

ADUR DISTRICT COUNCIL

**Urban Fringe Study**

**August 2006**





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## **Purpose**

- 1.1 Adur District Council has commissioned Baker Associates and Enderby Associates to carry out an 'urban fringe study' of the District. This will assist the Council in the preparation its Local Development Framework (LDF).
- 1.2 The purpose of the work is contribute to an evidence base regarding the opportunities and constraints within the District in accordance with PPS12: Local Development Frameworks. It will also complement other thematic studies the Council has commissioned as part of the LDF process.
- 1.3 The study is intended to provide the Council with a number of choices on where residential or employment development could take place outside of the existing urban area. It should also contribute to the aims of the sustainable communities agenda, or at the very least avoid severely prejudicing environmental and land use planning objectives.
- 1.4 These tasks will be set within the context of a positive approach to the management of the urban fringe as a resource to help the needs of residents. The project must seek to determine which sites may have development potential and those that should remain undeveloped.
- 1.5 The 'urban fringe' is essentially the edge of the urban area and the land that is located around towns and cities. In effect it is the transition zone between town and countryside, where urban and rural uses mix and may conflict.
- 1.6 The urban fringe is characterised by a mixture of land uses, and is under constant pressure from development through either new build or change of use from agricultural to housing for example. This pressure results from land values rising dramatically when land is brought forward for development, but also because planning policy is very strict against development in the open countryside beyond the fringe.



## Background

- 2.1 Adur District has recently undertaken an Urban Housing Potential Study (UHPS) which identified housing potential sites within the existing built up area. This Urban Fringe Study complements the UHPS by looking at the capacity and suitability of sites just beyond and adjacent to the urban area. The study will help to gain a better understanding of the capacity of the District to accommodate additional development for the period up to 2026.
- 2.2 As well as requiring Local Planning Authorities (LPAs) to investigate and designate housing allocation sites, Planning Policy Statement 12 (PPS) also suggests that local authorities consider the 'phasing' of sites. This involves bringing forward those that may be easier to implement or that represent the more accessible and sustainable locations first.
- 2.3 This study will draw upon work undertaken on behalf of local organisations. These include;
- The Shoreham to Worthing urban fringe landscape study, (LDA) for Sussex Downs Conservation Board 2002
  - South Downs Interim Management Plan (South Downs Joint Committee)
  - South Downs Integrated Landscape Character Assessment (LUC) for South Downs Joint Committee
  - West Sussex County Landscape Character Assessment (CBA) for West Sussex County Council.





## Context

- 3.0 This Chapter examines the context surrounding the study. The physical, and demographic character and nature of the urban fringe in the District are investigated. The national, regional and local policy context is outlined where appropriate.
- 3.1 Adur is a small district of only 41.5 sq. km located on the south coast of England in West Sussex. The District is physically dominated by the sea to the south and the South Downs to the north. Much of the existing South Downs Area of Outstanding Natural Beauty (AONB) is expected to made National Park within the next few years. Areas of AONB which are outside the proposed National Park boundary are expected to be de-designated. The landscape is assessed in further detail in Chapter 5.
- 3.2 Adur stretches 4 - 5 kilometres inland from the coast to the north, and 9 to 10 kilometres in width from east to west. The district is centred on Shoreham, a port town, and includes a number of former rural villages, such as Lancing, and Southwick, which grew to become residential suburbs during the 20<sup>th</sup> Century. Whilst much of the area was rural during the 1930's, post war development has now covered most of the district and there are now only three significant blocks of undeveloped land.
- 3.3 The most significant area of undeveloped land is to the north of the A27 road, which lies within the Sussex Downs Area of Outstanding Natural Beauty (AONB). The other two areas largely lie to the south of the A27. Both of these are designated as strategic gaps in the adopted Local Plan. The Lancing gap, separates Lancing from the western side of Shoreham and incorporates the river Adur. The Sompting Gap in the east separates the eastern edge of Worthing from Lancing and incorporates the village of Sompting.
- 3.4 The District contains a diverse range of flora and fauna within the countryside, built-up areas, and on parts of the coast (1996 Local Plan).
- 3.5 The 2001 census reported 59,627 residents, 25,870 households and an unemployment rate 2.0%. The district takes its name from the Adur river flowing through it.

