan, when adopted, will be the 'umbrella' for all subsequent policy and guidance documents to be produced as part of the new Local Development Framework (LDF). The Council's programme for preparing these is contained within the Local Development Scheme.[2] Other documents to be prepared in the future include the Joint Area Action Plan for the Shoreham Harbour regeneration area[3], a Community Infrastructure Levy Charging Schedule, a Gypsy and Traveller Development Plan Document (DPD), a Supplementary Planning Document (SPD) providing guidance on infrastructure provision, and a Green Infrastructure SPD.

1.4 The Local Plan will also inform strategies and projects proposed by the Council, its partners and stakeholders which will have an impact on Adur's economy, community and environment.

1.5 The LDF documents including this Local Plan will eventually replace the Adur District Local Plan 1996. Until this happens, much of the Adur District Local Plan is 'saved' and its policies will continue to be used in making planning decisions. A list of saved policies may be found in Appendix 1.[4]

1.6 Development proposals will be assessed as to whether they comply with the National Planning Policy Framework, national Planning Practice Guidance, and relevant development plan policies (which include the Local Plan and relevant

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1 Excluding the area covered by the National Park – see Map 11, Key Features of Adur District in Appendix 3.

2 Please see Adur District Council website for the Local Development Scheme.

3 To be prepared jointly with Brighton & Hove City Council and West Sussex County Council.

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 Practice Guidance.

minerals and waste[5] policies) as well as for the contribution they make to delivering the vision and objectives of the Local Plan.

1.7 West Sussex County Council is responsible for preparing statutory land use plans for minerals and waste. Adopted sites have been identified and safeguarded in the West Sussex Minerals Local Plan 2003. Proposals for development should have regard to the defined County Minerals Safeguarding Area and Minerals Consultation Area guidance and policy produced by West Sussex County Council. Preparation of site plans will require liaison with WSCC at an early stage to ensure that any potential minerals interests are fully considered in planning development.

1.8 The development of the Local Plan has been informed by a Sustainability Appraisal, evidence from various planning studies and national planning policy. A separate Background Evidence Document has been prepared to give more information on certain policies and issues.

Sustainability Appraisal

1.9 Government legislation requires that all Development Plan Documents (DPDs) including Local Plans have to be assessed in terms of their impact on society, the economy and the environment. The Sustainability Appraisal process informs the Local Plan, and helps make decisions as to appropriate options. The latest Sustainability Appraisal report has been published alongside this document.

Equality Impact Assessment

1.10 The Equalities Act 2010 requires Councils to undertake Equality Impact Assessments where a decision may affect equality in order to ensure that there is not a negative impact on different groups within the local community due to age, disability, gender reassignment, pregnancy and maternity, race, religion/belief, sex (gender) or sexual orientation.[6]

1.11 Equalities issues have been taken into account in drafting the policies in this document. An Equalities and Health Impact Assessment has been published to accompany this Local Plan.

Which Area Does the Local Plan Cover?

1.12 This Local Plan covers Shoreham-by-Sea, Southwick, Fishersgate, Lancing and Sompting.

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[5] 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.

[6] Also marriage and civil partnership, in relation to employment procedures.

1.13 On 12th November 2009 an order confirming the designation of the South Downs National Park was signed by the Secretary of State for Environment, Food and Rural Affairs (DEFRA). Much of Adur's countryside was previously designated as an Area of Outstanding Natural Beauty (AONB), but the AONB designation has now been removed and the majority of what was once the AONB has now become part of the National Park (see Map 11, Key features of Adur District in Appendix 3) as of April 2010.

1.14 The South Downs National Park Authority (SDNPA) took on full powers from April 2011. Over half of Adur District (53%) lies within the National Park boundary, although the population in this area is very low.[7] The National Park Authority will produce its own LDF and Local Plan in due course which will set planning policy for all areas within the South Downs National Park boundary. As a consequence, this Local Plan only covers those parts of Adur District which lie outside of the National Park. That is the area referred to as 'Adur' in this document. It includes the Built Up Areas of Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate. The majority of Adur District's housing, employment, facilities and services lie within this area.

Using This Document

1.15 This Local Plan has been written with the intention that it should be read as a whole. Taken together, the policies and proposals within the final adopted Local Plan will form a coherent strategy for development in Adur District up to 2031. ***It is therefore important that individual policies are not considered in isolation.***

1.16 This document focuses on the strategy, policies and proposals of the Local Plan. Greater detail as to the background, policy context and evidence can be found in the accompanying Background Evidence Document.

1.16a 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.

Previous Consultations

1.17 Due to the Government's stated intention to revoke the Regional Spatial Strategies, consultation on Housing and Employment Options was carried out in the summer 2011. This document proposed four alternative housing targets and two potential approaches to employment land provision in Adur. The outcomes of that consultation informed the Draft Adur Local Plan which was made available for consultation from September – October 2012.

[7] Estimated at 130 people by the South Downs National Park Authority 2012.

1.18 The Revised Draft Local Plan 2013 took account of responses made in relation to the Draft Adur Local Plan 2012, as well as more recent evidence. The Revised Draft Adur Local Plan 2013 was made available for consultation from 26th September – 7th November 2013 (plus an additional two weeks extension). Responses received in relation to this consultation, and the Proposed Submission Adur Local Plan 2014 consultation together with further evidence have been taken into account in this version of the Local Plan, as has the publication of the Government's Planning Practice Guidance in March 2014.

1.18A 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 9th December 2015 – 4th January 2016, in relation to Proposed Amendments to the New Monks Farm allocation. 'Amendments to the Proposed Submission Adur Local Plan (2016)' were published from 31st March – 11th May 2016 (under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

1.18B This Submission Adur Local Plan implements the proposed changes previously consulted on in the Amendments to the Proposed Submission Adur Local Plan (2016). Changes proposed to this Submission Local Plan may be found in the accompanying Schedule of Proposed Main Modifications and Schedule of Proposed Minor Modifications.

Next Steps

1.19 This submission Adur Local Plan will be submitted for Examination in October 2016.

1.20 This document is accompanied by a Policies Map which shows the area-specific policies and proposals on an Ordnance Survey base map. The Policies Map also shows safeguarded minerals areas in the Minerals Local Plan adopted by West Sussex County Council in 2003.

THE DUTY TO CO-OPERATE

1.21 The Duty to Co-operate was introduced through the Localism Act 2011 and places a requirement on Local Planning Authorities (as well as a number of other public bodies) to work together on cross-boundary strategic issues. Local Planning Authorities and other public bodies are required to engage constructively, actively and on an on-going basis to develop strategic policies.

1.22 The National Planning Policy Framework (2012) introduces a new 'soundness' requirement to be met through the compliance with the Duty to Co-operate. Plans are to be positively prepared based on a strategy which seeks to meet objectively assessed development and infrastructure

requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. Joint working should be diligently undertaken for the mutual benefit of neighbouring authorities and enable Local Planning Authorities to work together to meet development requirements which cannot wholly be met within their own areas. Local Planning Authorities will be expected to demonstrate evidence of having effectively co-operated to plan for issues with cross boundary-impacts when their Local Plans are submitted for examination. Co-operation should be a continuous process of engagement.

1.23 As part of its plan making process, Adur District Council has always consulted and engaged with relevant Local Planning Authorities and other public bodies on emerging policies at key stages. The Duty to Co-operate formalises this process and places an emphasis on continuity.

1.24 In producing the Adur Local Plan, a continuous dialogue has taken place with neighbouring and other authorities in West Sussex as well as with Brighton & Hove City Council, Lewes District Council (with regard to housing provision), the South Downs National Park Authority and West Sussex County Council on cross-boundary and strategic issues. Consultation has also taken place with other public bodies. Views have also been submitted by this Council on Local Plans and Core Strategies prepared by other local authorities. The Duty to Co-operate Statement which has been published to accompany this Local Plan sets out details of this process so far. This includes the updated Local Strategic Statement 'Delivering Sustainable Growth' published by the Coastal West Sussex and Greater Brighton Partnership in 2016 which creates an agreed, consistent set of objectives in relation to growth.

KEY ISSUES FOR THE LOCAL PLAN

1.25 This Local Plan is intended to address a number of key issues that will affect Adur up to 2031[8] and beyond.

1. **The need to facilitate the regeneration of Adur** - There is a need to diversify the economy, safeguard existing employment locations, provide more opportunities for businesses to locate into or expand in Adur, and develop a strategy for economic development in the area. In addition, local residents need the opportunity to acquire better training and skills to improve their access to the labour market. The physical environment of parts of Adur also needs upgrading so that it is more attractive to residents, visitors and businesses.[9] A partnership between Adur District Council, Brighton & Hove City Council, West Sussex County Council, and Shoreham Port Authority has been set up to regenerate the Shoreham Harbour area**.** In addition, Adur District Council is part of the Greater Brighton City Deal, which aims to

[8] This Plan covers the period up to 2031.
[9] See Employment Land Review, '*waves ahead*', and Infrastructure Delivery Plan and Sustainability Appraisal Appendix B Key Issues.

prioritise economic growth.[10] The Council is also working with other agencies and stakeholders with regards to other sites and issues, including the delivery of infrastructure.

2. **The need to improve infrastructure** - Some of Adur's infrastructure is outdated and inadequate to meet modern needs (e.g. health and community facilities) and there is a need to ensure that new development is provided with appropriate new infrastructure (including 'green' infrastructure) at the right time, and in the right place.[11] This is critical to ensure the delivery of key sites.

3. **The need to balance development and regeneration requirements against the limited physical capacity of Adur[12] without detriment to environmental quality** - The Local Plan will need to strike a balance between facilitating development, achieving regeneration and delivering infrastructure, whilst maintaining built and natural environmental quality, 'sense of place' and the character of Adur.[13]

4. **The need to meet identified housing needs** - Adur needs to address a range of housing requirements including the projected increase in smaller households, more family housing and affordable housing.[14]

5. **The need to address demographic pressures** - Adur's population is ageing, with a quarter of residents above retirement age. There is a need to ensure that young people are encouraged to remain in the area.

6. **The need to address deprivation** - Adur is the most deprived district in West Sussex. Action needs to be taken to reduce disparities between the most, and least deprived parts of Adur in education, health, skills and training.[15]

7. **The need to address road congestion and related pollution – air and noise - whilst improving the existing transport network and facilitating the development of sustainable transport measures.** Parts of Adur experience road congestion and there is a high level of car dependence. This, along with anticipated future development, could worsen congestion and lead to poorer air quality by 2031 (especially in Air Quality Management Areas) unless measures are taken to mitigate these impacts, and encourage modal shift. These include the implementation of measures to facilitate sustainable travel, 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.[16] The Highways England Delivery Plan 2015-2020 includes the

[10] See Employment and Economy section for more information.
[11] See Infrastructure Delivery Plan (IDP).
[12] That part of the District which lies outside the South Downs National Park, and is therefore addressed by this Local Plan.
[13] See Objectively Assessed Need for Housing: Adur District (2015) (GL Hearn) and associated work on meeting housing needs; Strategic Housing Market Assessment 2012, Strategic Housing Land Availability Assessment 2014, Landscape and Ecology Study 2012 and 2015 and Sustainability Appraisal Appendix B Key Issues.
[14] See-Objectively Assessed Need for Housing: Adur District (2015) (GL Hearn).
[15] See Adur and Worthing Community Profile 2014.
[16] See Transport Study and Sustainability Appraisal Appendix B: Key Issues.

commitment to take forward and develop schemes across the A27 to help relieve congestion at a number of hot-spots including at Lancing.

8. **The need to address climate change and flood risk** – Given the coastal location of the district and the presence of the River Adur, the risk of flooding from the sea and river is a serious issue. A significant amount of land is designated as flood zone 2 (medium probability), 3a (high probability) and 3b (functional floodplain). It will be necessary to ensure Adur is resilient to the predicted impacts of climate change such as warmer, wetter winters, hotter, drier summers, sea level rise and more frequent extreme weather events. Due to the topology and geology, the majority of Adur, including the Built Up Area, also has groundwater and surface water flooding issues. The Council's Strategic Flood Risk Assessment was updated in 2012 to help inform Council decisions on flood risk and appropriate mitigation measures. The First Review of the Beachy Head to Selsey Bill Shoreline Management Plan (2006) - a large scale assessment of the risks to people and the historic and natural environment resulting from the evolution of the coast - resulted in the Rivers Arun to Adur Flood and Erosion Management Strategy 2010-2020. As part of this Strategy, the Environment Agency is currently progressing the Shoreham Adur Tidal Walls Scheme which will improve flood defences along the east and west banks of the River Adur. Subject to planning approval, construction of the scheme will commence early 2016 and is likely to be completed in 2018.

9. **The need to work towards achieving sustainability** – Matters such as energy efficiency, renewable energy, water efficiency, waste efficiency and sustainable construction techniques need to be encouraged and incorporated into development to help address climate change and make efficient use of limited resources.[17]

10. **The need to improve health and wellbeing** - Two Air Quality Management Areas are already designated in Adur; it will be important to ensure air quality is improved where possible. Although there are no fundamental deficiencies in open space or play facilities, access to open spaces and countryside must be maintained and improved where possible, as these resources can contribute to both physical health and wellbeing. The Council will work with health service providers to facilitate the delivery of health infrastructure where required.[18]

11. **The need to maintain and enhance the quality of the built, historic and natural environment** - Adur has a number of natural and historic assets integral to the character of the area. The Council must also have regard to the purposes for which the National Park is designated.[19]

1.26 These are not the only issues affecting Adur, but they are the key ones highlighted through the Local Plan evidence base and previous consultations.

[17] See Sustainability Appraisal.
[18] See Open Space Study and Sustainability Appraisal.
[19] Section 62 of the Environment Act 1995.

Policy Context

1.27 The Local Plan must be aligned to and conform with/to a number of other influences including national policy, local strategies and technical documents. The following provides a brief explanation of the key documents.

National and Strategic Planning Policies and Guidance

1.28 The Local Plan must encompass the requirements of Government planning policy guidance (in addition to national and, where relevant, European legislation).

1.29 The National Planning Policy Framework (NPPF) was published in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied. The delivery of appropriate levels of development to meet objectively assessed needs is a key issue. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. Local Plans should not duplicate policies in the NPPF, although in some places this document refers to the NPPF in order to explain the context of certain policies.

1.30 In addition the Government published Planning Practice Guidance in March 2014, which is also a material consideration.

1.31 As well as the above, plans, policies and proposals of other relevant organisations and bodies have helped to form the evidence base of this plan.

'*Waves ahead*' - The Sustainable Community Strategy

1.32 *'Waves ahead'* is the joint Strategic Partnership for Adur and Worthing. The Sustainable Community Strategy, also called *'waves ahead' (2010)* identifies four priorities for change.[20] These are:

- A better place to live, work and enjoy;
- Better health and wellbeing for all;
- Learning, training and employment opportunities for all;
- Staying and feeling safe.

These priorities have influenced the development of the Plan.

[20] These four priorities mirror the priorities of the West Sussex Sustainable Community Strategy.

VISION AND OBJECTIVES OF THE ADUR LOCAL PLAN

1.33 The vision for Adur responds to local challenges and opportunities, is evidence based, locally distinctive and takes account of community derived objectives. The vision sets out how Adur will have changed by 2031 if the strategy in this document is implemented successfully. Many of these measures will be delivered through partnership working, including the Greater Brighton City Deal. (See Part Two for more details).

1.34 The objectives form a link between the vision and the detailed strategy and will deliver the vision through the policies set out in the Local Plan. Appendix 2 indicates which policies are delivering which elements of the Vision, and which objectives.

By 2031:

V1: Regeneration benefits for Adur will have been secured, and residents will enjoy an improved quality of life and wellbeing through better access to higher quality jobs, better choice in housing including affordable[21] homes and new and improved local services, community infrastructure, and environmental quality. Inequalities between different parts of Adur will be reduced, uplifting the most disadvantaged neighbourhoods.

V2: Most development will have been focussed around Adur's main communities - Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate - and measures will have been taken to reduce their impact on the environment. Whilst many of Adur's residents will continue to visit Worthing, Brighton and other centres for employment and some retail and leisure functions, Adur and its town and village centres will continue to have an important role in providing retail, employment, leisure and community facilities, whilst also acting as a destination for visitors. Sompting village will have retained its rural village character.

V3: Through new development at Shoreham Harbour, Shoreham Airport[22] and New Monks Farm, new opportunities for employment will have been created to benefit the economic prosperity of Adur as well as the wider sub-region. Training opportunities will be supported, where appropriate.

V4: Much of the regeneration of Shoreham Harbour will have been delivered, achieving a mix of residential, employment, community, leisure and retail development, affordable housing. The regeneration work will also have provided an opportunity for consolidating,

[21] The National Planning Policy Framework defines affordable housing; this definition will be used - see Glossary.

[22] 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.

reconfiguring and enhancing activities of the Port of Shoreham, which will continue to play a vital role in the local economy. Relocation of some commercial uses will have resulted in a more attractive urban environment and an improved interface between the Harbour and the rest of Adur.

V5: Town and village centres (Shoreham, Southwick, and Lancing) will be improved to increase their vitality and make them more pleasant places to shop and visit, enhancing their role as local service centres, ensuring they continue to thrive and can accommodate change (which respects their character) to meet needs arising from future growth. Shoreham town centre will also have provided new opportunities for development.

V6: High standards of design will have become an essential part of all new development to help create attractive, safer and healthier places. Significant improvements will have been made to the public realm.

V7: Adur's character and local distinctiveness (urban and rural, coastal and countryside) will have been maintained and enhanced through protection and enhancement of its landscape, townscape, cultural heritage and biodiversity. Important views will have been protected. Much of Adur's coastline will continue to be used for leisure and recreation, and public access to the river, harbour, countryside and coast will have been improved. Opportunities will be taken to capitalise on Adur's location adjacent to the South Downs National Park.

V8: Working with Highways England and West Sussex County Council, measures will have been introduced to address congestion, resulting in fewer delays on the road network and contributing to easier and more sustainable travel patterns. Railway stations at Lancing, Shoreham-by-Sea, Southwick and Fishersgate will continue to form an important part of Adur's public transport network. Improvements will encourage more people to use public transport rather than the private car, and help to improve air quality in Adur. More sustainable travel patterns will have been established which utilise public transport, walking and cycling.

V9: Flood risk will have been minimised and/or mitigated through investment in flood defences, flood risk management initiatives and careful consideration of the location of new development.

V10: Progress will have been made towards a low carbon, sustainable community through sustainable construction, energy efficiency, the use of renewable energy, water efficiency measures, waste reduction measures and appropriate location of development and transport infrastructure to reduce air pollution and noise; and to make a significant contribution to low and zero carbon energy production.

V11: Development which meets the economic, social and environmental objectives of this plan will have been supported. Change will have been

managed through an ambitious yet achievable planning framework (and associated Infrastructure Delivery Plan) which reflects the proposals and priorities of key stakeholders, local authorities and others, and monitored to assess its effectiveness in delivering development and associated infrastructure. This will involve working in partnership, and across boundaries, as necessary.

O1: To deliver a minimum of 3609 dwellings up to 2031 to contribute to meeting objectively-assessed needs in Adur in terms of type, size and tenure.

O2: To ensure that local communities will benefit from regeneration through physical and social integration, and the provision of new homes (including affordable housing) which meet identified needs, employment opportunities, social and community facilities, leisure and transport facilities (including sustainable travel measures).

O3*: To regenerate Adur through ensuring a range of employment opportunities and through new sustainable development opportunities. In particular, regeneration will seek to:*

(a) Achieve strategic development at Shoreham Harbour, delivering housing and jobs; creating social, economic, environmental and infrastructure improvements which benefit Adur, its businesses, residents and visitors and contribute to the prosperity of the wider sub-region.

(b) Increase the role of Shoreham Airport in the local economy and wider area, through the provision of increased employment opportunities, enhancement of its role as an important visitor attraction, and its continued importance as a General Aviation Airport.

(c) Achieve strategic development at New Monks Farm, delivering housing and jobs and creating social, economic, and infrastructure improvements.

O4: To ensure the timely delivery of appropriate infrastructure to meet identified physical, social, community and environmental needs. This will include the use of the Community Infrastructure Levy (CIL) and partnership working as appropriate.

O5*: Enhancements to the streetscene of the town and village centres will be made, to ensure they remain attractive, vital and viable, and their role as retail centres serving local communities is maintained.*

O6: Adding to natural capital by improving biodiversity, recreation and leisure facilities in order to provide an interlinked network of multifunctional open spaces (within the context of a Green Infrastructure strategy) - through and from urban areas (including Shoreham Harbour) to the coast and countryside, the provision of open space and greater opportunities for (and access to) informal recreational uses within the countryside and Local Green Gaps. Public access to the National Park and other countryside assets will be improved.

O7: To protect and improve the setting of the South Downs National Park, the character and setting of the River Adur, the coastal waterfront, countryside and the Local Green Gaps, conservation areas and other cultural and historic assets and where appropriate, access to them. Areas of nature conservation value will be preserved and enhanced. New development will avoid impacts on biodiversity and the natural environment as far as possible, and mitigate and/or compensate where necessary.

O8: To deliver improvements identified in Conservation Area Management Plans and enhance other heritage assets where opportunities arise. High standards of design will be encouraged in all developments.

O9: To improve connectivity within and to Adur's communities as well as to Brighton and Worthing, achieve more sustainable travel patterns and reduce the need to use the private car through public transport services and infrastructure, demand management measures, and new and enhanced cycle and footpaths. These actions will contribute to an improvement in air quality. Innovative sustainable transport measures will be encouraged.

O10: To work with Highways England and West Sussex County Council to determine how best to secure improvements to the A259 and A27 to manage (and where possible, reduce) congestion. The impact of Heavy Goods Vehicles servicing the Port and Adur's businesses will be managed.

O11: To ensure that the risks associated with flooding are avoided and mitigated through directing development to appropriate locations and, where this is not possible, through appropriate flood mitigation measures. Where feasible, new flood defences and other measures to reduce flood risk, should take the form of ecologically sustainable solutions. Water quality will be protected and where possible, enhanced.

O12: To ensure that a range of sustainable construction and design measures will be utilised in new developments. New development will be more resilient to the effects of climate change.

THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

1.35 The National Planning Policy Framework published in March 2012 sets out national policy as a basis for plans such as this, and is a material consideration in determining planning applications. The presumption in favour of sustainable development is a fundamental principle of the NPPF[23] which views the planning system as having three key roles:

- an economic role contributing to building a strong, responsive and competitive economy;

[23] Paragraph 14 of the National Planning Policy Framework gives more detail on the presumption in favour of sustainable development and its implications for plan-making.

- a social role, supporting strong, vibrant and healthy communities; and
- an environmental role, contributing and enhancing our natural, built and historic environment.

1.36 The following policy integrates the presumption in favour of sustainable development into the Adur Local Plan. It should be noted that this policy does not affect or remove statutory consultation on planning applications.[24]

Policy 1: Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **Specific policies in that Framework indicate that development should be restricted.**

1.37 Taken together, the policies in this Local Plan aim to address and deliver the Vision and Objectives set out above. As such, they should not be read in isolation.

[24] The Adur and Worthing Statement of Community Involvement (SCI) (2012) sets out how Adur and Worthing Councils consult with the community with regards to planning applications, as well as development plan documents. The SCI may be found at: http://www.adur-worthing.gov.uk/media/media,105544,en.pdf

PART TWO – A STRATEGY FOR CHANGE AND PROSPERITY

INTRODUCTION

2.1 This part of the Plan contains key strategic policies relating to housing and economic growth, which, when implemented through the lifetime of the Local Plan, will form a strong basis for sustainable growth.

SPATIAL STRATEGY

2.2 The Local Plan seeks to deliver a package of measures over the plan period in order to:

- Work towards meeting the objectively assessed development needs of Adur as far as possible, taking into account environmental assets and constraints and the capacity of infrastructure (which will also entail working with other local authorities in the sub-region, and possibly further afield);
- facilitate the regeneration of Adur; and
- meet the vision and objectives of this Local Plan set out in Part One.

2.3 It is intended to achieve this through aiming to balance development in Adur by proactively seeking to meet housing needs, providing employment sites for new or expanding businesses and facilitating the delivery of infrastructure. However it is recognised that local people will still travel to jobs, or use retail, leisure or other services in other areas. Adur's role is to complement, not compete with other neighbouring centres.

2.4 As well as defining the scale of new development, this Local Plan must guide development to the most appropriate locations. Realistic options for locating development are extremely limited due to the compact size of the Local Plan area and its constrained location between the sea and the South Downs National Park. As a result, there are few real choices in terms of different locations or strategies if the Plan is to go as far as it can to realistically meet objectively assessed needs without damaging its character and environment.

2.5 Taking into account previous consultation work, evidence studies and the Sustainability Appraisal, the approach of this Local Plan is therefore to maximise development on brownfield land (including Shoreham Harbour) while adding sustainable greenfield urban extensions adjacent to the existing urban area. This means that the existing settlements of Lancing, Sompting (excluding Sompting Village which lies outside the BUAB), Shoreham-by-Sea, Southwick and Fishersgate will continue to be the focus for growth during the plan period, together with the regeneration area of Shoreham Harbour. The BUAB (which has been revised to include strategic development at West Sompting and New Monks Farm, and the Brighton and Hove Football Academy) will serve to

generally guide development within these settlements, in order to manage the pattern of development by preventing coalescence, which will help to maintain the existing character of the settlements and ensure development is sustainably located. Although Shoreham Airport lies outside of the BUAB it is recognised as a key opportunity area for regeneration.

2.6 Following a review of the Built Up Area Boundary, other minor amendments are also proposed. These may be found in Appendix 6 of this Local Plan.

2.7 Given the limited amount of land available, it is important that developments make efficient use of land by developing at appropriate densities whilst respecting the character of the area (although higher densities may be appropriate in town centre locations and Shoreham Harbour).

2.8 This strategy, which takes account of the compact nature of Adur and the location of the potential strategic sites selected, will result in a pattern of growth which maximises sustainability as far as is realistically possible. The proximity of these proposed strategic greenfield sites adjacent to existing urban areas gives the opportunity for integration with existing communities and use of nearby facilities, services, and public transport. Strategic sites will also be required to deliver the infrastructure necessary to support them.

2.9 The proposed development strategy also takes account of the need to deliver jobs and employment land. Economic development and regeneration is a key priority of this Local Plan (as set out in the Vision and Objectives in Part One), and is a priority shared by Coastal West Sussex, a partnership of local authorities. Coastal West Sussex is one of five local economies identified in the Coast to Capital Local Enterprise Partnership. (See Employment and Economy section below).

2.10 The Council is also working with other local authorities to address strategic priorities (including how best objectively assessed development needs can be met via the Duty to Co-operate) and will continue to do so. More information can be found in the Duty to Co-operate Statement which accompanies this Plan.

2.11 The spatial strategy set out below will be implemented through policies in this section, the 'place-based' policies in Part Three, and the development management policies relating to specific topics and types of development in Part Four. These all aim to address and deliver the Vision and Objectives set out in Part One.

Policy 2: Spatial Strategy

Up to 2031 the delivery of new development in Adur will be managed as follows:

Development within the Built Up Area Boundaries (defined on the Policies Map) of Lancing, Sompting, Shoreham-by-Sea, Southwick and Fishersgate will be permitted subject to compliance with other policies in the development plan.

Development which would result in the coalescence or loss of identity of settlements will be resisted.

Shoreham Harbour will be a focus for development to facilitate regeneration through delivery of a mix of uses including housing which will be delivered through an Area Action Plan being prepared jointly between Adur District Council, Brighton & Hove City Council and West Sussex County Council.

Shoreham Airport will also be a focus for new employment floorspace.

It will also be necessary to release the following greenfield sites on the edge of the built up areas to ensure a supply of suitable land for development subject to the requirements of Policies 5 and 6:

- **New Monks Farm, Lancing (residential, employment, and community uses);**
- **West Sompting (residential).**

The character of Sompting village[1], which lies outside of the Built Up Area Boundary, will be respected and maintained.

HOUSING PROVISION 2011- 2031

Objectively-Assessed Needs

2.12 Historically there has not been a strong relationship between housing targets set for Adur in regional and Structure Plans and need and demand for new dwellings in the district. Previous targets have been strongly influenced by the capacity of the district to accommodate new dwellings in terms of its physical and environmental characteristics – the sea to the south, the South Downs National Park to the north, flooding and key infrastructure constraints (including transport).

[1] In this context 'Sompting village' means that part of Sompting which lies outside the Built Up Area Boundary and within the Sompting Conservation Area.

2.13 The National Planning Policy Framework (2012) requires that Local Planning Authorities meet their full, objectively assessed needs (OAN) for both market and affordable housing (as far as is consistent with other policies in the Framework).[2] The most up-to-date work on OAN, and that which is used in this Local Plan, is the Objectively Assessed Need for Housing: Adur District 2015 study.[3]

2.14 This 2015 study uses an updated set of demographic projections, taking account of information including 2012 based Sub-National Population Projections (March 2014) and the 2012 based Household Projections (February 2015). It also takes account of the Government's Planning Practice Guidance published in 2014. This study supersedes all previous Objectively Assessed Need Assessments.[3a]

2.15 The study takes account of a range of factors, including affordability, house prices, rents, overcrowding issues and rates of delivery as well as the demographic projections and factors indicated above.

2.16 In terms of Adur's Objectively Assessed Needs the study recommends the delivery of 291 dwellings per annum (5820 dwellings over the Plan period). This represents 'demand' for new housing.

2.16A 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 bedspaces 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.

Developing a Target for Housing Delivery

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. 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 1st April 2014 – 31st March 2015. The SHLAA identifies all sites which have potential for residential development and determines when they are

[2] See paragraph 47 of the National Planning Policy Framework, CLG 2012.
[3] Objectively Assessed Need for Housing: Adur District 2015. (GL Hearn)
[3a] The capacity assessment in the Housing (Duty to Co-operate Study) 2013 remains relevant.

likely to be developed.[4] It indicates that, on brownfield sites, 291(net) dwellings could be delivered over the Plan period.

2.18 Other sources of housing land have also been carefully considered in order to determine realistic levels of potential supply from previously developed land (PDL or brownfield land) as follows:

- *Housing allocations in the Adur Local Plan 1996* - all the housing allocations identified in the Adur District Local Plan 1996 have been delivered and have not been carried forward into this Plan.

- *Dwelling completions since 1 April 2011* - these are the sites that have been completed since the base date of the Local Plan.[5] **A total of 528 net new homes have been completed between 1st April 2011 and 31st March 2015.**

- *Number of dwellings identified through existing planning permissions (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.[6] **A total of 326 (net) additional homes will be provided through existing planning consents**.

- *Windfall allowance* - 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. **An allowance of 416 homes will be provided from windfall sites[7].**

2.19 In addition, the Shoreham Harbour Regeneration area, a large brownfield site, has been identified as a broad location for development, and this will deliver a minimum of 1100 additional new homes (see Policy 8). Planning consent for 132 of these dwellings has already been granted and this is included in the 'existing commitments' figure; in order to avoid double counting the remaining 968 dwellings to be provided at this location is shown in Table 1 below.

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4 The SHLAA is an important evidence source to inform plan making but does not in itself determine whether a site should be allocated for development.(Planning Practice Guidance – Housing and Economic Land Availability Assessment, CLG March 2014).

5 The figures are updated on an annual basis and are reported in the Council's Annual Monitoring Report which is published in December each year.

6 These sites are identified as commitments at 1 April 2015 in the Housing Land Supply Study produced annually by West Sussex County Council.

7 A windfall allowance has been made for the period 2018-2031 (not 2015-2031). This ensures there is no double counting with sites that currently have planning permission and are likely to be delivered in years 2015- 2018.

2.20 By assessing these various sources of housing supply, Table 1 below demonstrates that 2529 new dwellings can be delivered on brownfield sites during the plan period. This clearly indicates that, when measured against Adur's Objectively Assessed Needs figure of 5820 dwellings over the Plan period, the amount of residential development that can be delivered on brownfield sites results in a considerable shortfall of 3291 dwellings. It has therefore been necessary to allocate greenfield sites.

2.21 An assessment of a number of greenfield sites has been undertaken through the SHLAA**,** Sustainability Appraisal, Sequential and Exceptions Test, and evidence studies taking into account a range of issues and constraints, including biodiversity, flood risk, and landscape.

2.22 Given this evidence, two greenfield sites have been allocated: at New Monks Farm, Lancing which will deliver 600 dwellings (Policy 5), and West Sompting which will deliver 480 dwellings (Policy 6). Together these sites will deliver 1080 dwellings over the plan period. Taking these greenfield sites into account the Plan can deliver 3609 dwellings (180 dpa), leaving a shortfall of 2211 dwellings.

Table 1 – Housing supply over the Local Plan Period 2011-2031

	Number of dwellings
Sources of Housing Supply	
Dwellings completed (net) 2011-- 2015	528
Existing commitments (large and small sites where planning permission has been granted)	326
Sites identified in the SHLAA (net) 2015	291
Windfall allowance	416
Sites to be identified in Local Plan:	
Shoreham Harbour Broad Location	968
New Monks Farm Strategic Allocation	600
West Sompting Strategic Allocation	480
Total Housing Supply (Delivery Target) 2011-2031	3609 (annual target 180)

2.23 Consequently the Local Plan is not able to meet the full, objectively assessed housing needs figure of 5820 dwellings indicated above. The housing target set out in Policy 3 below is therefore a 'capacity-based' figure based on the level of housing that can be delivered within the plan period, having regard to the identified constraints and potential development capacity. The Council continues to work with other local

authorities through the Duty to Co-operate to address the issue of unmet needs. A Duty to Co-operate Statement has been produced to accompany this document.

Policy 3: Housing Provision

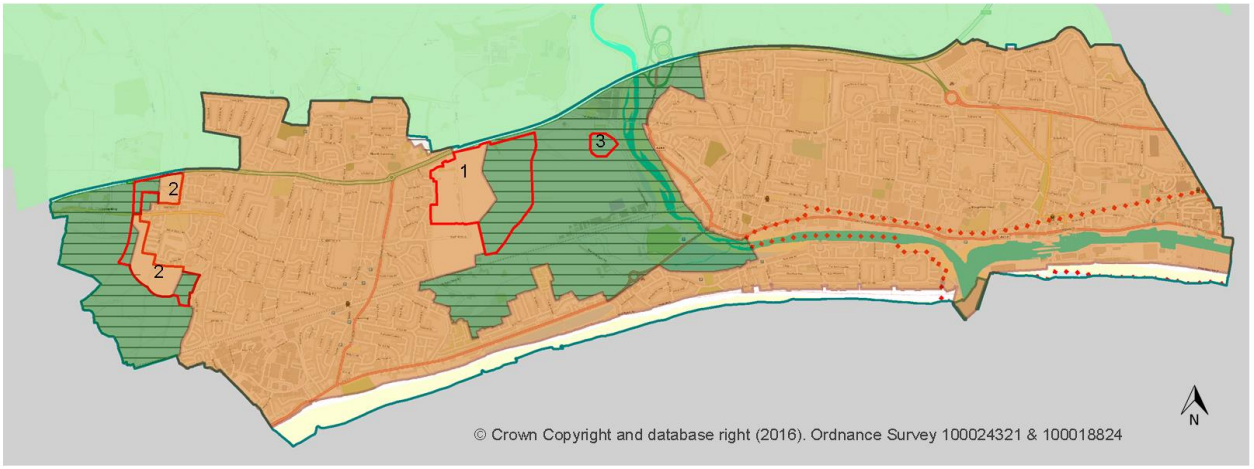
Over the period 2011 – 2031 a minimum of 3609 dwellings will be developed in Adur, as follows:

- **1429 within the built up area of Adur**
- **1100 as part of the Shoreham Harbour Regeneration Area Western Arm**
- **600 at New Monks Farm**
- **480 at West Sompting**

2.24 The figures in Policy 3 above equate to an annual target of 180 dwellings per year over the 20 year plan period.

2.25 Please note that policies elsewhere in this Plan will also apply to the strategic allocations below.

Map 1: Site Allocations



Key

- Adur Local Plan Boundary
- Proposed Local Green Gap
- Countryside
- Proposed Built Up Area (BUA)
- South Downs National Park
- River Adur
- Strategic Site Allocations
- Shoreham Harbour Regeneration Area (Broad Location)
- 1. New Monks Farm
- 2. West Sompting
- 3. Shoreham Airport

EMPLOYMENT AND ECONOMY: PLANNING FOR ECONOMIC GROWTH

The Situation Today

2.26 Adur's economy is closely related to those of Brighton & Hove and Worthing. Just under 44%[8] of working residents in Adur actually work within Adur district. Between 2010-2011 there was net daily out commuting of 1294 people from the district to Worthing and 3538 to Brighton & Hove,[9] reflecting the area's close proximity to larger employment centres. Job densities in the district are low - as of 2012, Adur had a job density of 0.63 (a ratio of jobs to population of working age) which is significantly below the national figure of 0.81.[10] Therefore there is a need for more employment land to be provided in Adur to help redress this balance.

2.27 The public services sector provides the largest number of jobs in Adur (24% 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 (22%), financial and other business services (17%), 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.[11]

2.28 Relative to the wider sub-region (Brighton-Adur-Worthing) and the South East as a whole, a high proportion of commercial floorspace in Adur is industrial (41% compared to 30% across West Sussex and 28% across the South East). A third of industrial floorspace in the Adur-Brighton-Worthing area falls within Adur District compared to 25% of warehouse floorspace and just 6% of office floorspace. There is a relatively low level of office floorspace in the District, which makes up 10% of commercial floorspace compared to 25% across the Adur-Brighton-Worthing area and 20% across the South East.[12]

2.29 In commercial terms, Adur is primarily an industrial location (for industrial and warehouse floorspace) and does not currently have a particularly well developed office market, influenced partly by its proximity to Brighton which is an established office centre.[13] Although the manufacturing sector in Adur has been performing relatively well, traditional manufacturing across the region has generally been in decline in recent years and this trend is set to continue. Therefore, it is important that a range of employment land and premises are provided in Adur to help strengthen the economy.

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8 This figure includes those that work in the Adur District (23.6%), those that work from home (10.3%), and those that have no fixed place of work (10.2%).
9 2011 Census.
10 NOMIS.
11 Experian 2013.
12 Adur Employment Land Review 2014.
13 Adur Employment Land Review 2014.

2.30 The recent economic downturn has not had a significant impact on Adur's economy. Although the number of jobs declined by approximately 400 during the recession, the district has since recovered and job numbers are back to pre-recession rates (approximately 22,000 jobs).[14]

2.31 This Local Plan seeks to facilitate and deliver long-term sustainable economic growth, working in conjunction with relevant partners. This will be vital in securing positive outcomes for local residents and the community in general, in terms of increasing the number and types of jobs available, reducing out-commuting, and encouraging investment back into the local economy.

Adur in the wider sub-regional economy

2.32 The Coast to Capital Local Economic Partnership (LEP) extends as far north as Croydon and includes Chichester at its western end and Brighton & Hove and Lewes at its eastern end. The LEPs carry out some of the responsibilities of the previous Regional Development Agencies, setting out economic priorities for their relevant area, but it will be the responsibility of the Local Authorities to determine many of the 'larger than local' strategic issues. Within this context, the Coastal West Sussex Partnership brings together Adur, Worthing, Arun, Chichester, Horsham and Mid-Sussex districts with partner organisations within the functional economic area to identify priorities and opportunities to improve local economic conditions. The Coastal West Sussex Partnership, along with the other economic partnerships in the County (Gatwick Diamond and Rural West Sussex), will deliver some of the LEP priorities. The Coastal West Sussex authorities experience similar problems in terms of access on key routes, pockets of deprivation, a limited supply of employment land, many people in low paid jobs, and many residents 'having low skills. These problems are very much apparent within Adur.

The Strategic Economic Plan and Growth Deal for the Coast to Capital LEP

2.33 The Strategic Economic Plan 2014 (SEP) for the Coast to Capital LEP sets out ambitions for sustainable economic growth; investments and proposals for realising these ambitions; the proposed Growth Deal with Government and the Local Growth Fund Investment required to 2020/21. The vision of the LEP is to 'deliver exceptional growth and productivity gains to deliver economic performance to rival the best in Europe and the rest of the world'. The SEP sets out a 6 year programme of investment in business critical infrastructure including, amongst other things, transport and flood defences with the aim of

[14] Adur Employment Land Review 2014.

creating 60,000 new jobs, 26,000 new homes and 970,000 sqm of new employment floorspace in the region.

2.34 The SEP identifies the Shoreham area as one of the strategic locations for growth. It builds on the Greater Brighton City Deal (see below) and links the delivery of employment growth and new housing across Shoreham Harbour, Shoreham Airport and linked strategic housing allocations in this Local Plan. 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 the Western Harbour Arm). Transport infrastructure represented the single largest element of the bid.

2.35 In the summer of 2014, the LEP secured a total of approximately £202m from the Government's Local Growth Fund to support economic growth in its area which will bring forward at least £240m of additional investment from local partners and the private sector. For Shoreham, the Local Growth Fund awarded £9.5m for flood defence projects and £13.78m for the Shoreham Area Transport Package (which includes Shoreham Airport). Further investment is also committed by the LEP to 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).

