

## **ISSUE 4: LAND AT WEST SOMPTING (POLICY 6)**

### **4.1 Are all the requirements of policy 6 reasonable, justified, viable and deliverable?**

4.1.1 Yes, the Council considers that all requirements of this policy are reasonable, justified, deliverable and viable. The policy requires delivery of a range of elements, and requires a range of assessments to be undertaken. In addition to the delivery of 480 dwellings (30% affordable to meet identified needs) there is a particular focus on transport and travel, and landscape issues.

4.1.2 The policy requires a range of transport and travel measures. In order to mitigate the impact of the development, contributions are required towards various junction improvements on the A27. (Contributions will also be required from other developments to implement these works). These requirements have been developed in response to, and justified by, the findings of the Adur Local Plan and Shoreham Harbour Transport Study - Second Addendum Revised Reissue (CD12/3) (see 4.4 below). It is important to note that the costs have been apportioned in accordance with the predicted impact of each development on each respective junction. Transport mitigations (and footpath improvements) are also required to address issues at West Street. In addition, sustainable transport measures are required, including:

- improvements to public transport (bus services / access arrangements for buses will need to be considered in relation to strategic sites being allocated in the Local Plan. The Sompting sites will require improved public transport provision), and
- a package of travel behaviours initiatives.

4.1.3 These are intended to encourage and facilitate travel by alternatives to the car, further reduce impact on the road network, as well as encourage and facilitate access into the South Downs National Park (SDNP) (particularly given the close proximity of the allocation to the SDNP). A new public right of way across the Local Green Gap is also required. This is intended to provide a footpath/cycle route across an area of countryside (which currently lacks public access), facilitating access to jobs and facilities in East Worthing. These requirements are consistent with Policy 29 Transport and Connectivity and potentially Policy 31 Green Infrastructure)

4.1.4 These requirements are set out in the Adur Infrastructure Delivery Plan October 2016 (CD07/19) and have been taken account of in the Adur

Whole Plan Viability Study (CD24/11). No adverse impacts on viability have been identified.

- 4.1.5 A financial contribution towards the provision of education facilities is also required - please see the Council's responses under 4.5 and 5.5 for more details.
- 4.1.6 The landscape work undertaken by Sheils Flynn (Landscape and Ecological Surveys of Key Sites within the Adur District 2012 (CD14/2 and 14/2A)) established indicative landscape and development principles which has influenced the layout and form of the development (See ADC Local Green Gap Topic Paper CD07/14 , chapter 6 'Local Green Gaps and the Strategic Allocations', and paragraphs 2.62 and 2.63 of the Submission Adur Local Plan 2016 CD07/1).
- 4.1.7 The plan (Policy 6, and para 2.60) refers to creating a new nature conservation area north of the existing Cokeham Brooks SNCI to act as a buffer between the designated area and the strategic site allocation (see also paragraph 2.61 of the Submission Adur Local Plan), and a range of other open space, recreation and sports facilities to be addressed through a Landscape/ Green Infrastructure Strategy for the site. The development of such a strategy allows a co-ordinated approach to the delivery and management of these facilities, ensures the components meet identified needs and are compatible with the indicative landscape and development principles referred to above.
- 4.1.8 The provision of this proposed nature conservation buffer zone was recommended by the Preliminary Ecological Appraisal of Sompting Fringe 2012 (CD14/3 paragraph 5.4) which states that it should be designed in consultation with Adur District Council and the Sussex Wildlife Trust. This will be implemented through joint working between the landowner (Sompting Estates) and the site promoter. The site-wide landscape and ecological management plan referred to in the policy is also a recommendation of the Preliminary Ecological Appraisal (para 5.38).
- 4.1.9 Please see the Council's response under 4.2 below for details on the landscaped buffer alongside the western boundary of the development.
- 4.1.10 It is noted that the need for playing pitches (which the policy seeks to deliver at this site) is not wholly generated by development at this site (the need was identified in the Open Space Study CD20/1). However given the lack of other opportunities elsewhere in the Local Plan area, the desire for an 'informal' country park at New Monks Farm (which lies in close proximity to community pitches provided as part of the Brighton and Hove Football

Academy that lies adjacent to the allocation), and the need to ensure that the requirements of the Local Green Gap are met, pitches are sought in this location (see also discussion under 4.5 below).

