

Report by the Planning Policy Manager

Community Consultation on Adur Development Plan Site Allocations Issues and Options

1.0 Summary

- 1.1 The purpose of this report is to brief Members on the results of community consultation on the Site Allocations Issues and Options document and seek approval for its use in informing further documents produced as part of the Adur Development Plan. Because a number of the responses received raised issues relevant to other services within the Council as well as outside of it i.e. West Sussex County Council, these will be indicated to the services.

2.0 Recommendation

Members are recommended to:

- 2.1 Note the results of community consultation on the Site Allocations Issues and Options document;
- 2.2 Approve the use of the results of consultation on the Site Allocations document to inform further documents produced as part of the Adur Development Plan.

3.0 Background

- 3.1 The Site Allocations document forms part of the Adur Development Plan, and its purpose is to define precise locations to meet development needs up until 2026. The Issues and Options document, produced in March 2007, represents the first stage in the production of the Site Allocations document and a wide range of sites to meet different needs were included for comment by stakeholders and the general public. The document was set out in two parts. The first part provided information on Adur's development needs – what these needs are, how these have been identified, the amount that needs to be provided and the type of development required. In this section a number of questions were put forward as to issues and options concerning development and site needs. The second part of the document contained information on the sites for each of the settlements for Southwick, Shoreham, Lancing and Sompting including the open gaps between these. Questions were put forward as to the suitability of these sites for both development and for environmental improvements, and also as to whether there were additional sites which needed to be considered.
- 3.2 The consultation period ran for six weeks between 30th March 2007 and 11th May 2007, during which staffed exhibitions were held. Over 1000 paper copies and 250 CDs of the document (with questionnaires) were distributed to the public as well as to all 448 stakeholders on the planning database. 149 questionnaires were returned in addition to twenty letters received from various stakeholders such as the Environment Agency and the Highways Agency. Please note that all these

responses have been placed in the Members room. Two petitions were also received. One of these was from a residents group called 'Save Our Sompting' who objected to sites listed within the Sompting/Worthing gap. There were 372 names on this petition. The other petition received was from 'The Residents of Bessborough Terrace' who objected to any development at 20-22 Brighton Road. There were 10 names on this petition.

- 3.3 For more information on the Site Allocations document and a summary of the responses received, please refer to Appendix 2.

4.0 Conclusions on results of consultation

- 4.1 Overall, the level of response in terms of returned questionnaires following the 6 weeks consultation was not large. However, a large number of comments were expressed verbally at the staffed exhibitions which referred to issues very similar to the issues raised in the questionnaires. Despite meetings with businesses and communication via the Sussex Business Times, there are still difficulties in obtaining a good response rate from the business sector.
- 4.2 A range of comments were made in response to the questions on development needs in Part 1 of the document, usefully highlighting the need for particular types of development and the areas in need of new facilities and improvements. These views will inform the revised Core Strategy which will be more 'place based' indicating the amount and type of development and improvements needed for specific areas e.g. (for Shoreham, Lancing, Southwick and Fishersgate as well as for large sites such as Shoreham harbour). The response will also help to inform the revised Community Strategy which will also be more 'place based' (focussing on the needs of individual wards and neighbourhoods). The Government Office has indicated that it is possible for the Core Strategy to deal with site allocations rather than to progress a separate Site Allocations document which will take longer to reach adoption. Given the need to meet housing provision levels in the South East Plan and to ensure a 15 year supply of housing land (and at the least ensuring we have available and deliverable sites to meet needs for the first 5 years following the adoption of the Core Strategy), this option may need to be pursued. An alternative option is to progress a separate Site Allocations document in parallel with the Core Strategy. Further discussions are taking place with the Government Office of the South East (GOSE) and the Planning Inspectorate to assess the most appropriate way forward. Members will be informed at a later date as to the preferred option.
- 4.3 A number of comments made relate to the need for transport and environmental improvements which will also need to be referred to other services including West Sussex County Council as the Highway Authority. Comments have also been made concerning the capacity of infrastructure and facilities such as schools which will need further assessment from the providers.
- 4.4 Regarding Part 2 of the document, the majority of responses do not support development on the sites (although it should be noted that the level of response was not large and a low response was obtained from the business sector). The exception to these are larger brownfield sites including the Cement Works, Shoreham Airport, Shoreham Harbour, Freshbrook School, the Civic Centre, Courts/Courts Car Park and Norfolk House. The main concerns of respondents are the loss of green spaces (including gaps between settlements) and the impact on

infrastructure (both the capacity of existing facilities and the need to provide new facilities). There is also concern regarding traffic impacts.

- 4.5 A number of concerns would not rule out development completely as long as problems can be overcome through mitigation and compensation measures (e.g. through new infrastructure and improved open spaces). Some other issues raised such as the loss of gap areas, impact on the AONB, electricity pylons are more difficult to resolve and may rule out development. However, further studies are needed to complement the consultation exercise, including a sustainability appraisal.
- 4.6 Views expressed as to the suitability of sites for development will inform the Strategic Housing Land Availability Assessment which is required to be undertaken to replace the Urban Housing Potential Study. Consultants will be contracted to undertake part of this study to assess the suitability of sites and their deliverability. A Housing Market Assessment is also being undertaken for the County which will assess the level of need for both affordable and market housing. The results of consultation can also feed into this study.
- 4.7.1 The responses received are invaluable in informing the next stage of the development plan as well as the supporting studies. Whilst the comments highlight Adur's significant environmental and infrastructure constraints, at the same time we need to provide new development to meet the needs of the local community and the economy for new homes and jobs over the next 20 years. Some of the sites objected to may need to go forward for development if they have less constraints than others and meet sustainability criteria. Further studies will determine this.

Local Government Act 1972

Background Papers:

Draft South East Plan

West Sussex Structure Plan (2004)

Adur Development Plan Core Strategy (2007)

Adur District Local Plan (1996)

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Appendix

1.0 Council Priority

1.1 The Site Allocations document will help to:

- Create a clean, green and safe environment by promoting areas for environmental improvements as well as promoting increased investment in the district through improvements to the economy
- Revitalise Adur through new sustainable development helping to achieve regeneration as well as social and environmental improvements
- Contribute to the implementation of the Community Strategy by promoting development that accords with the principles of the Strategy

2.0 Specific Action Plans

2.1 (A) The Site Allocations document will help to:

- Improve the appearance of the district through promoting sustainable, well designed new development in the right locations;
- Promote new investment in the streetscene through development that will contribute to the regeneration of parts of the district;
- Enhance and protect the environment through the provision of new, well-designed development in the right locations;
- Identify sites and opportunities to increase housing provision, including affordable housing and commercial development encouraging new businesses to come to Adur and existing businesses to grow;
- Support business to foster a strong diverse sustainable economy by allocating appropriate sites for new employment development;
- Regenerate neighbourhoods, town centres and business areas through allocating suitable development sites in locations that aid regeneration;
- Create more and better job and training opportunities for local people through allocating appropriate sites for such needs;
- Seek improvements to economic, social and environmental infrastructure, including transport and accessibility, by assessing what the infrastructure weaknesses are in the district and opportunities for development to contribute to infrastructure improvements in the district.

(B) The Site Allocations document aims to contribute towards the Government target of:

- Ensuring sustainable communities as set out in PPS1: Delivering Sustainable Development
- Ensuring the growth in housing completions needed in England is supported as set out in PPS3
- Ensuring the Council has a Local Development Framework in place to replace the existing Local Plan in accordance with PPS12
- Ensuring town centres in the district remain viable and vital in accordance with PPS6
- Ensuring there is no impact on the biodiversity in the district in accordance with PPS9
- Ensuring that the location of development does not give rise to pollution in accordance with PPS23

- Ensuring that new development does not increase the risk of flooding in accordance with PPS25.