City Deal

2.36 City Deals are agreements between Government and a city that give the city control to:

- take charge and responsibility of decisions that affect their area
- do what they think is best to help businesses grow
- create economic growth
- decide how public money should be spent

The Greater Brighton City Deal, awarded in 2014, is formed by the local authorities of Brighton & Hove City Council, Adur District Council, Lewes District Council, Mid-Sussex District Council and Worthing Borough Council, working together.

2.37 Through this agreement the Greater Brighton Region aims to prioritise economic growth supporting the delivery of the Coast to Capital LEP's Growth Strategy and the Government's Plan for Growth. The approach is to make the most of creative talent in core technologies linked to university specialisms. The ambition is to increase GVA, the number of people employed and productivity by:

- Developing a network of growth centres, linked to universities

- Develop a bespoke City Region skills system responsive to the needs of high technology, service innovation businesses
- Test and extend new models of business and innovation support linked to growth centres.

2.38 Shoreham Harbour and Shoreham Airport are identified as growth centres which will focus on environmentally driven technologies.

West Sussex Economic Strategy

2.39 The West Sussex Economic Strategy (led by West Sussex County Council) covers the period 2012 – 2020 and sets out a high-level approach to supporting sustainable economic growth in the county. Key elements of this strategy include the need to ensure the best use of land and property to support a sustainable economy.

Adur Employment Land Review 2014

2.40 An Employment Land Review (ELR) Update was produced for Adur in 2014. This report noted that the supply of land and premises for employment in Adur is very constrained and, on the whole, of relatively poor quality. It identified a clear need for additional high quality sites to meet market demand.

2.41 Based on updated forecasts and past employment development trends, the ELR recommends that the Local Plan should make provision for the following scale of change in employment floorspace (in net terms) over the 2011-31 period:

- B1a/b (Office and Research and Development): Demand for an additional 15,000 to 20,000 sqm net;
- B8 (Warehouse): Demand for an additional 35,000 to 40,000 sqm net.

2.42 The ELR recommends the following strategic sites to help meet this demand:

- Shoreham Airport
- Shoreham Harbour
- New Monks Farm

Delivering a Flexible Economy

2.43 Although B class activities are traditionally vital to the local economy, other employment generating uses such as retail, leisure and service industries also make a significant contribution to the economy. These will be focussed in town centres and other locations within the Built Up Area Boundary.

2.44 The strategic sites outlined in the policy below will meet a significant amount of the demand for employment uses in Adur:

- Shoreham Airport– planning positively for aviation and non-aviation employment generating uses within a high-quality business environment (see Policy 7).

- Shoreham Harbour – by facilitating the relocation of existing employment uses that wish to move in order to expand, modernise or operate in a more appropriate area, new opportunities will be created for B1 office space, plus other appropriate employment-generating uses (See Policy 8).

- New Monks Farm – delivery of appropriate employment generating uses as part of a mixed use development incorporating residential and community uses (See Policy 5).

2.45 It is unlikely that the above strategic sites and other key existing employment areas will meet the full projected demand for new employment floorspace in Adur as identified in the Employment Land Review (2014), as there is limited capacity due to a number of environmental constraints already set out in this Plan. As a result, the Council is working with neighbouring authorities to help meet the employment needs of the area under the Duty to Co-operate.

Policy 4: Planning for Economic Growth

To facilitate regeneration and ensure a sustainable economy, a total of approximately 41,000 square metres of land will be allocated for appropriate employment generating uses in Adur up to 2031 at the following locations:

- **Shoreham Airport (approximately 15,000 sqm)**
- **New Monks Farm (approximately 10,000sqm)**
- **Shoreham Harbour Regeneration Area (approximately 16,000 sqm within Adur)**

These allocations will provide a range of employment sites in terms of locations and sizes, and provision will be made within these allocations for a range of accommodation types.

Further economic development at the site to the north of the airport, currently occupied by Ricardo, will be supported subject to other policies in this Plan.

In addition to the above provision, additional employment floorspace will also be achieved through redevelopment, intensification, change of use to employment, and provision of new employment sites. The majority of this floorspace will be provided within the town centres and the main existing employment areas.

Outside of designated employment areas, where new development for, or extensions to B1, B2 and B8 uses is proposed, such applications will only be permitted where it is demonstrated they will not have an unacceptable impact on adjacent residential properties and they comply with other policies in this Plan.

Criteria for the identification and provision of new employment floorspace will include the need to provide a variety of new business premises including small and medium sized premises, the need to meet the modern needs of businesses in terms of floorspace, security, quality of environment, good access and services, and ensuring there are no conflicts with neighbouring uses.

STRATEGIC ALLOCATION: NEW MONKS FARM

2.46 This is a large site which can incorporate a mix of uses, including employment-generating floorspace (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 the opportunity for the provision of land for a new primary school to meet needs from the local area, with potential for expansion in the future. The site could potentially accommodate 600 dwellings and will need to address landscape, drainage and biodiversity issues as indicated below. Development at this site will require a new access onto the A27 which would also help unlock further development at Shoreham Airport (see Policy 7).

2.47 A Landscape and Ecological Survey of Key Sites Within Adur was undertaken in 2012 followed by a Landscape Study Update and Landscape Sensitivity Assessment in 2015. The latter states that the New Monks Farm landscape character area (that area proposed for built development) has a medium-low overall landscape sensitivity. The Saltworks area (that area primarily proposed for the country park) has a medium overall landscape sensitivity. The 2015 study also states that the 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 Local Green Gap. However, the 2012 study states 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 (2012), including strategically sited blocks of woodland, need to be incorporated into the design of development at New Monks Farm.

2.48 The most important biodiversity habitats on the site, as identified by the Landscape and Ecological Survey (2012), 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 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 also has potential to support a range of protected, rare/notable and BAP species and should also be retained, and where possible enhanced. A Landscape/Green Infrastructure Strategy should be produced and implemented to ensure that the site provides multi-functional benefits such as biodiversity, recreation and flood mitigation.

2.49 Options for a new access onto the A27 have been explored. The preferred site for a proposed roundabout is centrally located between New Monks Farm and Shoreham Airport, with a reconfigured access at Sussex Pad. The relevant parties are working with Highways England to ensure that an acceptable access solution is achieved.

2.50 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**,** the roundabout 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.

2.51 Before the new access onto the A27 is delivered, improvements would need to 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 would need to be restricted to a maximum of 250 dwellings in order to avoid adverse impacts on the existing residential area. To minimise the impact of cars on local roads both within and adjacent to the proposed development, travel by foot, bicycle and bus will be encouraged. On completion of the new A27 access, the existing accesses from the site onto Grinstead Lane will be restricted to buses and emergency vehicles only.

2.52 Mitigating the impact of new development on the congested A27/Grinstead Lane (North Lancing roundabout) junction will be vital. Prior to the submission of any planning application for New Monks Farm, a full Transport Assessment will be required to look at access onto, and impact on local roads, as well as off-site impacts on existing junctions along the A27. This assessment will need to demonstrate how the development will help deliver the necessary mitigation measures.

2.53 The site is predominantly located in Flood Zone 3a with parts in Flood Zones 1 and 2. However it has, in accordance with the guidance set out in the National Planning Policy Framework, passed both the

sequential and exceptions tests.[15] Parts of the site are at risk from surface water flooding, particularly the northern section, and the site is also susceptible to ground water flooding. Any application will have to demonstrate that current flood risk from all sources is mitigated, that flood risk to other areas is not increased and that where possible flood risk overall is reduced. The developer will need to work with Adur District Council, West Sussex County Council and the Environment Agency 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.

2.54 Although the construction of the Shoreham Adur Tidal Walls is not essential for development to take place at New Monks Farm, this scheme will help to reduce tidal flood risk on the site.

2.54A 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.

2.55 The proposed New Monks Farm site lies within the Mash Barn ward, which suffers from deprivation in terms of education.[16] The Index of Multiple Deprivation 2010 found that Mash Barn was the 12th most deprived ward in West Sussex.

2.56 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 the northern part of the site is adjacent to the A27. A noise assessment will be required with appropriate mitigation where necessary.

2.57 As indicated in Part Four of this Plan, the Coastal West Sussex Gypsy and Traveller Accommodation Assessment (2013), updated in 2014, has indicated that there is a requirement for 4 Gypsy and Traveller pitches and one Travelling Showpeople plot in Adur (outside of the National Park). Due to the limited opportunities available, the study

[15] See the Sequential and Exceptions Test for the Adur Local Plan.
[16] Adur and Worthing Community Profile 2014.

recommends that consideration is given to meeting this requirement within the proposed strategic allocations.

2.58 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 will be 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.

Policy 5: New Monks Farm, Lancing:

Land at New Monks Farm (within the area shown on Map 2) will be allocated for mixed use development comprising:

- **600 homes, 30% of which are to be affordable, providing a mix of types and tenures in accordance with identified needs.**
- **A community hub.**
- **1 hectare of land to accommodate a 1-form entry primary school, with additional land for expansion to 2-form entry in the future.**
- **Approximately 10,000sqm of appropriate employment-generating floorspace.**
- **Suitable access onto the A27 in agreement with Highways England.**
- **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/Grinstead Lane (North Lancing roundabout) junction.**
- **Provision of sustainable transport infrastructure including improved public transport and cycle, pedestrian and equestrian links to Lancing, Shoreham-by-Sea and the South Downs National Park.**
- **Site-specific travel behaviour initiatives which encourage sustainable modes of transport. (This should include a package of travel behaviour initiatives such as residential and workplace travel plans).**

The Withy Patch Gypsy and Travellers site should be relocated and increased in size. The new site should be built at a higher level to reduce flood risk and to take the site out of Flood Zone 3. This will enable the provision of additional pitches in the future to meet identified needs.

Improved access across the A27 to the South Downs National Park for pedestrians, cyclists and equestrians must be provided.

Developers will need to work with Adur District Council, West Sussex County Council and the Environment Agency to ensure that tidal and fluvial flooding as well as surface water and groundwater flooding are adequately mitigated without worsening flood risk elsewhere. 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.

As part of a Landscape Strategy/Green Infrastructure Strategy for the site, the following are to be delivered:

- **Ecological enhancements in the north-west corner of the site in order to address the safeguarding and enhancement of biodiversity assets.**
- **Retention and enhancement of the existing network of water bodies on site for drainage and ecological benefits.**
- **Open space and recreation areas (to include children's play areas) located within the development, and provision for formal sports, in accordance with Council standards.**
- **A Country Park and informal recreation (approx. 28 hectares).**
- **Strategically sited areas of woodland to the north and east of the development area to provide a distinctive 'green edge', screening views of the new development.**

A number of assessments will also be required at the planning application stage. These will include:

- **A desk-based assessment and, where necessary, a field evaluation of archaeological assets which should be undertaken before determination of any application. Reference should be made to the West Sussex Historic Environment Records.**
- **A site wide landscape and ecological management plan to be produced and implemented to the satisfaction of the local planning authority to ensure the long-term maintenance of retained and newly created on-site habitats.**

Appropriate mitigation of any issues raised through these assessments is to be delivered.

The development of this site, the location and layout of built development, green infrastructure and other landscaping is to be based on the following principles and site-specific requirements:

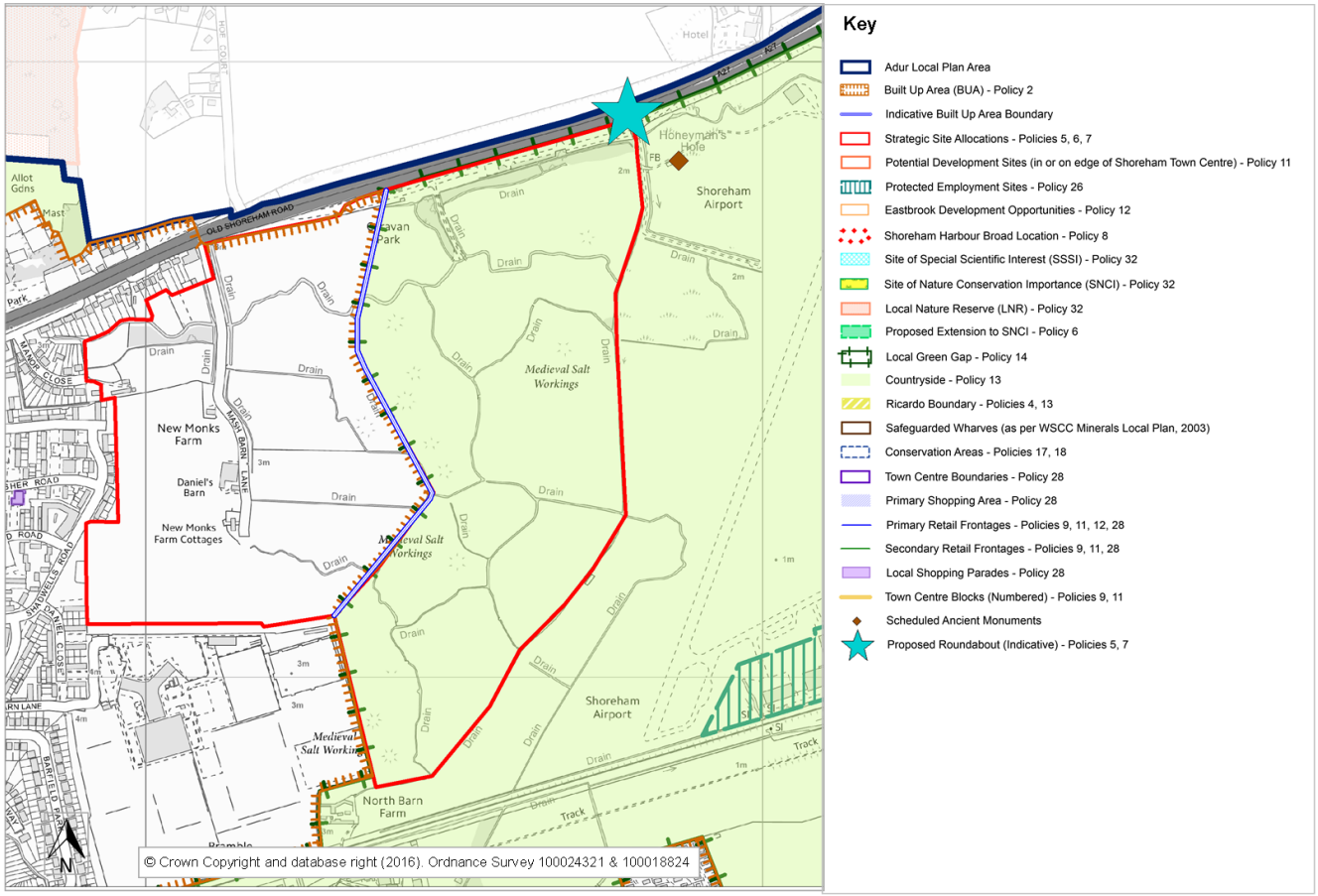
- **Development must respect the landscape of the surrounding countryside and the South Downs National Park.**
- **Affordable housing is to be distributed throughout the development.**
- **The development is to be connected to sewerage and water distribution networks at the nearest points of adequate capacity, as agreed with Southern Water.**

Development will be phased in order to:

- **Ensure the Withy Patch Gypsy and Travellers site is relocated prior to the construction of the new roundabout access onto the A27.**
- **Ensure delivery of a new A27 access at an appropriate stage of development.**
- **Facilitate use of the community hub and primary school at a stage to be agreed with West Sussex County Council and Adur District Council.**

Infrastructure requirements are to be secured through CIL/ s106/planning conditions as appropriate.

Map 2: Proposed Allocation at New Monks Farm (Extract from Policies Map)



STRATEGIC ALLOCATION: WEST SOMPTING

2.59 This site is comprised of two parcels of land (previously referred to as Sompting North, which lies between the A27 and West Street, and Sompting Fringe, south of West Street) within one ownership, adjacent to the built up area of Sompting.

2.60 These two sites form a single allocation for the development of 480 dwellings along with new open space, a community growing space, provision for a community facility, and a new nature conservation area immediately to the north of Cokeham Brooks Site of Nature Conservation Importance (SNCI). In addition a pedestrian and cycle access across the gap will be delivered to facilitate access to East Worthing. This will require joint working between the site developers, Worthing Borough Council (as the pathway will cross land owned by Worthing Borough Council) and West Sussex County Council.

2.61 The land is principally in arable use (Grade 2 and 3b agricultural land) and adjacent to the south-east boundary of the site lays the Cokeham Brooks SNCI. This consists of an area of reedbeds and tall fern which is crossed and bordered by wet ditches. It is of considerable importance for wildlife as an area of semi-natural habitat which is especially valuable for birds such as warblers and starlings. The existing SNCI will be retained and enhanced, and enhancements made to the buffering habitat north of the SNCI. Opportunities to extend the SNCI designation to cover the northern buffering habitat will be investigated, as will the possible creation of public access to the site. A management plan will also be required to benefit the SNCI.

2.62 A 'Landscape and Ecological Survey of Key Sites Within Adur was undertaken in 2012, followed by a Landscape Sensitivity Assessment in 2015. The Sensitivity Assessment states that the Sompting Fringe area (Loose Lane Fields Landscape Character Area) is an exceptionally open arable landscape with an expansive scale and long views, and makes an important contribution to the Local Green Gap. It is assessed as having a 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 (2012) sets out a number of proposals to minimise the impact of development on the landscape. This includes, amongst other things, a number of tree clump 'islands' to soften the built edge of the development and provide a visual screen at key visually sensitive locations, and additional planting in hedgerows along the western boundary.

2.63 The Sensitivity Assessment also assesses the Sompting North area (NW Sompting Fringe) and states that only the southern part 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 overall landscape sensitivity.

2.64 In terms of biodiversity, the Sompting North site is dominated by improved grassland which generally has low ecological value. The most important biodiversity habitats in the immediate area are along the 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.[16a]

2.65 A Playing Pitch Strategy produced for Adur & 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 & 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.

2.66 Access to the southern part of the site will be via Loose Lane, together with a new access from West Street which would run along the western boundary of Sompting Fringe. This will give priority to traffic going to/ from the development. Access to the northern part of the site will be via Dankton Lane.

2.67 Traffic from this site will have to pass through two congested junctions - the A27/Grinstead Lane (North Lancing roundabout) junction, and A27 Sompting Bypass/ Upper Brighton Road (Lyons Farm). Potential mitigation measures have been identified and will need to be delivered as part of the development. In addition, any local road improvements affecting Sompting Village Conservation Area must respect its historic character.

2.68 West Street experiences traffic problems, in part caused by westbound traffic 'rat running' to bypass congestion on the A27. There is an existing traffic calming scheme on West Street and Upper Brighton Road. However, further traffic management is likely to be required on this route. This is likely to involve extending the traffic calming measures to the east and intensifying existing measures.

[16a] The West Sompting allocation does not include Malthouse Meadows.

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 including Dankton Lane, and will need to demonstrate how the development will deliver any necessary mitigation measures and address impacts on air quality. This should consider any impacts on the Worthing Borough Council Air Quality Management Area No.2.

2.70 The site lies predominantly within Flood Zone 1 with small areas in Flood Zone 2, 3a and 3b. Parts of the site are at risk from surface water flooding, particularly the southernmost part. The site is also susceptible to ground water flooding. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site but that flood risk will not be worsened elsewhere. Opportunities to improve flood risk in the area should also be sought where possible.

2.71 The layout will also need to take account of the high voltage power lines which run north-south through part of the site.

2.72 A Neighbourhood Plan is being prepared for Sompting. There is potential for certain aspects of the West Sompting allocation – for example, design and the layout of open spaces - to be addressed through this process.

Policy 6: Land at West Sompting

Land at West Sompting (within the area shown on Map 3) will be allocated for residential development comprising:

- **Approximately 480 dwellings at West Sompting, of which 30% of the total are to be affordable homes to provide a mix of types and tenures in accordance with identified needs.**
- **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/ A2025 Grinstead Lane junction, A27 Sompting Bypass/ Upper Brighton Road (Lyons Farm junction) and enhancement of the traffic calming scheme in West Street.**
- **Provision of sustainable transport infrastructure including improved public transport.**
- **Working with Worthing Borough Council and West Sussex County Council, a public right of way will be delivered to provide a link to Worthing across the Local Green Gap.**

- A package of site-specific travel behaviour initiatives to encourage sustainable modes of transport. (This should
- include travel behaviour initiatives such as residential travel plans).
- Footpath improvements along West Street.
- Provision for a community facility.
- A financial contribution towards the provision of education facilities.

Developers will need to work with Adur District Council, and West Sussex County Council 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.

As part of a Landscape Strategy/Green Infrastructure Strategy for this site, the following are to be delivered:

- A nature conservation area north of the existing Cokeham Brooks SNCI;
- A community growing space/ orchard;
- A landscaped buffer alongside the western boundary of the development;
- Open space and recreation areas (to include children's play areas located within the development) in accordance with Council standards; and
- Provision of playing pitches to help meet Adur's specific playing pitch needs.

The development must safeguard and enhance the Cokeham Brooks Site of Nature Conservation Importance.

A number of assessments will also be required at the planning application stage. These will include:

- A desk-based assessment and, where necessary, a field evaluation of archaeological assets which should be undertaken before determination of any application. Reference should be made to the West Sussex Historic Environment Records; and
- A site wide landscape and ecological management plan to be produced and implemented to the satisfaction of the local planning authority to ensure the long-term maintenance of retained and newly created on-site habitats.

Appropriate mitigation of any issues raised through these assessments is to be secured.

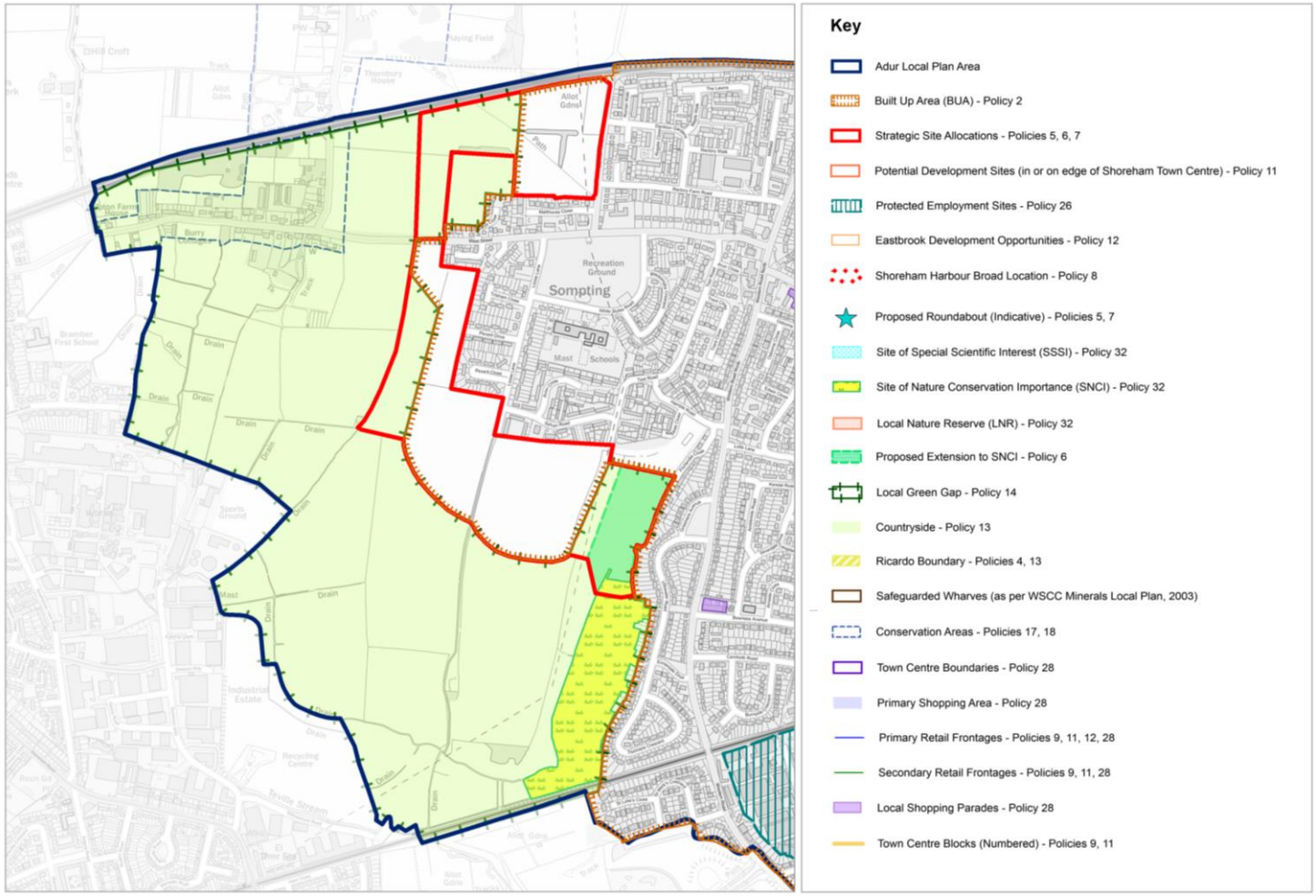
The elements identified above, and any other infrastructure requirements are to be secured through CIL/s106/planning conditions as appropriate.

The development of this site, the location and layout of built development, green infrastructure and other landscaping is to be based on the following principles and site-specific requirements:

- **Development must respect the landscape of the surrounding countryside and South Downs National Park, and the historic character of Sompting Conservation Area.**
- **Affordable housing is to be distributed throughout the whole development site.**
- **The development is to be connected to sewerage and water distribution networks at the nearest points of adequate capacity, as agreed with Southern Water. This site will require new and improved water mains. The existing sewerage infrastructure present on and crossing the site must be protected, and future access secured for operational, maintenance and upsizing purposes.**

All elements are to be secured through s106/planning conditions.

Map 3: Proposed Allocation at West Sompting (Extract from Policies Map)



SHOREHAM AIRPORT

2.73 Small regional airports, such as Shoreham Airport, play a valuable role in the local economy. 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. Shoreham Airport is an important part of Britain's aviation heritage, a key business centre and a popular visitor attraction. The art deco Terminal Building at the Airport is Grade II* Listed. There is also a Grade II Listed aircraft hangar adjacent to the Terminal Building, a World War II 'dome trainer' designated as a Scheduled Ancient Monument close to the northern edge of the airfield, and pillboxes on the west bank of the River Adur.

2.74 The Adur Employment Land Review Update (2014) states that Shoreham Airport represents a key opportunity for economic development and growth as it can attract high value-added activities, capitalising on the existing business cluster and key high profile employers, such as Ricardo. The site also benefits from an attractive environment and relatively good access from the A27. New development will help support the airport function in the long-term.

2.75 Proposals to restore the terminal building and to secure additional commercial development (a total of 5430 sqm) and hangar floorspace close to the terminal building (involving the demolition of the municipal hangar) were proposed and a planning application was submitted in 2007. However, prior to a decision being made on the planning application, the municipal hangar building (proposed for demolition as part of the planning application) was listed by English Heritage (now Historic England). Subject to heritage issues being resolved, the proposed additional floorspace provided as part of this application at the Airport is supported in principle by Adur District Council.

2.76 On the basis of recent landscape and capacity work as well as further consideration of operational issues at the Airport, the Council considers that there is potential to provide approximately 15,000 sqm of employment generating floorspace in the north east corner of the airport without significant impacts on the open character of the area between Shoreham and Lancing and key views to and from the South Downs National Park, as well as Airport operations. However, this is dependent on new development being sensitively sited and designed.

Key Issues to be Addressed

2.77 New development at the Airport will result in a need for improved access from the A27; 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. The preferred site for a proposed roundabout is centrally located between New Monks Farm and Shoreham Airport, with a reconfigured access at

Sussex Pad. The relevant parties are working with Highways England to ensure that an acceptable access solution is achieved.

2.78 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. The roundabout 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.

2.79 Measures will be required to improve linkages and connectivity to encourage sustainable transport modes. There is also an opportunity to secure improved rights of way to the surrounding residential areas of Shoreham-by-Sea and Lancing as well as to Shoreham town centre.

2.80 Shoreham Airport is currently located within Flood Zone 3b (functional floodplain). The airport is at risk from tidal and fluvial flooding and has a high susceptibility to groundwater flooding. There are also potential surface water flooding issues but these are less significant. The construction of the Shoreham Adur Tidal Walls Project led by the Environment Agency will reduce the likelihood of tidal and fluvial flooding at the airport and would result in a change to the Flood Zone of the airport from 3b to 3a (high probability). This change will facilitate the allocation of approximately 15,000 sqm of employment floorspace at Shoreham Airport to be constructed. The allocation is therefore dependent on the construction of the tidal walls. Subject to planning approval, construction of the tidal walls will commence in 2016 and is likely to be completed in 2018.

2.81 The Adur Landscape Sensitivity Assessment (2015) states that the completely flat, open and ordered airport landscape contrasts with the natural curve and textured pattern of the River Adur and its mudflats alongside. The area makes a strong contribution to the impression of open, extensive greenspace in the Lancing-Shoreham Local Green Gap, enhancing the sense of separation between Shoreham and Lancing and providing a striking landscape setting for the lower stretches of the River Adur as it winds towards the sea. The study assesses the overall landscape sensitivity of Shoreham Airport as high.

2.82 It is essential that the open character of the area is retained and key views are protected. These views are obtained from viewpoints within the South Downs National Park such as Lancing Ring and Mill Hill to the airport and Terminal Building, the Grade I Listed Church of St Nicolas and the Old Tollbridge, as well as key local views across the Local Green Gap and up to the Downs and Lancing College from the well-used paths running north-south on both sides of the River Adur.

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 any new access to the Airport.

2.84 The Airport is located adjacent to the Adur Estuary Site of Special Scientific Interest (SSSI) and the airport itself provides a supporting role in terms of wintering/wading birds including lapwings and skylarks. It is essential that any new development at the Airport does not impact on the SSSI and opportunities should be taken to improve the SSSI where possible as well as biodiversity within the airport site itself. Ecological enhancements will be sought through all aspects of development on this site (for example green roofs etc.) to take into account visual sensitivities of the landscape and offer biodiversity opportunities.

2.85 There is an existing Section 52 agreement for the airport which restricts development outside of the existing developed area at the south of the airport. This agreement will be amended to allow development to take place within the area allocated in this plan.

Policy 7: Shoreham Airport

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)/ hangar uses, will be provided on the north-eastern side of the Airport.

New development at the Airport must be designed to minimise its impact on the landscape as well as on the open nature of the Shoreham-Lancing Local Green Gap. Key views must be retained, and any impacts on the historic character of the Airport and the historic assets within it must be minimised. A Development Brief will be required to address these issues.

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.

A package of site- specific travel behaviour initiatives to maximise opportunities to encourage sustainable modes of transport will be required. (This should include travel behaviour initiatives such as workplace travel plans). These initiatives will include improvements to adjacent footpaths, cycle ways and bus

transport, linking the Airport to the A259 coast road and Shoreham town centre. A travel plan will need to accompany any future planning application at the site, detailing sustainable transport measures to reduce the impact of development on the highway network.

Due to the current Flood Zone 3b (functional floodplain) designation at the Airport, no development shall take place within the allocated area until the relevant section of the Shoreham Adur Tidal Walls on the west bank has been completed. In addition, flood mitigation measures will need to be incorporated into the development in order to further reduce flood risk. 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.

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. Ecological enhancements should be incorporated as an integral part of the development.

A number of assessments will also be required at the planning application stage. These will include:

- **A desk-based assessment and, where necessary, a field evaluation of archaeological assets which should be undertaken before determination of any application. Reference should be made to the West Sussex Historic Environment Records; and**
- **A site wide landscape and ecological management plan to be drawn up and implemented to ensure the long-term maintenance of retained and newly created on-site habitats.**

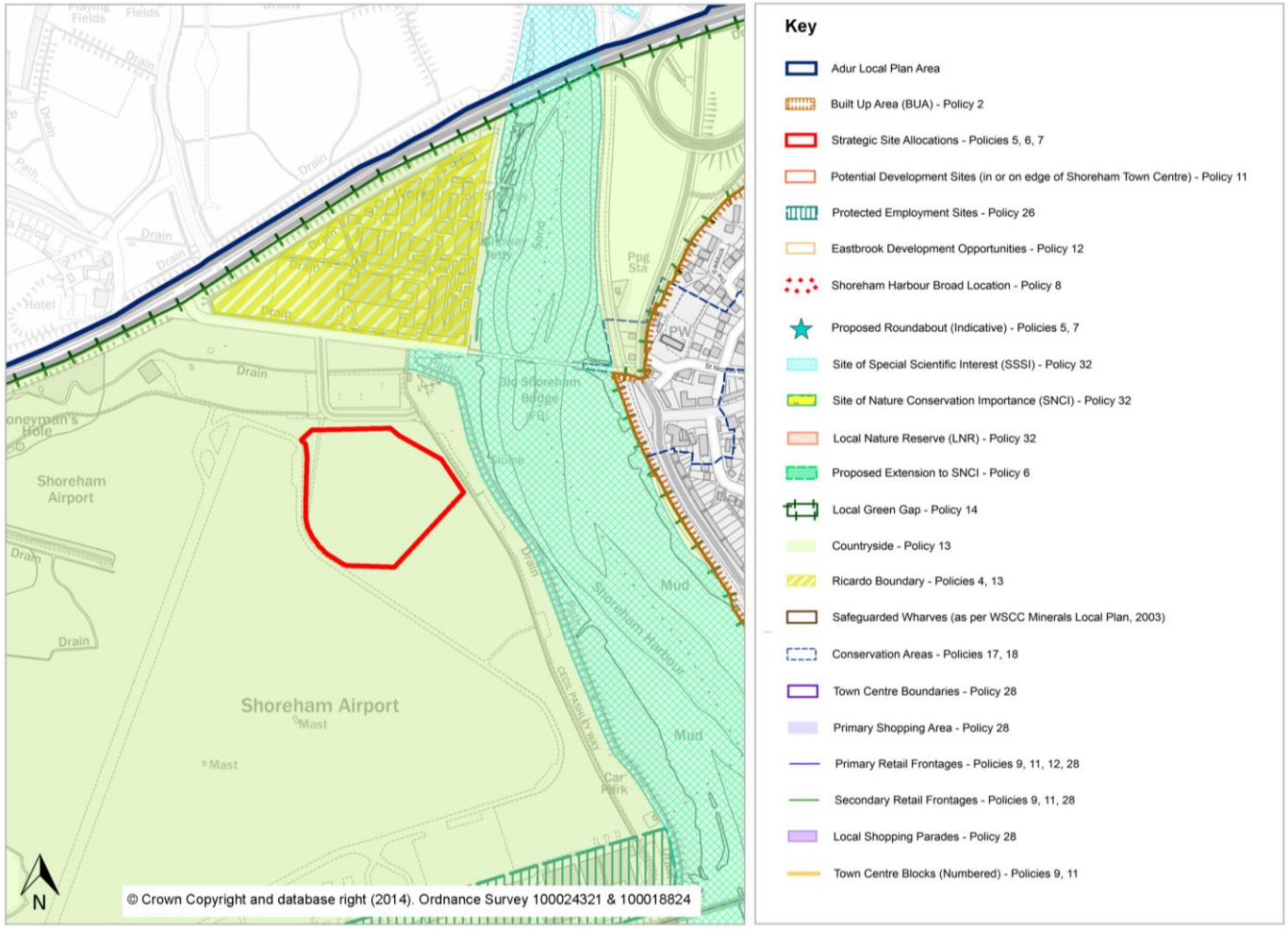
Any new development at the airport must not jeopardise the runway use or airport operations.

Within the existing developed area located at the southern end of the Airport, 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. Appropriate aviation-related training uses will also be supported. However, training which

does not require access to operational facilities will not be supported in airside locations.

Infrastructure requirements are to be addressed through s106/ planning conditions as appropriate.

Map 4: Proposed Allocation at Shoreham Airport (Extract from Policies Map)



SHOREHAM HARBOUR REGENERATION AREA: BROAD LOCATION POLICY

2.86 Shoreham Harbour Regeneration Area is identified in this Local Plan as a broad location for change (see Policies Map). To maximise the opportunities offered by this diverse waterfront location the Council is working as part of the 'Shoreham Harbour Regeneration Partnership' (jointly with Brighton & Hove City Council, West Sussex County Council and the Shoreham Port Authority) to prepare a Joint Area Action Plan (JAAP) to guide the revitalisation of the area. The JAAP will contain detailed proposals as to how the area could be developed up to 2031 and a planning framework to guide investment and delivery. Approximately 1,100 new dwellings and 16,000 sqm of employment generating uses are promoted within the Shoreham Harbour Regeneration Area within Adur District during the plan period to 2031.

Context

2.87 Shoreham Harbour is an attractive location benefitting from a natural coastal setting and accessible waterfront environment. The harbour stretches for five kilometres of waterfront bounded to the north by the A259 south coast road, the West Coastway railway line and the coastal communities of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishersgate, South Portslade and Hove. The harbour occupies a strategic economic location in the south-east region with Brighton and Shoreham-by-Sea readily accessible by quick road and rail journeys and Gatwick Airport and London within an hour away.

2.88 The harbour boasts a wealth of maritime history dating back to Roman times. It has a rich and diverse landscape including the Adur Estuary SSSI, historic landmarks including Shoreham Fort and Kingston Beach lighthouse, a number of established residential communities and Shoreham Port as a highly engineered, operational environment.

2.89 Given the sensitivities of the area in terms of its environmental designations, heritage features, coastal location and its function as a working port, it is important that the area is planned comprehensively through the JAAP process.

2.90 Working closely with the Port Authority there is an opportunity to bring underused sites back in to active use for new employment and housing developments, raise the quality of community spaces and improve waterfront access. The development plans for the harbour are driven by an underperforming coastal economy, the need for port modernisation and consolidation and the increasing challenge of finding strategic growth sites given the physical constraints of the sub-region.

2.91 The aims of the plans for Shoreham Harbour over the next 15-20 years are:

- To maximise the potential of Shoreham Harbour for the benefit of existing and future residents, businesses, Port users and visitors through a long term regeneration strategy.
- To deliver a series of appropriately located, high quality, sustainable, mixed-use developments including new housing, employment space, leisure opportunities, improved public realm and associated infrastructure including flood defences and measures to encourage the use of sustainable transport.
- The consolidation and enhancement of the operations of Shoreham Port, recognising the vital role it will continue to play in the local economy.

2.92 This policy applies to the areas of the harbour that fall within Adur District. There is a similar policy in the Brighton & Hove City Plan (Policy DA8) which covers the areas that fall within Brighton & Hove.

Background

2.93 The regeneration of Shoreham Harbour has been an objective of the local authorities and the Port Authority for a number of years. In 2006, a re-appraisal of a previous regeneration project (known as "Shoreham Maritime") by the South East England Development Agency (SEEDA) and the Shoreham Port Authority concluded that a comprehensive mixed-use scheme covering a wider area than just the Port itself and providing up to 10,000 homes and 8,000 jobs could be viable.

2.94 These aspirations for a Shoreham Harbour Regeneration Area were subsequently identified in the (now revoked) Regional Spatial Strategy for the South East (May 2009) (known as the South East Plan). This indicated the Sussex Coast as a priority area for regeneration (SCT2) and specifically identified Shoreham Harbour as a Growth Point (SCT1). The harbour was one of three sites in Adur District described as requiring coordinated action to unlock economic development potential (Policy SCT3). An interim figure for testing of up to 10,000 dwellings was identified subject to feasibility analysis.

2.95 Since this time technical studies have concluded that the capacity of the harbour to deliver new housing land is significantly less than 10,000 dwellings. This is mainly due to the high costs of reclaiming land from the sea (that would have enabled additional development space to be accommodated) not being financially viable. There were also concerns about the impact on coastal processes, environment and character of the local area as well as loss of employment land that would have been required to accommodate that level of housing. The current level and mix of development being proposed is a more viable proposition with the realistic potential of being delivered within the plan period.

Technical evidence underpinning the scale of development will be outlined in detail in the emerging JAAP.

2.96 The release of sites at the harbour for redevelopment is a long term process which requires careful management. The successful delivery of the JAAP proposals will be dependent upon the ability of the local authorities to work positively with existing site owners and businesses during this period of transition. There is a strong commitment from the Partnership to ensure that any release of sites is backed up by an accompanying strategy which minimises impact on existing business operations and retains local firms and associated jobs in the area.

2.97 It 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 accordance with the Shoreham Harbour Interim Planning Guidance, and the Western Harbour Arm Development Brief prior to sites coming forward for redevelopment to alternative uses, planning permissions for continuation of current employment uses may be granted for temporary periods on a case by case basis.