## Urban Fringe

- 3.6 There are very few precise definitions of what the urban fringe is. The Countryside Agency has commissioned a number of studies which look at the urban fringe and its uses<sup>1</sup>. Where definitions have been sought they usually refer to the land uses which can typically be found within it;
- roads, especially motorways and bypasses,
  - waste transfer stations, recycling facilities and landfill sites,
  - park and ride sites,
  - airports,
  - large hospitals, and colleges
  - power, water and sewerage facilities
  - 'horsey' culture, breaking yards, tips.
- 3.7 The urban fringe within Adur has a range of uses that are often associated with the such an area. These are: roads, hotels, nurseries and colleges; as well as an airport. However, the majority of the urban fringe remains in agricultural use. Despite the quality of agricultural land, severance and the size of plots often make agricultural uses unviable. This results in dereliction and a lack of management.
- 3.8 Much of the land on the urban fringe in Adur is essential in maintaining the environmental and scenic assets of the District. Important sites within the district range from nationally designated sites such as Sites of Scientific Interest (SSSI's) to small unspoilt areas of natural vegetation.

## Policy context

- 3.9 This Chapter briefly investigates the national and regional policy which underpins the thinking behind the study. Some important implications for the study are outlined in paragraphs 2.37 and 2.38. National policy is outlined in the various Planning Policy Statements and guidance documents.
- 3.10 Planning Policy Statement 12: Local Development Frameworks (2004) replaced PPG12 and sets out the government's policies and advice on Local Development Frameworks.
- 3.11 PPS12 states that *"Where land is allocated for specific uses (including mixed uses), this should be made in one or more development documents. The identification of sites should be founded on robust and credible assessment of the suitability, availability, and accessibility of land for particular uses or mix of uses."*

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<sup>1</sup> ([www.countryside.gov.uk/LAR/Landscape/CIAT/CAT\\_research/index.asp](http://www.countryside.gov.uk/LAR/Landscape/CIAT/CAT_research/index.asp)).

- 3.12 Planning Policy Guidance 3 (2000) sets out national policy on housing. It emphasises an approach whereby the locations for housing should be decided according to a hierarchy;
- re-using previously developed land and conversion and re-use of existing buildings
  - developing in urban areas through urban capacity studies
  - adopting a sequential approach to the allocation of development
  - managing the release of land
  - reviewing existing allocations and planning permissions.
- 3.13 PPG4 (1992) outlines national planning policy on industrial and employment land. Local planning authorities should outline under what circumstances planning permission will or will not be granted for employment uses. The authority should also designate suitable sites in their development plan. Authorities should direct certain types of employment into certain locations, taking into account what use will be suitable in which locations.
- 3.14 PPG4 considers that that development plans provide the opportunity to:
- encourage new developments in locations which minimise the length and number of trips
  - encourage new development in locations that can be served by more energy efficient modes
  - discourage development where it would likely have an unacceptable effect on congestion.

#### **Regional and sub-regional**

- 3.15 The 2004 Planning and Compulsorily Purchase Act has altered the planning system significantly. Instead of Structure and Local Plans forming the 'development plan', a Regional Spatial Strategy (RSS) and a Local Development Frameworks (LDF) will form the basis for local planning policy for England's planning authorities. For Adur, the South East Plan, forms the RSS and an LDF for the District will be prepared by the council.
- 3.16 The deposit draft of the South East Plan outlines development levels for the constituent local authorities of the South East region. Under the new planning system the Local Development Framework will have to be in 'general conformity' to the Regional Spatial Strategy, and therefore the LDF will be expected to find locations in order to satisfy the growth outlined in the plan

#### **Proposed South Downs National Park**

- 3.17 The Countryside Agency is the statutory body responsible for establishing new National Parks. Since April 2000 the Agency has been taking forward the designation process for a South Downs National Park. The core area of the suggested park encompasses two existing Areas of Outstanding Natural Beauty along with surrounding areas of valued countryside and settlements.