3.0 Sustainability Issues

- 3.1 The Site Allocations document would have environmental, economic and social benefits through its implementation.

4.0 Equality Issues

- 4.1 The Site Allocations document seeks to regenerate deprived areas as well promote development in accessible areas.

5.0 Community Safety issues (Section 17)

- 5.1 The Site Allocations document aims to promote the regeneration of the district through the provision of new homes, jobs and community facilities and therefore help reduce crime and disorder.

6.0 Human Rights Issues

- 6.1 Matters considered and no issues identified.

7.0 Financial Implications

The progression of Adur Development Plan documents has financial considerations as studies are needed as evidence to support such documents. Additionally, there are costs involved in consulting stakeholders and the public. These have been paid for and will continue to be paid for by the Planning Delivery Grant.

8.0 Legal Implications

- 8.1 Matters considered and no issues identified.

9.0 Consultations

- 9.1 (A) The consultation of the Site Allocations Issues and Options document ran for a six week period between 30th March 2007 and 11th May 2007. A copy of the document (on a CD) and questionnaire was sent out to all statutory bodies and LSP members and stakeholders on the planning database - a total of 448. Over 1,000 paper copies and 250 CDs of the document were distributed to the public during the six week consultation period. Exhibitions were held at supermarkets within Shoreham, Southwick, and Lancing. Sompting Village Hall, Lancing Parish Hall, Holmbush Centre, Shoreham Farmer's Market and Adur Civic Centre were other venues used to hold exhibitions. Planners also attended meetings of the Shoreham Society, Local Strategic Partnership (LSP) action groups, and also youth groups.

(B) The feedback from this consultation will be used to inform other documents produced as part of the Adur Development Plan as well as inform other relevant departments and bodies (i.e. West Sussex County Council) of views of residents and stakeholders.

10.0 Risk assessment

10.1 If the Site Allocations document was not produced this could lead to uncertainty in terms of acceptable development locations and development in unacceptable locations may occur.

11.0 Health & Safety Issues

11.1 Matters considered and no issues identified.

12.0 Procurement Strategy

12.1 Matters considered and no issues identified.

13.0 Partnership working

13.1 A Strategic Flood Risk Assessment with Worthing is currently being produced to help inform the Site Allocations document. Additionally, a County wide study entitled the Strategic Housing Market Assessment is currently being produced, and further opportunities to work with adjoining authorities will be sought

Community consultation on Adur Development Plan Site Allocations - Issues and Options

(1) What is the Site Allocation Issues and Options document

The Site Allocations document forms part of the Adur Development Plan, and its purpose is to define precise locations to meet development needs up until 2026. The Issues and Options document, produced in March 2007, represents the first stage in the production of the Site Allocations document and a wide range of different sites to meet different needs were included for comment by stakeholders and the general public.

The document was set out in two parts. The first part provided information on Adur's development needs – what these needs are, how these have been identified, the amount that needs to be provided and the type of development required. In this section a number of questions were put forward as to issues and options concerning development and site needs. The second part of the document contained information on the sites for each of the settlements for Southwick, Shoreham, Lancing and Sompting including the open gaps between these. Questions were put forward as to the suitability of these sites for both development and for environmental improvements, and also as to whether there were additional sites which needed to be considered.

The sites included in the second part of the document were from a variety of different sources including landowners and developers as well as relevant studies produced for the Council. It is important to note that the inclusion of sites in the document did not necessarily represent any decision taken by the Council on the use of land. It was considered important at this early stage to provide information on all the sites that the Council knew about. It is inevitable that some of the sites included in the document are likely to be unsuitable for development.

(2) How did we involve the local community?

This consultation period ran for six weeks between the 30th March 2007 and 11th May 2007. A copy of the document (on a CD) and questionnaire was sent out to all statutory bodies and LSP members and stakeholders on the planning database - a total of 448. Over 1,000 paper copies and 250 CDs of the document were distributed to the public during the six week consultation period. Exhibitions were held at supermarkets within Shoreham, Southwick, and Lancing. Sompting Village Hall, Lancing Parish Hall, Holmbush Centre, Shoreham Farmer's Market and Adur Civic Centre were other venues used to hold exhibitions. Planners also attended meetings of the Shoreham Society, Local Strategic Partnership (LSP) action groups, and also youth groups.

(3) What was the level of response?

149 questionnaires were returned. In addition, twenty letters were received from various stakeholders such as the Environment Agency and Highways Agency containing additional comments, some of which were in lieu of a questionnaire.

A petition of 372 names was submitted by the 'Save Our Sompting' residents group objecting to sites listed within the Sompting/Worthing Gap. A further 10 names were submitted on a petition by the Residents of Bessborough Terrace, Lancing objecting to development at 20-22 Brighton Road (site LAN149)

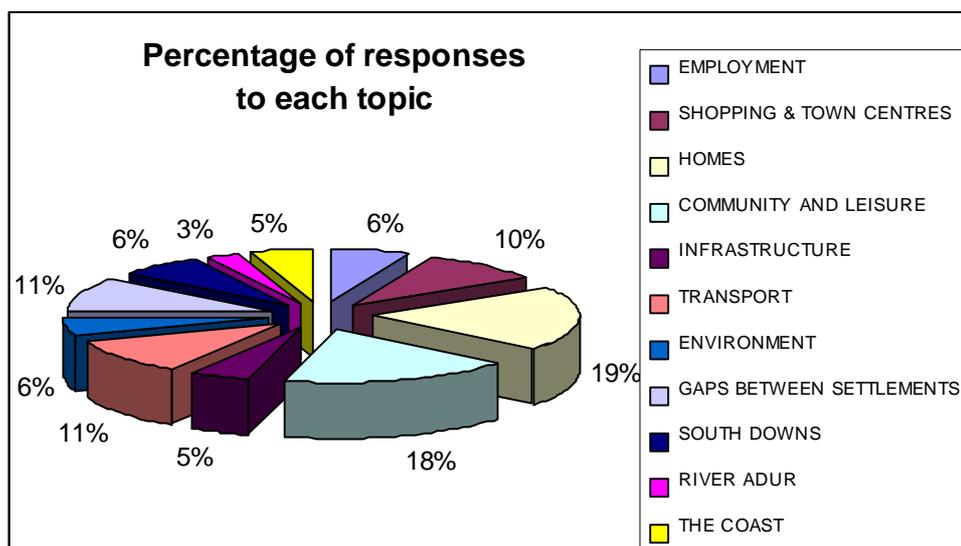
(4) List of Consultees

Some bodies or members of the public wrote a letter well as or instead of filling in a questionnaire. There were some notable response omissions such as business groups and some statutory bodies.

5) What was the nature of the responses?

Part One

Part one of the Site Allocations document sought views on Adur's development needs in relation to the topics listed in the pie chart below. Various The responses to these questions are summarised in the following sections.



Employment

Which of the main employment sites are in need of environmental improvements and what improvements are required?

In answer to the above question, 13 people stated that Lancing Business Park is in need of environmental improvements. In respect of the type of improvements that are required, the comments were varied but included better parking facilities, upgrading of small units, reduction of litter, tree planting and more high value-added businesses being attracted to the area.

12 people stated that Dolphin Road Industrial Estate is in need of improvements. Suggested improvements included upgrading of units, improved security at the site, promotion of high quality environmentally sustainable design, no development being higher than four storeys, and better access to the industrial estate both east and west.

16 people stated that Shoreham Airport is in need of improvements. The suggested improvements included upgrading of small units, improved access, more car parking, improved drainage at the airport, sensitive development that reflects the character of the surroundings, greater efforts to minimise noise pollution, airport-related expansion only, and greater emphasis on the airport as a tourist attraction.