2.98 As well as addressing the needs of existing businesses, a central aim of the JAAP is to facilitate the reconfiguration of underused and vacant industrial areas for a more efficient use of the space to provide new residential and employment generating uses such as office space, restaurants, cafes, leisure, entertainment and tourism related uses. Shoreham Harbour falls outside of the town centre boundaries and as such proposals for town centre uses which are not small-scale or ancillary to other uses must be in accordance with Policy 11 of this Local Plan and will be assessed in accordance with the National Planning Policy Framework sequential and impact tests.

2.99 In 2010 the Port Authority adopted a Port Masterplan setting out its plans for future growth. The Masterplan has been subject to public consultation and endorsed by the three local authorities. The activities of the Port – particularly its potential as a hub for renewable energy regeneration - represent a key economic advantage for the area. The delivery of the Port Masterplan is vital to the success of the wider regeneration of the area which relies on the consolidation of port uses into the eastern part of the port.

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 East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2013) include Policy WMP 15 which safeguards the overall mineral capacity in ports subject to no net loss of capacity rather than specifically safeguarding individual sites. As a result development proposals affecting minerals wharves are required to demonstrate that there is no net loss of capacity for handling minerals within the port. A

similar policy is likely to be included within the emerging updated West Sussex Minerals Local Plan.

2.101 A Transport Study has modelled the impacts on the highway network of the proposed future development at the harbour as well as the other strategic site allocations within this plan. This study found that the scale of development being promoted can be accommodated subject to mitigation measures to key junctions and it being supported by a package of sustainable transport initiatives. The outcomes of the modelling work have been taken forward as the Shoreham Harbour Transport Strategy (2014) which will guide the provision of transport infrastructure in the area for the next 15-20 years.

2.102 Parts of the Shoreham Harbour Regeneration area are vulnerable to surface water, fluvial, and more significantly tidal flooding. Working closely with the Environment Agency, a significant amount of background work has been undertaken to establish the standards of protection that new developments will need to meet in order to protect from flooding. A Flood Risk Management Guide has been prepared which sets out the vision for a comprehensive flood defence solution integrated as part of a new landscaped, waterfront route. Currently the Western Arm falls outside of the Shoreham Adur Tidal Walls Scheme, therefore alternative sources of infrastructure funding are being sought to reduce flood risk in the area through new flood defences.

2.103 The Partnership will continue to work closely with Southern Water to ensure that Waste Water Treatment infrastructure is fit for purpose to accommodate future population increases. An assessment of the capacity of the Waste Water Treatment works at Shoreham Harbour has been undertaken concluding that the existing plant has sufficient capacity to accommodate the levels of development being proposed through the Local Plan, Brighton & Hove City Plan and the JAAP. However, changes to environmental regulation requirements may have implications for future land take and an alternative site may need to be identified. The possible need for site expansion in the vicinity of Shoreham Harbour will be explored through the emerging JAAP in close liaison with Southern Water and the Port Authority.

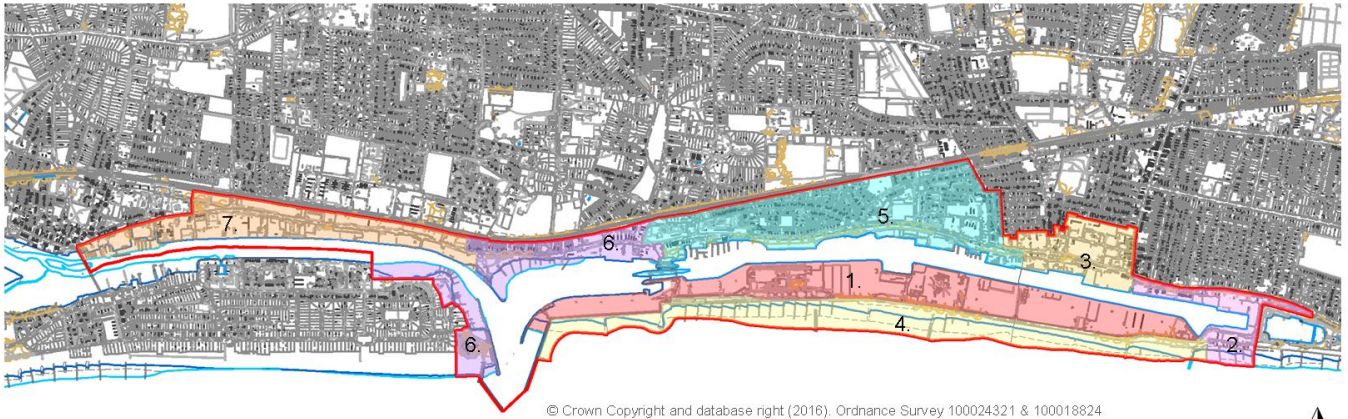
2.104 The current plans for the harbour aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites under current market conditions. Viability appraisal underpinning the emerging plans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

working closely with the Environment Agency and Highways England to identify requirements and delivery mechanism options.

2.105 The planning process is supported in parallel by an internal Delivery and Investment Strategy which includes a work programme for engaging with landowners and developers to deliver the regeneration proposals that will underpin the emerging JAAP. Full details of infrastructure requirements for the harbour area will be set out in the Infrastructure Delivery Plans (IDP) that underpins both the Adur Local Plan and the Brighton & Hove City Plan.

2.106 The broad location policy below sets out the high level strategy and approach to future planning at the harbour based on a deliverable scale of development which aims to protect the economic opportunities offered by the Port and the environment of the local area. The detail of the proposals and associated planning policies will be set out in the JAAP to be jointly adopted by Adur District Council and Brighton & Hove City Council and endorsed by West Sussex County Council.

Map 5: Shoreham Harbour Regeneration Area (See Policy 8)



Key:

1. South Quayside
2. Aldrington Basin (see Brighton & Hove City Plan)
3. North Quayside / South Portslade (see Brighton & Hove City Plan)
4. Southwick and Portslade Beaches
5. Southwick Waterfront and Fishersgate
6. Harbour Mouth
7. Western Harbour Arm

Policy 8: Shoreham Harbour Regeneration Area

Shoreham Harbour Regeneration Area is identified as a broad location for change within this Local Plan. This policy identifies the regeneration proposals for the Shoreham Harbour Regeneration Area that will be delivered over the plan period.

The District Council will work with Brighton & Hove City Council, West Sussex County Council, Shoreham Port Authority and other key partners to support the long term regeneration of Shoreham Harbour and immediately surrounding areas.

A Joint Area Action Plan is currently being prepared which will contain a harbour-wide spatial strategy, area-wide policies and proposals and priorities for individual character areas. The plan will be underpinned by a delivery strategy to address a range of issues, including the provision of infrastructure.

As part of the process of preparing the Joint Area Action Plan, development briefs have been adopted for key areas of change within the harbour, setting out guiding principles for development. Developments will be encouraged that are consistent with the Vision and Strategic Objectives as set out in the emerging JAAP and the guiding principles within the adopted development briefs.

The Council will facilitate the delivery of a minimum of 1100 new dwellings within the Shoreham Harbour Regeneration Area within Adur District during the plan period to 2031. A total of approximately 16,000 sqm of employment generating uses (including B1 uses) will also be provided up to 2031.

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. Suitable education provision will be made.

The Council will work closely with existing site owners and businesses to identify their needs, support their future aspirations and facilitate relocations to suitable sites either within the consolidated harbour or elsewhere in the local area.

New development at the harbour will be expected to meet high standards of environmental efficiency and a Sustainability Statement will be required as supporting information to accompany all development proposals in the parts of the Shoreham Harbour Regeneration Area within Adur. The Sustainability Statement should be set out in accordance with the

Sustainability Statements Guidance Note for Shoreham Harbour Regeneration Area (July 2013).

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.

All development will be required to protect and enhance the area's important environmental assets and wildlife habitats and in particular minimise impact on the Adur Estuary SSSI. As part of new development, north-south links will be improved to enhance access to greenspace in the rest of Adur including the South Downs National Park.

A Transport Strategy for Shoreham Harbour has been produced to mitigate impacts on the highway network and to promote sustainable travel behaviours. Development in this location should contribute to the delivery of measures identified in the Transport Strategy.

All new development proposals must take into account contaminated land, local noise and air quality impacts and improvements should be sought wherever possible.

Until the JAAP is adopted, the Port Masterplan, Interim Planning Guidance, Development Briefs and this policy will be material considerations in determining applications within the harbour.

Area Priorities

An area vision and detailed proposals will be defined for the seven Character Areas within the regeneration area through the JAAP process. [17]

[17] Two of the Character Areas (1 – South Quayside (Port Operational) and 4 -Southwick and Portslade Beaches) straddle the boundary with Brighton & Hove and are therefore included in both Local Plans. Character Areas 2-Aldrington Basin and 3-North Quayside / South Portslade are entirely within Brighton & Hove and therefore addressed in the Brighton & Hove City Plan. The Character Areas have been adapted from those within the Port Masterplan for consistency.

Character Area 1: South Quayside

Area Priorities:

- **To support Shoreham Port Authority in improving operational efficiencies, developing new trade and exploring opportunities for sustainable energy generation, in line with the adopted Port Masterplan.**
- **To accommodate the relocation of existing port operators from elsewhere within the Port.**
- **To identify and where appropriate accommodate the future capacity requirements for the Waste Water Treatment Plant.**
- **To improve Basin Road South as a popular recreational route for walking and cycling, providing access to the beaches.**
- **With the exception of the existing Power Station, renewable energy generation (such as solar or wind) and the Waste Water Treatment Plant, non-port operations will not be permitted in this area.**

Character Area 4: Southwick and Portslade Beaches

Area Priorities:

- **To seek improvements to the quality, access, appearance and maintenance of the Public Right of Way corridor, beach promenade, public areas and beach environment.**

Character Area 5: Southwick Waterfront and Fishersgate

Area Priorities:

- **To designate Southwick Waterfront as a strategic employment area (Strategic Site 3).**
- **To support the comprehensive redevelopment of Southwick Waterfront to accommodate a mix of new and improved employment uses (classes B1, B2 and B8).**
- **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.**
- **To support the comprehensive reconfiguration of Lady Bee Marina.**
- **To address deprivation through partnership working with Action Eastbrook Partnership and local service providers.**
- **To improve sustainable transport links with surrounding communities.**

- **To support improvements to local community facilities, including enhancing Fishersgate recreation ground.**
- **To enhance biodiversity by creating and improving habitats and improved green infrastructure links, including landscape enhancements to social housing estates.**

Character Area 6: Harbour Mouth

Area Priorities:

- **To support the conservation of Shoreham Fort.**
- **To enhance connections between Shoreham town centre, Shoreham Beach and Shoreham Fort through environmental and landscaping improvements.**
- **To support the redevelopment of Shoreham Rowing Club and enhance the public realm environment of Kingston Beach.**

Character Area 7: Western Harbour Arm

Area Priorities:

- **To designate the Western Harbour Arm (Waterfront) as a strategic mixed-use area (Strategic Site 4).**
- **To facilitate the comprehensive redevelopment of the Western Harbour Arm (Waterfront) to become an exemplar sustainable, mixed-use area (classes B1 and C3).**
- **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.**
- **To maximise intensification and redevelopment opportunities of existing lower grade, vacant and under-used spaces.**
- **To facilitate the strategic relocation of industrial uses to elsewhere in the Port or local area to free up waterfront opportunity sites.**
- **To improve access arrangements to create better linkages with Shoreham town centre and surrounding areas.**
- **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.**
- **To deliver a comprehensive flood defence solution integrated with a publicly accessible riverside route including pedestrian/cycle way and facilities for boat users.**

- **To enhance the area's natural biodiversity by incorporating multi-functional green space, creating and improving habitats and improved green infrastructure links.**

PART THREE – POLICIES FOR PLACES

LANCING

Lancing Village Centre and Seafront

3.1 Lancing village centre tends to cater for the day-to-day needs of local residents. In order to strengthen the area known as the 'village heart',[1] which primarily comprises North Road, non-retail uses will be restricted[2] and street scene improvements implemented where possible. Primary and secondary shopping frontages have been identified in Lancing town centre to ensure that appropriate town centre uses are retained and improved and that the town centre continues to meet the needs of residents. More detail regarding appropriate uses in Lancing town centre is set out in the policy below. These are viewed as positive planning actions to maintain and enhance a healthy and vibrant village centre.

3.2 The Lancing Vision, a regeneration strategy produced in 2012, aspires to make the village a lively seaside destination through the encouragement of more activities and greater use of the village centre and seafront. Lancing Beach (part of the 'seaside zone' as defined in Lancing Vision) is already a popular destination and in recent years has become a focus for kitesurfers.

3.3 The Vision has identified a need to improve the link between Lancing village, the railway station and the seafront along South Street - including Beach Green[3] - through environmental improvements (including traffic management, parking schemes and creating a network of community places and spaces[4] and addressing unsightly or inappropriate uses) and bringing vacant shops back into use. Existing inappropriate uses will be encouraged to relocate.

The Wider Lancing Area

3.4 A new Brighton and Hove Albion Football Club training facility has been completed on the eastern edge of the built up area of Lancing immediately south of the proposed strategic allocation (see Part 2). This training facility will have a number of regeneration and community benefits. This Plan proposes the amendment of the Built Up Area Boundary to include this facility (see Policies Map).

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1 Lancing Vision 2012.
2 DTZ 2012 Retail Report, Adur's Town Centres.
3 Adur Character Study, Tibbalds, June 2009.
4 Lancing Vision 2012.

3.5 Lancing Business Park plays an important role in the local economy, providing over 2,000 jobs and accommodation for over 200 companies. The current approach of protecting employment uses at this site through planning policies will be maintained, and opportunities will be taken for improvements and enhancement. This is to ensure that job opportunities can be provided in locations close to where people live, and to assist the local economy by ensuring a range of sites and premises are available locally. Lancing Business Park is also a Business Improvement District (BID) whereby a levy is collected from businesses at the park and used to make improvements. These improvements are decided by the businesses.

3.6 Mash Barn ward is in the top 20% of deprived wards in terms of education and living environment.[5] Neighbourhood Action Partnership work is being carried out to address ways of building a stronger community.

3.7 Part Two of this Local Plan proposes development of Greenfield sites at New Monks Farm on the edge of Lancing as well as other sites in the Adur area.

Policy 9: Lancing

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

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

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

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

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

[5] Index of Multiple Deprivation 2010.

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

Any other uses will be resisted.

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

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

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

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

SOMPTING

Sompting Village

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

The wider Sompting area

3.10 Sompting Parish Council are currently working with their community and partners (with support from Action in Rural Sussex) to prepare a Neighbourhood Plan for Sompting Parish. This will give the community a greater opportunity to influence development in Sompting.

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

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

Policy 10: Sompting

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

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

SHOREHAM-BY-SEA

Shoreham town centre and its environs

3.13 Shoreham town centre is relatively healthy and provides a different and complementary retail offer distinct from the larger shopping centres in the area (Brighton and Worthing). Its day-to-day shopping function should be protected, and its niche shopping role maintained and developed to serve the needs of residents and visitors, including the needs arising from new homes and businesses proposed in the area. However, opportunities are limited in the core of the existing town centre to accommodate significant additional retail floorspace because of physical constraints. As a result any larger-scale convenience retail development should be located on the eastern side of the town centre to help reinforce the existing shopping centre and to meet the demand from growth at Shoreham Harbour.[6] The Adur Retail Study Update produced in 2013 identified capacity for an additional 3,250 sqm of convenience goods floorspace and 6,550 sqm of comparison goods floorspace in Shoreham town centre up to 2031. These capacity figures assume an altering of the balance of market shares with other shopping areas as a result of new retail development in Shoreham Town Centre.

3.14 The historic centre and its setting provide much of Shoreham's character, and it is vital that the town's heritage assets are protected whilst ensuring they are not undermined by new development. The Extensive Urban Survey of Shoreham provides valuable information as to the historic development of the town.[7] In particular, the tower of St Mary de Haura church (which dates from the 11th century and is Grade 1 listed) is visible from many viewpoints, rising above the rooflines of the rest of the town. It forms a prominent landmark in the Conservation Area and the town centre generally. Development in the surrounding area should not obstruct these views, or adversely impact on them as a result of their unsympathetic height. The historic street pattern within the Conservation Area and other heritage assets should also be respected. Narrow lanes running north to south from the High Street to the river provide important views of the river and the Harbour. Such views should also be protected from inappropriate development.

3.15 Parts of the town centre adjacent to the River Adur lie within areas at risk of flooding. In order to secure the regeneration/ improvement of the town centre some development will need to take place within these areas but within an overall management and mitigation programme, in line with national policy on development in flood risk areas. The construction of the Shoreham Adur Tidal Walls scheme led by the Environment Agency will help to reduce the likelihood of flooding in the town centre.

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6 Adur District Council Retail Study Update 2009.

7 Shoreham Historic Character Assessment Report, Sussex Extensive Urban Survey. RB Harris, January 2009.

3.16 Development at Ropetackle North will provide mixed use development, including residential and employment uses.

3.17 Other development opportunities may arise to the south and east of the town centre. Part Two of this Plan refers to the Shoreham Harbour regeneration area.

3.18 It has been indicated that the police station on Ham Road could come forward for development during the plan period. This presents an opportunity for a mixed use development (including retail) within the Primary Shopping Area of Shoreham town centre which would be likely to have a positive impact on its vitality and viability.

3.19 Pond Road acts as a focus for community uses, including a community centre, library and health centre, and former accommodation for the elderly. With the exception of the community centre, the premises are inadequate to meet current needs. The eastern part of the site has been identified through a development brief[8] for redevelopment for mixed use, to include community facilities as well as enabling residential development. This will facilitate the provision of more up-to-date health and library facilities.

3.20 Adur District Council, a major employer in the town, has relocated the majority of its staff to alternative accommodation in Worthing town centre. However a civic presence in Shoreham will remain and the Shoreham Centre has been extended for this purpose. This has released the Civic Centre site and its car park opposite for redevelopment.

3.21 Shoreham town centre suffers from traffic congestion which worsens air quality, and there are on-street parking problems. An Air Quality Management Area (AQMA) is designated along Shoreham High Street. It will be necessary to ensure that new development does not exacerbate existing air quality issues. A transport study for Shoreham town centre[9] identifies measures to improve parking, public realm, junction layouts and public transport infrastructure in the area. These improvements address congestion and air quality issues in the area.

3.22 A number of public realm improvements have taken place (such as the pedestrianisation of East Street and the cycle and pedestrian bridge across the river). Further improvements will be sought in order to make the centre more attractive, and provide further benefits for pedestrians and cyclists. “Design Bulletin 2: Shopfronts” gives advice on appropriate design issues relating to new or replacement shopfronts in the town centre.

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8 Pond Road Development Brief Adur District Council 2010.

9 Shoreham Town Centre Study Report West Sussex County Council 2014.

3.23 A significant number of houseboats are located within the western arm of Shoreham Harbour on long-established moorings. The Council recognises that they fulfil a useful housing purpose and provide a unique type of accommodation. Although replacement houseboats generally do not require planning permission, permission is required for new houseboat moorings and significant new structures constructed on the boats or the riverbank.

3.24 A houseboat guidance document was produced by the Council in 2007, and it is recommended that houseboat owners refer to this to ensure that their houseboats have a minimal impact on the surrounding environment and the amenity of adjacent properties. The location of the houseboats within the Adur Estuary SSSI is particularly sensitive.

3.25 Where planning permission is required, houseboat-related proposals will be assessed in accordance with other policies in this Local Plan, having specific regard to Policy 15: Quality of the Built Environment and the Public Realm and Policy 36: Water Quality and Protection.

Outside of the Town Centre

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

3.27 There is a need to protect the setting and views of the River Adur, to improve access to the river for walkers and cyclists, and to seek new opportunities for slipways for boats. Improvements to cycle paths, including connections to the National Cycle Network, will be supported.

3.28 There is potential for environmental enhancements at Shoreham Beach, including the Old Fort (a Scheduled Ancient Monument – see Policy 8: Shoreham Harbour Regeneration Area) and Beach Green.

3.28A In November 2014 Adur District Council approved the Shoreham Beach Neighbourhood area, and designated the Shoreham Beach Neighbourhood Forum. The Forum is working with the community to produce a Neighbourhood Plan to address issues in the area.

3.29 The Council is working with West Sussex County Council to address the need for suitable education provision in the Shoreham area, arising from growth. Existing primary schools are nearing capacity with planned improvements, and opportunities for further expansion are limited. Work is being undertaken to ensure any feasible opportunities

to increase capacity at existing schools in the area can be brought forward during the plan period or if other sites can be identified. If not, innovative solutions to address need will be considered by all authorities.

3.30 Dolphin Road is identified in the Employment Land Review (2014) as a key employment area which should be protected so that it can continue to provide employment opportunities in the local area. However, the estate access (which runs partly through a residential road and is close to a level crossing) should be improved if the opportunity arises.

3.32 The Brighton and Hove and Lewes Biosphere Partnership (which includes Adur District Council) applied to UNESCO in 2013 to designate a 'Biosphere Reserve'. This application was successful and UNESCO designated the Biosphere Reserve in June 2014. The Biosphere area comprises three inter-related environments; the rural environment of the South Downs National Park (the area between the River Adur in the west and the River Ouse in the east); the coastal and marine environment running from Shoreham Harbour in the west to Newhaven Harbour in the east (and up to 2 miles offshore); and the urban environments within that area, which include Shoreham-by-Sea, Southwick and Fishersgate.

Policy 11: Shoreham-by-Sea

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

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

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

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

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

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

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

Any other uses will be resisted.

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

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

Any other uses will be resisted.

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

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

Any other uses will be resisted.

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

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

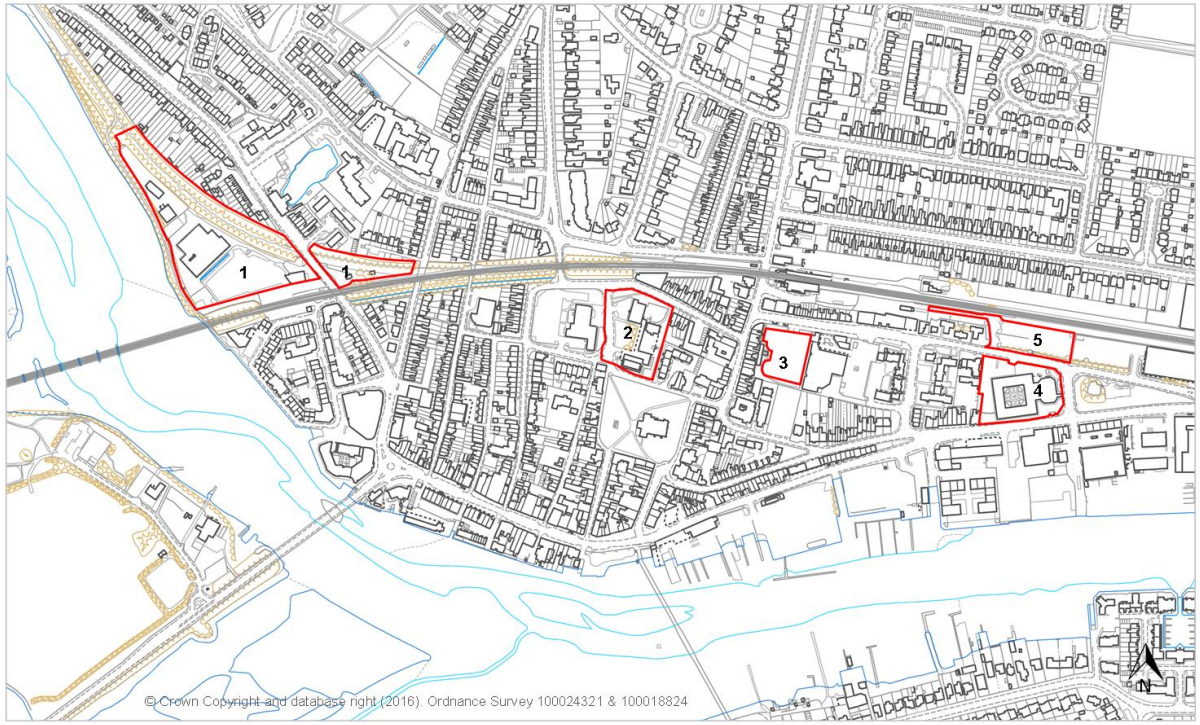
Development must respect the setting of the historic town centre and should not have an adverse impact on views or the setting of St Mary de Haura church.

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

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

Throughout Shoreham-by-Sea, improvements to open space and the local environment will be carried out (some of which will be secured through funding associated with the regeneration of Shoreham Harbour). Areas including Beach Green, the Riverside car park and parts of the river frontage (on Shoreham Beach) will be improved through new landscaping, signage and street furniture. Opportunities to improve footpaths and cycle ways will also be taken.

Map 7: Potential Town Centre Development Sites



Key:

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

SOUTHWICK AND FISHERSGATE

3.33 The area between Kingston Beach and the Lady Bee Marina forms part of the Shoreham Harbour Regeneration Area (see Policy 8). Kingston Beach has village green status.

3.34 Southwick Square is owned by Adur District Council and performs well as a shopping centre meeting local day-to-day needs. The Adur Retail Study Update (2013) recommends that every opportunity should be taken to sustain and enhance its important shopping function and to improve its existing environment and townscape quality. The centre also provides other services for the community including a library, health centre and a community centre.

3.35 Eastbrook ward suffers deprivation and is ranked the most deprived ward in Adur and sixth most deprived ward in West Sussex. The area experiences the highest level of unemployment in Adur.[10] The Council, in partnership with local residents, has developed a Neighbourhood Action Plan ("Action Eastbrook") to address local needs and priorities.

3.36 A development brief has been adopted (November 2015) which identifies land at Eastbrook allotments, Southwick, (south of the A270, adjoining the border with Brighton & Hove City) for business development (B1 and B8 uses) and/or training and education facilities, and land at the former Manor Hall Road Market Garden for open space, a small scale community use or housing (subject to constraints being overcome, including access issues). The existing allotments on the site will be retained.

3.37 There is an Air Quality Management Area in Southwick where Kingston Lane meets the A270 (see Maps 12 and 13), and it extends eastward just beyond Underdown Road. It will be necessary to ensure that new development does not exacerbate existing air quality issues.

3.38 There is an issue with Heavy Goods Vehicles moving to and from Shoreham Harbour, using inappropriate, often residential, roads in the area. This has an impact on road safety and residential amenity. Work is being undertaken to see how this situation may be resolved, and will be addressed in the emerging Transport Strategy for Shoreham Harbour.

3.39 Southwick and Fishersgate lie within the area designated as a Biosphere Reserve. (See Shoreham-by-Sea section above for further details).

[10] Adur and Worthing Community Profile 2014.

Policy 12: Southwick and Fishersgate

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

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

The "Former Eastbrook Allotments Development Brief" identifies potential alternative uses/development opportunities for land at Eastbrook Allotments, Manor Hall Road Former Market Garden and the former Manor Hall Nursery in Southwick and any proposed development should be in accordance with this document.

ADUR'S COUNTRYSIDE AND COAST – OUTSIDE THE BUILT UP AREA BOUNDARY (including the Lancing/Sompting – Worthing Local Green Gap and Lancing – Shoreham-by-Sea Local Green Gap)

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

The Countryside

3.41 The South Downs became a National Park on 1 April 2010 and took on its full range of statutory powers from 1st April 2011. The South Downs National Park Authority has two statutory purposes: to conserve and enhance the natural beauty, wildlife and cultural heritage; and to promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public.[55]It also has a duty to work in partnership with others. 53.4% of Adur District lies within the National Park. However, this area is not addressed in this Local Plan, but will be included within the emerging South Downs National Park Local Plan.

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

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

3.44 The majority of the countryside affected by the policies and proposals within this Local Plan lies within the open areas between Worthing – Lancing/ Sompting and Lancing – Shoreham-by-Sea which have also been designated as 'Local Green Gaps' to avoid coalescence and

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

3.45 These areas have the following characteristics:

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

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

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

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

3.48 Given the limited amount of countryside in Adur, it is important that the

few uses allowed in the countryside and gaps genuinely require a countryside location and cannot be located elsewhere. The countryside is generally unsuitable for active recreation or leisure uses requiring permanent built facilities. However 'quiet informal recreation' utilising the natural environment (such as walking or cycling) may be permitted if any associated buildings are within the Built Up Area, or use existing buildings in the countryside. The level of activity generated (people, traffic or noise) should be appropriate to the countryside location. Where appropriate, improvements to public access to these gaps will be sought, potentially in conjunction with the strategic allocations in Part Two of this Plan, contributing to the development of a network of green links in Adur, in accordance with Policy 31. This could include improving access across the A27 for pedestrians and cyclists should resources allow.

3.49 Great importance should be attached to protecting and where possible enhancing the distinctive character of these countryside areas. This includes protecting and reinforcing the main natural character areas, the river, waterways and coast, and retaining the separate identities of towns and villages and historic features.

3.50 As well as landscape and recreational functions Adur's countryside (and gaps) provide additional benefits in terms of biodiversity, green infrastructure and flood storage. These issues are addressed by other policies in this Local Plan.

3.51 Ricardo International Plc is an important local employer. The firm is long-established in the district, and plays an important part in the local economy. The company's Shoreham Technical Centre is located in the countryside and Local Green Gap between Shoreham and Lancing. Future development on the Ricardo site to meet the needs of this firm, (or exceptionally for an alternative appropriate firm) will be supported subject to there being no adverse impact on the countryside and the Local Green Gap. (See also Policy 4).

3.52 Although Shoreham Airport is located within the countryside and a Local Green Gap, it is recognised as a key site for regeneration and some development is anticipated – see Policy 7 in Part Two.

3.53 Only in exceptional circumstances will new residential accommodation required in connection with agriculture be permitted, due to the proximity with the Built Up Area. It is not considered necessary to include an 'exceptions' policy for affordable housing in the countryside in this Local Plan because of the close proximity of nearby settlements. Applications for residential mobile homes will only be acceptable on land which is acceptable for permanent housing.

3.54 The Council has prepared a Design Bulletin 'Development Involving Horses in the Countryside', which will be used to assess proposed facilities for equestrian uses.

3.55 The 'Strategy for the West Sussex Landscape'[11] and associated Land Management Guidelines and Sussex Historic Landscape Characterisation may be used to assess relevant development proposals.

The Coast

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

3.56A The Marine Management Organisation (MMO) was created in order to achieve clean, healthy safe and productive and biologically diverse seas. The MMO is currently preparing a Marine Plan for the south area, which includes Adur. The Marine Policy Statement is the relevant marine planning document until the Marine Plan is published.[12]

Policy 13: Adur's Countryside and Coast

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

[11] West Sussex County Council 2005.

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

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

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

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

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

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

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

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

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

Development to support informal recreation uses on the coast will normally be permitted subject to:
(i) built facilities being located within the adjacent Built Up Area.
(ii) the need to maintain and improve sea defences.

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

Policy 14: Local Green Gaps

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

PART FOUR: DEVELOPMENT MANAGEMENT POLICIES

4.1 These policies will be used in making decisions on planning applications in conjunction with the policies in Part Two and Three, and will help to deliver the Vision and Objectives set out in Part One.

QUALITY OF THE BUILT ENVIRONMENT AND PUBLIC REALM

4.2 The quality of new design plays an important part in creating successful developments – well-designed developments relate well to existing buildings and spaces around them, are pleasant to use and take account of local distinctiveness without necessarily replicating what is already there. The National Planning Policy Framework seeks to secure high quality design and makes clear that poor design that fails to take the opportunity to improve the character and quality of an area and the way it functions should not be approved. Existing poor design should not set a precedent.

4.3 New developments should be well-designed and integrated into the landscape and townscape, and contribute positively to Adur's character and distinctiveness. These matters should be taken account of in proposals for new development. The urban areas of Adur have differing characters (see Appendix 3: A Spatial Portrait of Adur), which should be taken account of, and be respected by, new development. Good design encompasses architectural design, form, height, scale, siting, layout, density, orientation, materials, parking and open space/green infrastructure.

4.3A 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.

4.4 Improvements to the public realm (streets and public spaces) provide an opportunity to enhance the quality, character and distinctiveness of an area, and can be an important part of regeneration and renewal schemes. Good use of ‘natural surveillance’, natural and artificial light, and careful siting of buildings and street furniture can improve the layout of an area, reduce perceived and actual crime and opportunities for anti-social behaviour, and make an area more pleasant to use. Advertisements also form part of the public realm and need to be designed sensitively.

4.6 Private residential gardens are now excluded from the definition of previously developed land. However, this does not mean that applications for this type of development will not be considered. Where these sites lie within the Built Up Area, development may be appropriate. A range of issues, including the size and shape of the

garden, impact on neighbouring dwellings, biodiversity, density, and the character of the area, will all be taken into account, and each case will be determined on its own merits.

4.7 A Public Art Strategy for Adur and Worthing was published in 2009. This is intended to provide guidance and direction on the opportunities for future investment and commissioning of public art in Adur and Worthing. The policy below requires public art to be provided, in some form, as a part of major developments; it will also be encouraged on smaller sites. The Council will have regard to a range of other documents, standards and advice such as 'By Design' (DETR/CABE) and CABE's 'Building in Context' toolkit. The Commission for Architecture and the Built Environment (CABE) have published 'Buildings for Life' standards by which residential applications will be assessed. The use of these standards will be encouraged.

4.8 Lighting is an important element of design quality; whilst necessary for safety reasons it can also add character and highlight elements of architectural quality. However, it is also important to ensure that light shines on its 'target' and does not waste energy or contribute to 'skyglow', which detracts from the night sky's natural state and is a form of visual pollution.

4.9 Shopfronts can have a significant impact on the streetscene. The Council's guidance note 'Design Bulletin 4: Shopfront Security' describes the range of shopfront security devices which the Council considers to be acceptable.

Policy 15: Quality of the Built Environment and Public Realm

Development should be of a high architectural quality and respect and enhance the character of the site, and the prevailing character of the area, in terms of proportion, form, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping. Development should:

- **Enhance the local environment by way of its appearance and character, with particular attention being paid to the architectural form, height, materials, density, scale, orientation, landscaping and layout of the development;**
- **Include a layout and design which take account of the potential users of the site;**
- **Incorporate the principles of securing safety and reducing crime through design in order to create a safe and secure environment;**
- **Make a positive contribution to the sense of place, local character and distinctiveness of an area; and not have an unacceptable impact on adjacent properties, particularly**

residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook or open amenity space;

- **Respect the existing natural features of the site, including land form, trees and biodiversity and contribute positively to biodiversity;**
- **Have safe access to the highway network, and not result in harm to highway safety;**
- **Have acceptable parking arrangements (in terms of amount and layout);**
- **Take into account the need for waste reduction and recycling, both during the construction phase and over the lifetime of the development;**
- **Incorporate public art in major developments* where appropriate.**

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.

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.

When considering applications for extensions or 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.

Lighting incorporated into developments should provide the minimum for public safety, be energy efficient, designed to illuminate the target only and avoid light pollution.

Express consent will only be granted for advertisements which respect the character and appearance of the surrounding area, and do not create a danger or hazard to public safety. Where an illuminated advertisement is acceptable in principle, such advertisements should be either externally illuminated or have internally illuminated individual lettering with a solid or opaque background.

New shopfronts will be permitted where the design and materials respect the character of the area and of the building of which they form part. Planning permission to replace shopfronts of inappropriate design or materials, or in poor condition in

Conservation Areas, will be granted providing the replacement is of appropriate design and materials, respecting the character of both the building and the Conservation Area.

(*Major development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as 10 or more dwellinghouses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwellinghouses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm or more, or development on sites of 1 hectare or more).

THE HISTORIC ENVIRONMENT

4.10 Adur has a rich historic environment: 118 Listed Buildings; 7 Conservation Areas; various archaeological features; and several Scheduled Ancient Monuments (including Shoreham Fort, Marlipins, and the Trainer Dome at Shoreham Airport) which collectively can be referred to as its 'heritage assets'. These not only add to the character of Adur, but also create a unique sense of place, adding to the enjoyment of Adur by its residents and supporting tourism and regeneration. Other historic buildings and features which are not formally designated also contribute to the character of Adur. It is vital that the historic character of the built environment is taken account of in the design of new development whether it directly or indirectly affects it.

4.11 Historic characterisation information can assist in managing the historic environment, and inform its capacity for development or change. The Council will have regard to the West Sussex County Council's Historic Environment Records (HER) which includes Historic Land Characterisation, and the Sussex Extensive Urban Survey, which itself includes the Historic Character Assessment Report for Shoreham.[1] Such information forms the evidence base for the historic environment and will be used to inform and appraise development proposals. Existing evidence can also be used to predict whether currently unidentified heritage assets might be discovered in the future.

4.12 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out requirements for built heritage and states that special attention should be paid to the desirability of preserving and enhancing the character or appearance of Conservation Areas. It also sets out requirements in relation to Listed Buildings (buildings of special architectural or historic interest, as approved by the Secretary of State) and their settings. The protection of heritage assets of archaeological interest is covered by legislation.[2]

[1] Prepared as part of Sussex Extensive Urban Survey (EUS) RB Harris 2009, available on the West Sussex County Council website.

[2] The Ancient Monuments and Archaeological Areas Act 1979.

4.13 The National Planning Policy Framework states that heritage assets should be conserved "in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations".

4.14 Development within Conservation Areas will be expected to be of a high standard of design, use appropriate materials, and to preserve and enhance the character and appearance of the particular Conservation Area. Character appraisals and management strategies have been prepared for Shoreham-by-Sea, Southlands and Southwick Conservation Areas[3] and others will be published for the remainder in due course, together with management plans for preserving and enhancing these important areas. Key non-listed buildings of local interest within the Conservation Areas are also being identified as the appraisals are being undertaken. These are not afforded the same protection as Listed Buildings but their importance to the local area would be a material consideration in considering an application for demolition or development. There are also a number of Scheduled Ancient Monuments and sites of archaeological interest. These will continue to be protected. In certain circumstances where specific control over development is required in order to protect heritage assets, the use of Article 4 directions may be applied. These remove permitted development rights under planning legislation necessitating a planning application to be made.

Policy 16: A Strategic Approach to the Historic Environment

The Council will conserve and enhance the historic environment and character of Adur, which includes historic buildings, features, archaeological assets and their settings. Where development affecting any heritage asset is permitted, it must be of a high quality, respecting its context and demonstrating a strong sense of place.

The Council will:

- **Continue to produce Conservation Area Character Appraisals and Management Plans for Adur's Conservation Areas.**

- **Recognise the role of and encourage the best use of heritage assets in regeneration, design, tourism and education.**

[3] Approved Shoreham-by-Sea Conservation Area Character Appraisal and Management Strategy March 2008; Southlands Conservation Area Character Appraisal and Management Strategy July 2008 and Southwick Conservation Area Character Appraisal and Management Strategy July 2009.

- **Use Article 4 directions where important heritage assets are under threat.**

- **Work with others, including the local community where appropriate, to address how best to conserve any assets at risk of loss and to understand the significance of the historic environment in Adur's character and sense of place.**

Policy 17: The Historic Environment

For All Heritage Assets:
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.[4] Development should not adversely affect the setting of a Listed Building, Conservation Area, archaeological feature or Scheduled Ancient Monument.

Listed Buildings:
Planning permission and/or Listed Building consent will only be granted for internal or external alterations, changes of use or extensions to a Listed Building provided that the internal or external appearance or historic character of the building is not adversely affected. The reinstatement or replication of original features such as windows or doors will be supported. In the case of extensions and alterations, materials used must be consistent with those originally used or typical of the locality. Changes of use may be considered which might normally be resisted on other grounds (subject to local access and environmental considerations) in order to secure the retention of a building of historic or architectural interest. New development which would adversely affect the setting of a Listed Building, in terms of design or materials, will not be permitted.

Conservation Areas:
Development in Conservation Areas will be required to be of a high standard of design and materials so as to respect, preserve and enhance the character and appearance of that area.

Advertisements in Conservation Areas should respect the character, proportions and design of the building on which it is displayed, and use traditional materials where necessary.

[4] For the purposes of this policy, 'compelling circumstances' are defined by the National Planning Policy Framework paragraph 133.

Where an application for planning permission or Conservation Area consent is submitted for the alteration, change of use, extension or repair of a building or feature in a Conservation Area, the retention of original features or, where this is not possible, their reinstatement with appropriate materials and the removal of unsympathetic features will be sought.

Conservation Area Character Appraisals will be used to assess applications within designated Conservation Areas and opportunities will be taken through new development and other measures to preserve and enhance these areas, and to implement the recommendations of the Conservation Area Management Plans. The importance to the local area of key non-listed buildings within Conservation Areas will be a material consideration in assessing an application for their demolition or development.

Where in compelling circumstances the Council is minded to grant consent for demolition of a building in a Conservation Area, this shall not be granted until detailed plans for redevelopment have been approved. Consent will be subject to a condition preventing demolition until a contract for the approved redevelopment scheme has been awarded.

Archaeological Features:
The Council will ensure where possible the preservation of archaeological features against damaging or discordant development. Such features should only be removed or altered in compelling circumstances where there is no practical alternative and where provision can be made for recording. Where a site includes, or potentially includes heritage assets of archaeological interest, an appropriate desk-based assessment will be required and a field evaluation where necessary.