- 4.1.11 The site promoters have proposed two youth pitches along the western side of the allocation, allowing some separation from proposed housing. This location also allows for the provision of a small community facility (potentially changing rooms to serve the pitches) which is also required by the policy.
- 4.1.12 Furthermore, the policy requirement for a community growing space/ orchard is intended to contribute to identified needs for allotments. The precise form of this growing space can be determined by the developer in conjunction with the local community in due course.
- 4.1.13 The requirement for a desk-based assessment and, where necessary, a field evaluation of archaeological assets at the application stage is in line with the National Planning Policy Framework's (NPPF) core planning principle to conserve heritage assets in a manner appropriate to their significance (CD 01/1; para 17) and the Submission Adur Local Plan 2016 (CD07/1), Policy 17: The Historic Environment, which was developed with input from WSCC who curate the County's Historic Environment Records and provide advice at the planning application stage.
- 4.1.14 The Adur Whole Plan Viability Study 2016 (CD24/11) has appraised the site allocations in the Submission Adur Local Plan, including West Sompting. It takes account of the level of developer contributions anticipated from each site and in some cases (where considered viable) includes an allowance for CIL contributions. The study concludes that the West Sompting allocation is viable with full policy impacts, affordable housing and planning obligation contributions, and could contribute to CIL if this is implemented in Adur at an appropriate time. As a result there is no evidence to indicate that the policy is unviable.
- 4.1.15 In terms of delivery, the site promoter has stated that delivery will commence in 2017/18, delivering 100 dwellings (50 each at Sompting North and Sompting Fringe) for the first two years; then 50 per annum at Sompting Fringe, completing the development in 2024/5. (See the Adur Housing trajectory in the Housing Implementation Strategy CD04/10). The site promoters have not raised any concerns with regard to delivery of any elements of this policy. Their representation (Turley on behalf of Persimmon Homes REP-026-004) makes clear that the site promoters consider the proposed development deliverable.

### The Boundary of the West Sompting allocation:

- 4.1.16 The representation made on behalf of the site promoter suggests that the proposed housing target for the Adur Local Plan area is too low and that there is potential to increase the capacity of the West Sompting strategic allocation by means of a review of the existing boundary of this site.
- 4.1.17 In response the Council justifies the existing boundary of the West Sompting allocation in terms of the strong need to protect and enhance the remaining area of open countryside and green space between the principal settlements of Worthing and Lancing, which are a critically important component of the landscape setting of these towns, contributing to their individual, distinctive character and local identity.
- 4.1.18 The area of undeveloped land that is required to provide the landscape setting for the towns that border the Lancing-Shoreham Gap is defined in the Adur Landscape Study Update (Sheils Flynn, 2016) (CD14/9)) and informed by detailed analysis of the distinctive landscape character and sensitivity of the countryside within the gap which is provided by the Assessment of Landscape Sensitivity for the Adur Local Plan Area (Sheils Flynn 2016) (CD14/10).
- 4.1.19 A more detailed discussion of how the boundary of this strategic allocation has been defined may be found in the Council's response to Issue 3.2.
- 4.2 There is a reference in policy 6 to a 'landscaped buffer' along the western boundary. In policy 5 (New Monks Farm) the reference is to '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'. Should there be a greater level of consistency between the two policies in this respect?**
- 4.2.1 With regard to landscape issues, policies 5 and 6 have both been informed by the Landscape and Ecological Survey of Key Sites Within the Adur District study (Sheils Flynn, 2012) (CD14/2 and 14/2A). This study proposes bespoke landscaping solutions for each site based on visibility from key views and the enhancement of existing landscape characteristics and features. The different wording used in policies 5 and 6 reflects the variations in landscape character between the allocated sites at New Monks Farm and West Sompting and the different nature and function of the landscape mitigation measures that are relevant in these different landscape contexts.