Shopping & Town Centres

What improvements should be made to the town centres to make them more attractive to users and in which streets/areas?

There were 32 responses to this question. The results are summarised below.

Shoreham:

Suggested improvements to Shoreham include a reduction of traffic in the town centre, pedestrianisation – particularly East Street, the restriction of heavy vehicles, more sensibly arranged parking areas, a wider range of shops, improved cycle path/pedestrian footbridge, and more sensitive development that respects Shoreham's 'human' scale.

Lancing:

Suggested improvements include better quality and variety of shops, improved parking facilities and toilet facilities by Lancing station.

Southwick:

Suggested improvements include the provision of a greater variety of shops.

General comments:

General comments on the town centres included safe, less cluttered pavement areas, improved parking, reduced traffic, less charity shops, pedestrianisation, improved cycle ways, less litter and graffiti, and planting of trees and flowers wherever possible.

If sites in the town centre do not come forward, are there any other suitable edge-of-centre and out-of-centre sites that might be appropriate? Bear in mind any such sites should be capable of forming links with the town centres.

There were 14 responses to this question. Many of the comments received in response to this question made clear that edge of centre and out of centre sites should not be considered as they would detract from the town centre and from the character of the district as a whole. However, comments were received promoting Shoreham Harbour as integral to the future development and enhancement of Shoreham as a whole given its links to the town centre.

Homes

In addition to the requirement to provide affordable housing, what other types of housing do you think would be appropriate to provide on sites e.g. key worker housing and sheltered housing for disabled and the elderly?

There were 41 responses to this question.

The provision of sheltered accommodation was favoured by 7 respondents, as was the provision of key worker housing. However, one respondent suggested that no specific provision should be made for key workers as this could lead to misuse and inequality. They should pay the market rate for property. Five respondents considered that private market housing should be provided.

The general view was that good quality affordable family housing should be provided, there being a particular need for first time buyers and young families. A mix of types of houses is important on sites; there are too many flats being built in the district.

One respondent suggested that the Council should use its own sites to provide accommodation for the elderly and disabled.

A view was that housing should be provided in the social sector for those that want to move to smaller accommodation, and elderly people should be encouraged to move from family homes to smaller accommodation.

One respondent suggested that there should be no mass housing developments. Any development should be small in number so that the impact on the community is minimal. An opposing view was that housing

development should take place on site of a scale that over a number of years can guarantee the delivery of a regular housing supply with a range of unit sizes, housing types and tenure - well connected to employment, education, retail, health, cultural and social services provision - contributing to the development of sustainable communities.

Several comments were made in relation to specific areas of the district:

- There should be no more blocks of flats in central Southwick – family homes should be kept.
- Affordable housing for key hospital staff only should be built at Southlands.
- There should be no housing built behind the Hasler Estate because it is a flood plain.

What sites are likely to be available for development in the first five years of the plan period (between 2008 and 2013)?

The sites identified as being available for development in the first five years are as follows (it should be noted that the sites within the strategic gaps have been identified as being available by the promoters of those sites):

SLG1 - Land east of Manor close and south of A27 (Land to west of Mash Barn Lane, New Monks Farm, Lancing) – 3 respondents

SLG2 (Land to north and west of Mash Barn lane, New Monks Farm, Lancing) – 1 respondent

SLG8 - Land rear of 74 Old Shoreham Road, Lancing

SLG15 – Land to east of Old Salts Farm Road and north of West Way, Lancing.

SLG19 - Land at Steyning Road

SWG16 – Sompting Village

SBS12 - Southlands Hospital, Upper Shoreham Road, Shoreham

SBS22 - Land adjacent to Holmbush Close, Shoreham – 2 respondents

SBS50 - Kingston Buci School – community use

SBS51 - Civic Centre, Shoreham

SBS148 - Repair garage, Old Shoreham Road – housing

SCW31 - Cement works – 4 respondents

LAN6 – Land at North Lancing (north of Firle Road).

LAN 7 - Highview, Mount Way and rear of 26 Fairview and 2 Firle Road – 2 respondents

LAN10 - St Giles, Lancing

LAN71 - Elm Grove, Lancing – residential, playground, green space

LAN53 - Willows First School, Irene Avenue, Lancing – housing and youth centre

Shoreham Waterside North, Shoreham – depending on flood risk (It should be noted that this area was excluded from the Site Allocations Document as it will form part of the Area Action Plan for Shoreham Harbour)

Other specific sites put forward as having potential for development:

- Empty warehouses along A259 from Shoreham

- All Souls, Downsway
- Area between bowling green and railway line in Southwick Park
- West side of A283 from railway bridge area between road and riverbank
- The former OWZAT leisure centre on Brooklands Industrial Estate (Lancing Business Park) could be used for leisure or housing.

Which sites should be developed during the latter part of the Plan period (post 2018)?

SWG14 - In the latter part of the plan period, potential exists to accommodate new road infrastructure to improve the operation of the A27 Lyons Farm junction, to provide relief to nearby residential areas, and help deliver, as part of a regeneration-led package, improved access to open areas between Sompting and Worthing, appropriate land management, as well as sensitive new development.

SOM153 - Land around Sompting Cemetery

SWG14 - Land south of A27

LAN48 - Freshbrook School site – include a larger car park

LAN32 - First Avenue, Lancing

LAN7 - Highview, Lancing

Strategic Gap

Sites between Old Salts Farm toad and New Salts Farm Road.

Shoreham Harbour/Port land on north side of the harbour opposite B&Q – Travis Perkins (It should be noted that this area was excluded from the Site Allocations Document as it will form part of the Area Action Plan for Shoreham Harbour)

What site would be suitable for permanent Gypsy and Traveller accommodation?

A number of sites were suggested as being suitable for gypsy and traveller accommodation:

LAN150 - Golden Sands Caravan Park

SCW31 - Cement works – 6 responses

SLG54 – Withy Patch – 6 responses

SOM153 - Field adjoining Sompting Cemetery, north of A27

SBS42 - Smiths Yard, Old Shoreham Road, Shoreham – 2 responses

Garage site on A27 Opposite Lancing Leisure Centre – 2 responses

Shoreham Airport near A27

Ropetackle

Community & Leisure

Are there any other community and leisure (including sports) needs we need to meet?

There were 33 individual responses received in relation to this question, of which 4 stated that they did not consider there were any further needs to be met or did not have any comment to make.

The majority of respondents (18 responses) considered that additional sports facilities should be provided. Suggestions included swimming pools (6), a skate park, BMX track, gymnasium, tennis courts, basketball courts, cricket club and bowling. One respondent considered that an outdoor leisure pursuits centre providing for adventure based activities such as a dry ski run, climbing wall and canoeing would be appropriate for the Cement Works site.

The comments of 4 respondents suggested that better use should be made of the District's location on the river, harbour and coast. Suggestions for appropriate improvements included kite surfing and other water sports facilities (including changing facilities) as well as providing walkways and cycleways along Shoreham Beach and the North Waterside area.

In terms of community facilities, a youth centre or similar type of establishment providing activities and facilities for young people was favoured by 4 respondents. A purpose built health centre for Lancing was a further suggestion.

What types of community and leisure facilities would benefit the Lancing and Fishersgate areas and where might these facilities be best located?

There were 22 individual responses received in relation to this question. Most responses (10) received related to Lancing. Of these, 3 were of a general nature such as suggesting that community facilities be located in existing areas and health facilities close to the patient population. The more site specific comments suggested Freshbrook School (LAN48) as suitable for a health centre and a park/garden/playground, Lancing Business Park for a cinema, ice skating rink or swimming pool, the Sompting Recreation Ground for football or cricket grounds, Elm Grove for a drop-in centre, Rectory Farm Road for a health centre and the Lancing Beach 'Mermaid' site for a water sports facility.