SUSTAINABLE DESIGN POLICIES

Sustainable Design

4.17 Building-related energy consumption is a significant contributor to greenhouse gas emissions. The need to achieve higher levels of energy efficiency and locally produced clean, low carbon and renewable energy related to new development is an important aspect of sustainable construction. However, sustainable construction for new and refurbished buildings incorporates more than just aspects of energy use. It also relates to other environmental impacts that buildings and inhabitants cause, for example, on water drainage and usage, waste generation, and the use of unsustainable construction materials. Improved design of buildings and developments can also lead to benefits in terms of ecology and quality of life for residents.

4.19 As part of the Housing Standards Review, the Government have withdrawn the Code for Sustainable Homes and confirmed that energy efficiency in new homes will 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. 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.

4.20 Given that the South East is an area of serious water stress,[5] 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 confirmed the introduction of a new, optional water efficiency standard into the Building Regulations to be set at 110 litres/person/day (lpd), (which is lower than the current standard of 125 lpd). However, 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"[6]. This scenario highlights water bodies where flows are below the indicative flow requirements to help support Good Ecological Status (as required by the Water Framework Directive). No new consumptive licenses for abstraction will therefore be permitted in this water body. Given this and that Adur lies within an area of serious water stress, it is considered that the Council should adopt this standard and this is reflected in the policy.

4.21 The Building Research Establishment Environmental Assessment Method (BREEAM) is an accredited, independent method for assessing the environmental performance of non-domestic development. There is

5 Environment Agency 'Water Stress Areas Final Classification' July 2013.
6 Adur & Ouse Abstraction licensing strategy (Environment Agency, March 2013).

currently no phased timetable or Code for Sustainable Homes equivalent for non-domestic development, although it is anticipated that by 2019 non-domestic development will be zero carbon. It is considered that non domestic development should be assessed against the BREEAM standard and the Council considers that all new non-domestic development should achieve the level 'Very Good' under this standard.

4.22 The Council will require the BREEAM standard to be verified by an independent assessor at the applicant or developer's cost.

Policy 19: Sustainable Design

Residential:

All new dwellings must achieve a water efficiency standard of no more than 110 litres/person/day (lpd).

Non-residential:

Non-domestic floorspace must achieve a minimum standard of BREEAM 'Very Good' with a specific focus on water efficiency.

Developers will be expected to provide certification evidence of the levels for BREEAM at the design stage and on completion of development.

Decentralised Energy and Standalone Energy Schemes

4.23 With regard to efficient energy supply, decentralised energy systems and networks can provide an extremely cost effective approach to minimising CO2 emissions, especially where networks can be expanded to accommodate new and existing developments over time. Such networks could include, for example, specifically designed Combined Heat and Power systems (CHP) linked to district heating networks or utilising existing waste heat from industrial uses/ existing power stations through a district heating network. These types of systems represent a particularly efficient use of energy and should be considered by developers in new proposals. The Shoreham Harbour Heat Network Study (2016) identifies particular potential for district heating networks in and around Shoreham Harbour.

4.24 The potential for new standalone renewable energy developments was investigated through the Council's Energy Study (2009). 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.

4.24A The Planning and Energy Act 2008 allow local planning authorities to impose reasonable requirements for:

(a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;

(b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development;

(c) development in their area to comply with energy efficiency standards that exceeds the energy requirements of building regulations.

Although the Government have stated their intention to repeal part (c); part (a) and (b) will remain. Therefore, in order help reduce carbon emissions 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.

Policy 20: Decentralised Energy, Stand-alone Energy Schemes and Renewable Energy

An assessment of the opportunities to use low carbon energy, renewable energy and residual heat/ cooling for both domestic and non-domestic developments must be provided with any major planning application.[7] This must include details of:

- **Any new opportunities for providing or creating new heating/cooling networks.**
- **The feasibility of connecting the development to existing heating / cooling / CHP networks where these already exist.**

[7] Major development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as 10 or more dwellinghouses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwellinghouses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm floorspace or more, or development on sites of 1 hectare or more.

- **Opportunities for expansion of any proposed networks beyond the development area over time, and to plan for potential expansion.**

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.

Stand-alone energy schemes will also be supported subject to compliance with other policies in this Plan.[8]

All new major development will be expected to incorporate renewable/low carbon energy production equipment to provide at least 10% of predicted energy requirements.

HOUSING MIX AND QUALITY

4.25 The National Planning Policy Framework encourages local authorities to deliver a wide choice of quality homes by planning for a mix of housing based on current and future demographic trends, market trends and the differing needs of various sectors of the community.[9]

4.26 Ensuring appropriate, good quality housing underpins the Local Plan Vision and a number of the Local Plan objectives, and is a key component of creating sustainable, quality environments.

4.27 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 & Hove and Lewes. The authorities have been working together to consider housing need and provision across the HMA.[10] The Objectively Assessed Need (OAN) for Housing: Adur District (2015) report builds on this work and considers a range of issues relating to the future needs for affordable housing, private sector housing and specialist housing for older people in Adur. A wide range of complex factors, both internal to and external of the market will affect housing needs during the plan period. Factors specifically identified include population growth, demographics (in particular, the ageing

[8] Any proposals for new wind turbines will be considered against the House of Commons: Written Statement HCWS42.

[9] Paragraph 50 National Planning Policy Framework 2012.

[10] 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).

population), the growth of single person households, and the influence of the economy – directly in terms of house prices and costs, and indirectly in terms of aspirations. It is therefore necessary to ensure a range of housing types are available.

4.28 The OAN report found that the housing stock in Adur is focused towards two and three bedroom properties. Adur plays an important role in providing family housing which balances against the housing stock profile in Brighton and Hove which is focused towards smaller properties and flats.

4.29 The findings from the OAN report 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. 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. There is a modest demand for dwellings with four or more bedrooms. The provision of smaller dwellings should be focused in and around the 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. This would enhance the housing offer and support town centre regeneration. In Shoreham-by-Sea town centre, there may be opportunities to develop a more 'town centre living' offer aimed at younger, aspirational and economically active households and here, where land supply is limited, there remains a valid role for flats to play. However, across Adur in general, the focus should be on the provision of family housing of two or more bedrooms. 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 housing mix.

4.30 The OAN report indicates that the population of Adur is ageing with the 75+ age group showing the greatest proportional increase over the Plan period. 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 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[11] and will apply it as a planning condition to development where viability is not compromised.

4.30A 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.

4.31 It will be important to ensure that new homes provide sufficient internal space for everyday activities and their design should enable flexibility and adaptability by meeting the national space standards[12]. This applies to homes of all tenures.

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. To maintain the current stock of dwellings the Council will not generally support proposals which would result in the net loss of residential units. Exceptions may be made where a need for a particular community use has been identified and where the loss of residential accommodation would facilitate such provision.

4.34 The joint Adur and Worthing Empty Property Strategy 2013-2018 aims to reduce the number of empty properties in the district by positive actions and interventions to return properties into use.[13] Bringing empty properties back into residential use helps to meet local housing demand and improves the appearance of the environment.

Flat Conversions

4.36 Conversions from houses to flats can provide a useful addition of smaller dwellings to the housing stock. It is recognised that some existing older and/or larger units may have potential to be converted into flats or maisonettes. However, it is important to retain a mix of dwellings. The size and type of dwelling as well as the impact on adjoining properties and the character of the area will be taken into account when considering proposals for conversion to flats. The conversion of semi-detached and terraced properties is not favoured.

4.37 The Council has adopted Development Control Standard No 4 "Flat Conversions" which sets out minimum standards for flat conversions.

[11] & [12] Housing Standards Review and Written Ministerial Statement – CLG (25 March 2015).

[13] As at 2013 there were less than 100 empty properties in Adur (Empty Property Strategy 2013-2018).

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.

Policy 21: Housing Mix and Quality

New residential development should incorporate a range of dwelling types, tenures and sizes (including affordable housing) that reflect and respond to Adur's identified housing needs and demands.

This will include market housing, based upon the following principles:

- **Family sized housing should be provided through infill developments, identified strategic locations, and town centre regeneration. Such dwellings should mainly provide 2-3 bedrooms.**
- **Town centre developments should aim to create family sized housing as well as flatted developments, to enhance the housing offer and support town centre regeneration.**

New residential development for older people, including specialist retirement accommodation and registered care homes, in both affordable and market tenures in accessible locations within the Built Up Area will be supported.

The Council will 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.

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" (as amended or superseded by other Council guidance in force at the time an application is considered) or any other appropriate national standard.

In order to protect the existing residential stock, proposals which result in the loss of dwellings to non-residential use will not be supported. An exception may be made if the loss would facilitate the provision of a community facility.

AFFORDABLE HOUSING

4.38 Affordable housing is that provided to eligible households whose housing needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. The term "affordable" as defined in the National Planning Policy Framework includes social rented, affordable rented and intermediate housing. These definitions will be used by the Council.

4.40 The Coastal West Sussex Strategic Housing Market Assessment Update (SHMA) (2012) 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 indicated that there continues to be a high level of need for affordable housing in Adur and identified a requirement for 233 (net) homes per annum between 2011-2031 if all households in housing need were to be housed. 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 has been delivered each year. The Adur Housing Strategy 2012-2017 aims to achieve 50 affordable homes per year.

4.40A 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 delivery would help improve affordability for younger households and so over the Plan period an increase of 10 homes per annum is considered appropriate

4.40B 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:

- 25% Intermediate
- 75% social/affordable rented

4.40C 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:

- 1 bed dwellings 20-25%
- 2 bed dwellings 30-35%
- 3 bed dwellings 30-35%
- 4 bed dwellings 10-15%

4.41 Given the high levels of current and potential future need, it is important that opportunities are taken to ensure the delivery of affordable housing. Measures which can be addressed through the Local Plan include:

- Ensuring that new residential developments (whether from the strategic sites or unidentified sources) contribute to the supply of affordable homes in Adur, to meet identified local needs in terms of type and tenure;
- Ensuring that the broad location at Shoreham Harbour delivers affordable dwellings to meet identified needs;
- Working with public bodies and Registered Providers to maximise development of affordable housing on sites.

4.42 The Council will use up-to-date information from research and the Housing Register to negotiate the provision of affordable housing in new developments. Precise requirements will depend on the development and the site in question.

4.43 The Council will require affordable housing to be provided on site, unless off-site provision 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.

4.44 Local Planning Authorities are now able to set their own threshold above which affordable housing should be sought. Historically, the majority of sites that come forward in Adur accommodate less than 15 dwellings. Evidence indicates that the size of site (in terms of numbers of dwellings) can be lower than the current thresholds of 15 dwellings without adversely affecting viability. This means that affordable housing can be provided in smaller developments than is currently the case.

Policy 22: Affordable Housing

New residential development will be expected to make provision for a mix of affordable housing, including social rented, affordable rented and intermediate housing according to the following site size thresholds:

- **On sites of 1-5 dwellings (gross) 10% affordable housing will be sought via a financial contribution.**
- **On sites of 6-14 dwellings (gross) 20% affordable housing will be sought.**
- **On sites of 15 (gross) dwellings or more 30% affordable housing will be sought.**

The preferred mix of tenure will be 75% social/affordable rented housing and 25% intermediate housing

On individual sites, the preferred affordable housing mix in terms of size and tenure will be determined through negotiation, taking account of up-to-date assessments and the characteristics of the area.

Where developers are unable to meet the requirements for delivery of affordable housing, the Local Planning Authority will need to be satisfied by robust financial viability evidence (through an open book approach) that the target cannot be met. An independent assessment will be provided at the developers cost.

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 if other factors demonstrate that affordable housing may not be appropriate, development of affordable dwellings on another site within Adur 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 cases where a financial contribution is accepted, the payment should reflect the cost of providing the number, type and size of affordable dwellings which would have been provided on-site.

This policy will apply to all types of residential development, including conversions and changes of use. Where it is feasible, the affordable housing should be integrated throughout the development.

DENSITY

4.45 Land is a scarce resource in Adur and there are competing demands for its use. Given the need for additional homes it is important that the limited amount of previously developed land available is used efficiently when considering proposals for new residential development. As such, the density of new residential development should be maximised, subject to it being appropriate to the character of the area. 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 for existing and future residents and retain the character of Adur.

4.45A 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. 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.

4.46 Providing for more efficient use of land means developing at reasonable densities whilst still protecting valuable open space, respecting privacy and retaining the character and distinctiveness of an area. It is considered that a minimum density of 35 dwellings per hectare is appropriate throughout Adur when applied to developments of family housing; developments of flats, mixed residential developments or developments in town centres will be expected to achieve densities higher than this figure.

4.47 There may be exceptional cases when a lower density would be appropriate, for example, within a Conservation Area where a higher density could have an adverse impact on its unique and special character, or where a proposal would make a significant contribution to the creation of a mixed and balanced community. Where the density falls below 35 dwellings per hectare, the applicant will be expected to provide supporting information justifying the density proposed, and demonstrating why higher densities would be detrimental.

Policy 23: Density

New residential developments should achieve densities of a minimum of 35 dwellings per hectare.

Development in the defined town/village centres and Shoreham Harbour will be expected to achieve higher densities.

In exceptional cases residential development may be permitted at a lower density, where it is demonstrated by the applicant to the satisfaction of the Local Planning Authority that the minimum density specified above would result in an unacceptable impact on the surrounding area.

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.

PROVISION FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

4.48 There is a need to ensure that sufficient and appropriate accommodation is made available for Gypsies and Travellers and Travelling Showpeople.

4.50 A 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. An update to this report was published in 2014, which revised the pitch requirement and identified a need for Adur to provide an additional 4 permanent pitches by 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.

4.51 The table below sets out the requirement for Gypsy and Traveller pitches, to be provided on public sites, during the period to 2027:

2012 - 2017		2018-2022		2023-2027	
Public	Private	Public	Private	Public	Private
1	0	1	0	2	0

4.52 Travelling Showpeople travel the country holding fairs, circuses or shows. They require a permanent, secure base both to live and store their equipment when not travelling. The GTAA has identified need for one plot for a Travelling Showperson in the Local Plan area.

4.53 Phase 2 of the GTAA undertook an assessment of existing sites, a search for new sites and a survey of the district but was unable to identify any additional capacity to meet future needs. Therefore, there remains a need to identify a supply of land to meet the local target for pitches and plots. The GTAA recommends that:

- Consideration is given to including Gypsy and Traveller or Travelling Showpeople site provision within the potential strategic allocations;

- Investigate with neighbouring authorities, including the South Downs National Park, the potential to meet Adur's needs outside of its administrative boundaries through the Duty to Cooperate;

- Include a criteria based policy against which to assess any future planning application for a Gypsy and Traveller, Travelling Showpeople or transit site.

4.54 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 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.

4.56 Whilst this may not meet all of the identified need for new pitches, it could provide sufficient new pitches to meet the need generated from the existing site at Withy Patch.

Policy 24: Provision for Gypsies, Travellers and Travelling Showpeople

The Council will seek to deliver Gypsy, Traveller and Travelling Showpeople sites to meet all identified needs.

Proposals for new Gypsy, Traveller or Travelling Showpeople site/s or extensions to existing sites will be permitted provided that the following criteria can be satisfied:

- **The site should have safe access to the highway network and provision for parking and turning;**
- **The site should be well related to existing settlements where local services and community facilities (including schools and health services) can be accessed by foot, cycle and public transport as well as by car;**
- **Development should be of a scale that is sympathetic to the local environment and should not have an unacceptable adverse impact on the amenities of both residents of the site and occupiers of nearby properties, particularly in respect of noise and disturbance from vehicular movements, on-site business activities and other potential sources of noise;**
- **The site should be served, or be capable of being served by an adequate mains water supply, and electricity, drainage and sewerage connections;**
- **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; and**
- **There is adequate provision for storage and maintenance of equipment, where required for Travelling Showpeople.**

In assessing applications for Gypsy and Traveller or Travelling Showpeople sites, best practice guidance published by the Government and other bodies will be used.

Policy 25: Safeguarding Existing Gypsy and Traveller and Travelling Showpeople Sites

The existing Gypsy and Traveller site at Withy Patch in Lancing, and any new site/s that may come forward during the Local Plan period, will be safeguarded.

Proposals that would result in the loss of all or part of a site will be refused unless the Local Planning Authority is satisfied that the need for the provision of the site no longer exists in a particular location, or the proposal complies with other policies in the Local Plan and a suitable replacement Gypsy and Traveller or Travelling Showpeople site is provided.

PROTECTING AND ENHANCING EXISTING EMPLOYMENT SITES AND PREMISES

4.57 There are few readily-available and unconstrained sites in Adur to provide new employment floorspace so it is important that existing sites are protected to ensure a sufficient range of opportunities for people to work in the area and for businesses to locate and grow. This forms a key strand of this Local Plan's approach to supporting sustainable economic growth. Although it is recognised that Adur will always experience a significant degree of out-commuting, particularly to Brighton and Worthing, a loss of existing employment land would exacerbate this further as well as having a detrimental impact on Adur's economy as a result of decreased spend.

4.58 The Adur Employment Land Review (2014) found that existing employment areas in Adur were reasonably well occupied 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 supply of land and premises for employment. It is therefore considered that 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 criteria in Policy 26.

4.59 A Supplementary Planning Document addressing the need to protect employment sites, and assessing genuine redundancy will be produced.

Policy 26: Protecting and Enhancing Existing Employment Sites and Premises

Where planning permission is required, proposed conversions to uses other than employment (B1, B2 and B8 of the Use Classes Order) in the following employment sites will be resisted:

1. **Lancing Business Park**
2. **Shoreham Airport**
3. **Dolphin Road Industrial Estate, Shoreham-by-Sea**

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 only be approved where:

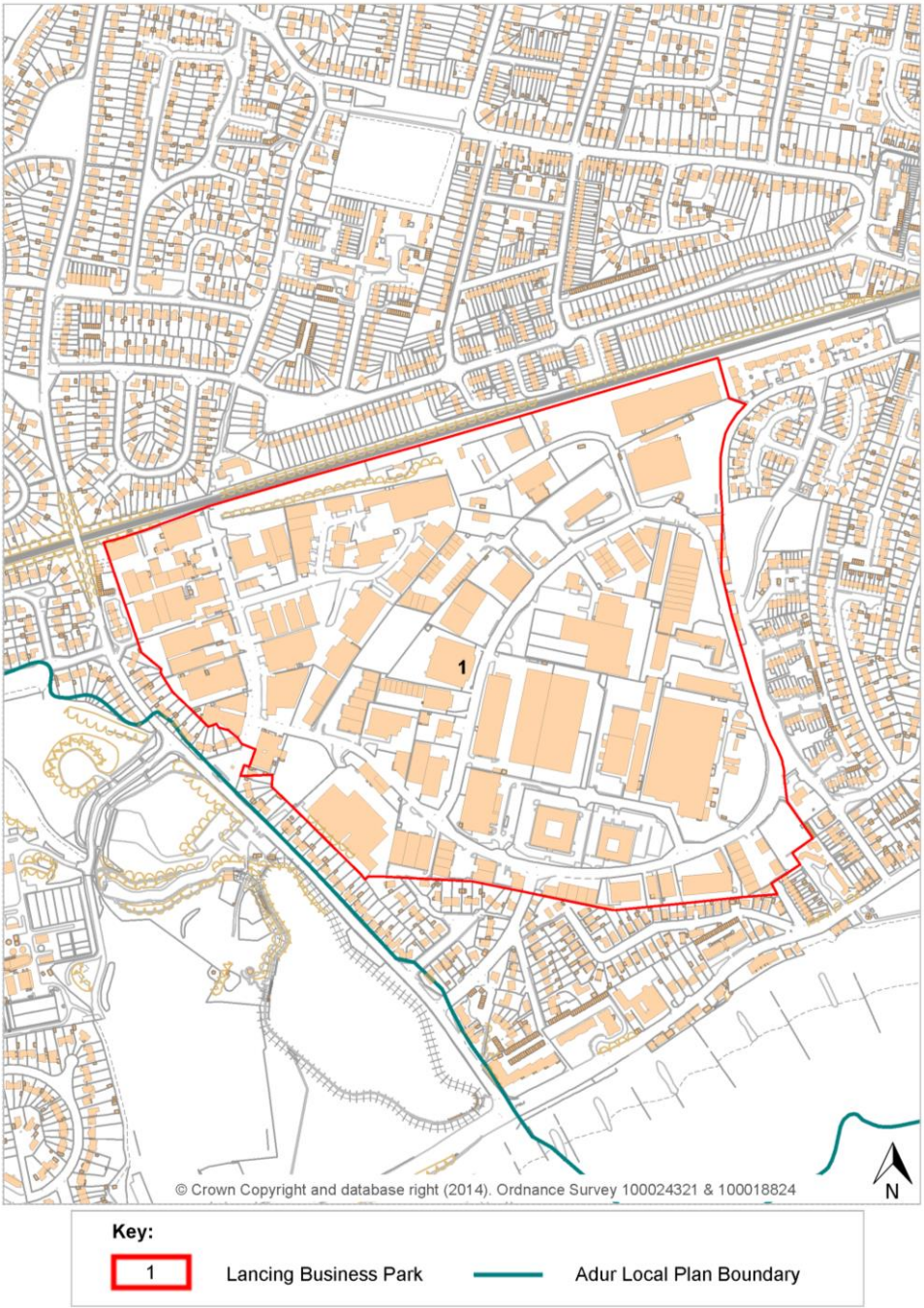
(i) **The loss of a small proportion of employment floorspace would lead to a significant upgrade of the remaining employment floorspace; or**

(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 of 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.**

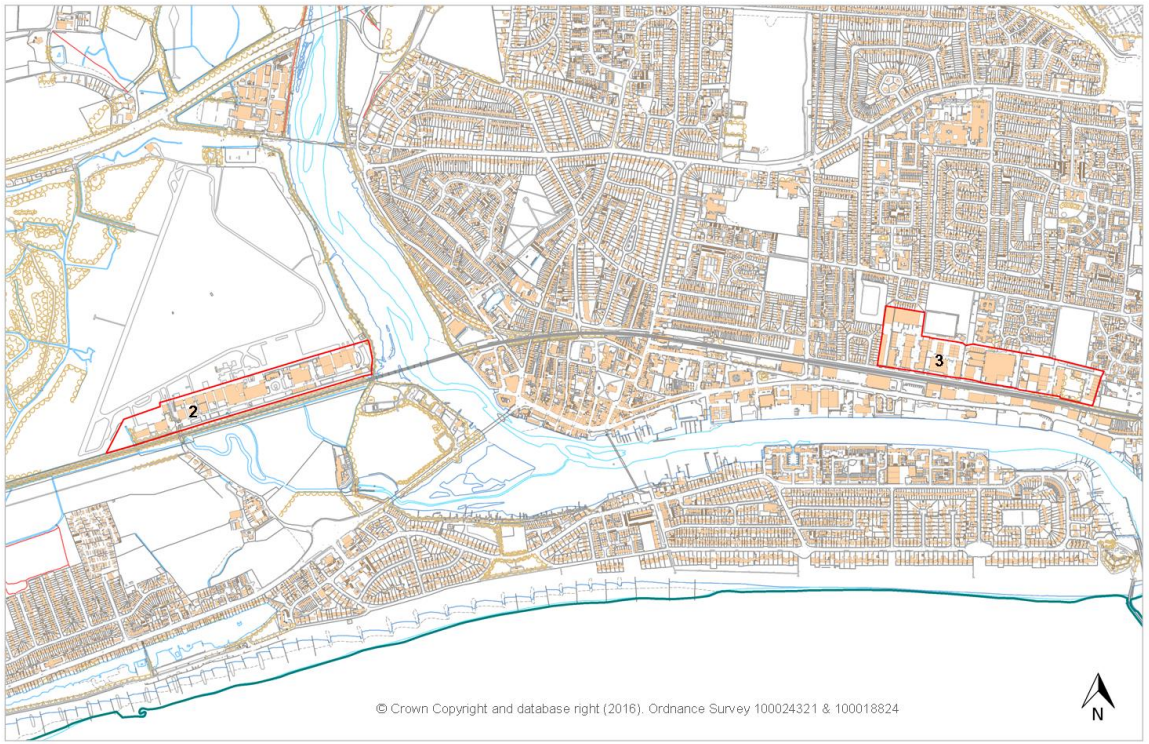
Where part (ii) of the above criteria has been satisfied, a mix of uses will be considered. Employment generating uses should be considered as part of this mix of uses. Complete loss of employment uses will only be acceptable where it has been demonstrated to the satisfaction of the Local Planning Authority that partial employment use cannot realistically be achieved.

The upgrading of existing employment sites and buildings will be supported.

Map 8: Key Employment Sites Listed in Policy 26 – Lancing.



Map 9: Key Employment Sites Listed in Policy 26 – Shoreham.



THE VISITOR ECONOMY

4.60 In 2012, Adur district had approximately 919,000 trips by day visitors and an estimated 83,954 trips by staying visitors.[14] The district has a number of natural assets that can help to promote and encourage tourism such as the coast, the river and the South Downs National Park as well as a number of historic assets. In addition, Shoreham and Lancing are major destinations for kite-surfing, attracting participants from a wide area. There is potential to further enhance the visitor offer which will in turn help to diversify the local economy and potentially bring more money and investment into the district.

4.61 The amount of visitor accommodation in Adur district is comparatively small compared to other districts and boroughs in West Sussex. For this reason, it is estimated that overall only 2.7% of all overnight trips involved use of the district's serviced accommodation. The majority of Adur's visitors who make overnight visits, stay with friends and relatives.[15] A Hotel and Visitor Accommodation Study (2013) for Adur and Worthing indicated that there is potential for a budget hotel in Shoreham-by-Sea, and possibly for other accommodation such as that provided by pubs or Bed & Breakfasts.

4.62 Due to the close proximity and limited amount of Adur's countryside, it is considered that visitor accommodation (hotels, guest houses, etc.) is most appropriately located within the Built Up Area. This approach will protect the countryside, yet still allow easy access to the countryside and South Downs National Park. Similarly, visitor attractions will be expected to be located within the Built Up Area, unless it can be demonstrated that they require a countryside location, and comply with Policy 13 Adur's Countryside and Coast and Policy 14: Local Gaps.

4.63 A significant proportion of visitor expenditure is spent on food and drink.[16] Restaurants, pubs, cafes and bars make an important contribution to the economy

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Policy 27: The Visitor Economy

The visitor economy will be promoted through the provision of new facilities including visitor accommodation, in locations with good public transport access and within the Built Up Area. Access (including new public rights of way and slipways) to the river, the coast and the South Downs National Park should be improved where possible.

[14] Economic Impact of Tourism Adur 2012, Tourism South East Research Unit.
[15] 71% of staying trips. Economic Impact of Tourism, Adur 2012, Tourism South East Research Unit.
[16] 33% of visitor expenditure is spent on food and drink, the highest proportion (38%) is spent on shopping. Economic Impact of Tourism, Adur 2012, Tourism South East Research Unit.

All proposals for visitor facilities should be sensitively designed so as to minimise impacts on the environment.

RETAIL, TOWN CENTRES AND LOCAL PARADES

4.64 The NPPF states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. 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. Town centre uses are defined in the NPPF.

4.65 The NPPF also states that the extent of town centres and primary shopping areas should be defined, based on a clear definition of primary and secondary frontages in designated centres, and that policies should make clear which uses will be permitted in such locations.

4.66 The three main centres in Adur are Shoreham-by-Sea, Lancing and Southwick (see Part 3 for more details). Town centre boundaries have been defined for each of these centres and primary and secondary frontages have been drawn up for Shoreham-by-Sea and Lancing. In addition the town centres have also been divided into 'blocks' to provide more individual guidance appropriate to the nature of that specific frontage rather than generic 'one size fits all' guidance for all the primary and secondary frontages. Secondary frontages have not been designated in Southwick town centre due to its relatively small size. Primary shopping areas have also been defined for the town centres.

4.67 The Holmbush Centre also provides an out-of-town retail park serving a wider than local catchment.

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.

4.69 There are a number of small local shopping parades throughout Adur serving day to day local needs. These are shown in Appendix 6 and will be retained to help serve local needs and reduce the need to travel.

Policy 28: Retail, Town Centres and Local Parades

Within the defined town centre boundaries of Shoreham-by-Sea, Southwick and Lancing, town centre uses will be permitted, subject to compliance with other relevant policies.

Development within the primary and secondary shopping frontages will need to be in accordance with the place based policies in Part Three of this Plan.

New development for town centre uses outside of the defined town centre boundary (or Primary Shopping Area in the case of retail uses) will be assessed in accordance with the National Planning Policy Framework sequential and impact tests. An impact test will be required for any proposed retail development outside of the Primary Shopping Area with a net sales floorspace of 1000sqm or more.

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 there no longer being a predominant shopping use, this will only be acceptable where it can be demonstrated that retail 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.

TRANSPORT AND CONNECTIVITY

4.70 The main objectives of the West Sussex Local Transport Plan (2011 - 2026) are to promote economic growth; tackle climate change; provide access to services, employment and housing and to improve safety, security and health. The Plan identifies the main transport issues which need addressing in Adur. These include the following:

- Road congestion during peak periods affects many parts of the highway network throughout Adur and causes poor air quality and noise problems. Roads particularly affected include the A27, A259 and the A270.

- Some junctions – in particular the roundabouts at North Lancing and Shoreham High Street[17] are at or near capacity.

- Due to the geography and density of the developed area, physical improvements to the highway network, which require space outside the existing highway boundary, are challenging to deliver.

- Increased transport movements have negative impacts on the AQMA at A270 Old Shoreham Road/Upper Kingston Lane and the AQMA at Shoreham High Street.

- In some areas HGVs divert onto unsuitable residential roads to avoid congestion.

- The pedestrian and cycle network could benefit from improvements, as it is indirect, disjointed in parts and has inadequate signing, safe crossing points and poor surfacing in some places. Equestrians and vulnerable users, including those with mobility difficulties, also need to be taken into account. In addition there is a lack of safe pedestrian and cycle crossing points on the A27.

- On-street and off-street parking is insufficient to meet current demand and can result in parking problems, particularly around the railway stations and shopping areas. Traffic 'churn', as a result of vehicles seeking parking spaces, contribute to an already congested network and exacerbate air quality issues.

- Some areas are not well served by bus services.

- There is limited funding available for infrastructure improvements.

4.71 The 'Adur Local Plan and Shoreham Harbour Transport Study 2013', the 'Report Addendum 2014' and 'Second Addendum 2016' provides an assessment of the impact of potential housing and employment development on the transport network and identifies mitigation measures. The study indicates that the development of proposed Local Plan allocations and the Shoreham Harbour Regeneration Area can be accommodated if a suitable package of mitigation measures is provided. This package consists of capacity improvements to the highway network and sustainable transport improvements to reduce demand for the private car.

[17] Adur Local Plan and Shoreham Harbour Transport Study 2013, the Report Addendum 2014 and Second Addendum 2016.

4.72 The Council will continue to work with Highways England (with regards to the A27) and West Sussex County Council (the local Highway Authority) to address Adur's transport issues through the introduction of a range of measures, including those identified in the emerging transport strategy for Shoreham Harbour.

4.73 Encouraging the use of sustainable transport alternatives to the car is an important part of reducing pollution and congestion and creating a more pleasant environment. Public rights of way also help to deliver multifunctional green space. Sustainable travel also leads to improved health and wellbeing, greater social inclusion and economic benefits.

4.74 There is a need for improved public transport including enhanced rail access and interchange facilities (improving the environment and safety at stations), improving the existing cycle, pedestrian and bridleway network and tackling traffic emissions and poor air quality. Account will be taken of the West Sussex County Council Rights of Way Improvement Plan (2007–2017). New pedestrian and cycle networks should integrate with existing routes as far as possible.

4.75 In order to improve access and safety and to reduce congestion and rat-running, a number of improvements are needed to the road network and its junctions, particularly the A27 and A259. These will help to improve the interconnectivity between the main areas of employment and help in the overall regeneration of the area.

4.76 A range of sustainable transport measures will be required from developers to reduce car dependence. These could include public transport facilities, bus shelters, bus priority measures, real-time information, road improvements, walking/cycle paths and facilities and provision of travel plans. Developer contributions will be sought for such measures via S106 agreements and undertakings and potentially via the Community Infrastructure Levy in due course. Depending on the type, size and location of a proposed development, Travel Plans and Transport Assessments may also be required in line with the NPPF and West Sussex County Council guidance.[18]

4.77 Working with West Sussex County Council, the Council will consider implementing a range of measures to address a number of car parking issues in Shoreham town centre. These include the need to make efficient use of car parking; ensuring car parking is easy to locate; to reduce illegal parking and to reduce commuter parking in residential areas.

[18] A Travel Plan is a long term management strategy to meet sustainable transport objectives. A Transport Assessment provides detailed information on a range of factors relating to a proposed development and its immediate vicinity including safety, trip generation, access junction design and new infrastructure required.

4.78 Car parking provided to serve new development should be appropriate to the type and location of the development and not encourage unnecessary car travel. Cycle parking should also be provided. Parking Standards and Transport Contributions Methodology Supplementary Planning Guidance (2003) and Guidance for Parking in New Residential Developments (2010) have been produced by West Sussex County Council and adopted by Adur District Council. [19]

4.79 Two areas within Adur have been designated as Air Quality Management Areas due to the high levels of pollution, specifically nitrogen dioxide: Shoreham High Street in Shoreham-by-Sea and Old Shoreham Road, in Southwick by Kingston Lane. Air Quality Action Plans have been developed to reduce the levels of pollution which include measures such as traffic control/management, new signage and variable message signs, speed limits, increased monitoring and a range of measures to reduce overall car usage.

4.80 HGVs are using inappropriate residential roads in parts of Adur in order to access the main industrial areas including Shoreham Harbour. A range of measures including the setting up of parcel collection points, improvements to the A27 and its links to the A259, routing agreements, improved signage and information, are to be investigated with the relevant stakeholders and partners.

4.81 In order to tackle congestion and create the right conditions for growth, a variety of initiatives are needed to promote travel behaviour change and to firmly embed a culture of sustainable travel amongst businesses, schools, employees and residents. Travelling sustainably can help to reduce traffic levels, while improving road safety, the environment, and people's health. Rather than restrict car use, the aim is encourage sustainable travel options to achieve a shift in people's travel behaviour, resulting in fewer journeys where the car is the first choice. Travel behaviour change initiatives use a variety of methods to promote and enhance the attractiveness of sustainable modes of transport including travel information and marketing. A programme of initiatives, such as workplace travel planning, car clubs, car sharing, journey planning tools, promoting safe cycle use in schools and workplaces, and engaging local communities in sustainable travel initiatives, could be introduced in workplaces, schools and within the local community.

[19] 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

Policy 29: Transport and Connectivity

In order to secure significant improvements to transport and mobility in Adur, new development should:

- **Improve public transport and access to it where opportunities arise.**

- **Work with West Sussex County Council and Brighton & Hove City Council to promote a sustainable transport system along the coast to help in the regeneration of the area including Shoreham Harbour, ensuring that the A259 is improved.**

- **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 on the A259 and A27 will be sought.**

- **Encourage proposals to extend the existing cycle network and secure a network of cycle, pedestrian and bridleway facilities linking urban areas, key sites, open space, countryside and coast. These will include new and improved rights of way (suitable for a range of users, including those with mobility difficulties, where appropriate) as well as improved access across the A27.**

- **Ensure that new development is located and designed to minimise the need for travel, facilitates and promotes the use of sustainable alternatives to the private car, and provides or contributes to the necessary infrastructure to serve the development and to mitigate against any adverse impacts to an acceptable level. Travel plans and Transport Assessments will be required for certain developments in line with West Sussex County Council guidance and the National Planning Policy Framework.**

- **Ensure new development contributes to the mitigation of air pollution, particularly in Air Quality Management Areas. Air quality assessments may be required. Where practical, new development should be located and designed to incorporate facilities for electric vehicle charging points, thereby extending the current network.**

- **Implement a range of measures to address car parking issues in Shoreham town centre.**

- **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.**

- **Pursue with West Sussex County Council ways of managing the impact of HGVs in Adur and implement measures as appropriate.**

- **Implement an area-wide behaviour change programme to encourage sustainable modes of transport and reduce demand for the private car. This should include a package of travel behaviour initiatives.**

DELIVERING INFRASTRUCTURE

4.82 New development often generates a need for additional or improved infrastructure or facilities, in order to make it acceptable in planning terms. At present, infrastructure is secured through legal s106 agreements or undertakings containing planning obligations (or in some cases such as local and wastewater infrastructure, through direct agreements with service providers).

4.83 The term 'infrastructure' includes a wide range of items, such as utilities, green infrastructure (including open space); sports facilities; play areas; roads; public transport; education; libraries; health facilities; flood defence; drainage; waste and recycling; and public art. (This is not an exhaustive list). It can also include management agreements to ensure that effective arrangements are in place to look after infrastructure. The delivery of various forms of infrastructure required in this Local Plan is a fundamental part of delivering the Vision for Adur.

4.84 The proposed strategic development sites will be required to deliver infrastructure on-site to serve their communities, and if appropriate, financial contributions for off-site facilities. Delivery of major infrastructure will often require a multi-agency approach and partnership working. Smaller sites should also contribute towards the delivery of facilities and services to ensure that the cumulative impacts of development can be managed and provided for in a timely and effective way.

4.85 To address this, the Council is progressing work towards the use of the Community Infrastructure Levy (CIL). When adopted, this will be applied to new development across the Adur Local Plan area.[20] The type of developments which CIL will be applied to, and the appropriate rates for different land uses will be determined on the basis of viability.

[20] The South Downs National Park Authority is progressing its own CIL scheme which covers the areas of the District which fall within the Park boundary.

In addition, in certain cases site-specific infrastructure requirements required to make a specific development acceptable in planning terms will continue to be sought through section 106 agreements (where the statutory tests are met). This 'site specific' infrastructure includes affordable housing, facilities and services which are essential for development to take place on individual sites or which are needed to mitigate the impact of development at the site or neighbourhood level. Further details relating to the use of CIL and how it will operate will be developed in due course. In addition, a 'Guidance on Infrastructure Provision' SPD will be developed to clarify when a section 106 agreement or undertaking would be appropriate.

4.86 An Infrastructure Delivery Plan (IDP) has been published alongside this Local Plan. Following the adoption of the Local Plan the IDP will be regularly updated. It sets out the infrastructure needs associated with the implementation of this Local Plan, how they will be delivered, by which agencies, and how they could be funded.

4.87 It should be noted that this policy addresses the mechanisms required to secure infrastructure. Requirements relating to the specific types of infrastructure to be provided are addressed elsewhere in the Local Plan.

Policy 30: Delivering Infrastructure

Development will be required to provide or contribute to the provision (and where appropriate, maintenance) of facilities, infrastructure and services made necessary by development, or where it gives rise to a need for additional or improved infrastructure.

The Council will work with partners including infrastructure and service providers and stakeholders to ensure that the necessary physical, economic, social and environmental infrastructure is provided to support development.

Infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.

Prior to the adoption of a CIL charging schedule, planning obligations from developers to secure the delivery of infrastructure will be provided by way of legal undertaking or agreement pursuant to s106 of the Town and Country Planning Act 1990 (as amended). 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.

Proposals by service providers for the delivery of utility infrastructure to meet the needs generated by new development and by existing communities will normally be permitted.

GREEN INFRASTRUCTURE

4.88 The NPPF states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. It also states that planning should contribute to and enhance the local and natural environment.

4.89 Planning policies can have direct and indirect effects on both human health as well as the health of many other forms of biodiversity. The provision of a green infrastructure network is a key way of improving health and biodiversity across Adur through the planning system.

4.90 The Government, in its White Paper 'The Natural Choice: Securing the Value of Nature[21]' defines Green Infrastructure (GI) as the following:

"Green Infrastructure is a term used to refer to the living network of green spaces, water and other environmental features in both urban and rural areas. It is often used in an urban context to cover benefits provided by trees, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands.

Green Infrastructure is also relevant in a rural context, where it might refer to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification. Green Infrastructure maintains critical ecological links between town and country."

4.91 Government guidance supports a strategic approach to the identification and delivery of green infrastructure. Green infrastructure is a 'multifunctional' resource. As well as conserving and enhancing biodiversity as it can provide benefits in terms of recreation, water management, climate change adaptation, and social and cultural benefits to help promote health and well-being

4.92 Key areas of green infrastructure in Adur District include the South Downs National Park, the River Adur SSSI and Cissbury Ring[22]. In addition the countryside between Worthing-Sompting/ Lancing and Sompting/ Lancing – Shoreham-by-Sea is also part of Adur's GI network. In addition to these sites there are a number of Sites of Nature Conservation Importance (SNCIs) and Local Nature Reserves, public rights of way such as the Downs Link, as well as undesignated sites

[21] DEFRA June 2011.
[22] Although please note that some of these lie outside of the area covered by the Local Plan.

that make an important contribution. Other forms of open space, including parks, play areas, and private gardens, also contribute to the overall 'GI' network.

