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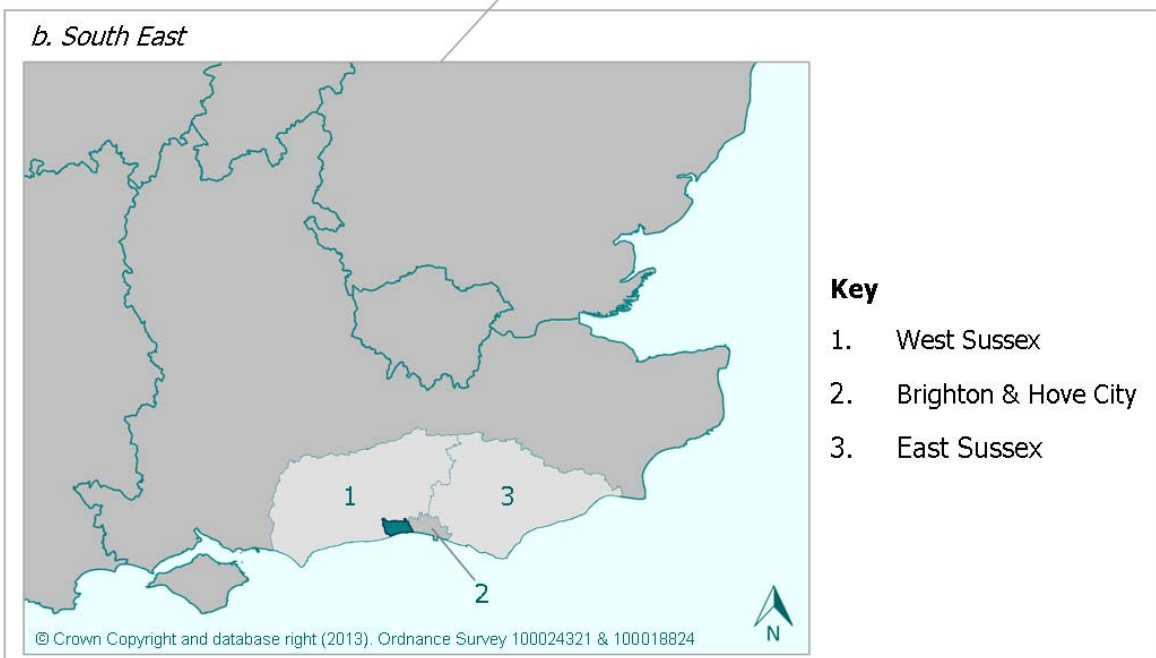
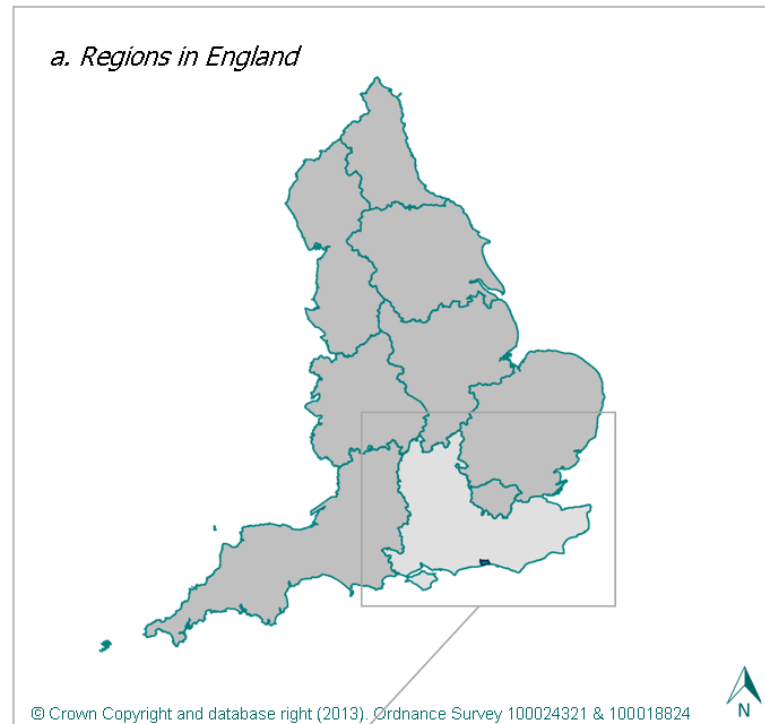
Appendix 1: Delivery of Vision and Objectives by Local Plan Policies