Three responses were received specifically in relation to Fishersgate:

- Areas around the port and the industrial sites are appropriate locations for community/leisure facilities to prevent noise disruption to residential areas;
- A need for a youth centre;
- The existing community centre site and adjacent church should be used for a new community centre and park.

Are there any existing community facilities that could be improved for greater sharing opportunities?

There were 15 individual responses received in relation to this question. A number of suggestions were made as to appropriate sites. These included the Adur Recreation Ground (2 respondents), Brooklands Park, Sompting Recreation Ground, Pond Road Community Complex, Lancing Youth Centre (Penhill Road), Sompting Community Centre, Ropetackle Arts Centre, Prince Charles Close Hall, St Michaels Church (Southwick) and St James the Less Hall (Mill Road, North Lancing).

Where should additional youth facilities be provided?

There were 27 individual responses received in relation to this question. Existing recreation grounds and leisure centres were a popular choice (7) as were waterfront and beach areas (4). Other suggestions included the Cement Works (SCW31), Freshbrook School (LAN48), St Giles Elm Grove (LAN10), Rectory Farm Road and St James the Less Hall (Mill Road, Lancing).

Are there any specific sites where new or improved walkways and cycle paths can be provided for access into the Downs and other areas?

There were 18 individual responses received in relation to this question. In relation to improved access to the Downs, suggestions included improving the crossing of the A27 for pedestrians (by providing lights, bridges or subways), providing a cycle path from Ropetackle to join the present Downs link, redesigning the walkway along the west bank of the river as part of Airport development and providing entrances from Hill Farm Way and designated paths. Improved access to the Lancing Ring is also considered necessary.

In relation to other areas, 7 respondents considered that improvements to paths in the coastal, river and harbour areas were necessary. Suggestions included provision of walkways/cycleways between Shoreham and Brighton, along the Shoreham waterfront, between Parcellforce and the High Street and along Shoreham Beach. One respondent also encouraged the strengthening of links between the Lancing Town Centre and coastal paths.

Other areas where improvements are considered necessary are within the Sompting-Worthing Gap (as an alternative to the A27), along Upper Shoreham Road and in general between housing and schools.

Infrastructure

In addition to community (including health and education), leisure and transport facilities, what other types of infrastructure are needed and where?

There were 27 responses to this question. These responses included water infrastructure, infrastructure to support houseboats (including connections to mains and sewerage) and improved telecommunications infrastructure. The South Downs Joint Committee emphasised the need for green infrastructure with improved access to the countryside through sustainable means such as walking, cycling and improved public transport, and the use of the open gaps between settlements for public open space.

Transport

Which sites are the most appropriate to contribute towards improvements at rail stations including interchange facilities?

There were a total of 17 respondents to this question.

A range of comments were made on the *type* of station improvements considered necessary, rather than on specific *sites*. A variety of improvements were suggested but those which were referred to more than once were:

- The provision of improved bus services from Shoreham and Lancing stations to a variety of locations.
- The provision of a new rail station or halt at Shoreham airport to serve new development.

Other specific comments include:

- Better pick up/drop off facilities at Shoreham Station
- Improved interchange facilities at Shoreham station for buses
- Public transport improvements to serve new development at the Cement works
- Improvements to Southwick station
- Platforms at Lancing station are too short and narrow
- Improved car parking at the stations

What areas do you consider would benefit from traffic management schemes?

A total of 33 residents/groups responded to this question

This question invited a large response. The main areas identified with problems and in need of traffic management were as follows:

- Shoreham High Street
- Shoreham town centre especially East Street and Pond Road
- West Street and Church Lane (Sompting village)

A number of other individual streets were identified in Sompting Lancing, Shoreham and Southwick in need of traffic management.

Regarding issues, it is interesting to note the following:

- A concern about the impact of HGV traffic in the district and their use of unsuitable roads.
- Support for traffic management measures but a concern about the impact and effectiveness of road humps and chicanes (e.g. noise generation, speeding and problems for emergency vehicles).

Views on the accessibility (for private vehicles, public transport and for pedestrians and cyclists) of sites in part 2 of the site allocations document

A total of 13 residents/groups responded to this question.

A number of comments highlighted problems on specific roads including West Street in Sompting and roads in Shoreham town centre. Specific sites referred to included:

- The Sompting/Worthing gap - any additional housing was viewed as having a significant traffic impact.
- The Cement works would be a good housing site since it has access to a main road.
- Shoreham airport has good pedestrians and cycles access and has potential for a transport interchange.
- The two sites on the west side of Sompting have potential for pedestrian and cycle access between the two which might form the first stage of an east-west link to east Worthing.
- The site to the rear of 74 Old Shoreham Road (Lancing) is very inaccessible and access from the Old Shoreham Road would be unsafe.

Environment

What areas might be suitable to establish an effective green corridor network?

There were 18 responses to this question. A significant number of responses emphasised the need to protect the South Downs and the open gaps between settlements from development, as well as enhancement of the river.

Strutt and Parker, on behalf of Hillreed Developments, stated that improved public access and green corridor links could be provided as part of a regeneration package involving improved road infrastructure and sensitive development at sites within the Sompting/Worthing gap.

Savills, on behalf of Erinaceous, stated that improved public access to the Downs and ecological networks could be established in association with economic development at the airport.

The South Downs Joint Committee stated that the former railway line from Shoreham provides a valuable link up the Adur valley to the wider Downs and there is scope to improve this through the redevelopment of SBS 42 (Smiths Yard, Old Shoreham Road) and/or SBS 106 (Riverbank Business Centre, Old Shoreham Road).

Is there a need for new allotments in the district?

Of the people who responded to this question, 9 people said yes, 3 said no, and 4 were unsure. Suggested areas for new allotments included Overhill, north of the Hasler estate in South Lancing, land at the end of Loose Lane in Sompting, land west of Dankton Lane in Sompting, and within the Sompting/Worthing gap.

Gaps between settlements

Are there any specific areas within the gaps that require improved access and would benefit from recreation and community uses?

There were 17 responses to this question. Many of the respondents felt that the gaps should generally be left alone, or if recreation and community uses were to be considered, this should not involve any development.

Strutt and Parker, on behalf of Hillreed Developments, stated that improved public access and green corridor links could be provided as part of a regeneration package involving improved road infrastructure and sensitive development at sites within the Sompting/Worthing gap.

Michael Cox Associates, on behalf of New Monks Farm Developments Ltd., stated that the development of Land to North and West of Mash Barn Lane

could provide improved access to the Shoreham/Lancing gap as well as community and recreation facilities.

Are there any areas within the gaps that would benefit from environmental improvements?

There were 19 responses to this question. Again, many respondents felt that the gaps should generally be left alone and that the best way of dealing with them is with a 'less-is-more' attitude. However, some respondents felt that parts of the gaps i.e. land north of the Hasler estate could be managed as a Local Nature Reserve. The importance of the gaps for soaking up excess rainfall run-off from the Downs was also emphasised.

Broadlands Chartered Surveyors, on behalf of Landstone Ltd, stated that environmental improvements could be made to land to the north of the Hasler estate through a well planned urban extension.

Strutt and Parker, on behalf of Hillreed Developments, stated that the urban edge of Sompting would benefit from sensitive remodelling in association with improved access, recreation use and sensitive new development.

If we need to provide new housing on the fringe of the urban areas, how can this be provided in the most sustainable way?

There were 29 responses to this question. It should be noted that a significant amount of these respondents do not see that there is any way to provide housing sustainably on the urban fringe and that any new houses should either be built on brownfield sites or not at all. In addition to this common response, the following comments were also made:

- Develop in North Lancing
- Need to consider the height of buildings already on the fringe and not build above that height
- All new development should be low-energy

A number of developers stated that well planned urban extensions, close to existing services and public transport, that do not compromise the integrity of the gaps would be the most sustainable way of providing new housing on the fringe of urban areas.

