

ISSUE 15: POLICIES FOR PLACES – LANCING, SOMPTING, SHOREHAM-BY-SEA, AND SOUTHWICK AND FISHERGATE (POLICIES 9 TO 12).

15.1 Are policies 9 to 12 sound and in particular are all the components of the policies reasonable, justified, viable and deliverable?

15.1.1 The policies referred to are found in Part Three of the Adur Local Plan, 'Policies for Places'. They focus on Adur's key settlements – their individual characteristics and the planning issues affecting them, and include measures to address the regeneration and enhancement of the main town centres in order to ensure they remain vital and viable.

15.1.2 These policies were developed in response to the 'place-based policies' approach popular in recent years, and also reflect one of the Core Planning Principles set out in paragraph 17 of the National Planning Policy Framework (NPPF) (CD01/1) - the need to: *"take account of the different roles and character of different areas."* Policies 9-12 have been assessed as part of the Adur Whole Plan Viability Assessment (CD24/11). No abnormal costs have been identified (although traffic mitigation costs have been identified for Policy 11, Shoreham-by-Sea). As such, the Council considers there are no viability issues arising from these policies.

Policy 9: Lancing.

15.1.3 This policy provides a 'hook' for the Lancing Vision, which forms a regeneration strategy and guides retail development in Lancing village centre. Partnership working between Adur District Council, West Sussex County Council (WSCC) and Lancing Parish Council has already delivered elements of this vision – including enhancements of the retail environment (Queen's Parade), and open space at Beach Green.

15.1.4 In addition, the policy defines primary and secondary frontages, and which uses will be appropriate within these frontages to ensure that Lancing centre continues to be vital and viable. Paragraph 3.1 of the Submission Adur Local Plan (SALP) (CD07/1) states:

'These are viewed as positive planning actions to maintain and enhance a healthy and vibrant village centre.'

15.1.5 It also refers to the continued protection of Lancing Business Park for business use; this site is recommended for protection in the Adur Employment Land Review (GL Hearn, 2014) (CD10/1) due to its important contribution to Adur's economy.

Policy 10: Sompting

15.1.6 This policy addresses Sompting village – defined in the Submission Adur Local Plan (SALP) (CD07/1) as that part of Sompting which lies outside of the Built Up Area Boundary (see footnote 1, page 19) which seeks to protect the linear and historic

character of the area (which lies within a conservation area) through the avoidance of expansion or intensification of development. This is consistent with its location in the countryside (and therefore in line with Policy 13: Adur's Countryside and Coast) and in order to avoid coalescence (consistent with Policy 14: Local Green Gaps). This policy is also consistent with Policy 2 of the SALP, which relates to the Spatial Strategy of the Local Plan and states that the character of Sompting village will be maintained and enhanced. The Plan's approach to countryside and Local Green Gaps is discussed in the Council's responses to Issue 7.

- 15.1.7 The policy also refers to improvements to the A27 and West Street, Sompting, and the wider transport network. It is anticipated that these can be delivered through joint working between West Sussex County Council, Highways England and Adur District Council. In addition, the developer of the West Sompting allocation will also be required to deliver transport improvements to the local road network. These requirements have been derived from, and justified by, the Adur Local Plan and Shoreham Harbour Transport Study - Second Addendum Revised Reissue (CD12/3). (Please see Council's response to Issue 4 for more details).