- 4.2.2 The reference to a landscape buffer for West Sompting (policy 6) is based on the fact that there are existing hedgerows adjacent to the western boundary of the allocation. The landscape study recommends that these hedgerows should be enhanced to help soften views to the development as well as to strengthen the contrast between field patterns in the open farmland to the centre of the gap and smaller scale fields surrounding Sompting village. However, the study also recommends tree clump 'islands' to soften the built edge of the development and provide a visual screen at key visually sensitive locations. It is therefore considered that the Sompting policy could refer to strategically sited areas of woodland on the western and southern border of the development in addition to the 'landscaped buffer'.
- 4.2.3 With regard to New Monks Farm, the landscape study states that 'strategically sited blocks of woodland would extend the existing wooded character of the landscape to the north west of the site and provide a distinctive green edge, screening views to the new housing from the A27.' (Please refer also to figure 13f of the study). These findings have been reflected in Policy 5. Some type of landscape buffer will be required on the eastern boundary of the development to help screen it in views from the east and north/east but the word 'buffer' implies a linear edge and this would not be appropriate in the New Monks Farm landscape context, where there are no existing hedgerows and where there is a need to avoid creating new 'landscape edges' which define artificial boundaries, such as the new tidal flood defence embankment. In such circumstances, it is more appropriate to refer to 'strategically sited areas of woodland to the north and east of the development, which would reinforce the existing bands and clumps of woodland that mark the break of slope at the foot of the South Downs (broadly along the A27).
- 4.2.4 Both the West Sompting and New Monks Farm policies require landscape and ecological management plans to be produced and implemented so it is considered that the finer landscaping details can be dealt with at the planning application stage, using the Sheils Flynn landscape study as a starting point.
- 4.2.5 The representation made on behalf of the site promoters (Turley on behalf of Persimmon Homes REP-026-004) refers to this matter and makes clear that the concept masterplan for the site includes a defensible landscape edge. The representation also states:

*'As the specific function and nature of the 'landscaped buffer' appears different to that at New Monks Farm...we would support the Council in their alternative wording.'*

**4.3 Have issues of flood risk in relation to this site been adequately addressed (see also question 13.5)? Has the advice in the NPPF (for example para 100) been followed?**

4.3.1 Yes, all issues of flood risk in relation to this site have been adequately addressed, and the advice in the NPPF has been followed.

4.3.2 The Adur Local Plan has been supported by a Strategic Flood Risk Assessment (SFRA) (JBA, 2012) (CD15/1) as per para 100 of the NPPF and the SFRA has informed the assessment of all potential development sites in the Local Plan area. The SFRA includes both Level 1 and, where necessary, Level 2 assessments. The SFRA has also informed the Council's Sequential and Exception Test which is a key document used to steer new development to areas with the lowest probability of flooding and address flood risk on specific sites, demonstrating that development provides wider sustainability benefits to the community that outweigh flood risk, and that development will be safe for its lifetime without increasing flood risk elsewhere. The Sequential and Exception Test has been carried out in accordance with paras 101-102 of the NPPF.

4.3.3 As shown in both the SFRA and the Sequential and Exception Test (CD06/10), the vast majority of the West Sompting allocation is located within Flood Zone 1. Although part of the site is located within Flood Zone 3b (functional floodplain), this is outside the proposed development area. Therefore the allocation passes the Sequential Test and because the development area is entirely within flood zone 1, the Exception Test is not necessary for the site to be allocated.

4.3.4 While tidal and fluvial flooding is not therefore considered to be an issue for West Sompting, it is noted that there are other potential flood risks on site. This includes potential for groundwater flooding and, to a lesser extent, surface water flooding. However, these types of flooding have not historically been a significant issue on the site and it is considered that they can be addressed by a site specific Flood Risk Assessment at the detailed design stage. No further work is required at the Local Plan stage.

4.3.5 It is also important to note that the approach to flood risk in the Adur Local Plan has been accepted by the Environment Agency and no objections to the approach were raised by West Sussex County Council as the Lead Local Flood Authority. A draft Memorandum of Understanding (MoU) has been produced and it is anticipated that this will be signed by all three parties by the time of the Examination.

4.3.6 The response to the Inspector's Questions made on behalf of the site promoters (Turley on behalf of Persimmon Homes REP-026-004) states that a site-specific Flood Risk Assessment and Drainage Strategy have been commissioned.

**4.4 A number of concerns have been raised relating to the traffic impact of the proposed development. Can the Council satisfactorily demonstrate that the highway implications of the development have been (and will be) appropriately addressed?**

4.4.1 The Adur Local Plan and Shoreham Harbour Transport Study - Second Addendum Revised Reissue (CD12/3) is the most up-to-date transport evidence base supporting the Adur District Local Plan and the Shoreham Harbour Joint Area Action Plan. It considers the transport impacts of strategic residential and commercial site allocations within Adur and Brighton and Hove in 2031; revised access arrangements for the West Sompting site; collision and safety hotspot identification and mitigation; and highway improvements at key junctions. This evidence indicates that proposals within the Adur Local Plan, including the development of Land at West Sompting (policy 6), can be achieved satisfactorily with the mitigation measures proposed across the plan area, and other planned changes (such as the Highways England improvement scheme for the A27).