4.93 The Green Infrastructure Wildlife Corridors Study (2009) and the Shoreham Harbour Joint Area Action Plan Assessment of Open Space and Recreation (2009) proposed the creation of a network of 'green corridors' linking town centres, communities, open spaces, the coast and countryside. Green corridors include river banks, road and rail corridors, cycleways and rights of way and are a valuable element of GI and can have recreational as well as biodiversity benefits. 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. 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.

4.94 Strategic sites, such as the proposed housing allocations in Part 2 of this Plan will be expected to make significant contributions to the green infrastructure network on-site. Other new developments should seek to incorporate elements of green infrastructure into their design where appropriate, for example through provision of green roofs, SuDS[23], landscaping, tree planting etc.

4.95 A Green Infrastructure SPD will be produced in order to provide a holistic approach to the provision of green infrastructure and to maximise the many benefits that green infrastructure brings.

Policy 31: Green Infrastructure

Green infrastructure will be protected and enhanced and access to it improved where necessary and appropriate. When considering green infrastructure provision, the ecological characteristics of the area will be taken into account in order to maximise the biodiversity benefits.

Developments will be required to incorporate elements of green infrastructure into their overall design, and/or enhance the quality of existing Green Infrastructure as appropriate.

The Council will work with relevant partners and developers to facilitate the creation of an integrated network of green infrastructure within and beyond Adur. A Green Infrastructure Strategy will be produced by the Council and developments will be expected to comply with this document. All new major

[23] Sustainable Drainage Systems.

developments will need to demonstrate how they will contribute to the implementation of the Green Infrastructure Strategy both at site level and with regard to the wider green infrastructure network.

The planting of trees will be supported and encouraged and Tree Preservation Orders will be made to ensure that healthy locally important trees that make a positive contribution to the streetscene are protected.

BIODIVERSITY

4.96 The NPPF states that Local Planning Authorities should aim to conserve and enhance biodiversity, and sets out how biodiversity issues should be addressed when determining planning applications.

4.97 All new developments will be required to take account of and incorporate biodiversity features at the design stage.

4.98 Conserving biodiversity is not just about protecting rare species and designated nature conservation sites. It also encompasses the more common and widespread species and habitats, all of which make an important contribution to quality of life. The Council will work with partners to conserve and enhance the biodiversity and geological diversity of Adur.

4.99 There are five Biodiversity Opportunity Areas (BOAs) in the district (although some lie outside of the area covered by the Local Plan). These include Shoreham Estuary and Beach, Adur to Newtimber including Mill Hill (South Downs National Park), Central Downs Arun to Adur (South Downs National Park), and Crooked Moon to Thundersbarrow (South Downs National Park). The BOAs are regional priority areas of opportunity for restoration and creation of Biodiversity Action Plan (BAP) habitats and are a spatial representation of the BAP targets and area.

4.100 Coastal squeeze is a particular issue in the south east of England and poses a significant threat to coastal habitats. Over the next twenty years coastal squeeze is likely to result in the loss of a significant amount of intertidal flats and saltmarsh. This is an issue for Adur due to its coastal location, the Adur Estuary SSSI and the compact nature of the district. New development that could result in further coastal squeeze will need to demonstrate how it is addressing this issue.

Policy 32: Biodiversity

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 development on an alternative site with less harmful impacts), then such harm should be adequately mitigated. Where it cannot be adequately mitigated then such harm must be compensated for. Where it cannot be compensated for, then planning permission should be refused.

Nationally designated sites: Proposed developments which would adversely affect a Site of Special Scientific Interest (SSSIs) (individually or cumulatively) will not normally be permitted. Exceptions will only be made where the benefits of the development on the particular site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts.

Local Designations: Proposals for development in, or likely to have an adverse effect (directly or indirectly) on a Local Nature Reserve, Site of Nature Conservation Importance (including ancient woodlands or wildlife corridors) or Regionally Important Geological/Geomorphological Site will not be permitted unless it can be demonstrated that reasons for the proposal outweigh the need to safeguard the nature conservation value of the site/feature.

Where appropriate, the Authority will use planning conditions or obligations to provide appropriate enhancement and site management measures, and where impacts are unavoidable, mitigation or compensatory measures.

Where relevant, new development adjacent to the Adur Estuary or the coast will have to demonstrate how it is addressing the issue of coastal squeeze.

OPEN SPACE, RECREATION AND LEISURE

4.101 Designated open space used for recreation and leisure purposes forms a key component of a green infrastructure network. Open Space, Playing Pitch and Built Facilities studies were produced for Adur in 2014. The Open Space Study concluded that the quantity of open space in Adur is satisfactory and that Adur has predominantly good quality, accessible open spaces. However, there are some wards in the

district which fall short of the minimum provision standards for certain open space typologies and this shortfall should be addressed where possible over the plan period. 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.

4.102 The Open Space Study (2014) sets a number of local standards regarding the quantity, quality and accessibility of different open space typologies. In terms of quantity, the local standards are as follows (all quantities are hectares per 1000 population):

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	0.23

The above open space standards will be reviewed over the Plan period.

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.

4.103 The Open Space SPD to be produced by the Council will address open space provision in further detail.

Policy 33: Open Space, Recreation and Leisure

Major development for residential use will be required to provide open space on site in accordance with the Council's adopted standards. The type of open space to be provided will be determined by the scale and type of development and the needs of the area. Where it is not possible or necessary to provide open space on site, contributions will be required to provide or improve open space off-site.

The loss of existing open space, or sports and recreation buildings/facilities will be resisted unless:

i. The development is for alternative sports and recreational provision, the need for which clearly outweighs the loss; or

ii. An assessment has been undertaken which clearly shows the open space, buildings or land to be surplus to requirements

iii. and ~~is~~ not required to meet any other shortfalls in open space types; or

iv. 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.

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. However, any loss of open space should be in accordance with (iii) above.

Proposals for built sports facilities and formal sports provision will be supported where they are in accordance with policies in this plan. Financial contributions for built sports facilities and formal sports provision will be sought from new development.

PLANNING FOR SUSTAINABLE COMMUNITIES

4.104 Ensuring that appropriate and sufficient social and community infrastructure is provided is a vital part of delivering healthy, sustainable communities. A range of facilities may be required, or improvements made to existing facilities, to address issues arising from changes in population or deprivation. For the purposes of this policy, social and community facilities may be defined as community venues, cultural buildings, places of worship, education and health facilities, and pubs where evidence demonstrates they have a community value.[24]

4.105 Work has been undertaken to identify community infrastructure requirements. These are set out in the Adur Infrastructure Delivery Plan.

4.106 It is important to ensure that social and community facilities are protected, where they are viable and used.

[24] Open spaces and built sports facilities are covered by Policy 33.

4.107 Health is a material consideration in relevant planning decisions. The document 'Steps to Healthy Planning: Proposals for Action'[25]states that LDFs should contain policies on health and that planning authorities and the public health service should work together. Ways in which the Local Plan can contribute to a healthy environment include:

- Locating development near to existing facilities, town centres, etc. thereby reducing the need to travel by car. Shorter trips are more likely to be made on foot or by bicycle, which has health benefits, and such journeys do not contribute to CO2 emissions.[26]
- Creating well-designed public spaces which people enjoy using and feel safe in.[27]
- The provision of open space and green infrastructure.
- Addressing the planning aspects of pollution.

4.108 The health service providers in Adur are the Western Sussex Hospitals Trust and NHS Coastal West Sussex Clinical Commissioning Group. These recognise the health issues associated with deprivation which occur in Adur. In addition a Wellbeing Hub has been set up for Adur (and another in Worthing) - a partnership between Adur District, Worthing Borough and West Sussex County Councils, and NHS Sussex. The Hub provides universal advice and support for adults and families on lifestyle issues that impact on health and wellbeing and signposts to other services. It works with all communities but targets those most in need in areas of deprivation and disadvantaged groups.

4.109 The Sustainability Appraisal process also considers the impact of the proposals and policies of this Local Plan on health. The use of these assessments will ensure that the health impacts of development are identified and addressed at an early stage in the planning process. In addition an Equalities and Health Impact Assessment has been produced to accompany this Local Plan.

Policy 34: Planning for Sustainable Communities

The Council will protect, and support improvements to, social and community facilities. Development which would result in the loss of existing social or community facilities will only be permitted where:

[25] Steps to Healthy Planning: Proposals for Action. Spatial Planning and Health Group June 2011.
[26] See Parts Two and Three of this Local Plan.
[27] See Quality of the Built Environment and Design policy.

- **It can be demonstrated there is no demand for the facility within the area and the premises have been marketed for a reasonable period of time; or**
- **There is alternative provision available locally that is accessible, and at least equivalent in terms of quality; or**
- **The proposed development would provide an alternative social and community facility.**

The Council will work with health care providers to deliver up-to-date healthcare facilities, and with the providers of other social and community infrastructure to deliver appropriate facilities in accessible locations, to meet local needs.

The reduction of health inequalities and initiatives to facilitate healthier lifestyles will be supported, where these can be delivered through the planning system.

4.110 For the purposes of the policy above, 'the area' referred to in the first bullet point will be dependent upon the type and scale of facility in question, and its catchment area. It may commonly relate to the neighbourhood, although not necessarily in every case.

POLLUTION AND CONTAMINATION

4.111 Air quality is an issue within Adur, primarily as a result of traffic congestion. Two Air Quality Management Areas (AQMAs) have been designated at Shoreham High Street and Old Shoreham Road, Southwick, and the Brighton AQMA borders the district boundary. Adur has an Air Quality Action Plan, and an Air Quality and Emission Mitigation guidance document was produced by 'Sussex–Air' in 2013 which addresses air quality throughout the district[28] (and complements the existing Air Quality Action Plan) Air Quality Assessments will be required in conjunction with relevant development proposals to demonstrate that there are no potential adverse impacts on health, or to show how any impacts can be mitigated.

4.112 The measures indicated in the Transport and Accessibility, Green Infrastructure and place-based policies to achieve improved cycle and walking routes and improve public transport will all play a part in encouraging modal shift, particularly on local journeys, and therefore contribute to reducing the amount of emissions produced by vehicles. In addition, the layout of development can be important - for example, levels of air pollutants drop off rapidly with distance from the road so

[28] http://www.adur-worthing.gov.uk/media/media,121587,en.pdf

locating facades as far as possible from the kerbside will help and will also reduce the impact of noise.[29]

4.113 Noise pollution is also a local issue, again primarily related to transport. Brighton City Airport produced Noise Maps in December 2014 which were prepared in line with the Environmental Noise (England) Regulations 2006 and contain Noise Level contour maps. In addition, Defra[30] has indicated several 'Important Areas' for noise in Adur, all of which are related to either the A27 or A259. DEFRA's Noise Policy Statement sets out current policy and practice in noise management. Planning decisions in Adur will, where relevant, be informed by the Brighton Agglomeration Noise Action Plan (DEFRA 2010) which includes Adur District. The Council will work with the relevant bodies to reduce the number of dwellings impacted by noise in the district.

4.114 Noise assessments (to include assessment of the impact of traffic noise where appropriate) may be required in conjunction with relevant proposals. A Sussex-wide Planning Noise Advice Document was produced in 2013. This document provides advice for developers, consultants and relevant stakeholders when making a planning application.[31]

4.115 With regard to contaminated land, the Council aims to:

- encourage the re-use of previously developed land (brownfield sites) to reduce the demand for developing green-field sites;
- help regenerate areas;
- reduce risks posed to human health and the environment.

4.116 All potentially contaminated land[32] should be remediated prior to development and/or during construction to a level appropriate to its proposed use. In order to achieve this investigations and assessments of all sites situated on or in close proximity to potentially contaminated land will be required in conjunction with relevant development proposals. The purpose of these investigations and assessments is to ascertain whether the land poses potential risk to human health and the environment and if necessary, outline remedial measures and future monitoring to mitigate and monitor the risk. All investigations of potentially contaminated land should be carried out in accordance with established procedures.[33]

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29 Light pollution is addressed in the Quality of the Built Environment and Public Realm policy.

30 The Department for the Environment, Food and Rural Affairs.

31 http://www.adur-worthing.gov.uk/media/media,121802,en.pdf

32 To include land defined under Part IIA of the Environmental Protection Act 1990.

33 Such as British Standard 10175:2001 Investigation of Potentially Contaminated Land – Code of Practice.

4.117 In accordance with the NPPF where a site is affected by contamination or land stability issues responsibility for securing a safe development rests with the developer and/or landowner. A desk study report and site reconnaissance is the minimum requirement of information that should be provided with a planning application. Following remediation, the land should not be capable of being determined 'contaminated land' under Part II A of the Environmental Protection Act 1990.

4.118 Conditions may be used to secure pollution mitigation measures in new developments.

Policy 35: Pollution and Contamination

Development should not result in pollution or hazards which prejudice the health and safety of the local community and the environment, including nature conservation interests and the water environment.

New development in Adur will be located in areas most suitable to the use of that development to avoid risks from noise, air, odour or light pollution.

Mitigation measures will need to be implemented for developments that could increase levels of pollution or have a negative impact on drinking water supplies in Adur. Where increased levels of pollution cannot be mitigated development will be resisted.

Where appropriate, air quality assessments and/or noise assessments will be required in conjunction with development proposals.

Investigations and assessments of all sites situated in or in close proximity to potentially contaminated land will be required in relation to relevant development proposals.

WATER QUALITY AND PROTECTION

4.119 In 2003 the Water Framework Directive became part of UK law. This provides an opportunity to deliver a better water environment focussing on:

- Surface freshwater (including lakes, streams and rivers)
- Groundwater
- Groundwater dependent ecosystems
- Estuaries

4.120 Key water features in Adur are the River Adur SSSI estuary and the Teville Stream. There are also five Groundwater Source Protection Zones (SPZs).

4.121 Under the Water Framework Directive, the Environment Agency has prepared a River Basin Management Plan for the South East River Basin District. This plan assesses the pressures facing the water environment in the area and the actions that will address them.

4.122 It is essential that new development does not have a detrimental impact on water quality in Adur and, where possible and necessary, development should contribute to water quality enhancements. Appropriate Sustainable Drainage Systems (SuDS) can also contribute to water quality through filtration.

Policy 36: Water Quality and Protection

Development will be permitted provided that:

It does not have an unacceptable impact on the quality and potential yield of local water resources and the water environment; also

It protects and enhances groundwater, surface water features and controls aquatic pollution to help achieve the objectives of the Water Framework Directive; and

It has an adequate means of water supply (even in a drought), sufficient foul and surface water drainage and adequate sewage treatment capacity.

Development must be phased to take into account the timing of any water and/or wastewater infrastructure required which must be in place prior to the occupation of development.

A preliminary risk assessment will be required for any development where there is potential risk of contamination of controlled waters.

New development within Groundwater Source Protection Zones will only be permitted provided that it has no adverse impact on the quality of the groundwater source or a risk to its ability to maintain a public water supply.

FLOOD RISK AND SUSTAINABLE DRAINAGE

Flood Risk

4.123 With the effects of climate change creating wetter, warmer winters and rising sea levels, the risk of flooding is increasingly putting the natural and built environment as well as people's livelihoods and safety under threat. Flood risk is a significant issue in Adur due to its coastal location and the River Adur bisecting the district. The large area of open land between Shoreham-by-Sea and Lancing, as well as more urban areas including parts of Shoreham town centre are in areas with a high probability of flooding.

4.124 The Council's Strategic Flood Risk Assessment (SFRA) was updated in 2012 to help inform the location of future development within the district. As well as being a useful tool for the Council in terms of land-use planning and emergency planning, the SFRA should also be used by developers when considering new development and should, where necessary, inform their Flood Risk Assessments (FRAs). However, the SFRA should not be considered the sole source of information, particularly with regard to surface water and groundwater flooding. 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), and, where relevant, the Lancing Surface Water Management Plan (2015).

4.125 The SFRA has shown that there are a number of different types of flood risk in the district and that, in addition to tidal and fluvial flooding, many parts of Adur are subject to groundwater and surface water flooding. The groundwater flood risk mainly results from the geology of Adur which is dominated by chalk and much of the surface water in the district originates from run-off from the steep slopes of the South Downs.

4.126 The SFRA recommends that a detailed site specific flood risk assessment be submitted with planning applications as set out in the policy below. This approach goes beyond national guidance but is considered appropriate given the surface water and groundwater issues in the area.

4.127 In addition to the SFRA, the Council will work with relevant partners to help implement the aims of the Beachy Head to Selsey Bill Shoreline Management Plan First Review (2006) and the resulting Rivers Arun to Adur Flood and Erosion Management Strategy 2010-2020.

4.128 In assessing the suitability of sites for various uses in this Local Plan, the approach set out in the NPPF has been used to ensure that flood risk has been properly taken into account to avoid inappropriate

development in areas at risk of flooding. To ensure that sites with little or no flood risk are developed in preference to areas at high flood risk, the Council has carried out, in accordance with the NPPF, a Sequential Test informed by the SFRA. The Sequential Test takes into consideration the vulnerability of the development proposed, ensuring that the more vulnerable uses are directed away from areas of high flood risk.

4.129 Where sites have passed the sequential test, they have been assessed against the objectives of the Sustainability Appraisal to determine whether the sustainability benefits to the community outweigh flood risk as part of the Exceptions Test. The sites that demonstrate these wider benefits and have also shown that flood risk on the site can be managed without increasing flood risk elsewhere have been allocated in this plan. Further detail regarding the management of flood risk would be required at the planning application stage where the developer would be required to produce a site specific Flood Risk Assessment. The second part of the exceptions test requires that a site specific flood risk assessment must be undertaken to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. This part of the exceptions test would be undertaken at the planning application stage.

4.130 It has not been possible to allocate all strategic sites within areas at low risk of flooding due to the limited capacity of Adur for further development as well as wider sustainability and regeneration objectives for the area. The Environment Agency, as part of the Rivers Arun to Adur Flood and Erosion Management Strategy 2010-2020, are progressing a flood defence scheme along both the east and west bank of the River Adur, which will help to considerably reduce the risk of tidal flooding in the district. An indicative completion date for this scheme is 2017.

4.131 Please see Part Two for more site-specific information on flood risk.

Sustainable Drainage

4.132 Sustainable Drainage Systems (SuDS) are a way of managing rainwater falling on roofs and other surfaces. The key objectives are to manage the flow rate and volume of surface runoff to reduce the risk of flooding and water pollution. SuDS also reduce pressure on the sewerage network and can improve biodiversity and local amenity

Policy 37: Flood Risk and Sustainable Drainage

The Council will work with relevant bodies to ensure that flood risk in Adur is reduced.

A site specific flood risk assessment must be submitted with planning applications for:

- **Proposals of 1 hectare or greater in Flood Zone 1**
- **All development or changes of use to a more vulnerable use in Flood Zones 2 and 3**
- **All development[34] 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.**

The flood risk assessment will need to demonstrate that development:

- **is appropriately flood resilient and resistant, includes safe access and escape routes where required, and that any residual risk can be safely managed;**
- **will be safe for its lifetime taking account of the vulnerability of its users;**
- **will not increase flood risk (including sewer flooding, surface water and groundwater flood risk) elsewhere;**
- **will, where possible, reduce flood risk overall; and**
- **will give priority to the use of sustainable drainage systems.**

The flood risk assessment will also need to demonstrate that, where possible, higher vulnerability uses have been located on parts of the site at the lowest probability of flooding.

New development within Adur must include some form of Sustainable Drainage System (SuDS) or other appropriate design measures in order to reduce the risks of surface water flooding and to mitigate the risk of pollution to groundwater sources. SuDS should be considered before other forms of disposal.

Substantial storage through SuDS will be required to achieve a reduction in runoff to levels below that experienced prior to development. On relevant sites, storage of runoff during the high part of the tidal cycle should be addressed. SuDS must be designed sensitively and must seek to enhance landscapes, increase biodiversity gains, and provide quality spaces.

[34] Excluding 'minor development' as defined in paragraph 046 of the National Planning Policy Framework Planning Practice Guidance.

For all developments, applicants will be required to demonstrate that acceptable management arrangements are in place and funded to ensure the ongoing maintenance of SuDS into the future. Where it is not practical to provide SuDS on site, the development of strategic level SuDS may be considered appropriate. In these circumstances, contributions may be required through s106 undertakings/ CIL.

TELECOMMUNICATIONS

4.133 The ways in which people shop, work and communicate have changed in recent years, and are likely to continue to do so due to further developments in technology throughout the lifetime of this plan. Although it is difficult to predict the precise impacts of these changes, a balance should be struck between facilitating communication and ensuring that the environment is protected.

4.134 In certain situations planning permission for works are provided through provisions within the Town and Country Planning (General Permitted Development) Order 1995 (as amended) subject to the limitations and conditions specified therein being satisfied.

Policy 38: Telecommunications

The expansion of electronic communication networks including high-speed broadband connections will be supported. Proposals should demonstrate that:

- **All opportunities for mast sharing, or the use of existing buildings or structures have been thoroughly assessed; and**
- **There are no satisfactory alternative sites available.**

Applications for telecommunications development (including for prior approval) should be accompanied by the necessary evidence to support development, including evidence which demonstrates that the proposal is the least environmentally harmful option, and includes a statement that self-certifies that the cumulative exposure will not exceed the guidelines of the International Commission on Non-Ionising Radiation Protection.

All proposals for telecommunications development should ensure that siting and design of the equipment results in acceptable visual impact. Conditions or planning obligations may be used to secure landscaping as well as restoration of the site once operation has ceased.

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Appendix 1: List of Saved Policies

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

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

POLICY SAVED FROM ADUR LOCAL PLAN 1996	REPLACEMENT POLICY
AG1 Location of Development	P2: Spatial Strategy
AG3 The relationship between development and the provision of Infrastructure	P30: Delivering Infrastructure
AP4 Development & Land Drainage	P37: Flood Risk and Sustainable Drainage
AP5 Development & Land Drainage	To be deleted - replacement policy not required.
AP9 Minimising Pollution: Visual	P15: Quality of the Built Environment and Public Realm
AC1 Development of the Countryside Generally	P13: Adur's Countryside and Coast
AC2 The Sussex Downs Area of Outstanding Natural Beauty	To be deleted - replacement policy not required. (AONB designation no longer in place).
AC3 The Sussex Downs Area of Outstanding Natural Beauty	To be deleted - replacement policy not required. (AONB designation no longer in place).
AC4 The Strategic Gaps	P14: Local Green Gaps
AC6 Agriculture, Horticulture and Forestry	P13: Adur's Countryside and Coast
AC7 Agriculture, Horticulture and Forestry	P13: Adur's Countryside and Coast
AC8 Diversification of the Rural Economy	P13: Adur's Countryside and Coast
AC9 Existing Buildings in the	P13: Adur's Countryside and Coast

Countryside	
AC15 Horse Riding Establishments	**P13: Adur's Countryside and Coast**
AB1 Archaeology	**P17: The Historic Environment**
AB3 Conservation areas and their enhancement	**P17: The Historic Environment**
AB4 Conservation areas and their enhancement	**P17: The Historic Environment**
AB5 Conservation areas and their enhancement	**P17: The Historic Environment**
AB6 Conservation areas and their enhancement	**P17: The Historic Environment**
AB7 Listed buildings	**P17: The Historic Environment**
AB8 Listed buildings	**P17: The Historic Environment**
AB9 Listed buildings	**P17: The Historic Environment**
AB10 Listed buildings	**P17: The Historic Environment**
AB11 Listed buildings	**P17: The Historic Environment**
AB13 Improving Town Centres	**P9: Lancing, P11: Shoreham-by-Sea, and P12: Southwick and Fishersgate, P15: Quality of the Built Environment and Public Realm.**
AB14 Improving Town Centres	**P9: Lancing, P11: Shoreham-by-Sea, P12 Southwick and Fishersgate.**
AB15 Improving Town Centres	**P9: Lancing, P11: Shoreham-by-Sea, P12: Southwick and Fishersgate.**
AB16 The Riverside setting of Shoreham-By-Sea	**P11: Shoreham-by-Sea.**
AB17 Controlling Advertisements	**P15: Quality of the Built Environment and Public Realm**
AB19 Controlling Advertisements	**P17: The Historic Environment.**
AB20 Shopfronts	**P15: Quality of the Built Environment and Public Realm.**
AB21 Shopfronts	**P17: The Historic Environment**

AB22 Safeguarding Amenity Open Space	P33: Open Space, Recreation and Leisure
AB23 Trees in the Urban Area	P31: Green Infrastructure
AB25 Trees in the Urban Area	P31: Green Infrastructure
AB26 Trees in the Urban Area	P31: Green Infrastructure
AB27 Landscaping	P15: Quality of the Built Environment and Public Realm and P31: Green Infrastructure
AB28 Satellite Television Dishes	To be deleted - replacement policy not required
AB29 Other Telecommunications Development	P38: Telecommunications
AB30 Crime Prevention	P15: Quality of the Built Environment and Public Realm
AB32 Per Cent for Art	P15: Quality of the Built Environment and Public Realm
AT1 The A259 Coast Road	To be deleted - replacement policy not required
AT2 The A283	To be deleted - replacement policy not required
AT3 The South Side of the Canal	P8: Shoreham Harbour Regeneration Area
AT4 The North Side of the Harbour & Shoreham Beach	P29: Transport and Connectivity
AT5 Roadside Facilities for Motorists	To be deleted - replacement policy not required
DPAT1 Development proposal: Land at Pond Road	To be deleted - replacement policy not required
AT6 Development Proposal: Ropetackle	To be deleted, replacement policy not required
AT7 Public Lorry Parking	P8: Shoreham Harbour Regeneration Area
AT9 Shoreham Airport	P7: Shoreham Airport
AT10 Facilities for Pedestrians, Equestrians and Cyclists	P29:Transport and Connectivity
AT11 The Coastal Link	P11: Shoreham-by-Sea, P29: Transport and Connectivity
AH2 Infill and Development	P15: Quality of the Built Environment and Public Realm
DPAH3 Part of Southlands Hospital Site, Upper Shoreham Road	To be deleted - replacement policy not required.
AH3 Housing to Meet Local Need	P22: Affordable Housing
AH5 Dwelling Size	P21: Housing Mix and Quality
AH6 Loss of Dwellings	P21: Housing Mix and Quality

AH7 Householder Proposals	P15: Quality of the Built Environment and Public Realm
AH9 Flat Conversions	P15: Quality of the Built Environment and Public Realm; P21: Housing Mix and Quality
AH10 Residential Care & Nursing Homes	P15: Quality of the Built Environment and Public Realm P21: Housing Mix and Quality
AH11 Residential Mobile Homes	To be deleted - replacement policy not required
AE2 Redevelopment Opportunities	To be deleted - replacement policy not required
DPAE2 Land at Dolphin Road, Shoreham	P26: Protecting and Enhancing Existing Employment Sites and Premises
AE4 Mixed Development	To be deleted - replacement policy not required
AE5 Office Development	P15: Quality of the Built Environment and Public Realm, P28: Retail, Town Centres and Local Parades, and P21: Housing Mix and Quality.
DPAE4 Land at Ropetackle, Shoreham	To be deleted - replacement policy not required as development completed.
AE6 Town centres	P28: Retail, Town Centres and Local Parades
AE7 Shoreham Harbour	P8: Shoreham Harbour Regeneration Area
AE8 Shoreham Harbour	P8: Shoreham Harbour Regeneration Area
AE9 Shoreham Harbour	P8: Shoreham Harbour Regeneration Area
DPAE6 Land on the South Side of Canal	P8: Shoreham Harbour Regeneration Area
DPAE7 Land on the North Side of the Canal	P8: Shoreham Harbour Regeneration Area
DPAE8 Land on the North Side of the Canal	P8: Shoreham Harbour Regeneration Area
AE10 Shoreham Airport	P7: Shoreham Airport
AE11 Shoreham Airport	P7: Shoreham Airport
AE12 Shoreham Airport	P7: Shoreham Airport
AE13 Shoreham Airport	P7: Shoreham Airport
AE14 Shoreham Airport	P7: Shoreham Airport

DPAE9 Land at Shoreham Airport	To be deleted - replacement policy not required (policy implemented)
DPAE11 Heritage Aviation Museum	To be deleted - replacement policy not required – development completed.
AE15 New Development Outside Established Business/Industrial Areas	P4: Planning for Economic Growth
AE16 Existing Businesses in Residential Areas	P4: Planning for Economic Growth and P15: Quality of the Built Environment and Public Realm; and P26: Protecting and Enhancing Existing Employment Sites and Premises.
AE17 Existing businesses in Residential Areas	P15: Quality of the Built Environment and Public Realm; P29: Transport and Connectivity.
AE18 Business and Industry Outside the Built up area	To be deleted - replacement policy not required.
AS1 Protection of the District's Shopping Centres	P28: Retail, Town Centres and Local Parades
DPAS1 Land at Ropetackle, Shoreham-By-Sea	To be deleted - replacement policy not required – development completed.
AS2 (Retail) Development Outside Town Centres	P13: Adur's Countryside and Coast.
AS3 (Retail) Development Outside Town Centres	P28: Retail, Town Centres and Local Parades.
AS4 (Retail) Development Outside Town Centres	P28: Retail, Town Centres and Local Parades
AS5 (Retail) Development Outside Town Centres	P28: Retail, Town Centres and Local Parades; P9: Lancing, P11: Shoreham-by-Sea; P12: Southwick and Fishersgate.
ACS1 Education	P34: Planning for Sustainable Communities
ACS2 Lancing College	To be deleted - replacement policy not required in this Local Plan; site now lies within remit of South Downs National Park Authority.
ACS3 Lancing College	To be deleted - replacement policy not required in this Local Plan; site now lies within remit of South

	Downs National Park Authority.
ACS4 Health Services	P34: Planning for Sustainable Communities
ACS5 Community Facilities	P34: Planning for Sustainable Communities
DPAN1 Land to South of Sompting Village	To be deleted - replacement policy not required
AR1 Public Open Space	P33: Open Space, Recreation and Leisure
AR2 Recreation Areas not owned by Adur District Council	P33: Open Space, Recreation and Leisure.
AR3 Private Playing Fields	P33: Open Space, Recreation and Leisure
AR4 Allotments	P33: Open Space, Recreation and Leisure.
AR5 New Areas of Public Open Space and Children's Play Areas	P33: Open Space, Recreation and Leisure
AR6 New Areas of Public Open Space and Children's Play Areas	P33: Open Space, Recreation and Leisure
DPAR1 Land adjacent to Sompting Cemetery	To be deleted - replacement policy not required
AR7 Development of Leisure & Sporting Facilities	P33: Open Space, Recreation and Leisure
AR8 Recreation in the Countryside	P13: Adur's Countryside and Coast
AR9 Recreation in the Countryside	To be deleted - replacement policy not required. Sites lie within the South Downs National Park, and therefore not within the remit of this Local Plan.
DPAR4 Shoreham Cement Works	To be deleted - replacement policy not required. Sites lie within the South Downs National Park, and therefore not within the remit of this Local Plan.
DPAR5 Land east of Lancing bounded by A27 Trunk Road and Shoreham Airport	P5: New Monks Farm, Lancing
AR11 Coastal Recreation	P13: Adur's Countryside and Coast
AR12 Coastal Recreation	P9: Lancing
AR13 Shoreham Harbour	P8:Shoreham Harbour Regeneration Area

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

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

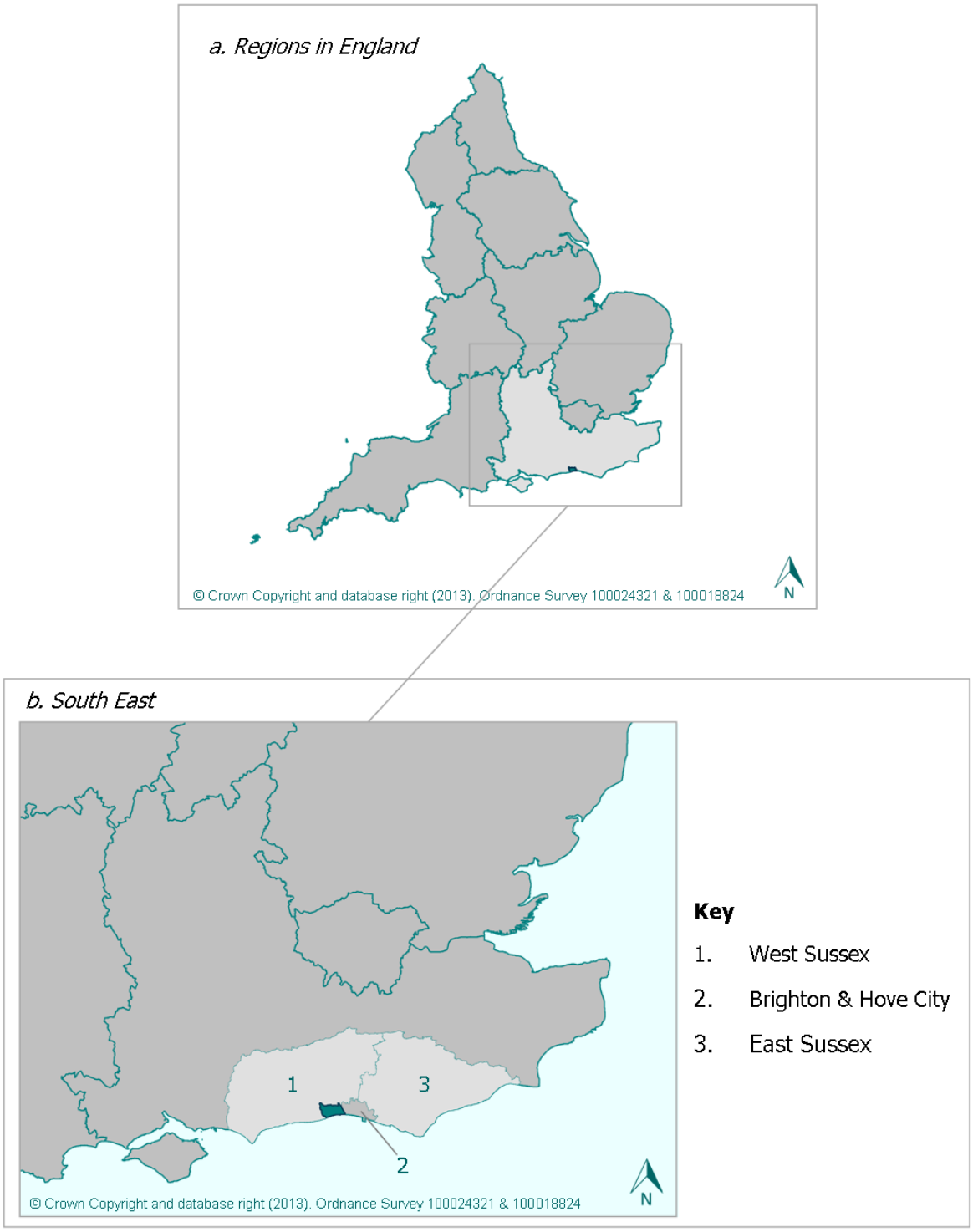
Policy	Vision	Objectives
Policy 1: Presumption in Favour of Sustainable Development	All	All
Policy 2: Spatial Strategy	V1 V2 V3 V4 V7 V11	O1 O2 O3 O7
Policy 3: Housing Provision	V1 V2 V4 V11	O1 O2 O3
Policy 4: Planning for Economic Growth	V1 V2 V3 V4 V11	O2 O3
Policy 5: New Monks Farm, Lancing	V1 V2 V3 V6 V8 V9 V10 V11	O1 O2 O3 O4 O5 O6 O7 O9 O10 O11 O12
Policy 6: West Sompting	V1 V2 V6 V8 V11 V10	O1 O2 O3 O4 O6 O7 O9 O10 O12
Policy 7: Shoreham Airport	V1 V3 V6 V9 V10 V11	O2 O3 O4 O7 O8 O11 O12
Policy 8: Shoreham Harbour Regeneration Area	V1 V2 V3 V4 V6 V7 V8 V9 V10 V11	O1 O2 O3 O4 O6 O7 O9 O10 O11 O12
Policy 9: Lancing	V1 V2 V5 V6 V8 V11	O2 O5 O9 O10
Policy 10: Sompting	V2 V6 V7 V8 V11	O7 O8 O10
Policy 11: Shoreham-by-Sea	V1 V2 V5 V6 V7 V8 V9 V10 V11	O1 O2 O5 O6 O7 O8 O9 O10 O11 O12
Policy 12: Southwick and Fishersgate	V2 V5 V6 V8 V11	O1 O2 O5 O10
Policy 13: Adur's Countryside and Coast	V7 V6 V11	O6 O7
Policy 14: Local Green Gaps	V7 V11	O6 O7
Policy 15: Quality of the Built Environment and Public Realm	V6 V7 V11	O5 O8
Policy 16: A Strategic Approach to the Historic Environment	V7 V11	O7 08
Policy 17: The Historic Environment	V7 V11	O7 O8
Policy 19: Sustainable Design	V10 V11	O12
Policy 20: Decentralised Energy and Stand-Alone Energy Schemes	V10 V11	O12
Policy 21: Housing Mix and Quality	V1 V4 V11	O1 O2
Policy 22: Affordable	V1 V4 V11	O1 O2

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

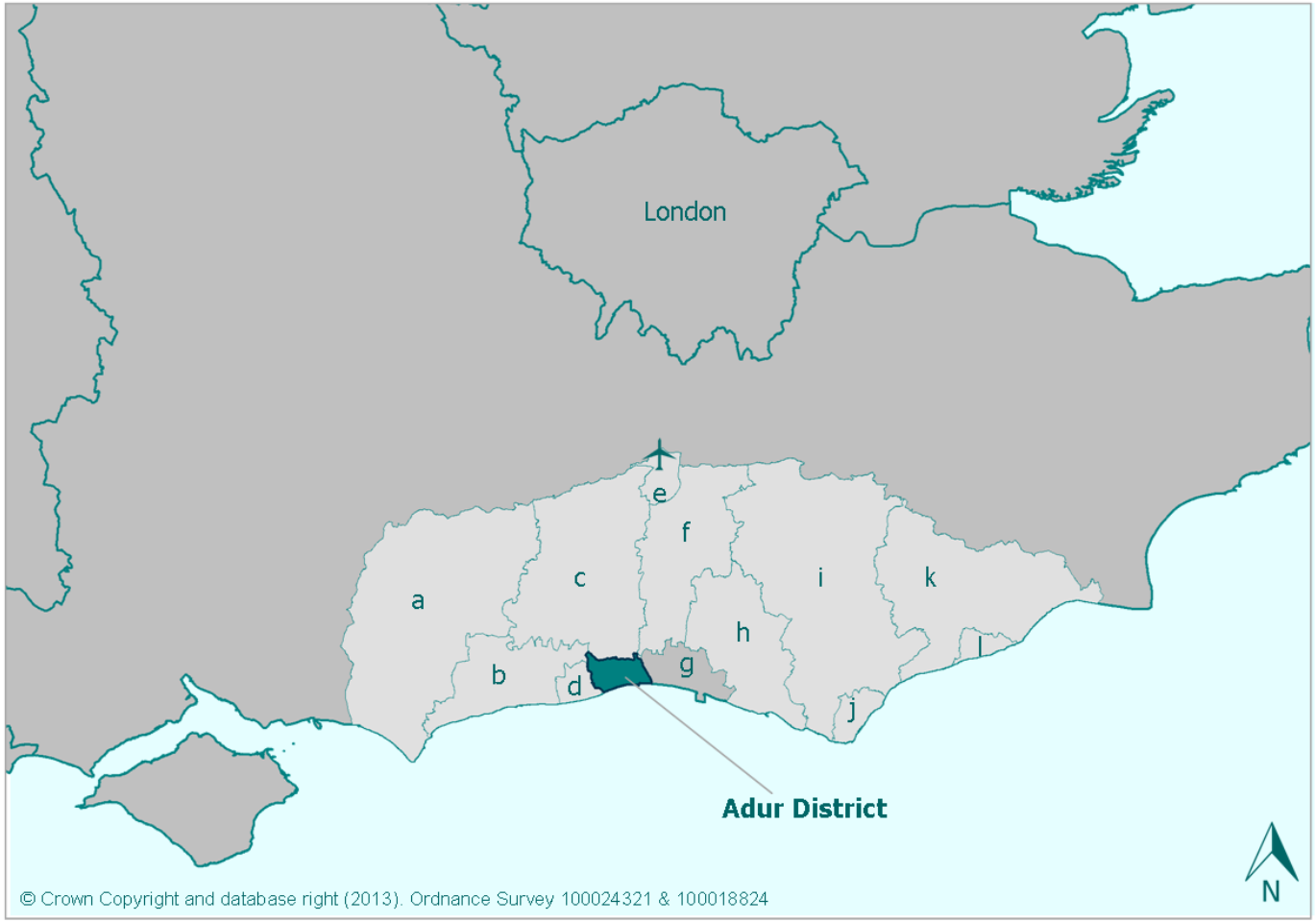
Appendix 3: A Spatial Portrait of Adur

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

Map 10: Where is Adur?