The Downs

Where within / to the Downs should access be improved?

There were 16 responses to this question. A number of respondents commented that access to the Downs seemed adequate. However, other suggestions on how to improve access included improving signage. Areas that provided opportunities for improved access included Mill Road in North Lancing and the Waste Transfer Station at Halewick Lane.

The South Downs Joint Committee commented that the A27 limits access to the Downs and that there is scope for improvement, particularly in Sompting, through the possible provision of lights, a subway or even a 'green bridge'. Additionally, they commented that the coastal link needs resurfacing.

The South Downs Campaign stated that they would like to see provision made for improving pedestrian, cycle and public transport access, particularly from the train stations, out from the urban areas and onto the Downs (including up the Adur Valley). To this end consideration needs to be given to signing, infrastructure such as cycle lanes, improvement of existing facilities such as the Downs Link and the restoration of neglected infrastructure such as the Shoreham Toll Bridge.

Are there any particular areas in the Downs that would be suitable for promoting recreational opportunities such as picnic areas, toilets etc.?

There were 24 responses to this question. Again, a fairly common response was that the Downs should be left as they are. In addition to this view however, some respondents suggested that sites including Southwick Hill, Mill Hill, and Lancing Ring might be suitable for promoting recreational opportunities etc.

The South Downs Joint Committee stated that the management of Lancing Ring could be improved through a similar project as has happened at Mill Hill Local Nature Reserve, consisting of a grazing scheme, including community work, and fencing, together with landscape and recreation improvements. Additionally Mill Hill could also benefit from further landscape improvements such as scrub-clearance.

The South Downs Campaign stated that allocating sites within the Sussex Downs AONB/designated National Park would be contrary to national policy in PPS1 and PPS7 which stress that the conservation and enhancement of the landscape in such areas should be given a high priority.

How can access to the river be improved?

There were 17 responses to this question. An increase in the number of slipways with associated parking was a common response. Other responses included the tarmac of river pathways for walkers, cyclists and wheelchair users, clearer pathways and better signage for river walks. A number of respondents felt that access didn't need improving.

The South Downs Joint Committee stated that if SLG 19 (Land at A283 Steyning Road) and SCW 31 (the part of the Cement Works west of the A283) were developed as recreation/wildlife sites, they should integrate access to the paths on the western bank.

Savills, on behalf of Erinaceous Group plc, stated that improved access to the River Adur from within the Airport boundary could be addressed in part

through the current development proposals for Aviation Square, but more significant improvement can only be delivered allied to more extensive general employment development at the Airport. This could also include restoration works to the Old Shoreham Bridge.

How can access to the coast be improved?

There were 15 responses to this question which varied greatly. Some respondents felt that existing access was fine. Other suggestions included an A27 bypass with better A and B roads to avoid residential and town centre areas, wheelchair access to the Widewater/Coast at the Broadway in Lancing, and provision of a cycle route from Lancing station to the sea.

The Southwick Society emphasised that the existing access to the coast and beach at Southwick must be retained and guaranteed as a minimum and ideally access and facilities should be improved. They go on to stress that Southwick Beach is very well used and is a vital local amenity for many sections of the population.

What areas could be improved on the coast and how?

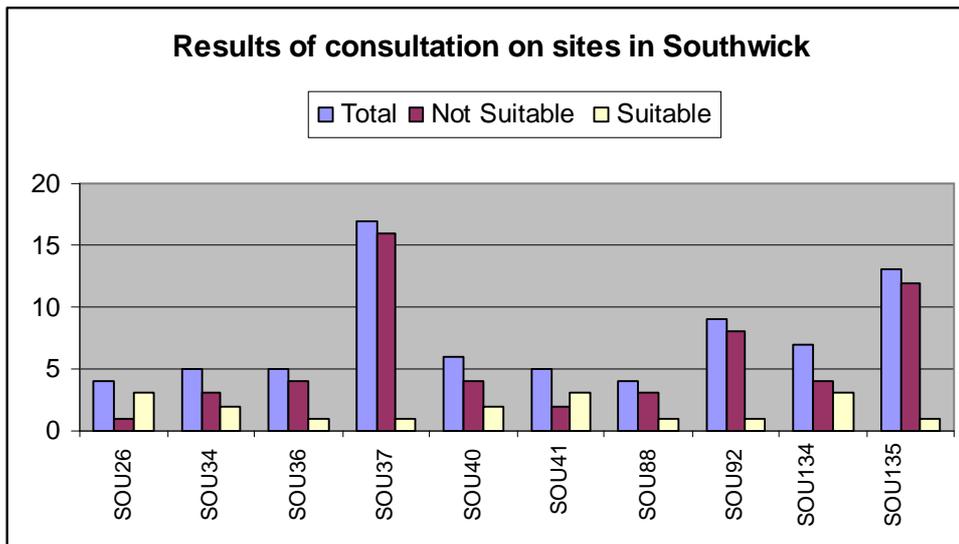
There were 15 responses to this question. A common view was that Beach Green is in a poor state and should be improved with the provision of cafes, seating, landscaping, ancillary shops, a space for outdoor events, public art etc. Other suggestions include increased parking areas and recreation facilities at Basin Road, demolition of the coastguard station and improvements to the Old Fort, tidying up of the industrial areas at the Harbour, improvements to Carats café, and more regular cleaning up of litter.

Part Two

Part two concentrated on the sites that had been put forward by various studies, developers, landowners etc.

Southwick

	Total	Not Suitable	Suitable
SOU26 – Emblem House	4	1	3
SOU34 – Eastbrook Allotments	5	3	2
SOU36 – Manor Hall Road	5	4	1
SOU37 – Land at Overhill	17	16	1
SOU40 – 96 Southview Road	6	4	2
SOU41 – Chalex Industrial Estate, Manor Hall Road	5	2	3
SOU88 – Land at Ridgeway and Land North of Highdown	4	3	1
SOU92 – Land east of Downsway	9	8	1
SOU134 – Quayside Open Space/Youth Club	7	4	3
SOU135 – Land at Hill Farm	13	12	1



A total of 10 sites were put forward for development in Southwick. The site with the most comments is SOU37 (Land at Overhill). The majority of respondents considered that this site (Overhill) is not suitable for development for the following reasons:

- Allotments are now fully used
- Proximity of overhead transmission lines and electricity sub station
- Access issues and traffic congestion
- Close proximity to a landfill site.
- Covenant restricting use as a cemetery only

- Shortage of water
- Lack of local amenities such as schools/hospitals
- Noise pollution
- Vandalism/crime
- It is a recreation area used for grazing
- Drainage and flooding issues
- Provides a green lung for the area
- Overlooking/loss of privacy/loss of views
- Devalue properties

Site SOU135 (Land at Hill Farm, Southwick) and SOU92 (Land east of Downsway) were the other sites with a significant number of comments, the majority of which were opposing development for the following reasons:

- Biodiversity value
- Pollution/congestion from traffic
- Provides good access/public rights of way to the Downs
- It is an Area of Outstanding Natural Beauty and in the proposed National Park
- Would reduce the gap between Southwick and Portslade
- Would exacerbate flooding and run off
- Would set a precedent for further encroachment on the Downs

The National Trust oppose development of these two sites as it would have a detrimental affect on Trust land at Southwick Hill and would be contrary to National, Regional and local guidance which give the highest priority to protecting the AONB.

The South Downs Joint Committee and the C.P.R.E also oppose the development of these sites

Although the site is located on a major aquifer, the Environment Agency have no outright objection to development.