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 Fishergate	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 O8
Policy 17: The Historic Environment	V7 V11	O7 O8
Policy 18: Sustainable Design	V10 V11	O12
Policy 19: Decentralised Energy and Stand-Alone Energy Schemes	V10 V11	O12
Policy 20: Housing Mix and Quality	V1 V4 V11	O1 O2
Policy 21: Affordable	V1 V4 V11	O1 O2

Housing		
Policy 22: Density	V6 V7 V11	O7
Policy 23: Provision for Gypsies, Travellers and Travelling Showpeople	V1 V11	O2
Policy 24: Safeguarding Existing Gypsy, Traveller and Travelling Showpeople Sites	V11	
Policy 25: Protecting and Enhancing Existing Employment Sites and Premises	V1 V2 V3 V11	O2 O3
Policy 26: The Visitor Economy	V2 V7 V11	O6
Policy 27: Retail, Town Centres and Local Parades	V2 V5 V11	O5
Policy 28: Transport and Connectivity	V8 V10 V11	O2 O9 O10
Policy 29: Delivering Infrastructure	V1 V11	O4
Policy 30: Green Infrastructure	V7 V11	O6 O7
Policy 31: Biodiversity	V7 V11	O6 O7
Policy 32: Open Space, Recreation and Leisure	V2 V4 V7 V11	O2 O6
Policy 33: Planning for Sustainable Communities	V1 V2 V11	O2 O4
Policy 34: Pollution and Contamination	V10 V11	O9 O11
Policy 35: Water Quality and Protection	V10 V11	O11
Policy 36: Flood Risk and Sustainable Drainage	V9 V11	O11
Policy 37: Telecommunications	V11	-