4.4.2 The transport evidence base has been founded on the use of the Shoreham Harbour / CTS transport model. The model has a base year of 2008, and work has been ongoing throughout plan preparation to explore and test alternative spatial strategy options. It is acknowledged that the base date of the model is now older than is desirable. For this reason, the County Council has provided guidance on interpretation of the model's outputs and assurance that the forecasts are robust (CD12/8). The County Council has compared the observed traffic growth on major roads within Adur District between 2008 and 2015 with the model's forecast and found that the trends agreed. In fact, the model predicted higher growth in most cases than that which was actually observed and then extrapolated to the forecast year. The exception was considered to be attributable to the forecast flows being restrained by the capacity of the A27/A2025 Lancing Manor roundabout. These results give some assurance that the forecasts are robust.

4.4.3 It is worth noting that work continues to take place on traffic analysis and management. For example, West Sussex County Council is now leading on formally commissioning WSP-Parsons Brinckerhoff to undertake the Shoreham Area Sustainable Transport Package Study. The draft brief for the study is currently being developed, and will require an options appraisal

and feasibility study to identify a package of feasible transport improvements in the Adur area which can be delivered to support development around the area.

4.4.4 Policy 6 has a range of transport and improved access elements including:

- 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
- A public right of way to provide a link to Worthing across the Local Green Gap
- A package of site-specific travel behaviour initiatives to encourage use of sustainable modes of transport. (This should include travel behaviour initiatives such as residential travel plans).
- Footpath improvements along West Street

4.4.5 The funding sources and cost apportionment of transport infrastructure can be seen in Section C - Implementation Plan of the Infrastructure Delivery Plan (CD07-19). Improvements that will benefit transport management at Land at West Sompting, and which require developer contributions include:

<b>Improvements</b>	<b>Developer contributions</b>
A27/A283 Steyning Road junction	West Sompting £ 71,200 New Monks Farm £ 111,100 Shoreham Harbour Western Arm £ 359,300
A259 Brighton Road / A283 Old Shoreham Road junction	West Sompting £ 38,300 Shoreham Harbour Western Arm £ 304,500
A27 Old Shoreham Road / A2025 Grinstead Lane junction	West Sompting £ 275,000



	New Monks Farm 427,800	£
	Shoreham Airport 176,000	£
A27 Sompting Bypass / Upper Brighton Road junction	West Sompting 14,000	£
	New Monks Farm 14,400	£
	Shoreham Airport 10,800	£
Traffic calming on West Street, Sompting	West Sompting 90,000	£
Package of site specific travel behaviour initiatives	West Sompting 88,926	£
Public transport - improvements to existing bus services	West Sompting 1,066,000	£
New & improved pedestrian, cycle and bridleway links to the SDNP	West Sompting 105,000	£
New & improved cycle and pedestrian links to local communities	West Sompting 520,000	£
Footpath improvements along West Street	West Sompting 30,000	£

- 4.4.6 These measures will be delivered either through s278 agreement or through developer contributions via s106 agreements, to be agreed with WSCC and/or Highways England as relevant.
- 4.4.7 There is also a general policy on transport and connectivity (Policy 29) which seeks to secure significant improvements to transport and mobility in Adur. (See Council's response to Issue 10.1)
- 4.4.8 Specific development proposals will be looked considered in detail at the application stage. A transport assessment will be required as part of the application to develop land at West Sompting (see paragraph 2.69 of the Adur Local Plan), and the views of stakeholders (such as WSCC and Highways England) will be sought again. This will ensure that the development manages traffic impacts appropriately.
- 4.4.9 Bus services / access arrangements for buses will need to be considered in relation to strategic sites being allocated in the Local Plan. Land at West Sompting site will require improved public transport provision.

4.4.10 Turley's representation (REP-026-004)) re paragraph 2.69 accepts that traffic impacts on local roads will need to be considered. However, Turley thought the specific reference to Dankton Lane should be omitted from the supporting text because it was not referred to in the policy itself. In response to this representation the Council has proposed a major modification to Policy 6 to refer to this junction. Turley also referred to NPPF paragraphs 32 and 204 (about those matters which plans and decisions should address, and the tests that must be met in order for planning obligations to be sought). Turley contend that the transport assessment submitted at the planning application stage should determine which improvements need to be undertaken, and should inform whether planning obligations are to be sought. In response to this representation, the Council has proposed a major modification (MM19) to reorganise references to infrastructure provision. The specification of required improvements is evidence based and the Council holds that they should be specified in outline at this stage. Should there be differences brought to light by an updated transport assessment accompanying the planning application, then these can be addressed at that stage.