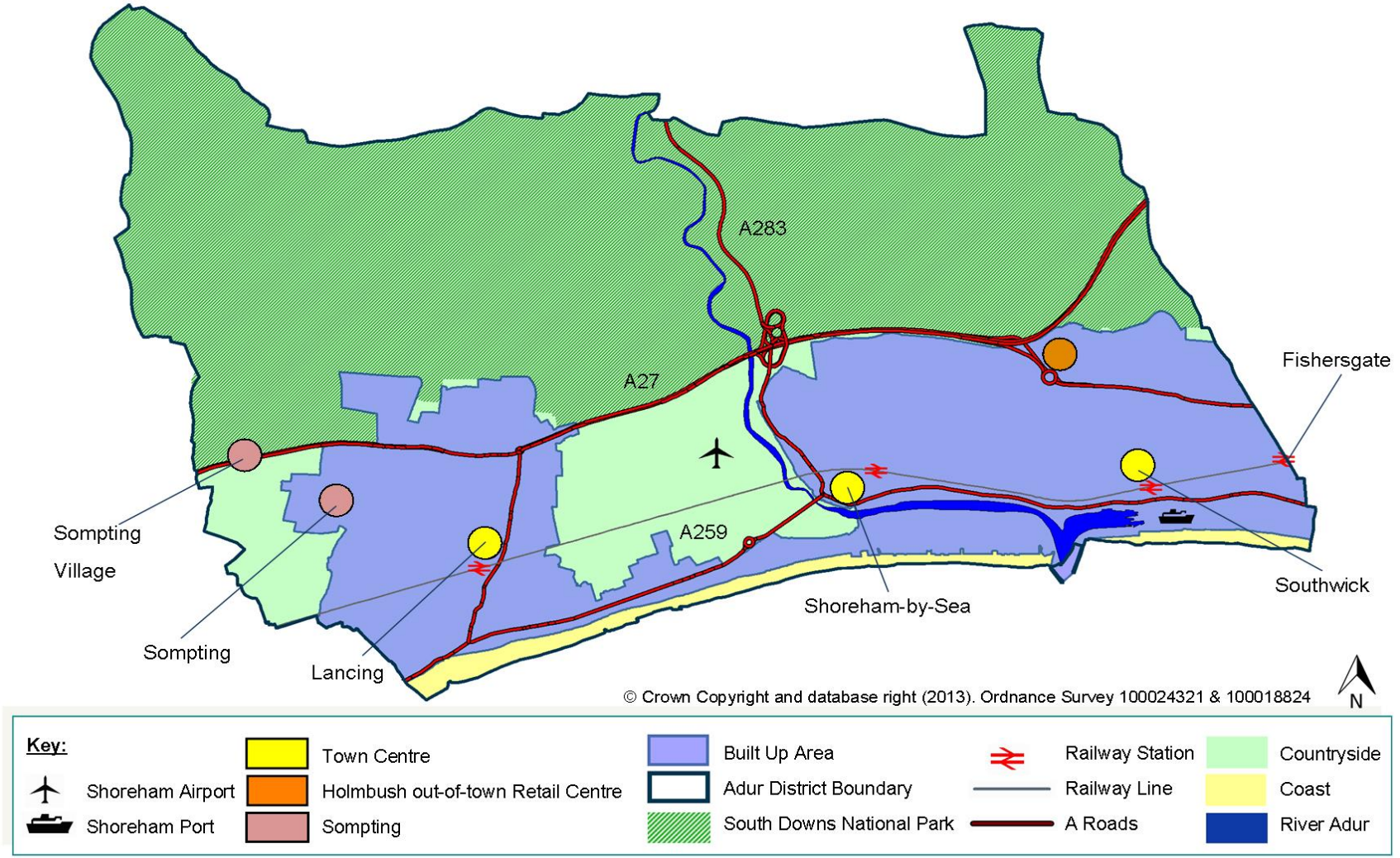
c. Sussex and Surrounding Area



Key

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

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



Adur Today

2. Adur District is located on the south coast of England, between Brighton & Hove City to the east, and Worthing Borough to the west. The South Downs National Park lies to the north. It is a relatively small district covering 41.5 square kilometres and has a population of approximately 63,200[1], considerably smaller than its neighbouring urban areas.

3. It is bounded by the South Downs to the north, and the English Channel to the south, with the low-lying land of the Adur Valley between, separating Lancing and Sompting to the west and Shoreham-by-Sea, Southwick and Fishersgate to the east. This landscape has a strong impact on many of the district's features – the development of its settlements, its transport routes, views, and is perhaps the key factor in creating the distinctive character of the area and giving a strong sense of place.

4. Due to this topography Adur's main settlements are found on the coastal plain running east-west along the length of the District. Shoreham-by-Sea, Southwick and Fishersgate lie mainly to the east of the River Adur, which bisects the district. They form a continuous urban area with Portslade, Hove and Brighton. Lancing and Sompting lie to the west of the River Adur. A narrow strip of development along the coast joins Lancing with Shoreham Beach. Adur forms part of the 'setting' of the South Downs National Park.[2]

5. Due to the low-lying nature of the coastal plain, and presence of the river and sea, tidal and fluvial flooding is an issue, with large parts of the district at risk of flooding. This has implications for future development, which are covered elsewhere in this document. The geology of the area (chalk) creates potential for groundwater flooding and surface water from the steep slopes of the South Downs is also an issue.

[1] ONS mid-2013 population estimate.

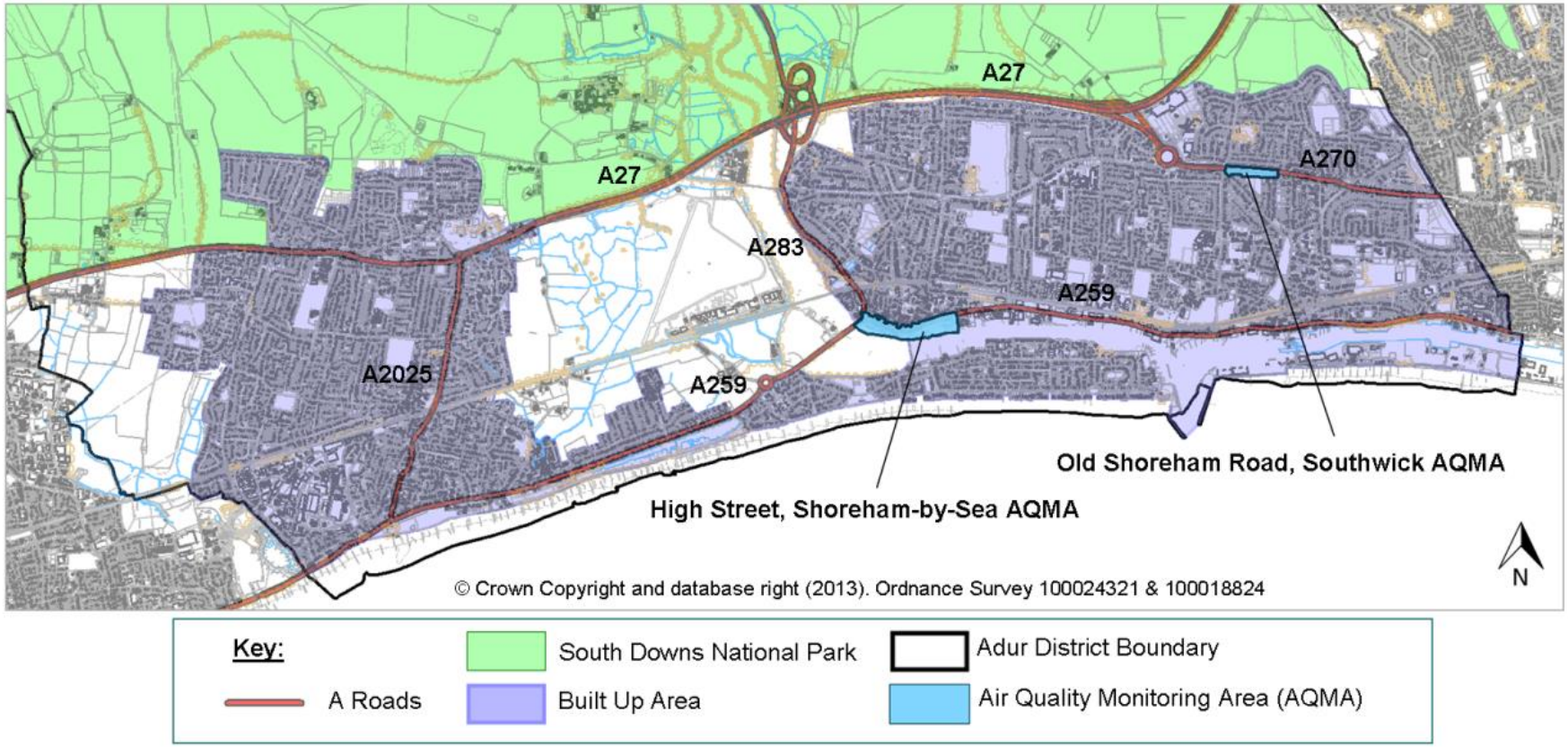
[2] This Local Plan does not cover that part of Adur which lies within the South Downs National Park; this description is given to provide context.

6. Adur's main transport routes run east-west through and along the coastal conurbation. The A27 forms part of the boundary between much of the urban areas and the National Park; Adur's towns therefore form part of the chain of coastal towns from Hastings to Southampton. Similarly the A259 runs along the coast linking the counties of Kent, East and West Sussex and Hampshire. Peak hour traffic congestion is an issue in Adur on some parts of these key routes where a number of junctions are either near or exceed capacity. The West Coastway railway line provides a direct link to London as well as along the coast, with stations at Lancing, Shoreham-by-Sea, Southwick and Fishersgate. Adur's relative proximity to key employment areas such as Brighton (20 minute rail journey) Worthing (10 minutes) Gatwick Airport (45 minutes) and London (1hr 20 minutes) make the area popular with commuters. The National Cycle Network runs along the coast.

7. Air Quality Management Areas (AQMAs) have been designated at High Street Shoreham-by-Sea, and Old Shoreham Road, Southwick, as well as in the neighbouring areas of Portslade and Hove within Brighton & Hove City Council's boundary and A27 Upper Brighton Road, Worthing, predominantly due to the emissions arising from traffic congestion.

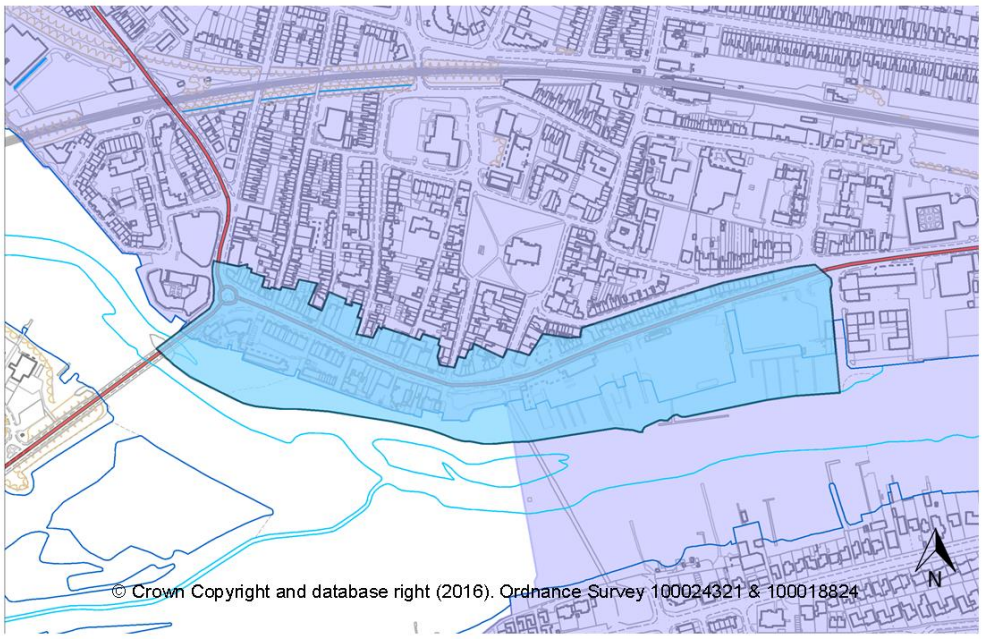
8. That part of Adur to the east of the River Adur (Shoreham-by-Sea, Southwick and Fishersgate), lies within the 'Biosphere Reserve', designated by UNESCO in June 2014. The Biosphere area comprises three inter-related environments; the rural environment of the South Downs National Park (the area between the River Adur in the west and the River Ouse in the east); the coastal and marine environment running from Shoreham Harbour in the west to Newhaven Harbour in the east (and up to 2 miles offshore); and the urban environments within that area, which include Shoreham-by-Sea, Southwick and Fishersgate.

Map 12: Air Quality Monitoring Areas (AQMAs)

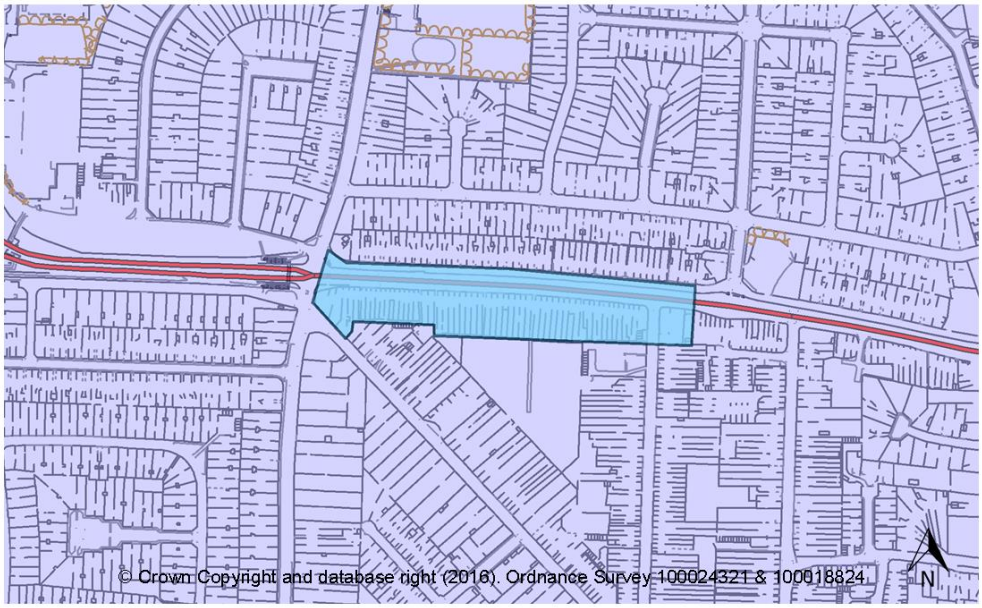


Map 13: Air Quality Monitoring Area (AQMA) Inset Maps

High Street, Shoreham-by-Sea AQMA



Old Shoreham Road, Southwick AQMA



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

Adur's Environment

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

Sompting Village

11. Sompting village (a Conservation Area) is located to the east of Adur within the Worthing/ Sompting - Lancing Local Green Gap; and is bisected by the A27 which forms a strong barrier to movement north and south, particularly to pedestrians and cyclists. High flint walls lining streets and defining boundaries are a key characteristic in both areas, creating a strong sense of enclosure. The core of the village lies to the south and is largely domestic in character and structured around West Street and Church Lane. There is an established and characteristic pattern of linear development.

12. In contrast, the historic St Mary's Church and Sompting Abbots (now a private school) lie to the north of the A27 within the South Downs National Park and therefore outside the area addressed by this Plan. However, the position of these buildings, on the slope of the South Downs, makes them prominent in the landscape when viewed from within the plan area.

[3] See Adur Historic Land Classification maps (WSCC); West Sussex Landscape Management Guidelines based on West Sussex Landscape Character Assessment, (2003, WSCC); Shoreham Historic Character Assessment Report (Harris, 2009).

Lancing/ Sompting – Worthing Local Green Gap

13. This area of open land is bounded to the north by the A27, and links to the sea at its most southern part (within Worthing Borough). The gap is important in terms of maintaining the physical separation and identity of Lancing/ Sompting and Worthing and is quite narrow in parts. It forms a key component of the sense of place and also forms an ecological and landscape corridor linking the South Downs to the sea. The area has remained largely undeveloped, and contains open, relatively level farmland.[4] It provides long views north-south, and views east–west across the gap. The boundaries of the gap are formed by the developed edge of Lancing/ Sompting, containing suburban housing, Sompting village to the north, and open arable fields and the West Coastway railway line to the south. The area is not generally accessible to the public.[5]

Lancing/ Sompting

14. Whilst Lancing and Sompting form a distinct urban area, bound either side by open areas of countryside, the South Downs to the north, and the sea to the south, they are bisected by the A27. To the north, much of Sompting lies on the slope of the South Downs allowing views of the sea, while Lancing to the south is on the coastal plain. Lancing College can be seen from the eastern edge of the settlement.

15. Historically, the oldest area is North Lancing, focussed around Manor and Mill Roads (now a Conservation Area). A sense of enclosure from higher boundary walls, hedges and cottages set close to pavements make this area distinct from other parts of Sompting or Lancing.

16. Much of the coastal plain area was formerly used for market gardening. Both Sompting and Lancing as we know them today were largely developed after the Second World War, resulting in street patterns, materials, and building design typical of this period. Streets are often wide, sometimes with grass verges, and houses are often set back behind generous front gardens.

17. Sompting itself has no retail or village centre as such. Building heights are mostly 1-2 storeys with a few higher buildings along the coast, and 3 storey buildings in Lancing village centre.

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

[4] Urban Fringe Study.2006.
[5] See West Sussex Landscape Management Guidelines SC11/SC13.

a stronger relationship with the village centre. Activity in Lancing is focussed along the beach, and along the dispersed village centre, which lacks a clear focus yet still provides an important role in providing for day-to-day retail and leisure needs.

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

Lancing-Shoreham Local Green Gap

20. To the north this area is bounded by the A27 and to the south by the A259, and bisected east-westwards by the West Coastway railway line. Housing on either side of the A259 and the Widewater Lagoon separate this area from the sea. The land is flat and low lying; some areas are prone to flooding. The openness provides long views of the South Downs and across from one urban area to the other. The gap itself is also prominent in views from the South Downs. Perhaps the most important views are those of Lancing College, particularly its chapel (located in the SDNP) on a prominent elevated position on the southern slopes of the South Downs (outside the area covered by this Local Plan); views towards Shoreham of St Mary de Haura church; and views of Shoreham Airport which is itself located in the local green gap. The A27 flyover is also prominent in the landscape. The River Adur forms the boundary between this Local Green Gap and Shoreham-by-Sea, and is valued for recreation purposes (canoeing, walking and cycling), its nature conservation value (Adur Estuary Site of Special Scientific Interest forms a valuable habitat) and its visual appeal.[6]

21. Shoreham Airport is the oldest licensed airfield in the UK; it has both an aviation use and acts as an important destination for visitors. The Grade II* Listed terminal building is Art Deco in style. Hangars (one of which is Grade II listed) and commercial buildings, mainly two storey in character, are laid out parallel to the railway line. The airfield contributes to the openness of the gap. Ricardo, a major local employer is located to the north, between the A27 and Old Shoreham Road.

22. The area west of the Airport is open land. Field boundaries are made up of shrub and hedge planting and follow streams. Closer to the edge of Lancing, larger field patterns dominate. South of the railway line, the southern part of the gap is smaller and less open than that area north of the railway line and is interrupted by groups of buildings and housing estates extending northwards in an irregular manner from the A259.[7]

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

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

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

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

24. Shoreham-by-Sea is located on the coastal plain; the River Adur forms its western and southern boundaries. The town centre forms the historic core, with a distinct and high quality character. The area now known as Old Shoreham (to the north of the town centre) was an agricultural village by Anglo-Saxon times and St Nicolas Church probably dates from before the Norman Conquest. What is now the town centre was established by the Normans at the end of the 11th century, using a grid pattern that survives in part of the centre.[8] This provides a 'fine urban grain' of streets tightly enclosed by narrow two-storey houses, set at the back of the pavement or behind small front gardens. Marlipins in the High Street (now a museum) represents the only secular medieval building identified in Shoreham, and is designated as a Scheduled Ancient Monument as well as a Grade II* Listed Building. The town centre provides for daily amenities, services and shopping. The Yacht Club also adds to a sense of character and activity on the river bank.

25. St Mary de Haura is probably the most important landmark in the town, clearly visible from Shoreham Beach, the South Downs, and from the Lancing/ Sompting – Shoreham local green gap area and from the A27 bypass. Its tower rises above the predominantly two storey development which surrounds it. The churchyard of St Mary de Haura and Coronation Green form the main open spaces in the town centre, the latter providing views across to Shoreham Beach, and a focal point for activities such as community events.

26. In parts of the town centre the river gives a strong sense of character, although views are often blocked by development. The modern, five storey Ropetackle development forms a focal point defining the approach into the town centre from the west. The town centre suffers from traffic congestion, particularly at the junction of the High Street and Old Shoreham Road. As a result, an Air Quality Management Area has been designated. The town centre is relatively healthy, providing a predominantly local shopping offer mainly servicing resident's day-to-day needs, although with some more 'niche' shopping opportunities. Dolphin Road industrial estate to the east of the town centre suffers from access problems, and is close to residential properties, but provides a valuable employment area.

[8] Shoreham Historic Character Assessment Report, Sussex Extensive Urban Survey, Harris 2009. This document provides a thorough assessment of Shoreham in terms of Historic Urban Character Areas.

27. In contrast to the town centre, the remainder of Shoreham-by-Sea is suburban in character, much of it developed after the First World War.

The architecture varies, with much of the area being developed in estates of similar development styles. Some parts include areas of detached housing generally in larger plots. There are four Conservation Areas reflecting the older parts of the town.

28. Shoreham Beach lies south of the River Adur and forms a distinct character area of its own, almost surrounded by water and connected by a pedestrian bridge to Shoreham town centre, and by just one road to the west by a roundabout junction. Streets in this area are generally wide and open giving a sense of openness and connection to the sea.

29. The area was created by a shingle bank, developed over centuries through longshore drift. Shoreham Fort, a Scheduled Ancient Monument, lies at the mouth of the River Adur. Around the early twentieth century, railway carriages began to be used for summer homes, and for a short while the area played a key role in the development of the early UK film industry. Some housing was cleared for defence reasons in the Second World War; as a result, the area is characterised by post-war development, much of it bungalows, with much variation in materials and architectural styles. An exception however is the taller apartment buildings on the river frontage, up to six storeys high. Recreational activity is centred around the beach and river. An area of houseboats on the northern bank adds to the varied character. Views of Shoreham-by-Sea and the South Downs are visible, as are views along the coast to Worthing, Brighton and Hove, with the Shoreham Power Station chimney prominent. Part of the beach is designated a Local Nature Reserve due to its vegetated shingle.

Southwick

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

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

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

33. There are few long-range views here due to the 'tight' urban fabric, although the power station chimney is prominent.

Fishersgate

34. This area is located between Kingston Beach and the eastern District boundary, adjacent to Portslade. To the north it is bounded by the railway line and the A259 to the south.

35. Historically the area developed from homes for a growing workforce in the late nineteenth century. Fishersgate Station (1905) improved accessibility to the area. However, much of this housing was subsequently demolished in the 1950s. Now the area consists of residential and light industrial uses, often found side-by-side. In addition to two 1960s estates, there are areas of terraced homes and semi-detached post-war development. Blocks of flats are up to five storeys high.

36. Fishersgate's location on higher ground overlooking Shoreham Harbour affords views to the Port and sea, particularly towards the eastern end. However, industrial and port uses separate much of Fishersgate from the water. There is no main local centre.

Shoreham Harbour

37. Shoreham Harbour is located to the east of Shoreham-by-Sea town centre, and extends as far as Hove. It occupies either side of the canal, although the majority of its activities take place on the southern side. It contains a major UK commercial port which specialises in aggregates, timber, locally grown cereals and scrap metal, together with marine-related activities. Public access in and around the harbour is improving with Kingston Beach and Southwick Beach being popular local spots. The power station dominates the area; around 100m high, its chimneys

    are visible from far-afield. From the southern part of the harbour there are long views across the coastline and to the South Downs.

    (More on the character of Shoreham Harbour can be found in Part Two of this Local Plan).

Adur's People

38. Adur's population has been increasing relatively slowly (from 57,618 in 1991 to 61,334 in 2011). The ONS mid-2013 population estimate gives Adur's population as 62,500 and found that 29% of the population is over 60 years old.[9]

39. Ward-level information from the 2011 Census shows that Eastbrook ward in Southwick and Southlands ward in Shoreham have the highest concentration of young people (0-15 years) while Widewater ward in Lancing has the highest population of people aged 60 and over. Only 4.1% of Adur's population are of Black or Ethnic Minority origin, although this has increased from 2.5% at the time of the 2001 Census. The population of 'White, other white' category, which includes White Polish, White other EU, etc. are the second largest ethnic group in Adur (2.1%).[10]

40. Adur is the most deprived local authority area in West Sussex (although its relative position nationally has improved since 2007).

41. The Government's Indices of Multiple Deprivation (IMD) 2004 showed Adur District to be 179th most deprived out of 354 local authority areas in England. Evidence from the IMD 2007 showed Adur's position worsening; however, between 2007– 2010, the District's position improved and it is now ranked 145th in 2010 out of 326 local authority areas. However, it remains the most deprived authority in the county.[11] Eastbrook ward has the highest levels of income support and job seeker allowance claimants in the District and is the most deprived ward in the District, closely followed by Southlands ward.

42. The need for affordable housing in the District (resulting from the combination of low incomes relative to house prices) greatly exceeds supply. The 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.

43. The 2011 Census found that 21% of Adur's households did not have access to a car or van – a relatively high figure for West Sussex (18%), although lower than the national average for England (nearly 26%).

44. Skill levels are lower than surrounding areas. 2014 figures show that a high proportion of residents of working age have NVQ 1 and above

[9] 2013 Mid Year Population Estimates.
[10] See Adur and Worthing Community Profile 2014 for more information on demographics.
[11] Adur and Worthing Community Profile 2014. It should be noted that deprivation is measured according to specific indices; some areas may perform well against some measures, but poorly against others.

(93.6%) and NVQ2 and above (77.7%) skills or similar, whereas only 28% are qualified to NVQ4 and above (compared to 39% across the South East). There are high levels of young people not in education, employment or training. Average wages reflect the low skills base. Earnings for residents in the district are 13% below the South East average. As of 2014/15, 79% of the working age population of Adur were economically active which is slightly lower than the South East average of 80%. In January 2015, 1.1% of Adur's working age population was claiming Job Seekers Allowance.[12] As of 2014, the Eastbrook ward had the highest number of claimants.

Adur's Economy

45. Adur's economy is closely related to that of its neighbouring districts which offer greater and more varied employment opportunities. In 2011, there was net daily out commuting of 1,294 people from the district to Worthing and 3,538 people to Brighton & Hove,[13] reflecting the district's economy and close proximity to larger employment centres nearby (81%[14] of Adur's working residents work within Adur, Brighton & Hove or Worthing) and Gatwick Airport and London further afield. Only 44% of Adur's resident workforce work within Adur.

46. The public services sector provides the largest number of jobs in Adur (24% 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 (22%), financial and other business services (17%), 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.[15]

47. As of 2015 there were approximately 2,185 businesses operating in Adur across 2500 local units. The vast majority (89.2%) of the enterprises based in Adur are micro businesses that employ less than 10 people which is just below the South East figure of 89.4%. There are 5 large businesses in Adur employing 250 or more people.

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

12 Nomis website March 2013.
13 2011 Census (from NOMIS).
14 2011 Census (from NOMIS).
15 Experian 2013.

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

Background to Viability Work

1. Up to 2010 the redevelopment plans for Shoreham Harbour were being led by the South East Economic Development Agency (SEEDA) supported by the Local Authorities and Shoreham Port Authority. During this period there was potential for levering in significant Government investment in the site, along with other growth points identified in the South East Plan. The earlier plans for the harbour were therefore developed with a view to accessing this investment. However since that time significant economic and political change has taken place that has impacted on the approach to the harbour. SEEDA has been disbanded, the South East Plan (which established the principle of testing delivering up to 10,000 new homes at the harbour) has been abolished, significant changes to the planning system have taken place and public funding for major regeneration projects has been significantly reduced.

2. Since 2010 the local authorities have taken local ownership of the regeneration plans and set up a Joint Project Board to work together with the Port Authority to advance a deliverable, realistic plan taking into account the impacts and aspirations of the local community, based on taking a more of a 'bottom-up' approach. The current Joint Area Action Plan aims to provide a strategic framework and promote strategic catalyst sites for investment.

Summary of Viability Appraisals

The following provides of summary of recent viability studies:

DTZ Viability Appraisal (2009)

3. BBP consultants were appointed by SEEDA to devise a development and implementation strategy for the Shoreham Harbour Regeneration project in 2007, exploring a potential scale of development of up to 10,000 new dwellings and 8000 new jobs.

4. In 2009, Brighton & Hove City Council commissioned DTZ to undertake an independent peer review assessment of the emerging BBP plans. The report concluded that there was a viability gap of approximately £300 million to deliver the masterplan proposals based on the information available at the time.

5. The BBP proposals assumed a comprehensive site assembly approach via a public sector-led 'special purpose vehicle'. However, given the complexities of land ownerships and the range of different circumstances of land owners and tenants it was difficult to make

assumptions about the realistic costs and logistical implications of this approach. Therefore the site assembly costs were difficult to determine upfront and in reality could have significantly increased the already large funding gap. Much of the burden of this significant cost would have been borne by public sector funders in the early phases of development as opposed to being staged throughout the 25 year development and therefore increasing the upfront risk.

6. Key outcomes of the study included:

- The study questioned the approach to the large scale relocation of port-related activities on to reclaimed land which meant that the end value of the sites may be less than the cost of preparing them.

- The most significant cost centres included the proposed car parking solution which included high volumes of underground car parking at a total cost of £175 million and land reclamation and sea defences at £132 million.

- Careful consideration was advised in relation to the 360,000 sqft of retail space proposed and the impact of this on the already established town centres and other retailing areas.

- The study recommended undertaking further work to determine which sites should fall within the masterplan boundary and be subject to a proactive land assembly approach.

- Recommended undertaking further testing to highlight the cost items that contributed significantly towards the viability gap and once these were identified solutions should be sought to reduce cost, time delay and risk.

- Further analysis should be undertaken of the quantum, mix of uses, development densities and building types to assist in improving viability. In particular the viability of delivering over 1 million sqft of new office development was questioned. Market analysis was recommended to position the employment element more appropriately for the location.

Capacity and Viability Study (Aecom, 2010)

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

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

8. Key outcomes of the study included:

- The harbour has the potential to provide up to 2000 new homes and a significant number of new jobs (up to 3000 net) if mixed-use schemes can be promoted.

- Based on the study's high level appraisal and meeting all policy requirements, the value of existing sites totalled £25 million which is less than what it would cost to develop the land and a funding gap in the region of £50 million for critical infrastructure remained.

- A comprehensive land assembly approach led by the public sector was not advised due to the high risks and it being unaffordable. There are limited sites in public ownership therefore the ability to raise revenue from land sales is limited. The potential to explore land swaps with other Council sites could be explored.

- The key barrier to unlocking sites was considered to be the cost of flood defences at an estimated £1.3 million per hectare. Bringing forward piecemeal approaches to flood defences was considered to be undesirable in viability and design terms.

- It was considered not possible in physical and viability terms to wholesale meet the Eco-Towns programme criteria but advised further assessment of some specific sustainability measures.

- Further technical work was recommended such as smaller area masterplans and development briefs promoting early-win catalyst sites and modelling to ascertain further detail of infrastructure requirements and costs, in particular for flooding and transport.

- Clear planning policy for the harbour is essential and interim policy is a key. The planning process was also considered to be a useful way of providing a structured framework for engaging with stakeholders.

- The Council were advised to agree an internal strategy for project governance, resourcing and determining the level of intervention in the harbour given other competing priorities in the area.

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

9. Allies Morrison Urban Practitioners was commissioned in 2013 to prepare Development Briefs for the areas of the harbour facing most development pressure and where new housing is proposed. Viability appraisals were carried out for each brief that factored in up to date information since the earlier 2010 study was undertaken.

10. Key outcomes included:

- Cost assumptions about land assembly are now significantly reduced as a number of sites are now already coming forward (or already have planning consent) and there is more information about the aspirations of individual land owners.

- The viability continues to be challenging when looking at the area as a whole with a significant funding gap for infrastructure costs. However when sensitivity analysis is applied of a 10% increase in gross development value (based on forecast market strengthening) the overall scheme shows positive viability.

- The appraisal highlights that with Partnership intervention to support key infrastructure such as flood defences and highway improvements, the proposals start to become a commercially attractive proposition (albeit the sites are challenging to prepare given their waterfront, former industrial nature).

Whole Plan Viability Appraisal (HEB & WYG, 2014 and 2016)

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

Infrastructure Delivery (2010 - 2016)

12. In order to improve the deliverability of the proposals a number of technical assessments have been undertaken. These are largely complete or in progress, including:

- *Shoreham Harbour: Design and Flood Risk Study* (JBA, 2011) – working in partnership with the Environment Agency, this study established the nature of flood risk at the harbour and provided

preferred options for mitigation measure and defences with indicative costs.

- *Shoreham Harbour Flood Risk Management Guide Supplementary Planning Document* and *Technical Annex* (Shoreham Harbour Regeneration), JBA & BACA Architects (2015) – this guide sets out in detail the vision for a comprehensive flood defence solution at the harbour and provides detailed design parameters that new developments must adhere to. The accompanying *Technical Annex* includes detailed costs that will be used for external funding bids.

- *Adur Local Plan and Shoreham Harbour Transport Study* (West Sussex County Council and Parsons Brinckerhoff, 2013 plus Addendum 2014 and Second Addendum 2016) – this study established the impacts on the local highway network of proposed new development at the harbour in conjunction with other local site allocations. It also sets out the types of highway mitigation measures that will be required, which junctions need improving and indicative costs. The study has fed into preparation of a Shoreham Harbour Transport Strategy which summarises the package of transport measures that will be required to deliver the harbour plans.

Minerals Wharf Capacity

13. Minerals wharf capacity at Shoreham Harbour makes a significant contribution to meeting the needs for aggregate imports in to the sub-region. A key delivery issue for the regeneration strategy is to ensure that sufficient wharf capacity is safeguarded to meet both existing and future needs. The NPPF provides protection to mineral wharves, stating that local planning authorities should safeguard existing, planned and potential wharfage for bulk transport of minerals, secondary materials and marine- dredged aggregates (paragraph 143).

14. Policy WMP 15 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan (2013) safeguards existing, planned and potential minerals wharf facilities and their consequential capacity for receiving and processing sea-borne imported aggregates at the Port of Shoreham. The policy does allow for some redevelopment of wharves if overall capacity is maintained at the harbour. East Sussex County Council, the South Downs National Park Authority and Brighton & Hove City Council are currently updating their 2013 Local Aggregates Assessment which investigates the demand for and supply of aggregates in the minerals planning authorities' area.

15. The East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2013) includes Policy WMP 14 which safeguards the overall mineral capacity in ports subject to no net loss of capacity rather than safeguarded individual sites. The plan states (paragraph 4.50) provision of equivalent capacity (tonnage) within either part of Shoreham Port maybe acceptable subject to future safeguarding by West Sussex County Council.

16. In autumn 2013 work restarted on the preparation of a new West Sussex Minerals Local Plan, to replace the 2003 Plan, with the commissioning of a Wharves and Railheads Study. The study, published in February 2014, provides a range of scenarios to be used as the basis of further work by the County Council to define a preferred policy approach for inclusion in the Minerals Local Plan and to inform the JAAP. West Sussex County Council has confirmed their intention to include relevant policies and to allocate safeguarded sites within the emerging Minerals Local Plan. To supplement the Local Aggregate Assessment (February 2014), West Sussex County Council and the South Downs National Park Authority are continuing to develop evidence relating to demand and supply of aggregates to inform the development of the Mineral Local Plan.

17. The Partnership and East Sussex County Council have prepared a *Statement of Common Ground* (2014) to establish cooperation and collaboration between the parties in addressing strategic cross-boundary issues as they relate to planning for minerals infrastructure and their safeguarding at Shoreham Port. The Statement sets out matters of agreement and commitment to a future policy approach, reflecting the aspirations for regeneration at the harbour. The Partnership are continuing to work closely with East Sussex County Council and the Port Authority to develop a safeguarding policy approach at Shoreham Harbour that protects the overall wharfage capacity whilst maintaining flexibility over which sites can contribute to meeting aggregate needs.

Current position and emerging JAAP

18. The JAAP is currently being refined following consultation feedback in advance of submission in 2017 for public examination. The current plans for the harbour aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites.

19. The viability appraisals underpinning the emerging plans have helped to identify the costs of the enabling infrastructure – in particular flood defences, highways improvements and site assembly costs. The plan is long term over the next 15 years and funding will be required from a

    number of different sources. The Harbour Partnership is continuing to work closely with stakeholders and local service providers to identify social infrastructure needs and priorities.

20. The Partnership recognises that having the right internal governance structures and resources in place to support delivery is essential and significant progress has been made in this area. There are dedicated staff resource tasked with site owner/tenant liaison, facilitating relocations, pre-application engagement and accessing funding and delivery.

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

22. The planning process is supported by an internal *Delivery and Investment Strategy*. Full details of infrastructure requirements for the harbour area will be set out in the *Infrastructure Delivery Plans* (IDP) that underpins both the Local Plan and the Brighton & Hove City Plan.

Appendix 5: Delivery, Implementation and Monitoring of Adur Local Plan Policies

Proposed Monitoring Framework

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

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

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

Delivery and Implementation

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

As well as indicators and targets referred to above, the table below also includes policy outcomes, implementation issues (for the strategic sites in Part Two of the Plan), and the delivery mechanisms and agencies responsible for delivery. Although the Local Plan process aims to ensure that the policies within the Plan are deliverable, achievable and viable, it should be acknowledged that development may not always come forward as anticipated. The District Council may need to take actions to ensure that policies, including strategic allocations and associated infrastructure, are implemented and delivered in a timely manner and to an appropriate standard, and consistent with the National Planning Policy Framework.

These actions include:

- Annual monitoring of the Local Plan, and reviewing in whole or in part in order to respond flexibly to changing circumstances.
- Monitoring/ regular updating of the Infrastructure Delivery Plan
- Promotion of development opportunities through the production of development briefs, Development Plan Documents, Supplementary Planning Documents, Masterplans or guidance notes.
- Ensuring resources are effectively aligned with those of other agencies in order to deliver joint priorities.
- Pursuing funding opportunities.
- Buying land in order to assemble sites, making it more attractive for development. In rare cases this could involve compulsory purchase.
- Acting as a development partner.

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

Shoreham Adur Tidal Walls Scheme

The Shoreham Adur Tidal Walls project (led by the Environment Agency) will deliver a major piece of infrastructure for Adur, and has implications for the timing of a strategic allocation (Shoreham Airport) within the Adur Local Plan. The development of certain sites is dependent on improving the East and West banks of the River Adur by raising existing defences to provide a higher standard of protection. It should be noted that the Shoreham Adur Tidal Walls project does not include flood defences required for the Shoreham Harbour regeneration area. Delivery of these defences is being addressed through a separate project which will ultimately link into the Shoreham Adur Tidal Walls scheme. (Flood defences for the Shoreham Harbour regeneration

area will be in part funded by monies from the Local Economic Partnership and the Environment Agency as well as developer contributions).

The scheme for both the East and West banks has been costed at £25 million and is now fully funded. (This includes £6m funding from the Local Economic Partnership). Construction is anticipated to commence in 2016 and is predicted to take two and a half years.