- 3.18 The Deputy Prime Minister first mooted the proposed National Park in 1999. The Countryside Agency has undertaken a long consultation process to develop the proposal and boundary. It submitted a designation order in 2001 which recommended the designation of the park and precise boundary to the Government. This was the subject of a public inquiry between 2003 and 2005. Whilst the National Park is in its final stages of designation the recent legal challenge to the New Forest National Park has delayed its establishment.
- 3.19 The final stage will be the Secretary of State issuing a National Park Establishment Order. The timescale for the national park is dependant upon the outcome of the legal challenge facing the New Forest national park. Unfortunately the outcome of the inquiry and challenge, and precise boundary of the Park will not be known until after the completion of this study.

### **The AONB**

- 3.20 The boundary of the Sussex Downs AONB was drawn in 1965 to include the areas of the South Downs which were, at that time, still free of development. During that time some development has occurred within the Adur section of the Downs, notably the Shoreham by pass has been built, as has the Holmbush Centre and the Sompting waste transfer station. The Shoreham bypass has become the development boundary with the town expanding up to it. The enormous elevated road junction and bridge over the Adur were constructed within an AONB.
- 3.21 The existing parts of the AONB that will not be included in the proposed National Park boundary are to be revoked. This includes;
- a strip of land between Firle Road and Lancing Ring
  - land to the South of the A27 at Mill Hill
  - the playing field at the rear of Summersdean, Southwick and
  - land associated with the A27 elevated junction with the A283.
- 3.22 Land which was excluded from the AONB has been proposed for inclusion within the Park. This includes two fields to the south west of Hoe Court Farm, in North Lancing.

### **Strategic Gap**

- 3.23 The majority of the undeveloped land within the District which is not currently AONB or within the proposed National Park is designated as Strategic Gap. The Adur Local Plan (1996) outlines a presumption against development in these areas.
- 3.24 The Local Plan outlines the purpose of the Strategic Gap. The policy aims to prevent coalescence of the settlements and retain their separate identities and amenity. Only in 'compelling' circumstances will development be permitted and in relation to needs of uses such as agriculture and forestry or to meet a demand in recreation.
- 3.25 The Local Plan policy also states that opportunities will be sought to conserve and enhance the value of the Strategic Gap as open countryside.

- 3.26 Although no longer part of the development plan, the current Structure Plan (2005) emphasises the importance of the Gaps to the character of the District and the county. This has now been supplanted by the South East Plan, but is useful in justifying their continued protection.
- 3.27 The Structure Plan states: "*The County is characterised by a pattern of mainly closely spaced small and medium-sized towns and villages. The loss of gaps between settlements would threaten not only the separation and setting of settlements on both sides but also the overall character of the county*".
- 3.28 The South East Plan supports the concept of the Strategic Gaps. Policy SCT1 seeks to: "*Protect the sub-region's high environmental quality (in both town and country), enhance its cultural and historic assets...*". The South East plan also emphasises the importance of retaining the character and individuality of the South Sussex towns.

### **Scope of Development to 2026**

- 3.29 The draft South East Plan (RSS) outlines housing provision levels for each district in the region to 2026. In Adur District it is envisaged that this figure will be 2,600 new homes between 2006 and 2026. The RSS proposes that 500 of these will be located at Shoreham Harbour, as part of the strategic regeneration of the Port.
- 3.30 The District also needs to find a portion of employment land, which will need to be investigated in an employment land needs assessment.