4.4.11 The response to the Inspector's Questions made on behalf of the site promoters states that a Full Transport Assessment and Framework Travel Plan will accompany the planning application, which will be supported by a comprehensive package of highways and transport measures which can be delivered through section 278 and/or Section 106 contributions.

**4.5 What assessment has been undertaken regarding the impact of the proposed development on existing infrastructure, for example schools, community facilities (including sports pitches), health services and utilities?**

4.5.1 A range of assessments have been carried out to consider the impact of the proposed development on existing infrastructure, as follows:

Schools

WSCC is the Local Education Authority (LEA) for West Sussex and has a statutory duty to ensure that there is sufficient appropriate education provision available across West Sussex. Planning School Places 2016 (WSCC, Feb 2016, p 24 CD 24/13) states:

*The housing developments proposed in the local plan including New Monks Farm & the West Sompting will bring forward a requirement for a site for a 1FE (210 place) expandable to 2FE (420 place) primary school*

4.5.2 The developer of the New Monks Farm strategic allocation has offered land for a 1 form entry school site (of 1 hectare) with capacity to expand to 2 form entry within the development. WSCC has identified this as an essential element of infrastructure provision due to a lack of primary schools in the New Monks Farm area with current spare capacity. Development at West Sompting will need to provide financial contributions of £2.38-2.64 million towards the provision of this school, which will be delivered with additional funding from New Monks Farm and WSCC itself. The detail of timing of contributions will be agreed at planning application stage. (See Council’s response to issue 5.5 (New Monks Farm) for more details).

4.5.3 The provision to be made by the West Sompting allocation towards education is set out in the Infrastructure Delivery Plan (CD07-19) and reproduced below for information.

<b>Physical Infrastructure</b>	<b>Developer contributions</b>
Provision of 32 new places for early years education	West Sompting £ 429,312
New 1 form entry primary school with the possibility to expand to 2 FE*	West Sompting £ 2.38 - 2.64m
	New Monks Farm £ 3.02 - 3.36m

★ Please note this figure is likely to be revised in due course once WSCC agree a new methodology.

4.5.4 With regard to secondary provision, WSCC has not identified a need for West Sompting to contribute to the provision of secondary education, as WSCC consider that sufficient capacity exists.

Community facilities (including sports pitches)

4.5.5. WSCC is responsible for library provision within the county and has indicated that the West Sompting development is likely to create additional demand for library provision. Section B of the Adur IDP Oct 2016 (CD07-19) states that it is unclear where the new residents of the proposed development in Sompting would access library provision. This could be from a number of different existing libraries, so may not require physical improvements to one specific library. The demand will therefore be met through improvements to the existing library service facilitated by developer

contributions. The amount is set out in the Infrastructure Delivery Plan (CD07-19) with relevant information presented in the table below.

- 4.5.6 Policy 30 (Open Space, Recreation and Leisure) states that major development for residential use will be required to provide open space on site in accordance with the Council's adopted standards (See Adur Planning Contributions for Infrastructure Provision Interim Planning Guidance, July 2013 (CD24/12)). The type of space to be provided is determined by the scale and type of development and the needs of the area and is set out in the IDP (CD07-19). At West Sompting 0.79 ha of amenity greenspace, one Locally Equipped Area of Play (LEAP) (or equivalent) and a community orchard or growing space will be required as part of the development. Information from the IDP is presented in the table below for information.
- 4.5.7 With regard to community pitches, the Adur Playing Pitches Strategy 2014 (CD20/4) noted a requirement for four youth pitches. Since that study a 3G pitch has been provided at Brighton and Hove Football Academy in Lancing, and another pitch is to be provided at the Sir Robert Woodard Academy, Lancing. The IDP therefore makes provision for the remaining 2 youth pitches and associated changing facilities that are needed. These will be provided as part of the development at West Sompting which is considered the best location (see IDP CD07-19).(See response to 4.1 above).
- 4.5.8 The policy seeks provision of a community facility to support the new development area of West Sompting, and this is reflected in the relevant information extracted from Section C of the IDP presented below. Adur District Council's Community Wellbeing section has considered needs for facilities. There are a range of meeting halls and similar facilities in Sompting. However, given the policy requirement to deliver sports pitches on the strategic site referred to above (see also 4.1 above) it is likely that the requirement for community provision will be met through the delivery of changing rooms located in the open space area to the west of Sompting fringe area, adjacent to the proposed sports pitches.