SOU26 (Emblem House, Manor Hall Road) and SOU41 (Chalex Industrial Estate, Manor Hall Road) had more respondents in favour of development. The Environment Agency may potentially object under PPS23 to development of these sites, due to the underlying major aquifer and potential former activities at the site (SOU26) and the previous use of the site (SOU41).

Shoreham-By-Sea

	Total	Not Suitable	Suitable
SBS22 – Land adjoining Holmbush Close	11	9	2
SBS23 – Parcel Force, 79-81 Brighton Road	10	1	9
SBS24 – East Street/New Road	8	5	3
SBS29 – Ropetackle Arches	8	2	6
SBS30 – Railway Station	10	6	4
SBS42 – Smiths Yard, Old Shoreham Road	7	1	6
SBS50 – Kingston Buci School	5	1	4
SBS51 – Civic Centre	5	0	5
SBS56 - Civic Centre car park	7	2	5
SBS57 – The Ham	6	2	4
SBS59 – Courts car park and building	9	0	9
SBS60 - Pond Road and Community Centre	6	1	5
SBS106 – Riverbank Business Centre, Old Shoreham Road	7	2	5
SBS114 – School Playing Field, Middle Road	5	4	1
SBS133 – Land east of Chanctonbury Drive	10	8	2
SBS142 – Ship Street Car Park	10	6	4
SBS144 – Northbourne Health Centre, Eastern Avenue	5	0	5
SBS147 – Ballamy Car Showroom, Ropetackle	9	3	6
SBS148 – Repair Garage Business, Old Shoreham Road	8	1	7



A total of 19 sites were put forward for development in Shoreham, many of which are within the town centre and included in the Shoreham Renaissance Strategy. As can be seen from the above graph, there was a favourable

response to development on the majority of the sites, including three sites, SBS59 (Courts Car Park), SBS51 (Civic Centre) and SBS144 (Northbourne Health Centre) where development was unanimously supported.

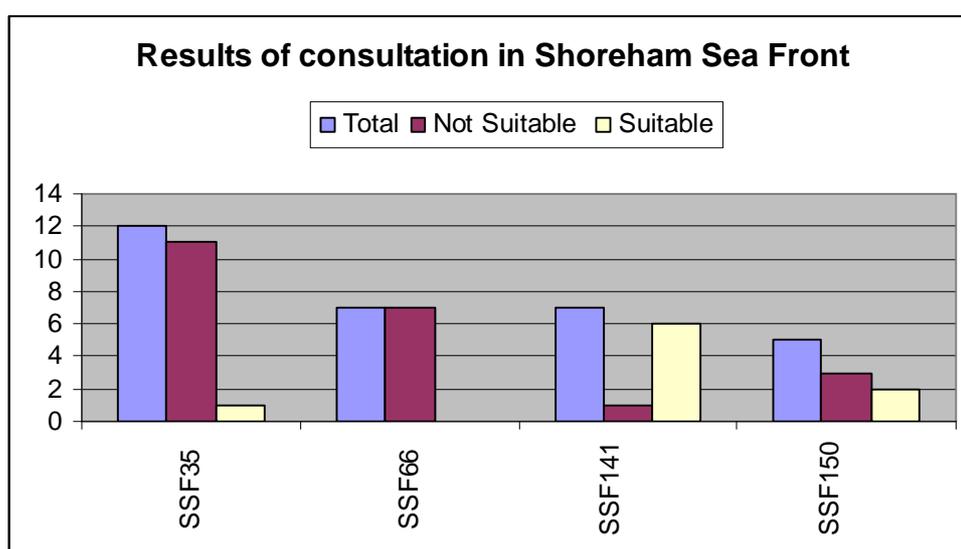
The Environment Agency comment that they would potentially object to SBS59 (due to former activities on the site), would object to development on SBS51 (flood risk) and have no outright objection to SBS144.

Of the sites which were considered unsuitable for development, SBS22 (Land adjoining Holmbush Close) and SBS133 (Land east of Chanctonbury Drive) were the two which had the greatest response. The former is a greenfield site in the AONB (and proposed National Park) and the latter considered to be an important recreation space and the only green space in a densely developed area. Any development would have a detrimental impact on the quality of life of residents.

The Environment Agency has no outright objection to the development of these two sites.

Shoreham Sea Front

	Total	Not Suitable	Suitable
SSF35 - Beach Green Car Park	12	11	1
SSF66 - Riverside Car Park	7	7	0
SSF141 - Norfolk House	7	1	6
SSF150 - Shoreham Old Fort	5	3	2



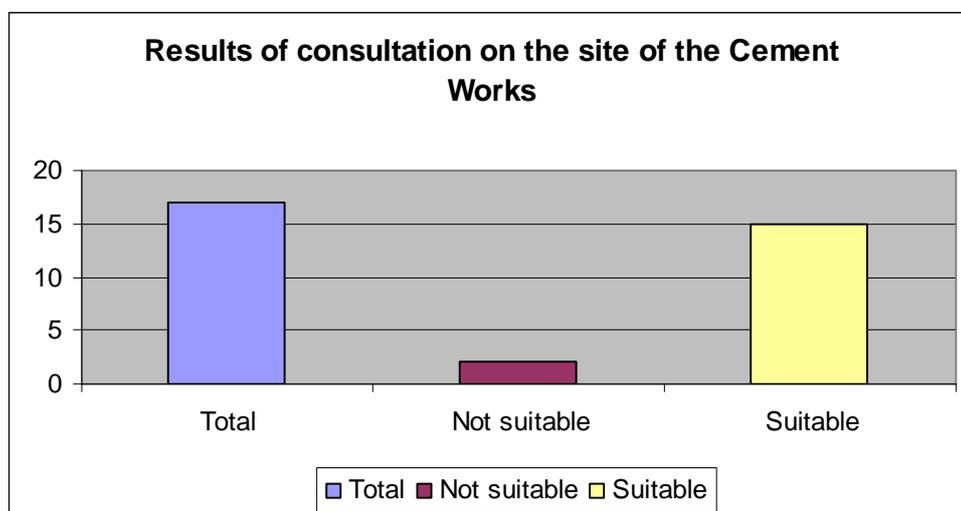
Of the four sites, only SSF141 (Norfolk House) had more respondents in favour of development at the site than against it. However, the Environment Agency objected to the development of this site due to flood risk and stated that they would not withdraw their objection unless it was clearly

demonstrated that a sequential test had been undertaken to ensure that there are no alternative sites appropriate for such development that are at less risk of flooding.

The view of respondents on SSF35 (Beach Green Car Park) and SSF66 (Riverside Car Park) was that both sites should be retained as public car parks, although it should be noted that the proposal was to improve rather than redevelop Riverside Car Park. Suggested improvements to SSF150 (Old Shoreham Fort) include a café and using the coastguard tower as a visitor centre.

Shoreham Cement Works

	Total	Not suitable	Suitable
SCW31 – Shoreham Cement Works	17	2	15



There were 17 responses received for this site. 15 of the respondents felt that the site was suitable for development. The use considered most appropriate was leisure/recreation followed by employment development. Recreation /leisure uses were also generally considered most appropriate for the part of the Cement Works that lies within the boundary of Adur District Council.

There was not a great deal of support for the inclusion of waste facilities at the cement works, and important issues raised by respondents when considering waste facilities at the site included the visual impact of waste facilities on the AONB and pollution of the river.