Policy 11:Shoreham-by-Sea

- 15.1.8 Policy 11: Shoreham-By-Sea identifies a number of development sites for uses that will contribute to the vitality of the town and directs new retail floorspace to the Primary Shopping Area in line with the NPPF. A number of these sites were identified in the Shoreham Renaissance strategy (2006, CD11/6) which aims to regenerate the town centre area. There are development briefs for two of these sites - Pond Road and the Civic Centre, and work is progressing to facilitate delivery. A 'One Public Estate' bid is currently being progressed for the Pond Road site to help deliver community uses, including health centre and library, and residential uses. Designs for a predominantly residential scheme on the main Civic Centre site have been commissioned; demolition of the existing building will commence in February 2017, as will site investigations for a new office building on the Civic Centre car park.
- 15.1.9 Work to develop Ropetackle North is also progressing. In December 2013 Adur Planning Committee resolved to grant outline permission for 120 dwellings, a riverfront café, 70 bed hotel, commercial units (including office space) and local food shop; a section 106 agreement was signed in June 2015. A reserved matters application for the 120 units, cafe and retail (phase 1 of the development) has recently been approved subject to a section 106 agreement.
- 15.1.10 Policy 11 also defines primary and secondary frontages within Shoreham town centre and explains which uses will be appropriate within these frontages to ensure that it continues to be vital and viable. The policy supports traffic management measures and environmental improvements to further enhance the town centre as well as opportunities to improve pedestrian/cycle access along the urban waterfront. Delivery

has already commenced, with a joint project between ADC and WSCC to pedestrianise East Street, which was completed in 2011. In addition, the new Adur Ferry Bridge (completed 2013) has improved both pedestrian and cycle access across the river Adur. A joint project between ADC and WSCC to enhance the urban environment around the landing point of the bridge, car park, and Ferry Road commenced in late 2016.

- 15.1.11 The policy also refers to the continued protection of Dolphin Road Business Park for business use; this was recommended by the Adur Employment Land Review (GL Hearn, 2014) (CD10/1) due to its important contribution to Adur's economy.
- 15.1.12 The importance of the historic town centre (much of which lies within the Shoreham-by-Sea conservation area) and, in particular, St Mary de Haura Church in the local landscape is recognised by the policy, as is the importance of the setting of the River Adur, which makes a significant contribution to the character of the town.
- 15.1.13 The policy also refers to the Council's existing Good Practice Guide for Houseboats, which advises on appropriate types of development and nature conservation, drainage and pollution matters. The Council intends to update this document in early 2017. (See Adur Local Development Scheme 2016-18 (CD07/20)).
- 15.1.14 The final paragraph of the policy refers to improvements to open space and the local environment. The Shoreham Harbour Regeneration Project is already working to deliver such improvements. In addition, the emerging Shoreham Beach Neighbourhood Plan has undertaken several public consultation events, and identified potential improvements to public open space and the environment in that area.

Policy 12: Southwick and Fishersgate

- 15.1.15 This policy makes clear which uses will be appropriate within the primary frontage of Southwick town centre to ensure its long term health. The policy also supports environmental enhancements within the same area. It should be noted that Southwick Square (Southwick Town Centre) is owned by Adur District Council which helps to ensure that only uses which ensure and enhance the vitality of the town centre are permitted.
- 15.1.16 Environmental improvements are being delivered in the area, as part of the Shoreham Harbour Regeneration Area project. Two pocket parks have already been delivered (at Leylands Court and Coates Court - both completed in 2016) having received funding from the Department of Communities and Local Government. This was a joint project between Adur Homes and the Shoreham Harbour Regeneration Partnership.
- 15.1.17 Issues relating to Heavy Goods Vehicles are being addressed through joint working with Shoreham Port Authority and WSCC via the Regeneration Partnership. The

Shoreham Harbour Transport Strategy (CD13/15) strongly promotes a HGV advisory route.

- 15.1.18 The Eastbrook Allotments Development Brief was published by the Council in October 2015; Brighton and Hove City Council, which owns part of the site, is actively promoting its land for development.
- 15.1.19 To conclude, the Council considers that these place-based policies are justified in that they take account of the differing roles and character of Adur's settlements; that no adverse viability impacts have been identified; that the approach taken reflects the Council's evidence base and is consistent with the NPPF. Deliverability is demonstrated by the fact that delivery of many of the projects referred to in the policies has in fact already commenced.