Appendix 2: A Spatial Portrait of Adur

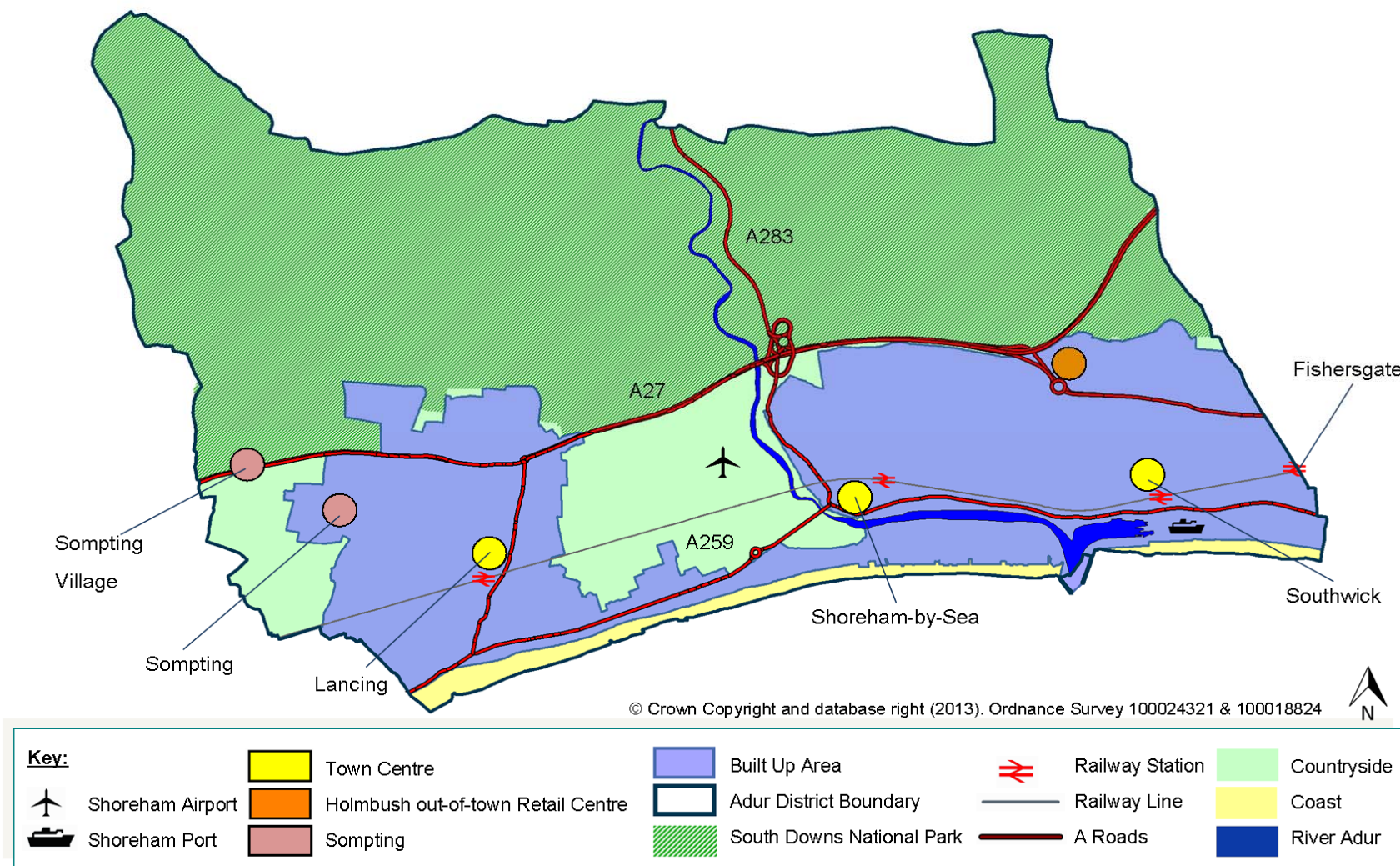
1. This Spatial Portrait describes the area covered by this Local Plan.
Map 2: Where is Adur?



c. Sussex and Surrounding Area



Map 3: 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 63,200¹, 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.
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