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

Delivery, Implementation and Monitoring of Adur Local Plan Policies				
Policy	**Policy outcomes (plus implementation issues for Part Two only)**	**Key Indicators**	**Targets**	**Delivery Mechanism/ Responsible Agency**
	Part One – The Adur Local Plan			
Policy 1: The Presumption in Favour of Sustainable Development	This ensures the integration of the NPPF's 'presumption in favour of sustainable development' firmly within the Adur Local Plan.	Number of appeals allowed/ dismissed. Percentage of applications determined within 8 weeks (13 weeks for major applications)	Identify which policies are resulting in appeals being allowed 80% of householder applications and 65% of minor applications to be determined within 8 weeks. 60% of major applications to be determined within 13 weeks of registration	ADC ADC ADC
	Part Two – A Strategy For Change and Prosperity			
Policy 2: Spatial	Aims to focus development	Number of completed	Zero	ADC/Developers/

Strategy	within existing built up areas, plus limited, managed greenfield releases. Identifies Shoreham Harbour and Shoreham Airport as regeneration sites.	developments contrary to Policy 2		affordable housing providers
Policy 3: Housing Provision	Determines amount of residential development in Adur up to 2031. **Implementation Issues:** If it appears that delivery is below predicted rates, a range of actions can be implemented. The Housing Implementation Strategy will contain more detail on this. Should it be the case that an allocated strategic site containing residential development does not come forward, or is significantly delayed	Number of dwellings completed annually in Adur	180 dwellings per annum	ADC/Developers/ affordable housing providers

	(impacting on the Council's Five Year Land Supply) remedial action will be taken. This could include a partial review of the Local Plan.			
Policy 4: Planning for Economic Growth	To provide a sufficient and varied amount of employment in Adur to meet needs.	Total net amount and type of additional employment floorspace per annum Index of Multiple Deprivation rankings Average gross weekly earnings	Minimum of 41,000 sqm completed over plan period To improve ranking over plan period Annual increase	ADC/Developers
Policy 5: New Monks Farm	Delivery of strategic allocation. **Implementation Issues:** Key issues affecting delivery of this site include access and addressing flooding and drainage.	Number of dwellings completed annually on site. Number of affordable homes delivered.	600 dwellings to be delivered 2018/19 – 2025/26 at approximately 67 dpa 30% of total homes: 180	ADC/ Developers/affordable housing providers/ Highways England/ WSCC ADC/Developers/affordable housing providers

		Amount of employment-generating floorspace completed annually.	10,000 sqm of employment generating floorspace over plan period	ADC/Developers
Policy 6: West Sompting	Delivery of strategic location. **Implementation Issues:** There are no major infrastructure requirements which affect delivery of development on these sites, other than other policy requirements as stated in the Local Plan.	Number of dwellings completed annually on site. Number of affordable homes delivered.	480 dwellings to be delivered 2017/18 - 2023/24 at approximately 69 dpa 30%: 144 units	ADC/Developers /WSCC/ affordable housing providers ADC/Developers/ affordable housing providers

Policy 7: Shoreham Airport	Delivery of employment floorspace **Implementation Issues**: Key issues affecting delivery of this site are the delivery of access onto the A27 (see Policy 5: New Monks Farm above). 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 2018. Should the Shoreham Adur Tidal Walls Scheme be delayed, this would impact on delivery at the Airport.	Total net amount of additional employment floorspace completed annually. Loss of existing floorspace at Shoreham Airport to non B1, B2 and B8 uses.	15,000 sqm of employment generating uses delivered over the plan period Retention of B class uses at Shoreham Airport in accordance with policy.	ADC/ Developers/ Environment Agency/ Highways England ADC

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

		completed per annum.		ADC, BHCC, WSCC, and the Shoreham Port Authority)/Developers
	Part Three – Policies for Places			
Policy 9: Lancing	Retail development in line with policy to maintain role of Lancing village centre.	Changes of use (monitored by completions) in Primary Shopping Area of Lancing Village Centre per annum	Uses completed in accordance with policy	ADC/Developers
	Continued protection of Lancing Business Park	Loss of floorspace per annum in Lancing Business Park to non-B1, B2, B8 or inappropriate sui generis uses.	Retention of B class uses in Lancing Business Park in line with policy	ADC/Developers

Policy 10: Sompting:	No expansion or intensification of Sompting village	Amount and type of development in Sompting village.	No expansion or intensification of Sompting village in accordance with policy	ADC
Policy 11: Shoreham-by-Sea	Delivery of key sites	Amount and type of development on key town centre /edge of centre sites per annum.	Delivery of key town centre/edge of centre sites over plan period	ADC/Developers/RSLs
	Retail development in line with policy, to maintain role of Shoreham town centre	Changes of use (monitored by completions) in Primary Shopping Area of Shoreham Town Centre per annum	Uses completed in accordance with policy	ADC/Developers
	Continued protection of Dolphin Road Business Park	Loss of floorspace in Dolphin Road Business Park to non-B1, B2, B8 or non-appropriate sui generis uses	Retention of B class uses in Dolphin Road Business Park in accordance with policy	ADC
Policy 12: Southwick and Fishersgate	Retail development in line with policy, to maintain role of Southwick town centre	Changes of use (monitored by completions) in	Uses completed in accordance with policy	ADC

	Delivery of development and enhancement of allotments at Eastbrook allotments site	Primary Shopping Area of Southwick Town Centre per annum Amount and type of development completed at Eastbrook allotments per annum	Delivery of development at Eastbrook allotments in line with development brief over plan period.	ADC/Brighton & Hove City Council/ Developers
Policy 13: Adur's Countryside and Coast	Maintain approach to managing development in countryside.	Amount and type of development completed outside the Built Up Area Boundary.	Any new development within the countryside to be in accordance with policy	ADC/WSCC
Policy 14: Local Green Gaps	To avoid coalescence, and ensure separate identities and character of Adur's settlements.	Amount and type of development completed within the Local Green Gaps	Any new development within the Local Green Gaps to be in accordance with policy	ADC
	Part Four – Development Management Policies			

Policy 15: Quality of the Built Environment and Public Realm	A high quality built environment and public realm, incorporating high standards of design	Number of design awards won for buildings/ places in Adur**.**	To achieve design awards over the plan period.	ADC
Policy 16: A Strategic Approach to the Historic Environment **Policy 17: The Historic Environment** (grouped together because policies closely related)	Maintain, preserve and enhance Adur's heritage assets	Number of Conservation Area Appraisals and Management Plans in place. Number of Listed buildings/ Scheduled Ancient Monuments/Conservation Areas at risk of decay. Number of demolitions of listed buildings and Scheduled Ancient Monuments.	Seven appraisals /management plans in place by 2031 Reduction in the number of Listed Buildings/ Scheduled Ancient Monuments at risk of decay by end of the Plan period No demolitions over plan period	ADC/WSCC ADC / Landowners/ Developers/ Historic England ADC/Historic England
Policy 19: Sustainable Design	Greater use of sustainable design techniques in non-domestic and domestic buildings over the plan	Number and percentage of new non-residential developments meeting	All new non-residential developments to meet or exceed BREEAM Very Good Standard	ADC/Developers

	period.	or exceeding BREEAM Very Good standard		
Policy 20: Decentralised Energy and Stand-alone Energy Schemes (grouped together because policies closely related)	Increase amount of low carbon development in the area, through use of these forms of energy.	Number and type of renewable energy developments/ installations within the Plan area	Increase the generation of renewable energy within Adur over Plan period	ADC/Developers
		Number of new major developments incorporating renewable/low carbon energy production equipment to provide at least 10% of predicted energy requirements.	Increase the generation of renewable energy within Adur over Plan period	ADC/Developers
		Number of new developments developing / linking to heating / cooling networks.	Increase number of / links to heating/cooling networks over Plan period	ADC/Developers

Policy 21: Housing Mix and Quality	To achieve a mix of dwelling types, tenures and sizes that reflect identified housing needs and demands	Number of dwellings constructed by type, size and tenure. Number of dwellings lost to non-residential uses	Housing type, size and tenure to reflect policy. To minimise the number of dwellings lost to non-residential uses	ADC/Developers / affordable housing providers ADC
Policy 22: Affordable Housing	To deliver an average of 50 affordable housing units per annum over the life of the Local Plan	The number of affordable housing units completed per annum by type and as percentage of all homes built	To deliver affordable housing in line with the policy	ADC/ Developers / affordable housing providers
Policy 23: Density	To achieve a minimum density of 35 dwellings per hectare on all sites.	Percentage of large sites (6 or more net dwellings) achieving a minimum density of 35 dwellings per hectare.	All sites of 6 or more dwellings to achieve a minimum density of 35dph	ADC/ Developers/ affordable housing providers
Policy 24: Provision for Gypsies, Travellers and Travelling Showpeople.	Identification of sufficient pitches to meet identified need.	Number of Gypsy and Traveller pitches and Travelling Showpeople plots completed per annum, compared against requirements assessed in Gypsy and Traveller	To provide by 2027: 4 public pitches 1 Travelling Showpeople plot	ADC/WSCC/ housing providers

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

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

		provided per annum		
Policy 30: Delivering Infrastructure	Delivery of infrastructure (primarily through s106 and CIL, but other agreements as appropriate).	Delivery of strategic infrastructure (as indicated in IDP). Schemes delivered through planning obligations and CIL funding	Strategic infrastructure to be delivered in accordance with the IDP.	ADC, WSCC, Environment Agency, Southern Water, and other infrastructure providers. Southern Water deliver strategic infrastructure through the industry's price review process and local infrastructure through direct agreements with developers.
Policy 31: Green Infrastructure	To protect and enhance green infrastructure, improve access to it, and increase the amount in Adur	Amount of land identified as BAP habitat Amount of land with LNR or SNCI designation	Increase over plan period Increase over plan period	ADC/ Sussex Wildlife Trust ADC/WSCC/Sussex Wildlife Trust/Natural England/Environment Agency

Policy 32: Biodiversity	To avoid development within, or adversely impacting on, designated nature reserves or sites of nature conservation importance	Development commencements within designated sites and habitats in Adur per annum Extent and condition of SSSIs in Adur to be reported annually	To minimise impact on designated sites and habitats in accordance with policy. No deterioration of SSSI units over plan period	ADC/ Sussex Wildlife Trust ADC/Environment Agency/ Sussex Wildlife Trust/Natural England
Policy: 33: Open Space, Recreation and Leisure	To protect existing, and facilitate the provision of new open space, sports and recreation facilities.	Amount of open space in Adur per 1,000 population	To maintain open space provision standards as set out in the Council's Open Space Study over plan period.	ADC/ Developers
Policy 34: Planning for Sustainable Communities	Protection of social and community facilities; facilitation of improvements in standards of health in Adur.	Number of new social and community facilities completed per annum. Number of social/community facilities lost to other uses per annum Key health indicators in Adur to be monitored	To increase over plan period To minimise loss of social and community facilities in accordance with policy. Improvement in key health indicators over plan period.	ADC/Commissioning Care Groups/Developers ADC ADC/Commissioning Care Groups/NHS/West

		.		Sussex County Council/Developers and other relevant bodies/partners
Policy 35: Pollution and Contamination	Reduction in instances of pollution.	Number of Air Quality Management Areas in Adur NO2 levels within monitored areas in the district Number of completed developments which incorporate remediation of contaminated land	No new Air Quality Management Areas designated over plan period To reduce NO2 levels in accordance with the Adur Air Quality Action Plan Monitor trends	ADC / WSCC/ Highways England ADC/Developers/WSCC/Highways England ADC
Policy 36: Water Quality and Protection	Protection of water quality	Status of waterbodies to be monitored annually	No deterioration of status of waterbodies in Adur over plan period	ADC/Environment Agency

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

Appendix 6

Submission Adur Local Plan 2016

Policies Map: Proposed Changes

Introduction

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

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

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

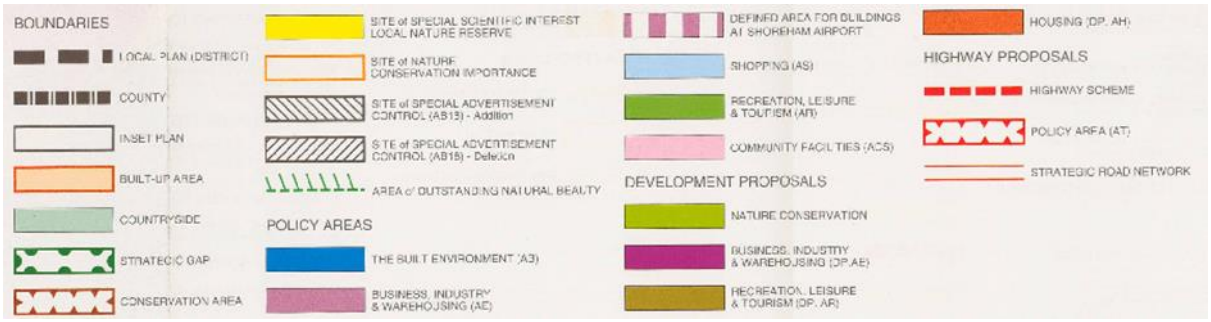
Table 1. Adur Local Plan 1996 Policies Map, Designations and changes as shown on Policies Map accompanying the Proposed Submission Adur Local Plan 2014.

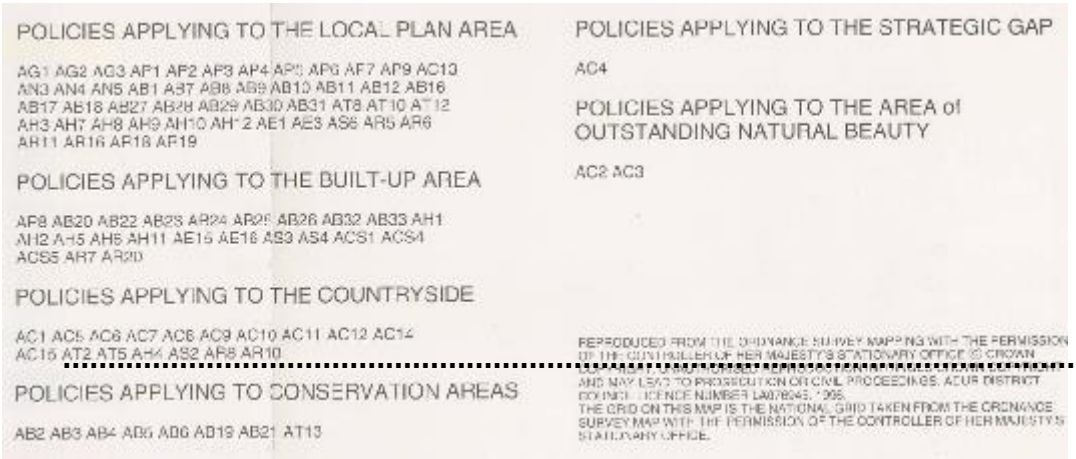
Local Plan Layer	Changes
Boundaries	
Local Plan (District)	Replaced by Adur Local Plan Area
Adur District Boundary	Removed
County	Removed
Inset Plan	Updated – now three inset maps on separate Policies Map; no longer have a separate inset map for Shoreham Harbour
Built-Up Area	Updated – see table and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

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

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

Figure 1. Legend for Adur Local Plan, 1996





2. Submission Adur Local Plan Designations

Table 2. Adur Proposed Submission Local Plan Policies Map (2016) Designations

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

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

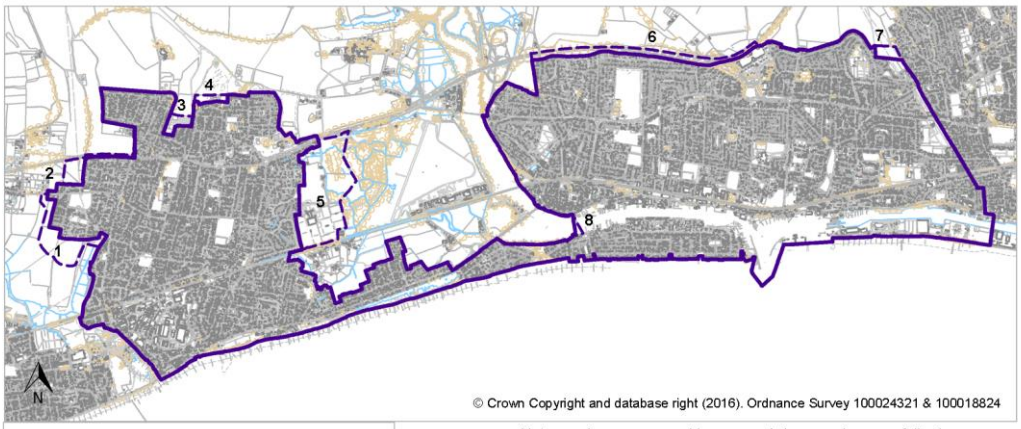
Figure 2. Legend for Proposed Submission Adur Local Plan 2016

3. Detailed changes from Proposals Map 1996 to Policies Map 2014

3.1 Changes to the Built Up Area Boundary2014

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

Figure 3. Proposed Amendments to Build Up Area Boundary – Overall



Key:
Existing Built Up Area Boundary (BUAB)
Proposed Built Up Area Boundary (BUAB)

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

Figure 4. Amendment No. 1

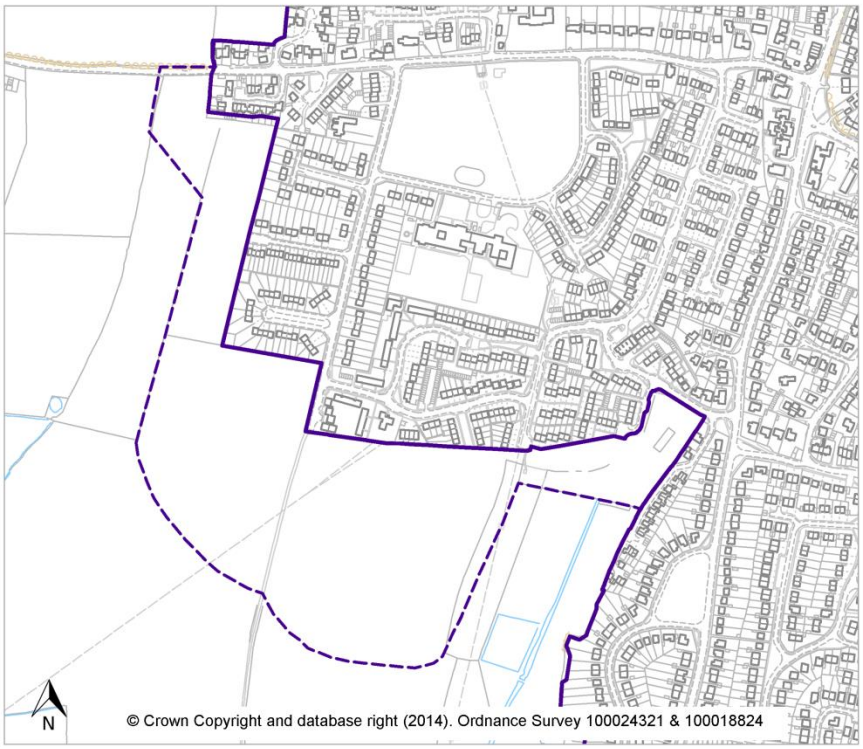


Figure 5. Amendment No. 2

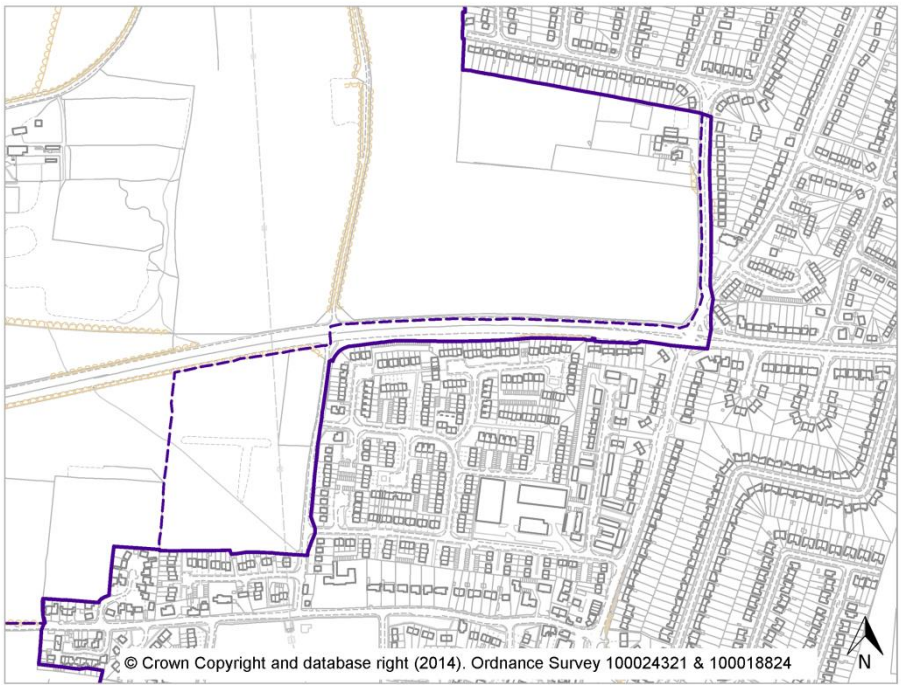


Figure 6. Amendment No. 3

Figure 7. Amendment No. 4

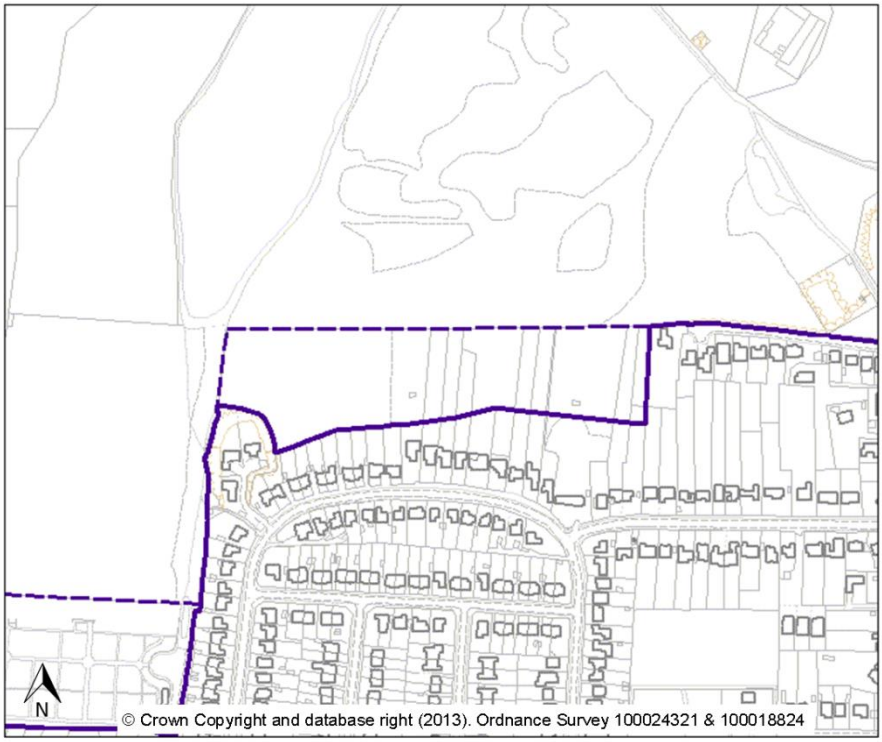
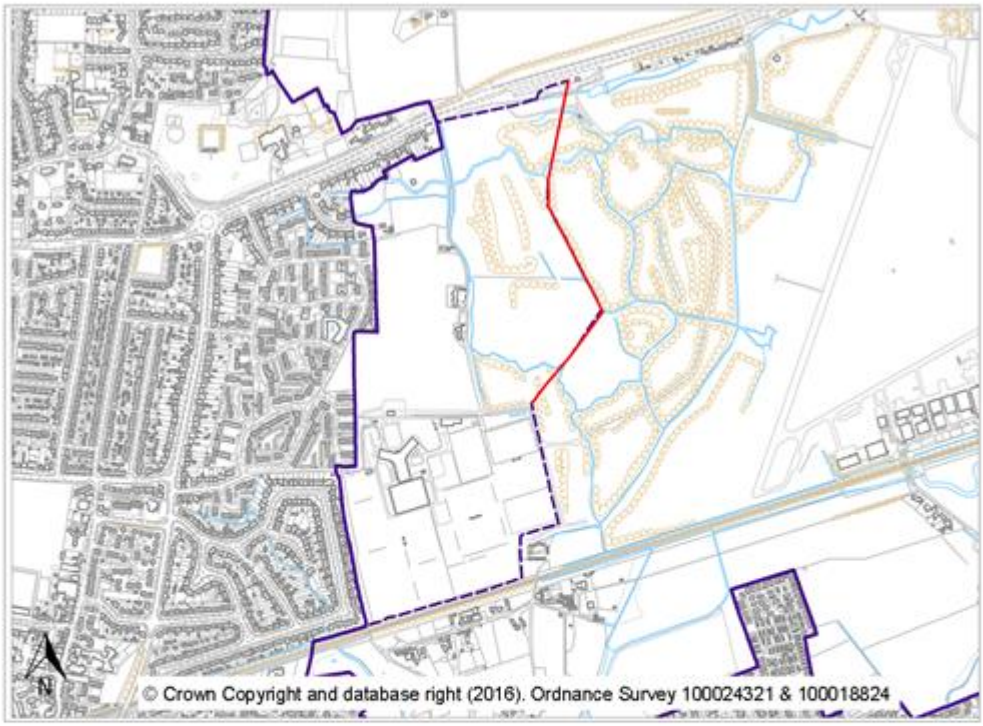


Figure 8: Amendment No.5



Key:

Existing Built Up Area Boundary (BUAB)

Proposed Built Up Area Boundary (BUAB)

Proposed Indicative Built Up Area Boundary (BUAB)

Figure 9. Amendment No. 6

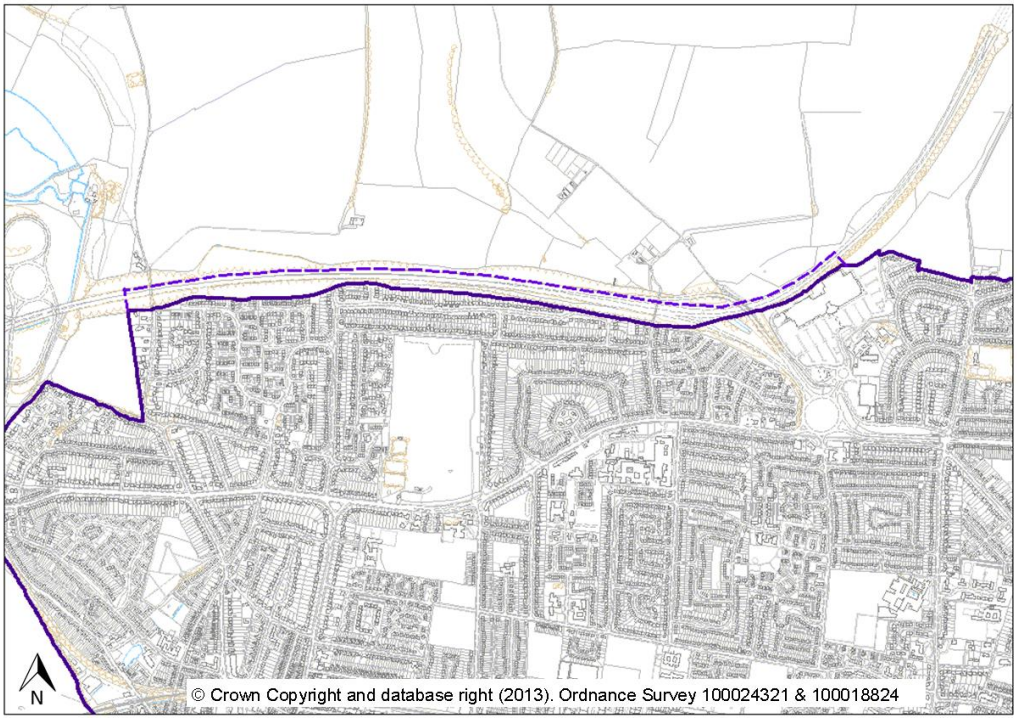


Figure 10. Amendment No. 7

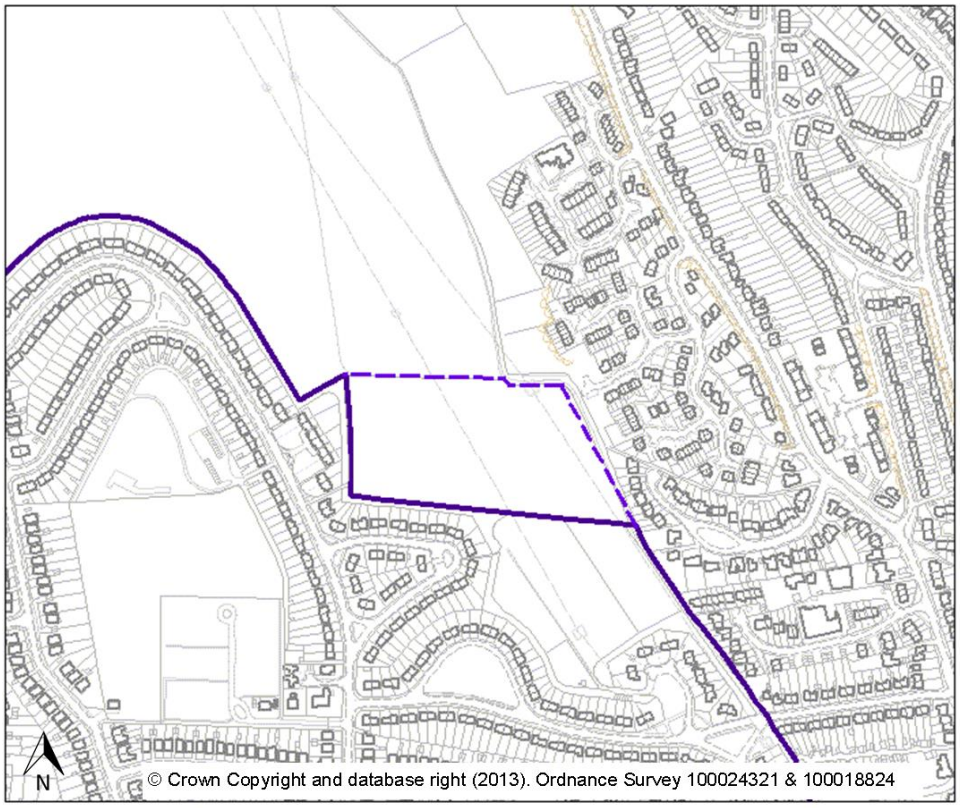
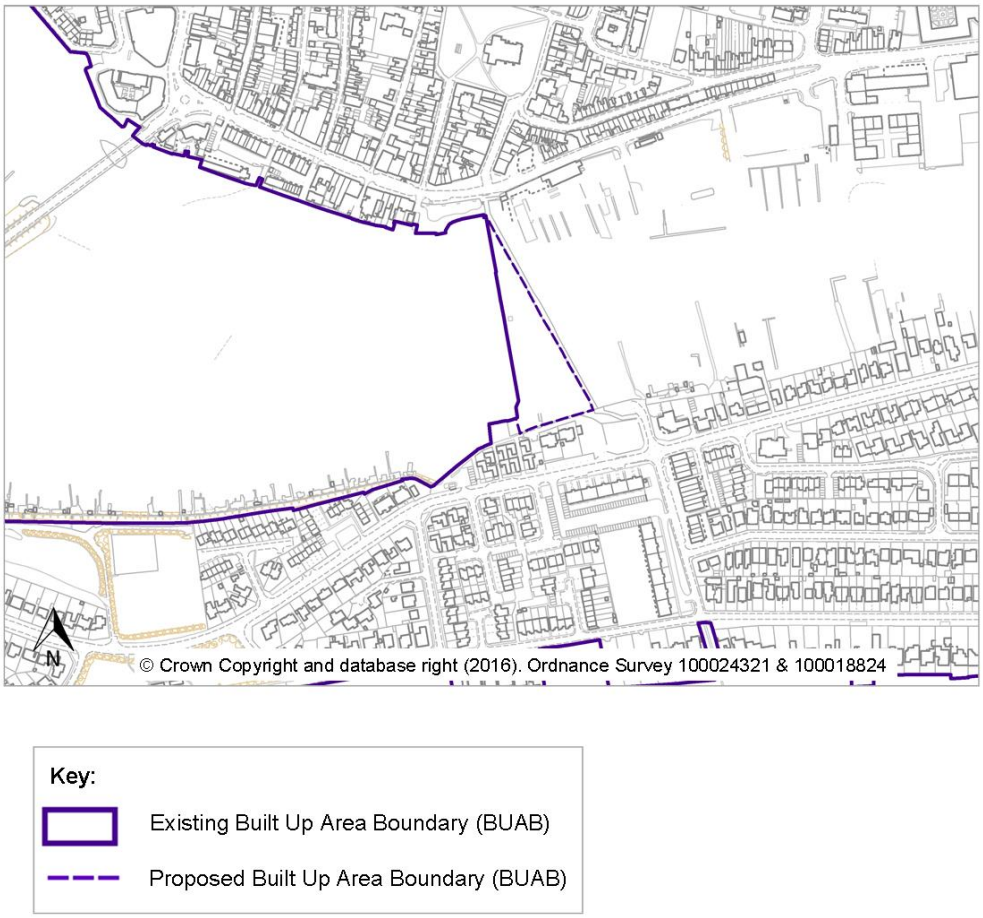


Figure 10A: Amendment No.8



3.2 Strategic Gaps and Local Green Gaps

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

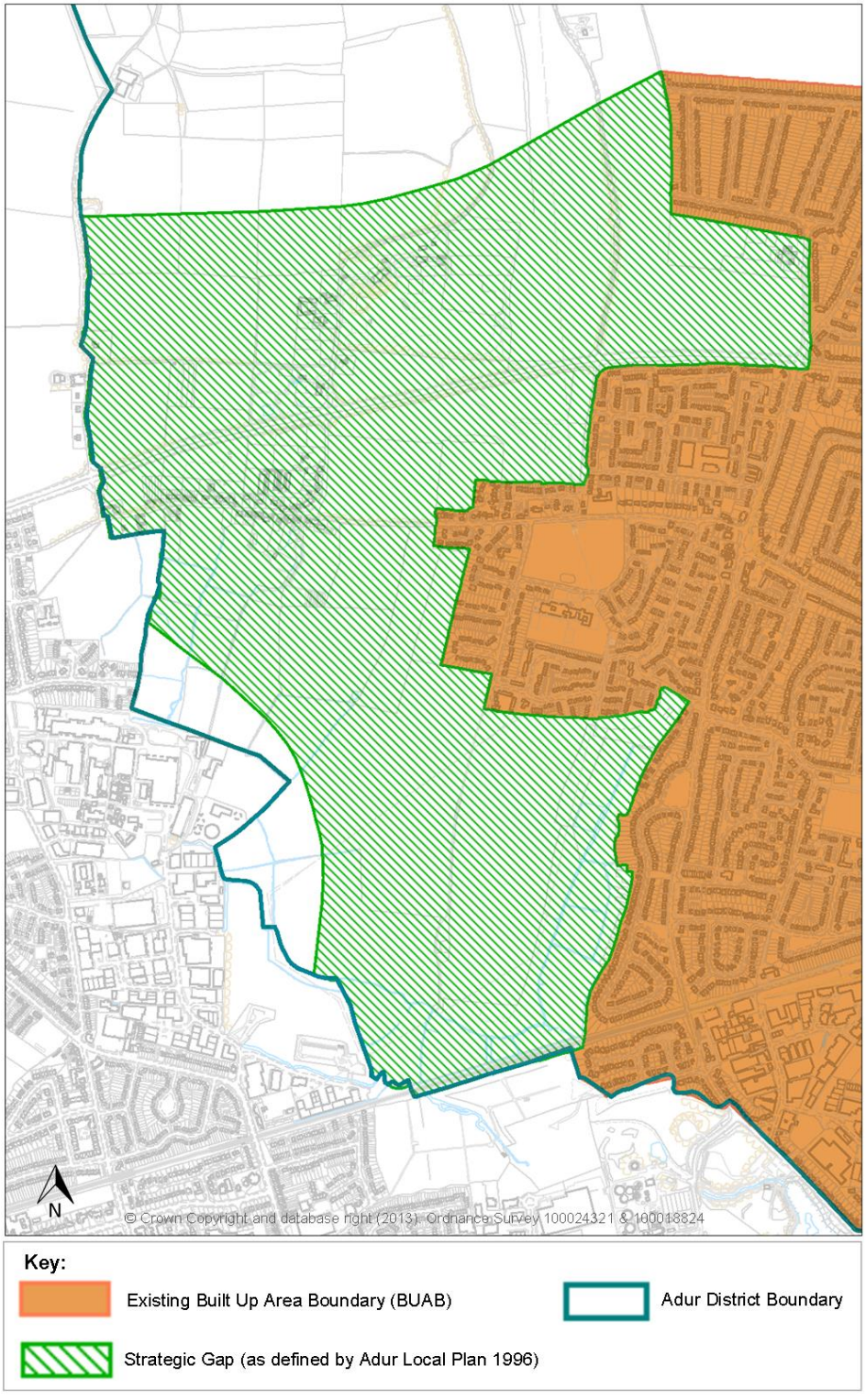


Figure 12: Proposed Amendment to Sompting/Lancing – Worthing Local Green Gap

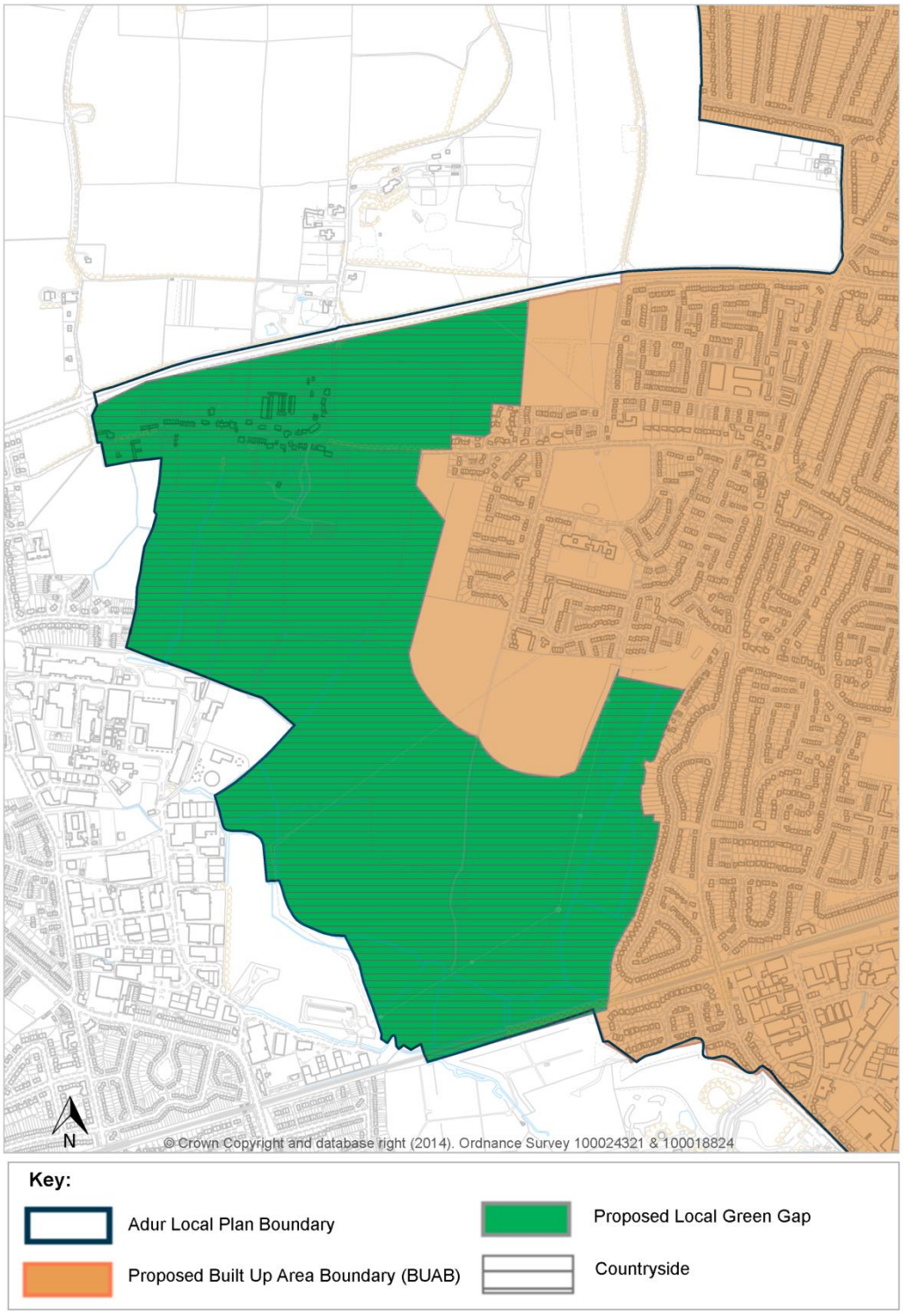


Figure 13. Strategic Gap (as defined in Adur Local Plan 1996) – Lancing – Shoreham