<b>Physical Infrastructure</b>	<b>Developer contributions</b>
Improvements to library service provision in the area	West Sompting 141,812 £
Provision of a community facility	West Sompting unknown £

Provision of one LEAP (or equivalent)	West Sompting unknown	£
Provision of amenity greenspace (0.79ha)	West Sompting unknown	£
Provision of community orchard or growing space	West Sompting unknown	£

4.5.9 Other contributions, including improvements to fire and rescue services will be required; this contribution will be estimated following the review of the West Sussex Fire and Rescue Service service review.

#### Health Services

4.5.10 The IDP (CD07-19) notes that some of the existing accommodation for health services is in need of modernisation and repair or extension. Financial contributions have been identified by NHS Property Services towards improved facilities to accommodate growth identified in the Local Plan. The West Sompting development will contribute to the replacement of Ball Tree Surgery or its merger with the Kingfisher Practice. Relevant information from the IDP is set out below for information.

<b>Physical Infrastructure</b>	<b>Developer contributions</b>	
Replacement of Ball Tree Surgery or merger with Kingfisher Practice	West Sompting 218,000	£
	NHS Capital Budget 2,782,000	£

4.5.11 The Clinical Commissioning Group is currently working on its Strategic Estates Plan and these costs are likely to be reviewed as part of this process.

#### Utilities

4.5.12 As stated in the IDP (CD07-19) Southern Water is the statutory water and sewerage undertaker in Adur District and has a duty to serve new development. It has a rolling programme of investment plans to meet demand. Ofwat (the water industry's economic regulator) expects local infrastructure that specifically serves new development to be funded by the development. The relevant infrastructure to support the development of West Sompting, as given in the IDP, is set out below for information.

Physical Infrastructure	Developer contributions
Water Distribution System and Wastewater Sewerage System - network capacity upgrades	West Sompting unknown £
SuDS scheme and local drainage improvements	West Sompting unknown £

4.5.13 As stated in the IDP (CD07-19), Scotia Gas Networks (SGN) operates the gas networks in Adur (under the company name of Southern Gas Networks) and was consulted as part of the Local Plan process. Connection to the gas network would be the responsibility of the developer. West Sompting will need to deliver reinforcement works to the network. As this is considered a normal part of development costs the amount has not been determined or specified in the IDP.

4.5.14 Telecommunications and digital connectivity is not considered to be a significant issue for the Local Plan. As stated in the IDP (CD07-19), service providers will fund the majority of improvements in Adur and the West Sompting development lies in the area wholly served by commercial operators and not eligible for public funding. No issues in delivery have been identified.

**4.6 Is it sufficiently clear what new infrastructure is required, who is going to fund it and how it relates to the anticipated rate and phasing of development (PPG2 paragraph 018 under Local Plans)?**

4.6.1 The response to question 4.5 above answers the first part of this question.

4.6.2 As indicated above, the Adur IDP October 2016 (CD07-19) sets out a range of infrastructure requirements following ongoing liaison with a range of infrastructure providers. It also sets out infrastructure which will be delivered by the developers themselves, on site.

4.6.3 The site promoter for West Sompting has stated that delivery will commence in 2017/18, delivering 100 dwellings (50 each at Sompting North and Sompting Fringe) for the first two years; then 50 per annum at Sompting Fringe, completing the development in 2024/5 (See the Adur Housing trajectory in the Adur Housing Implementation Strategy CD 07/23). The site promoters have not raised any concerns with regard to delivery of any elements of this policy.

4.6.4 The timing of the financial contributions towards the provision of the primary school (to be delivered at New Monks Farm) will be subject to a s106 between the developers and WSCC, as will the financial contribution towards early years education, in order to facilitate timely delivery of the school.

**4.7 Does the Council have a fall-back position if the development does not come forward as anticipated?**

4.7.1 Given the constraints in Adur, and the shortfall against delivering Adur's OAN leading to all possible sites having been allocated, no contingency sites are identified.

4.7.2 Should delivery be slower than anticipated in the housing trajectory (see above) then the Council will consider direct intervention – this may include, for example, direct intervention to secure infrastructure. Please see also the Council's response to Issue 18.