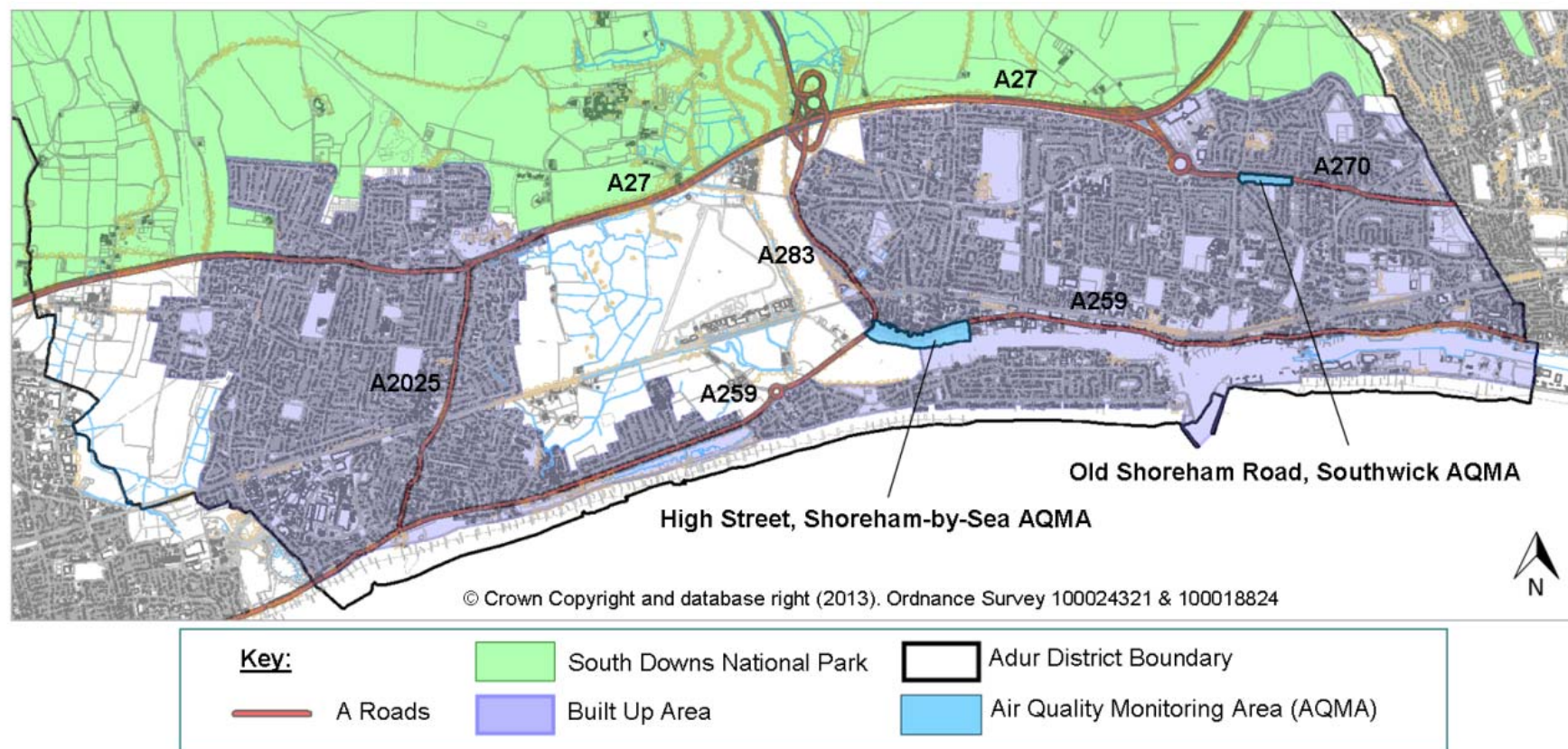
¹ ONS mid-2013 population estimate.

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.

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.

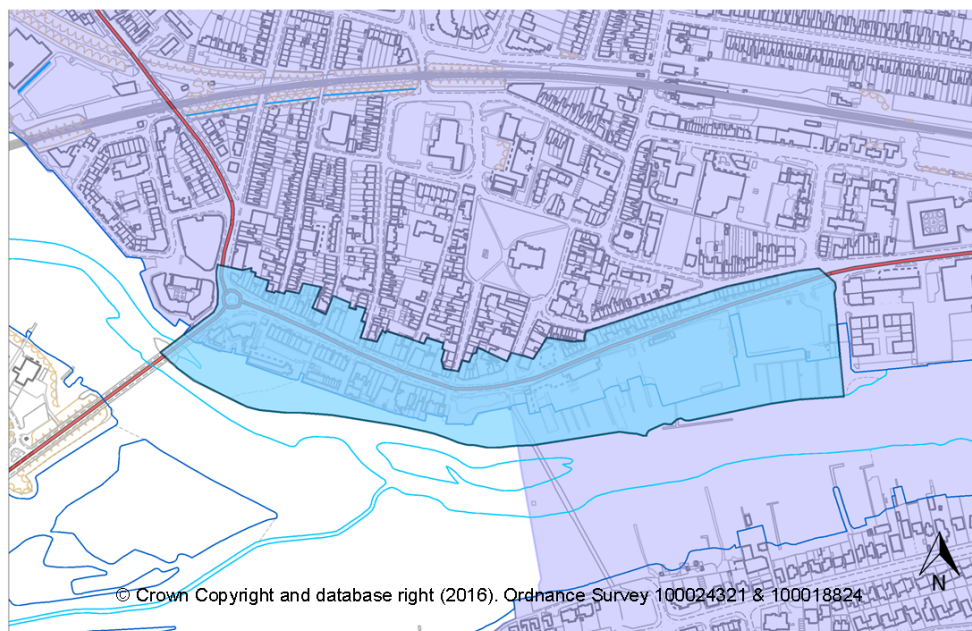
7. Air Quality Management Areas (AQMA's) have been designated at High Street Shoreham-by-Sea, and Old Shoreham Road, Southwick, as well as in the neighbouring areas of Portslade and Hove within Brighton & Hove City Council's boundary and A27 Upper Brighton Road, Worthing, predominantly due to the emissions 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 4: Air Quality Monitoring Areas (AQMAs)