The South Downs Joint Committee stated that there should be no more development at the site than is necessary to secure its remediation, and that any such development should comply with relevant policies relating to the AONB / proposed National Park. Any waste facilities would need to be of high quality design and minimise the impact on the AONB. The Joint Committee consider the part of the Cement Works west of the A283 as the least suitable

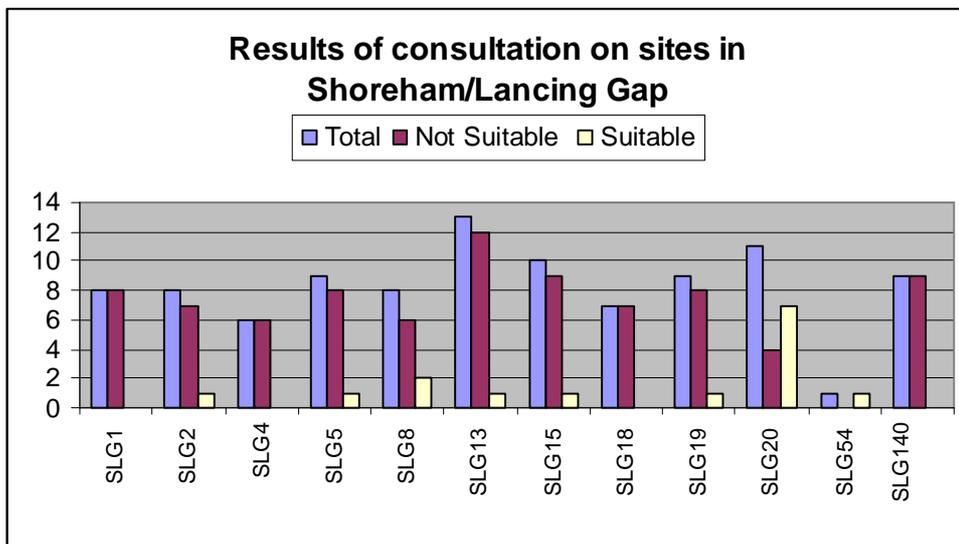
area for development and should be restored for recreational/wildlife purposes (including associated small-scale built facilities, where appropriate) or future flood management.

Natural England stated that the site was not suitable for development given its potential impact on the AONB and proximity to important sites of high biodiversity value. Any development at the site should be small scale and appropriate to meeting the identified need of the local community, while protecting or enhancing the surrounding landscape, biodiversity and its setting.

The Environment Agency objected to the development of this site due to flood risk and stated that they would not withdraw their objection unless it was clearly demonstrated that a sequential test had been undertaken to ensure that there are no alternative sites appropriate for such development that are at less risk of flooding.

Shoreham / Lancing Gap

	Total	Not Suitable	Suitable
SLG1 – New Monks Farm	8	8	0
SLG2 – West of Mash Barn Lane	8	7	1
SLG4 – East of Mash Barn Lane	6	6	0
SLG5 – New Monks Farm	9	8	1
SLG8 – Land to rear of 74 Old Shoreham Road	8	6	2
SLG13 – Land North of Hasler Estate	13	12	1
SLG15 – Land East of Old Salts Farm Road and North of West Way	10	9	1
SLG18 – Old Salts Farm Road	7	7	0
SLG19 – Land at A283 Steyning Road	9	8	1
SLG20 – Shoreham Airport	11	4	7
SLG54 – Withy Patch Authorised Gypsy and Traveller Site	1	0	1
SLG140 – Land at Saltings Roundabout	9	9	0



As can be seen from the above graph, the level of support for new development in the Shoreham/Lancing gap is low. The main reasons for sites within the gap being seen as unsuitable include:

- Sites are greenfield
- Located within the strategic gap
- Subject to flooding
- Of biodiversity value
- Sites help to create an attractive landscape and enhance views from the Downs
- Development in gaps would increase congestion on the A27

SLG13 (Land to North of Hasler Estate) had the most responses and is also the site considered to be most unsuitable for development. The most common reason for its unsuitability is flooding but other reasons bullet-pointed above were also stated. The only comment in favour of this site is from Savills, on behalf of Erinaceous Group Plc, who consider the site suitable for residential, community and leisure uses.

The Environment Agency objected to the development of this site due to flood risk and stated that they would not withdraw their objection unless it was clearly demonstrated that a sequential test had been undertaken to ensure that there are no alternative sites appropriate for such development that are at less risk of flooding.

Other sites with a relatively large number of responses were SLG20 (Shoreham Airport) and SLG15 (Land to East of Old Salts farm Road and North of West Way).

SLG15 is adjacent to SLG13 and therefore the same concerns expressed over SLG13 apply to this site.

Shoreham Airport was the only site in the Shoreham/Lancing gap that the majority of respondents felt was suitable for further development, particularly commercial and employment use. However, despite this support, respondents were mindful of the location of the site within the Shoreham/Lancing gap and the need to ensure development does not compromise the principle of the gap.

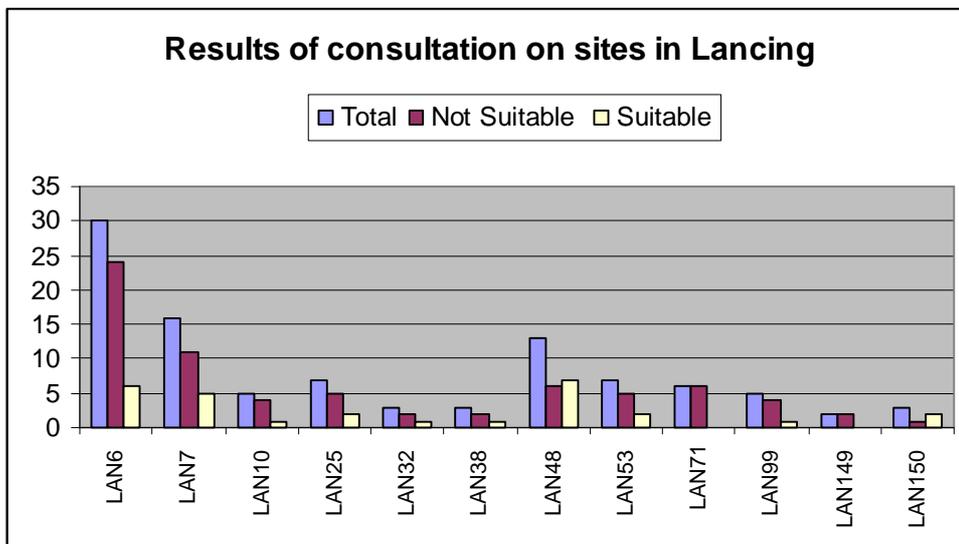
The respondents that felt the site was unsuitable for development gave the following reasons:

- The site (as undeveloped) helps to create an attractive landscape and enhances views from the Downs
- The airport is a thriving business site and is not in need of regeneration.

The Environment Agency objected to the development of the airport site due to flood risk and stated that they would not withdraw their objection unless it was clearly demonstrated that a sequential test had been undertaken to ensure that there are no alternative sites appropriate for such development that are at less risk of flooding.

Lancing

	Total	Not Suitable	Suitable
LAN6 – Land at North Lancing	30	24	6
LAN7 – Highview, Mount Way and rear of 26 Fairview and 2 Firle Road	16	11	5
LAN10 – St Giles, Elm Grove	5	4	1
LAN25 – Lancing College	7	5	2
LAN32 – 146 First Avenue	3	2	1
LAN38 – Laundry, Alma Street	3	2	1
LAN48 – Freshbrook School	13	6	7
LAN53 – Willows First School, Irene Avenue	7	5	2
LAN71 – Land at Elm Grove, Norton Road	6	6	0
LAN99 – South Street car park	5	4	1
LAN149 – 20-22 Brighton Road	2	2	0
LAN150 – Golden Sands Homeless Site, Brighton Road	3	1	2



As can be seen from the above graph, the site with the most comments is LAN6 (Land at North Lancing). A significant majority of respondents feel that this site is unsuitable for development for the following reasons:

- Currently within the AONB
- Site forms a buffer between the built up area and the South Downs
- Development would impact on the setting of the proposed National Park
- Proximity to Local Nature Reserve / Site of Nature Conservation Importance would make housing undesirable
- Would exacerbate congestion at Lancing Manor roundabout
- North Lancing School is over-subscribed
- Unsustainable location - the site is located at the top of a steep hill and has poor public transport links
- Site has biodiversity value

Natural England were amongst the objectors to the development of this site.