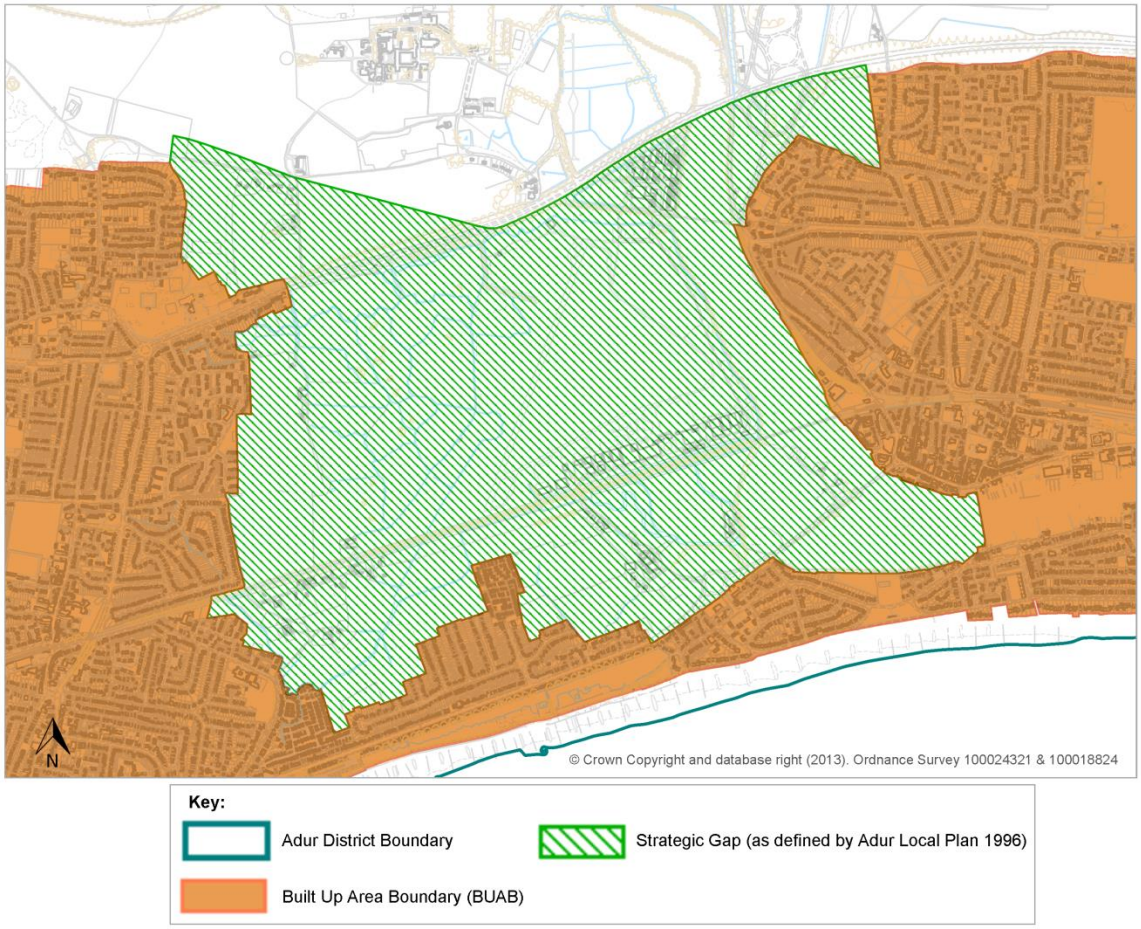
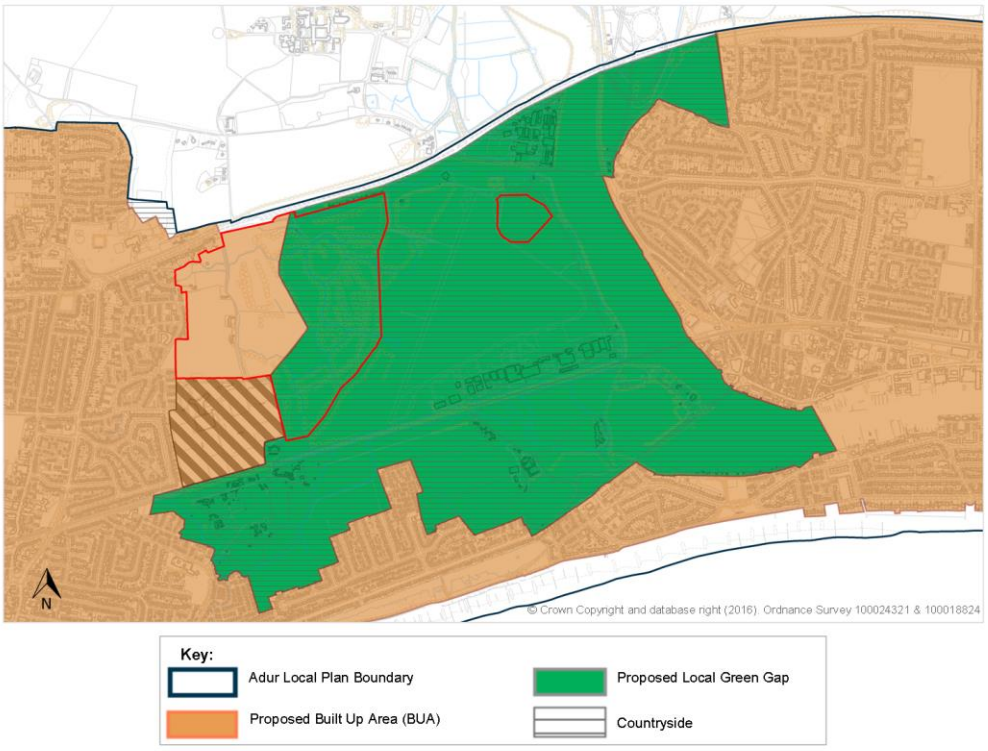


Figure 14. Proposed amendments to Lancing – Shoreham Local Green Gap



3.3 Local Shopping Parades

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

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

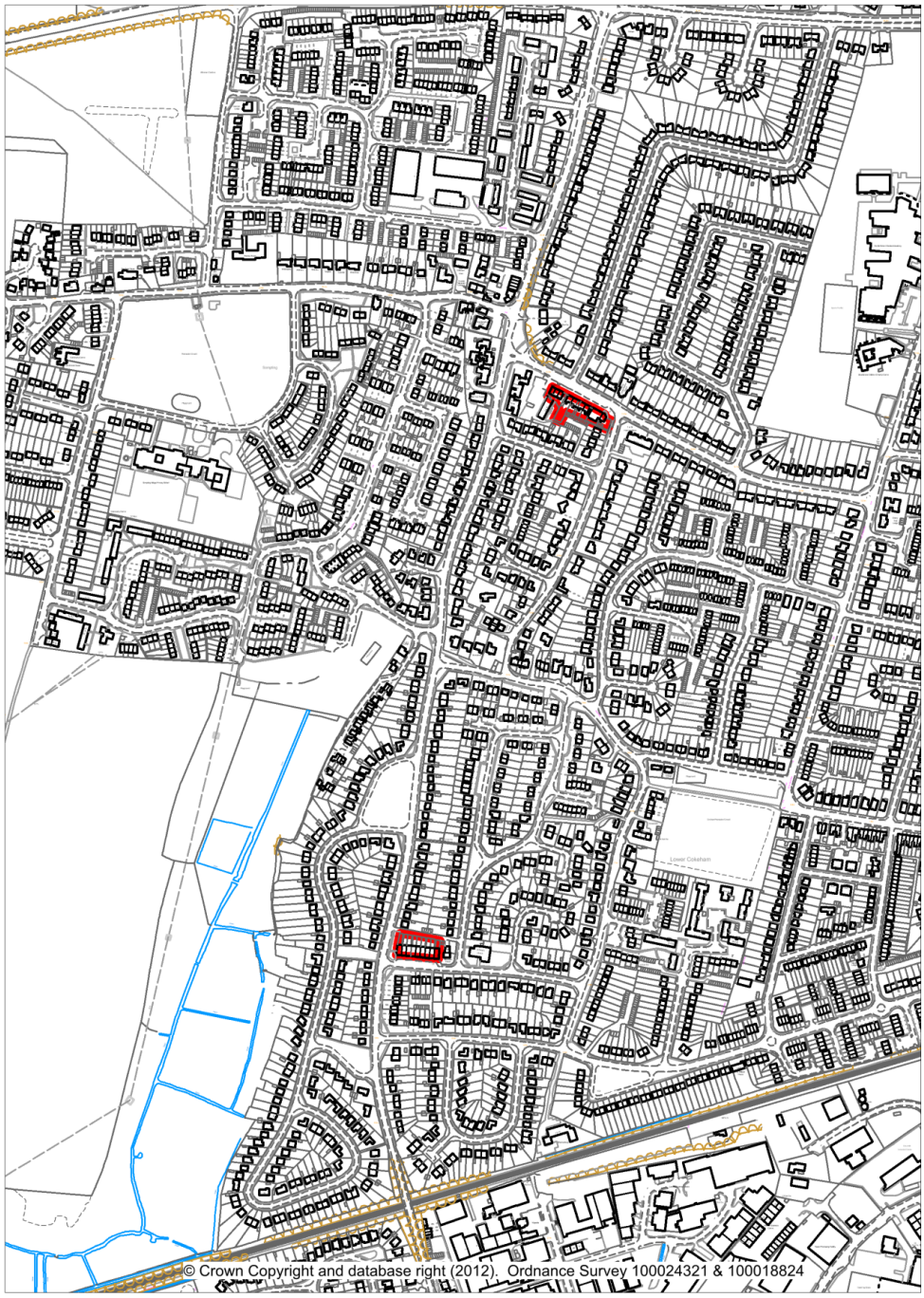


Figure 16: Hillbarn Parade, Sompting and Manor Road, Lancing

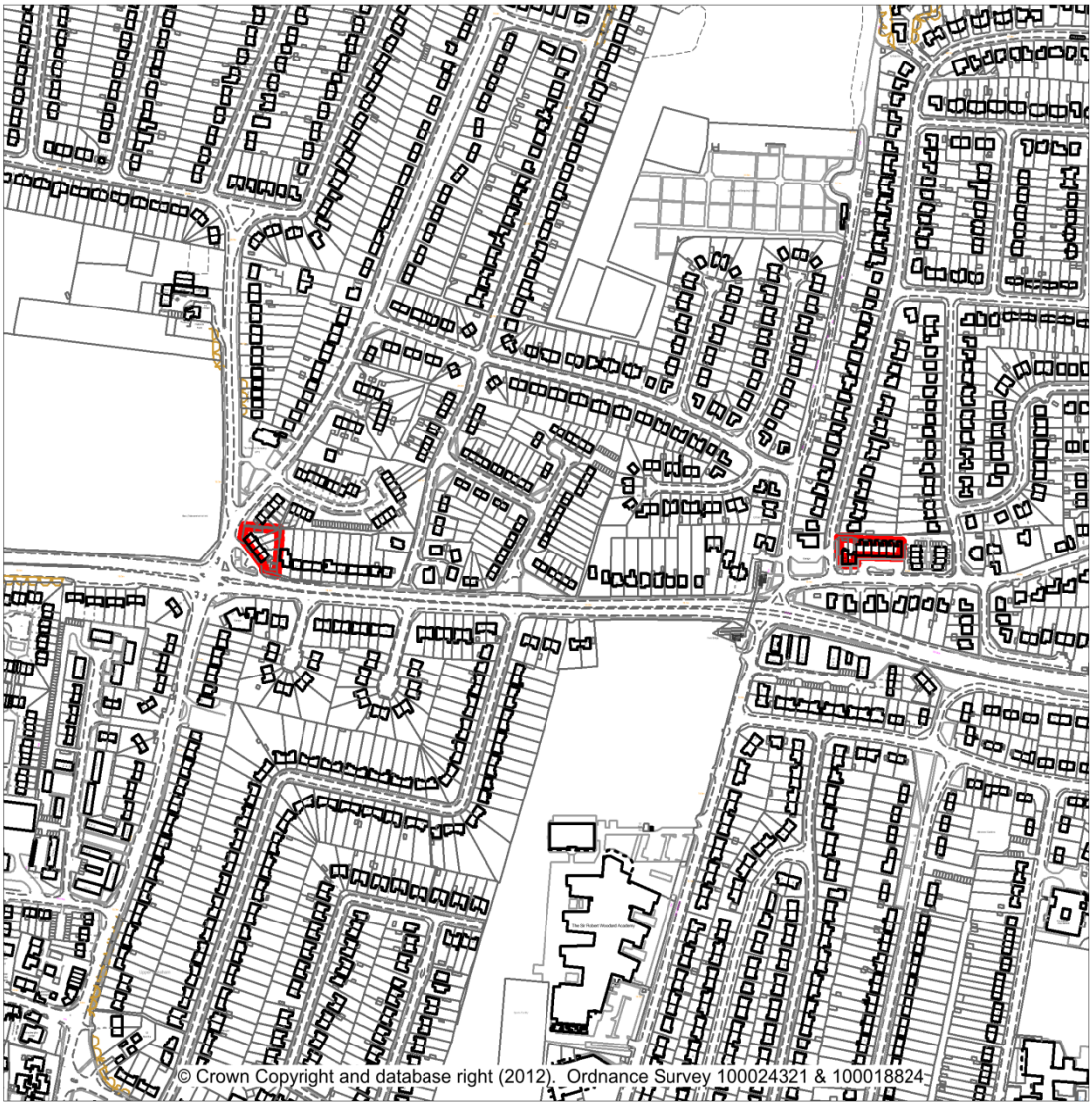


Figure 17: Lancing: Crabtree Arcade, Crabtree Lane and Lisher Road

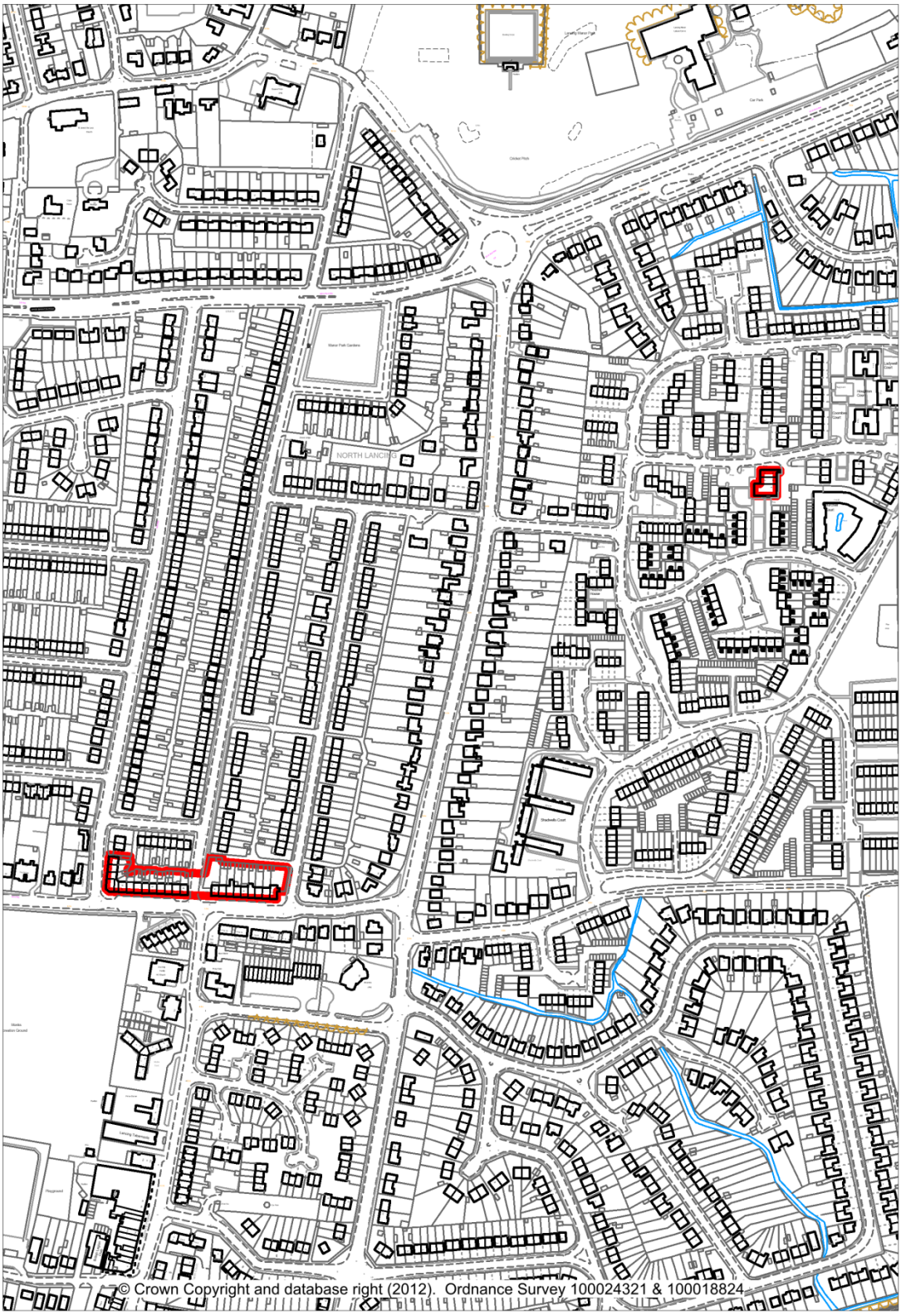


Figure 18: Brighton Road, Lancing and Beach Green, Shoreham Beach

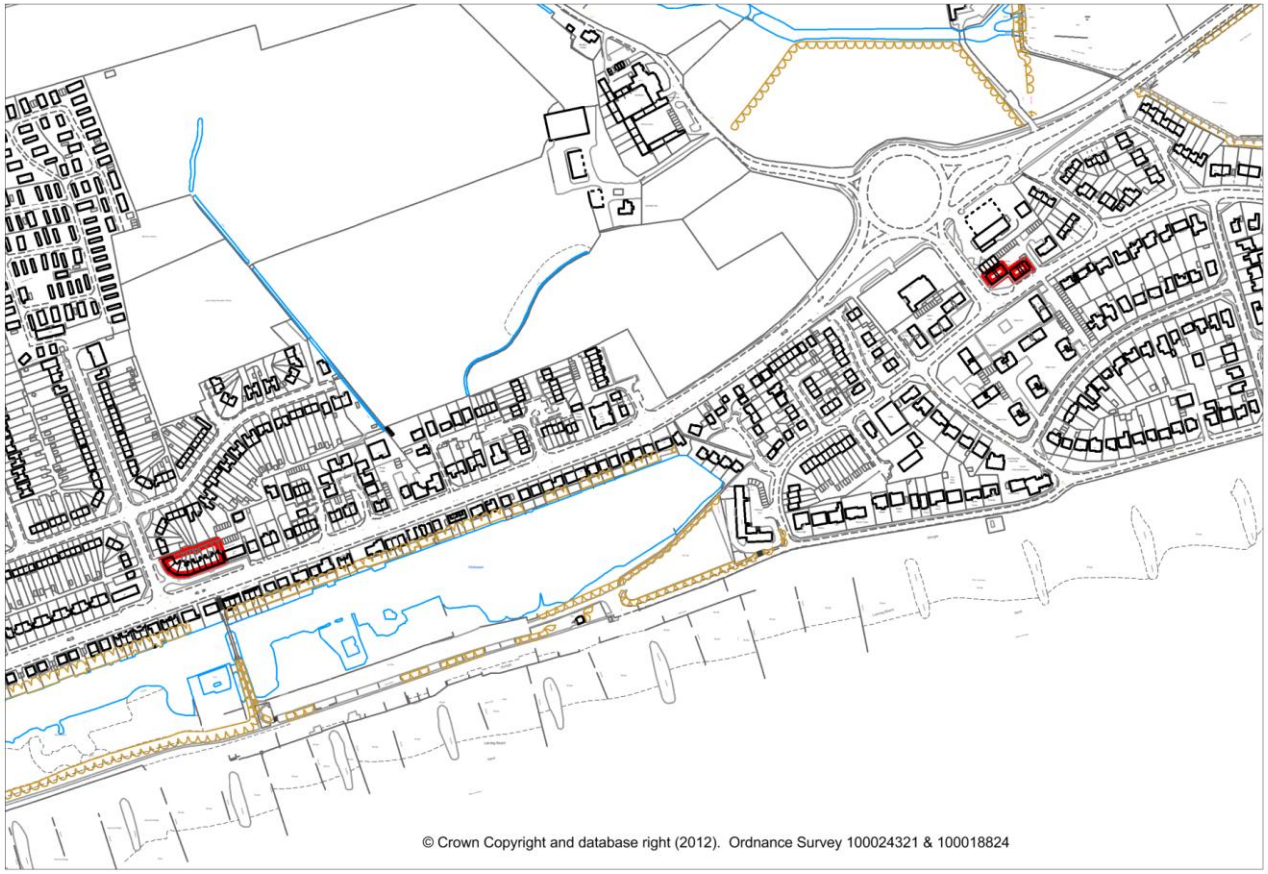


Figure 19: Ferry Road, Shoreham Beach

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

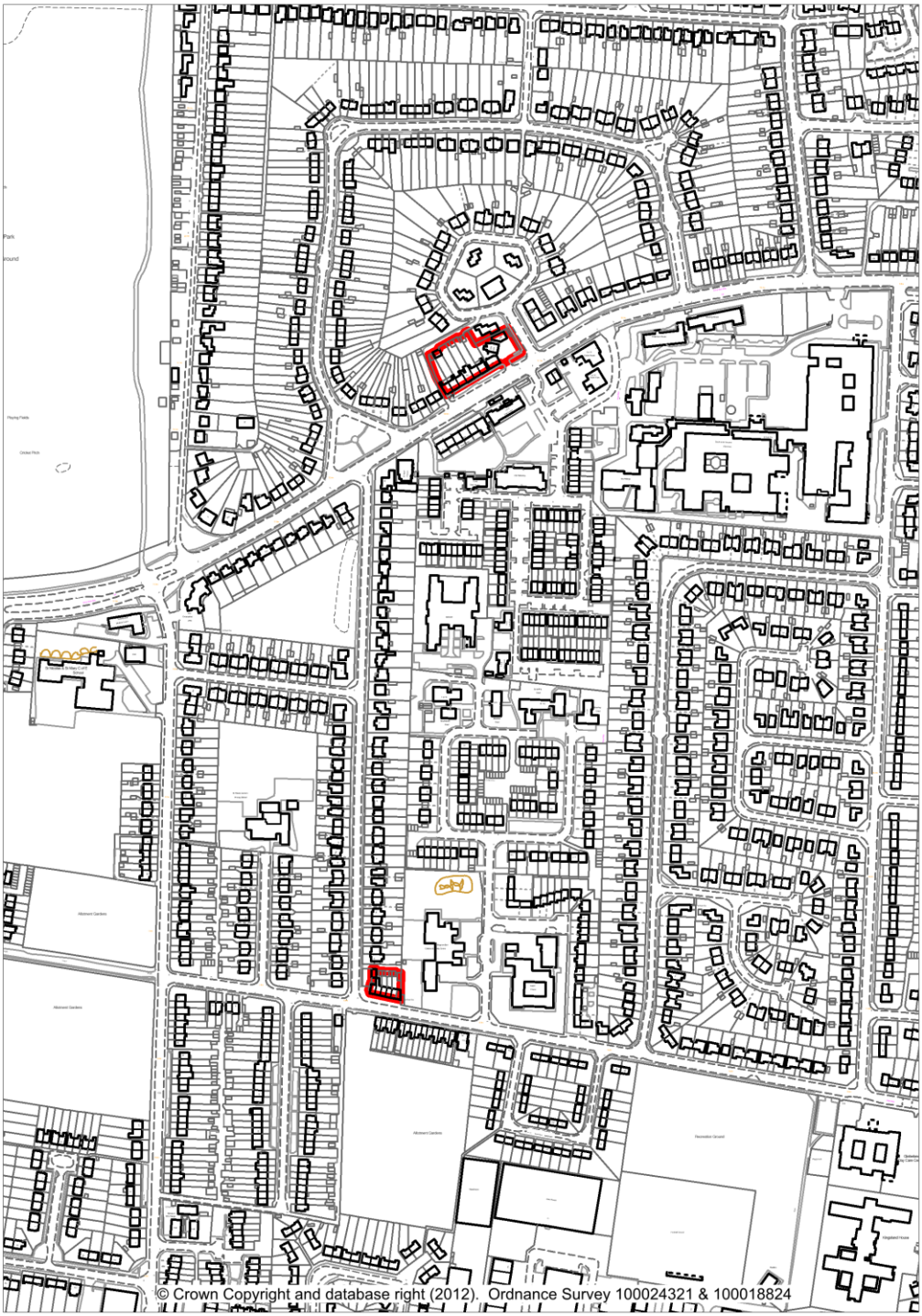


Figure 21: Kingston Broadway, Shoreham-by-Sea

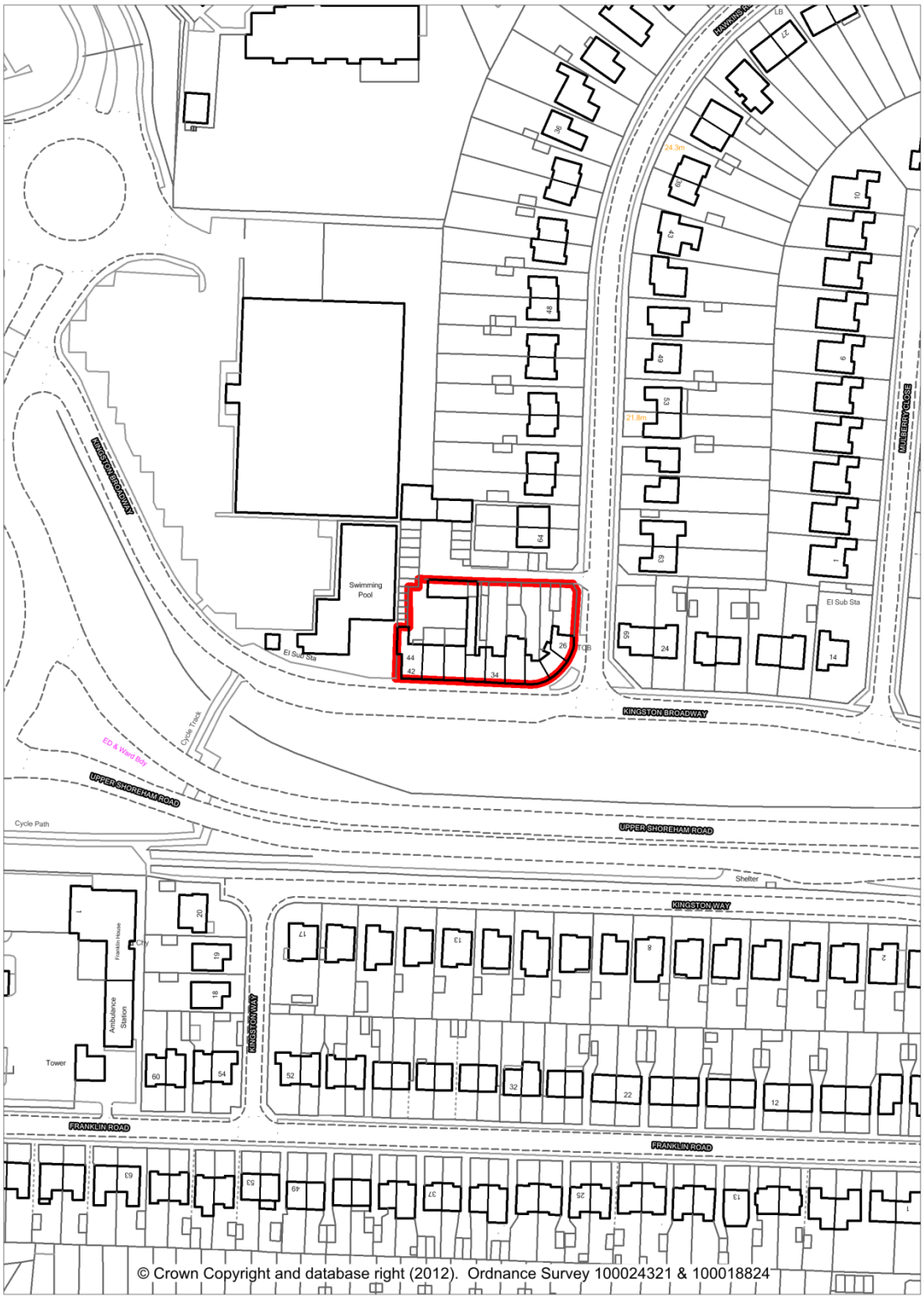


Figure 22: Brighton Road, Shoreham-by-Sea

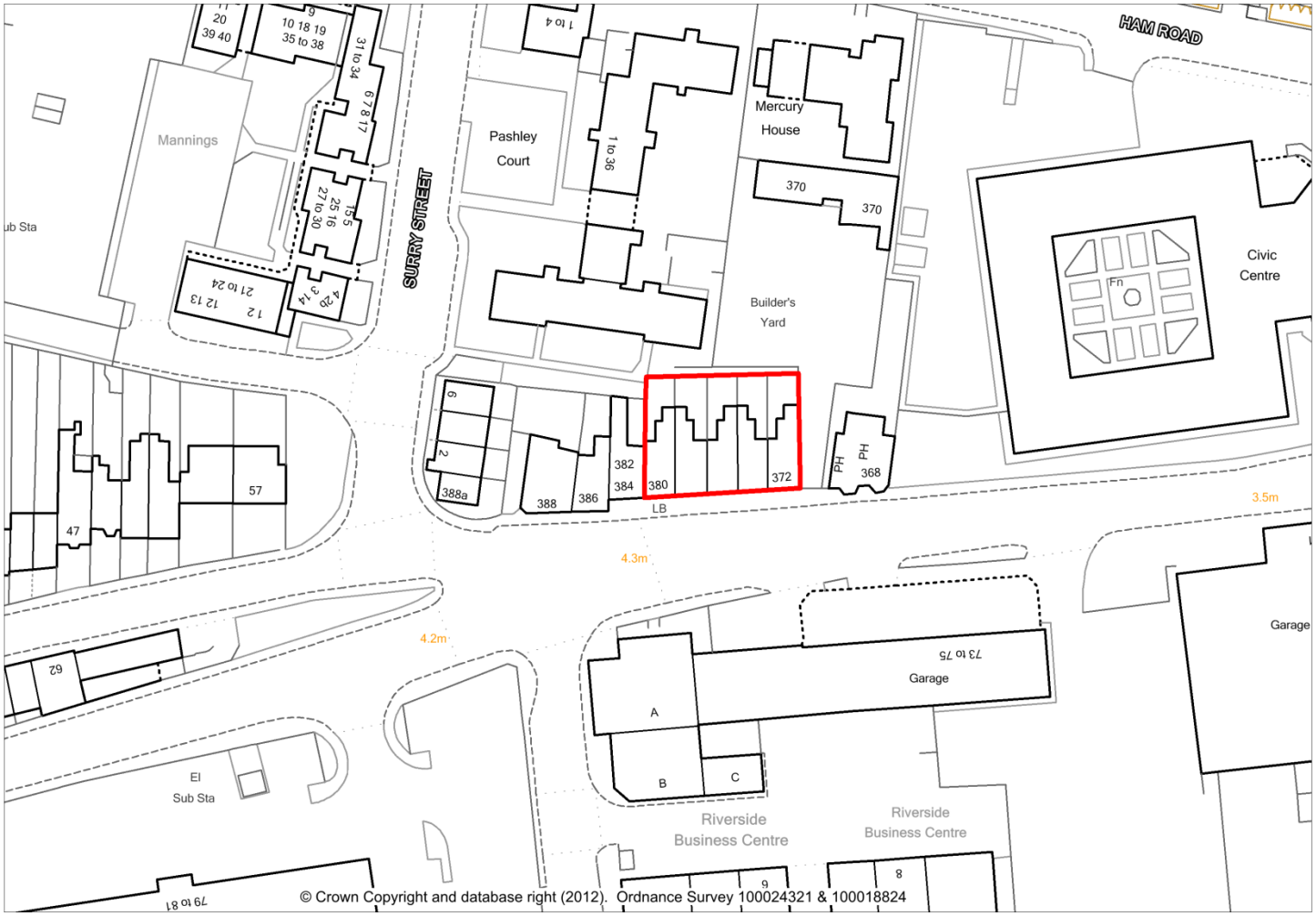
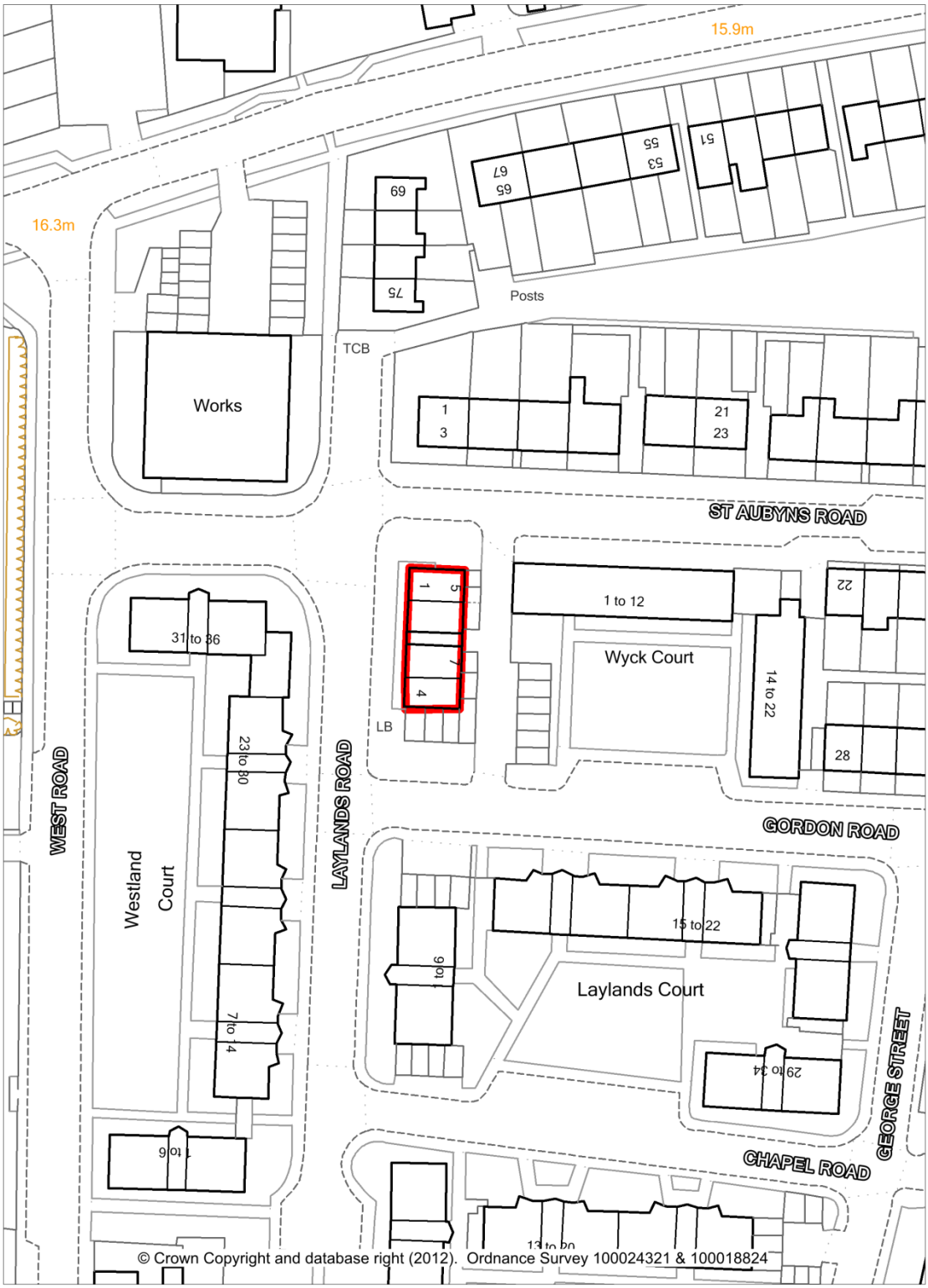


Figure 23: Southwick: Windmill Parade, Old Shoreham Road and Broadway, Manor Hall Road

Figure 24: Laylands Road, Fishersgate



Appendix 7: Glossary

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

Area Action Plans (AAP)	Area Action Plans are used to provide the planning and implementation framework for areas where significant changes are envisaged. They are a type of Development Plan Document.
BREEAM	Building Research Establishment Environmental Assessment Method (BREEAM) is the longest established and most widely used environment assessment method for assessing a building's environmental performance. Certification is carried out by licensed assessors.
Built Up Area Boundary	This identifies the area of Adur which is predominantly urban in character, and within which the principle of development is accepted.
Coastal Squeeze	This refers to the intertidal area around the lowland UK coast which is increasingly being squeezed between rising sea levels and high tide lines fixed by inflexible artificial defences and land take for development.
Code for Sustainable Homes (CSH)	The code aims to reduce carbon emissions, and was introduced in April 2007 as a single national standard and sustainability rating system for new build homes. It measures the sustainability of a dwelling against different categories of sustainable design.
Combined Heat and Power (CHP)	A Combined Heat and Power (CHP) system generates electricity and uses heat produced during this process in a productive way e.g. for local heat loads. It can also be used to deliver cooling through a process known as absorption chilling.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy (CIL) is a charge which local authorities will be empowered (but not required) to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy will be spent on infrastructure to support the development of the area.
Conservation Area	An area of special architectural or historic interest identified by the Local Planning Authority in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990. There is a statutory duty to preserve or enhance the character and appearance of such areas.
Controlled Waters	The UK's natural waters. These are rivers and streams, lakes and lochs, estuaries, coastal waters and groundwaters.
Density	Describes the number of housing units within a given area.
Designated Heritage Asset	The National Planning Policy Framework describes the types of designation which fall within this definition as including Scheduled Monuments, Listed Buildings, and Conservation Areas, designated under the relevant legislation.
Development Plan	At the time of writing this includes adopted Local Plans, neighbourhood plans (where they exist) and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Development Plan Documents (DPD)	Development Plan Documents are a type of Local Development Document, and constitute part of the Local Development Framework. They contain policies and proposals for development, and are subject to consultation and independent examination. They carry significant weight in determining planning applications.
Employment Land Review (ELR)	The purpose of an Employment Land Review is to provide a detailed analysis and understanding of the quantity, nature and quality of existing and allocated employment land and premises and the extent to which that supply can meet future demands.
Employment Generating Uses	This comprises B1, B2 and B8 uses, public and community uses and main town centre uses (but excludes housing development).
Exception Test	This test provides a method of managing flood risk while still allowing necessary development to occur. It is applied following application of the Sequential Test where it is not possible or consistent with wider sustainability objectives for development to be located in zones of lower probability of flooding.
Green Infrastructure	The NPPF defines this as a network of multi-functional green space, both urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Gypsies and Travellers	Gypsies and Travellers are defined as persons of a nomadic habit of life, whatever their race or origin, including such persons who on grounds only of their family's or dependant's education or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
Historic Environment Record	The National Planning Policy Framework defines this as 'Information Services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.'
Impact Assessment	Assessment undertaken in respect of applications for retail, leisure or office development outside of town centres, not in accordance with an up-to-date Local Plan and with a floorspace over 1000sqm (see Policy 28: Retail, Town Centres and Local Parades). The assessment must comply with paragraph 26 of the National Planning Policy Framework.
Infrastructure Delivery Plan	Plan setting out infrastructure required to deliver proposals in DPDs, including which agencies will be responsible, when it will be delivered, costs, sources of funding, and any constraints.
Local Parades	A range of small shops of a local nature, serving a small catchment area.

Local Development Document (LDD)	LDFs comprise of a range of Local Development Documents. These can be Development Plan Documents or Supplementary Planning Documents. The Statement of Community Involvement is also a LDD.
Local Development Framework (LDF)	The collective term for the set of Local Development Documents which will, collectively deliver the spatial planning strategy for the area.
Local Development Scheme (LDS)	This is a statement of the Council's programme for the production of Local Development Documents. It will be revised where necessary – for example, as a result of the Annual Monitoring Report, or if there is a need to prepare new Local Development Documents.
Local Enterprise Partnership (LEP)	The NPPF defines this as a body, designated by the Secretary of State for Communities and Local Government, established for the purpose of protecting and improving the conditions for economic growth in an area.
Local Green Gaps	Areas designated in the Local Plan in order to avoid coalescence and maintain character of settlements.
Local Nature Reserve (LNR)	Local Nature Reserves are locally-designated areas of interest due to their wildlife and/ or natural features.
Local Strategic Partnership (LSP)	A group of public, private, voluntary and community organisations and individuals that is responsible for preparing Adur and Worthing's Sustainably Community Strategy.
Listed Building	A building formally designated for reasons of its special architectural or historic interest.
Major Development	Major development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as: 10 or more dwellinghouses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwellinghouses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm or more; or development on sites of 1 hectare or more).
Minor Development	Minor development is defined in the Town & Country Planning (Development Management Procedure) (England) Order 2010 as: 1-9 dwellings / under .5HaOffice/light industrial - Up to 999 sqm/ under 1 Hectare General Industrial - Up to 999 sqm/ under 1 Hectare Retail - Up to 999 sqm/ under 1 Hectare Gypsy/Traveller site - 0-9 pitches However, for the purposes of Policy 37: Flood Risk and Sustainable Drainage only , minor development is defined, in accordance with paragraph 046 of the NPPF Planning Practice Guidance, as: Minor non-residential extensions: industrial/commercial/leisure etc. extensions with a footprint less than 250sqm. Alterations: development that does not increase the size of buildings e.g. alterations to external appearance.

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

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

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

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