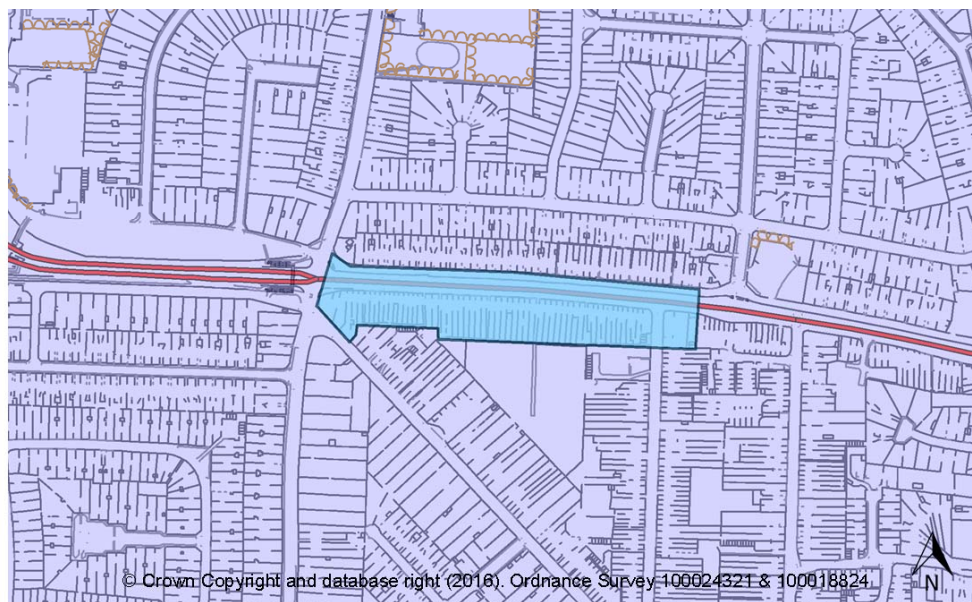


Map 5: Air Quality Monitoring Area (AQMA) Inset Maps

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

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 Adur, 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 3: 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 produces 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 undertake 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 has commenced and is likely to be completed in 2018.

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.	Identify which policies are resulting in appeals being allowed	ADC
		Percentage of applications determined within 8 weeks (13 weeks for major applications)	80% of householder applications and 65% of minor applications to be determined within 8 weeks.	ADC
			60% of major applications to be determined within 13 weeks of registration	ADC
	Part Two – A Strategy For Change and Prosperity			

Policy 2: Spatial Strategy	Aims to focus development within existing built up areas, plus limited, managed greenfield releases. Identifies Shoreham Harbour and Shoreham Airport as regeneration sites.	Number of completed developments contrary to Policy 2	Zero	ADC/Developers/ affordable housing providers
Policy 3: Housing Provision	<p>Determines amount of residential development in Adur up to 2032.</p> <p>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.</p> <p>Should it be the case that an allocated strategic site containing residential development does not come forward, or is significantly delayed</p>	Number of dwellings completed annually in Adur	177 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. Amount of	600 dwellings to be delivered 2018/19 – 2025/26 at approximately 67 dpa 30% of total homes: 180 10,000 sqm of	ADC/ Developers/affordable housing providers/ Highways England/ WSCC ADC/Developers/affordable housing providers ADC/Developers