The Environment Agency raised no objection.

All of the six respondents that felt the site was suitable for development believed residential development to be most appropriate.

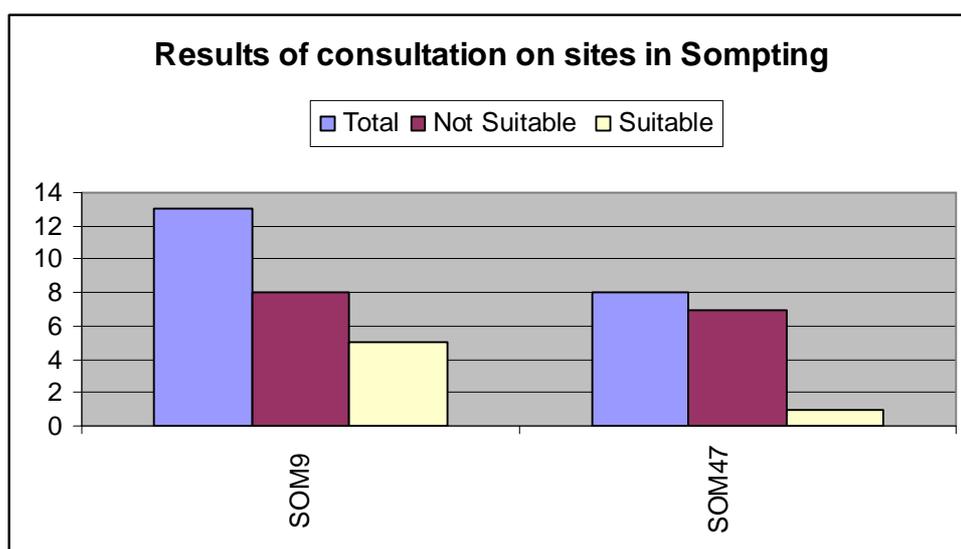
Other sites with a significant number of comments were LAN7 (Highview, Mount Way / 2 Firle Road) and LAN48 (Freshbrook School, North Road).

LAN7 is a site adjacent to LAN6 and therefore the same concerns apply.

There were more respondents in favour of the redevelopment of LAN48 (Freshbrook School) than against it. Community use is considered to be most appropriate at this site, but other suggested uses included residential, employment and a medical centre.

Sompting

	Total	Not Suitable	Suitable
SOM9 - Rectory Farm Road	13	8	5
SOM47 - Waste Transfer Station	8	7	1



8 responses were received for site SOM47 (Waste Transfer Station). 7 respondents felt that the site was unsuitable for development for the following reasons:

- Development would exacerbate existing traffic problems in Sompting
- Detrimental impact on biodiversity
- Need to preserve as much open space as possible
- Site falls within AONB and proposed National Park
- Should be restored to downland

The one respondent that believed the site to be suitable for development considered the most appropriate use to be light industry / computer support related development.

The Environment Agency stated that they potentially object to the inclusion of this site under PPS23 (Planning and Pollution Control) as the site is a former landfill that accepted household, commercial and some industrial waste. The site also overlies a major aquifer and the part of the site lies within the source protection zone 3 for the Sompting water supply borehole.

13 responses were received in respect of site SOM9. 8 of the respondents felt that the site was unsuitable for redevelopment for the following reasons:

- General infrastructure is already under strain

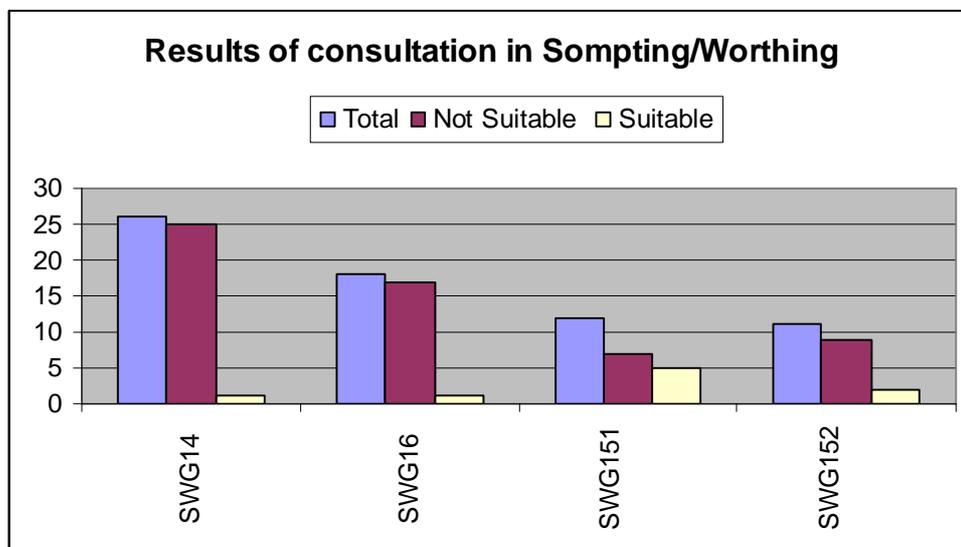
- Poor access to the site
- Viable employment sites should not be lost

The Environment Agency raised no objection to this site.

Of the 5 respondents in favour of the redevelopment of the site, residential development was the most favoured use but other suggested uses included employment, community and leisure.

Sompting/Worthing Gap

	Total	Not Suitable	Suitable
SWG14 - Land South of A27 Adur District	26	25	1
SWG16 - Land West of Church Lane, Sompting Village	18	17	1
SWG151 - Land South of Peverel Close & West of Loose Lane	12	7	5
SWG152 - Land West of Grasmere Avenue	11	9	2



As can be seen from the above graph, the site with most responses was SWG14 (Land South of A27). This is the largest site in the document, covering the almost the entire Sompting/Worthing gap. As a result, it is unsurprising that so many comments were received. Nearly all the respondents felt that there were no sites within the gap that were suitable for development. The reasons given are as follows:

- West Street could not take the additional traffic that development would create
- Would worsen congestion on the A27
- Development would detract from the rural character of the village

- Development would detract from views
- There is only one school in the area and this is at full capacity
- Detrimental impact on biodiversity
- The land within the gap provides flood relief to the area
- Need to preserve as much open space as possible to maintain viability of communities, and avoid total urbanisation of the coastal strip and infilling of protected gap areas
- No infrastructure to support the increase in housing
- Site is greenfield
- Development would compromise the principle of the gap

In addition to the above comments, a petition of 372 names was received from a residents group called Save Our Sompting, objecting to any development within the Sompting / Worthing gap, particularly sites SWG14 (Land South of the A27), SWG16 (Land West of Church Lane) and SWG152 (Land West of Grassmere Avenue) for many of the reasons listed above.

The Environment Agency objected to the development of site SWG14 due to flood risk and stated that they would not withdraw their objection unless it was clearly demonstrated that a sequential test had been undertaken to ensure that there are no alternative sites appropriate for such development that are at less risk of flooding. However, they raised no objection to the other sites within Sompting.

The only respondents in favour of the development of this site are Strutt and Parker, on behalf of Hillreed Developments, who state that suitable uses for the site are residential, employment, community and tourism. They also go on to state that potential exists to accommodate new road infrastructure on the site to improve the operation of the A27 Lyons Farm junction, to provide relief to nearby residential areas, and help deliver, as part of a regeneration-led package, improved access to open areas between Sompting and Worthing and appropriate land management.