		employment-generating floorspace completed annually.	employment generating floorspace over plan period	
Policy 6: West Sompting	<p>Delivery of strategic location.</p> <p>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.</p>	<p>Number of dwellings completed annually on site.</p> <p>Number of affordable homes delivered.</p>	<p>480 dwellings to be delivered 2017/18 - 2023/24 at approximately 69 dpa</p> <p>30%: 144 units</p>	<p>ADC/Developers /WSCC/ affordable housing providers</p> <p>ADC/Developers/ affordable housing providers</p>
Policy 7: Shoreham Airport	<p>Delivery of employment floorspace</p> <p>Implementation Issues: Key issues affecting delivery of this site are the delivery of access onto the A27 (see Policy 5: New Monks Farm above).</p> <p>In addition, this development is dependent on the implementation of the Shoreham Adur Tidal</p>	<p>Total net amount of additional employment floorspace completed annually.</p> <p>Loss of existing floorspace at Shoreham Airport to non B1, B2 and B8 uses.</p>	<p>15,000 sqm of employment generating uses delivered over the plan period</p> <p>Retention of B class uses at Shoreham Airport in accordance with policy.</p>	<p>ADC/ Developers/ Environment Agency/ Highways England</p> <p>ADC</p>

	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.			
Policy 8: Shoreham Harbour Regeneration	<p>Range of measures to achieve regeneration of 'character areas' within Shoreham Harbour Regeneration Area. To be delivered through Joint Area Action Plan</p> <p>Implementation Issues: Delivery is dependent on new development proposals being able to sufficiently demonstrate adequate protection from flood risk, maintenance of</p>	<p>Refer to Joint Area Action Plan and accompanying Sustainability Appraisal for details of monitoring process and specific targets for Shoreham Harbour Regeneration Strategy.</p> <p>Number of dwellings completed annually.</p>	55 dwellings per annum	<p>Shoreham Harbour Regeneration Partnership (including ADC, BHCC, WSCC, and the Shoreham Port Authority)/Developers</p> <p>Shoreham Harbour Regeneration Partnership (including ADC, BHCC, WSCC, and the Shoreham Port Authority)/Developers</p>

	sufficient capacity; wharfrage 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.	Number of affordable homes.	30%	Shoreham Harbour Regeneration Partnership (including ADC, BHCC, WSCC, and the Shoreham Port Authority)/Developers / affordable housing providers
		Amount of employment-generating floorspace completed per annum.	16,000sqm over plan period	Shoreham Harbour Regeneration Partnership (including 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	Retention of B class uses in Lancing Business Park in line with policy	ADC/Developers

		inappropriate sui generis uses.		
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 Primary Shopping Area of Southwick Town Centre per annum	Uses completed in accordance with policy	ADC
	Delivery of development and enhancement of allotments at Eastbrook allotments site	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	Maintain, preserve and enhance Adur's heritage assets	Number of Conservation Area Appraisals and Management Plans in place.	Seven appraisals /management plans in place by 2032	ADC/WSCC
Policy 17: The Historic Environment (grouped together because policies closely related)		Number of Listed buildings/ Scheduled Ancient Monuments/Conservation Areas at risk of decay.	Reduction in the number of Listed Buildings/ Scheduled Ancient Monuments at risk of decay by end of the Plan period	ADC / Landowners/ Developers/ Historic England
		Number of demolitions of listed buildings and Scheduled Ancient Monuments.	No demolitions over plan period	ADC/Historic England
Policy 18: Sustainable Design	Greater use of sustainable design techniques in non-domestic and domestic buildings over the plan period.	Number and percentage of new non-residential developments meeting or exceeding BREEAM Very Good standard	All new non-residential developments to meet or exceed BREEAM Very Good Standard	ADC/Developers

Policy 19: 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 20: 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 21: 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 22: 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 23: 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	To provide by 2027: 4 public pitches 1 Travelling Showpeople plot	ADC/WSCC/ housing providers

		and Traveller Accommodation Assessment		
Policy 24: 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 25: 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 26: 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	An increase in visitor numbers. To increase the amount of visitor facilities in Adur over the Plan period.	ADC/Developers. ADC/Developers

		accommodation) completed in Adur per annum		
Policy 27: 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	To maximise the amount of 'town centre uses' provided within Adur's town centres.	ADC/Developers
		Changes of use (completions) in local parades per annum	To retain vitality and viability of local parades over the plan period in accordance with policy.	ADC/Developers
Policy 28: 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.	To be monitored	ADC/ WSCC
		Number of approved travel plans.	100% of qualifying planning applications	ADC/WSCC/ Developers
		Number of electric car charging bays	Annual increase	ADC/WSCC/ Developers

		provided per annum		
Policy 29: 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 30: 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 LWS designation	Increase over plan period Increase over plan period	ADC/ Sussex Wildlife Trust ADC/WSCC/Sussex Wildlife Trust/Natural England/Environment Agency
Policy 31: Biodiversity	To avoid development within, or adversely impacting on, designated nature reserves or sites of nature conservation	Development commencements within designated sites and habitats in Adur per annum	To minimise impact on designated sites and habitats in accordance with policy.	ADC/ Sussex Wildlife Trust

	importance	Extent and condition of SSSIs in Adur to be reported annually	No deterioration of SSSI units over plan period	ADC/Environment Agency/ Sussex Wildlife Trust/Natural England
Policy: 32: 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 33: Planning for Sustainable Communities	Protection of social and community facilities; facilitation of improvements in standards of health in Adur.	<p>Number of new social and community facilities completed per annum.</p> <p>Number of social/community facilities lost to other uses per annum</p> <p>Key health indicators in Adur to be monitored</p> <p>.</p>	<p>To increase over plan period</p> <p>To minimise loss of social and community facilities in accordance with policy.</p> <p>Improvement in key health indicators over plan period.</p>	<p>ADC/Commissioning Care Groups/Developers</p> <p>ADC</p> <p>ADC/Commissioning Care Groups/NHS/West Sussex County Council/Developers and other relevant bodies/partners</p>

Policy 34: Pollution and Contamination	Reduction in instances of pollution.	Number of Air Quality Management Areas in Adur	No new Air Quality Management Areas designated over plan period	ADC / WSCC/ Highways England
		NO2 levels within monitored areas in the district	To reduce NO2 levels in accordance with the Adur Air Quality Action Plan	ADC/Developers/WSCC/Highways England
		Number of completed developments which incorporate remediation of contaminated land	Monitor trends	ADC
Policy 35: 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 36: 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.	Zero	ADC/ Environment Agency
		Number and percentage of relevant completed developments incorporating Sustainable Drainage Systems (SuDS).	To maximise amount of developments incorporating SuDS).	ADC/WSCC/ Developers
Policy 37: Telecommunications	Appropriate implementation and siting of modern telecommunications infrastructure.	Number of telecommunications applications/ prior approvals under Part 24 of GPDO		ADC

Appendix 4: Glossary

Term	Definition
Affordable Housing	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p>
Air Quality	Under the Environment Act 1995 local authorities must

Management Area (AQMA)	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 27: 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)	LDDs 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 Wildlife Site	These are sites designated by West Sussex County Council and Adur District Council to support wildlife. (Formerly known as Sites of Nature Conservation Interest).
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	<p>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</p> <p>However, for the purposes of Policy 36: 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.</p>
Mixed-use developments	A development that contains two or more uses e.g. residential, employment, leisure, community uses.
Natural Capital	<p>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.</p> <p>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).'</p>
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	<p>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:</p> <p>Land that is or has been occupied by agricultural or forestry buildings;</p> <p>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</p> <p>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;</p> <p>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.</p>
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	<p>The NPPF defines primary and secondary frontages as follows:</p> <p>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).</p>
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 of social housing registered and regulated by

Providers	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 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.
Travel Plan	A Travel Plan is a long-term management strategy for an organisation or site that establishes a structured strategy with clear objectives, supported by suitable policies, which ensures that sustainable transport objectives are delivered through action.
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.
Workplace Travel Plan	A workplace Travel Plan is a living document involving the identification of an appropriate package of 'stick' and 'carrot' measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys for commuting and business travel.