### **Local development framework**

- 3.31 Housing provision figures in LDFs are made up of a number of different components including;
- completions; housing completed between the base date of the plan and its adoption
  - permissions; housing sites with permission but not yet completed
  - urban potential (incorporating windfall); identified sites within the urban area, and an estimation on smaller windfall sites based upon past trends
  - allocations; sites on newly allocated land, typically edge of urban sites or recycled land through change of use.
- 3.32 As a response to the 'Tapping the Potential' annex in PPG3, Adur District Council commissioned Baker Associates to carry out an Urban Housing Potential Study in 2004 which was completed in May 2005.
- 3.33 Adur's Urban Potential Housing Study identified the potential for 608 dwellings within the District's existing urban areas, on identified sites of six dwellings and upwards. The study concluded that given demand for housing in the District and the nature of these sites, that it was likely this yield would come forward between 2006 - 2011.

- 3.34 An estimate based upon past completion sites was made in the UHPS for smaller sites within the urban areas which could not be identified in the UHPS and were unlikely to be in the LDF because of their size. The UHPS estimated that smaller unidentified sites could supply 204 dwellings between 2006 - 2011.

**Urban Housing Potential, 2006 - 2016**

	2006 - 2011	2011 - 2016	Total
Identified Sites of 6 or more dwellings	608	0	608
Unidentified sites of less than 6	102	102	204
Total	710	102	812

- 3.35 Of the 2,600 dwellings outlined in the South East plan, 812 will come from urban potential and windfall. The remainder will have to be found elsewhere including;
- a significant number of housing and employment units should be provided as part of the Shoreham Renaissance strategy
  - the Shoreham Harbour regeneration aims to provide around 500 homes
  - possible schools closures in the District could yield some land for other uses.
- 3.36 Although it may be the case that sources outlined above will yield a good deal of developable land, there are a number of reasons why considering areas outside of the existing urban area is justified. Primarily because sources within the urban area cannot satisfy the level required. There is also the possibility that some of the sites may not come forward as expected necessitating the consideration of greenfield sites. It may also be sensible to consider the urban fringe in case the existing brownfield sites are not suitable to meet a specific development need.

### **Implications for the study**

- 3.37 The context Chapter has outlined why the urban fringe is being considered and that this is mainly due to the sequential approach which remains a lynch pin of housing and sustainable development policy. PPG3 (Housing) and PPG13 (Transport) outline a 'search sequence' for identifying sites for housing, this sequence is;
- re-use of urban land and building within the urban area
  - urban extensions (i.e. sites within the urban fringe)
  - new development around nodes in good public transport corridors.
- 3.38 Local authorities should also assess potential housing sites against the following sustainability criteria;
- location and accessibility
  - capacity of existing infrastructure
  - the ability to build communities
  - environmental value of the land.
- 3.39 These principles will be important when looking in detail at specific sites or areas of search.
- 3.40 The level of growth outlined as policy in the South East RSS will represent a significant challenge to a small authority with a significant amount of quality landscapes and environmental designations such as Adur. If the Council does not designate those sites which they believe to be the most sustainable and which satisfy the development needs through the plan, it may be difficult to resist development pressure in less suitable locations.





## Methodology

- 4.1 The purpose of this Chapter is to outline the process gone through to firstly exclude land and then identify sites which may have development potential.
- 4.2 The methodology originates from the brief. However it has been altered following discussion between the consultants and the council, and subsequent work carried out.
- 4.3 Specifically in Adur, looking at the edge of the urban areas inevitably means looking at the Strategic Gaps. As discussed, these are the only significant undeveloped parts of the District not covered by the proposed National Park. However, it is not the role of this study to review the specific boundaries of the Strategic Gap or the principle of the policy. This will be examined through the LDF process, by the Council having regard to regeneration and strategic policies.
- 4.4 The study assumes the current principle of retaining the strategic gap but considers areas of land on the urban fringe in terms of their contribution to the general openness and aims of the Strategic Gap through landscape assessment.
- 4.5 Given the number of stages and detailed discussion surrounding the precise boundaries of the National Park, detailed landscape assessment of these areas has already been done by the Countryside Agency. This includes successive consultation stages. Therefore areas falling into the proposed national park are not investigated. This approach is reinforced by most areas current designation as AONB.
- 4.6 The study will:
  1. establish the scope, aims and context for the study
  2. establish the initial area of search through the exclusion of land which will fall in the proposed National Park or which is designated as SSSI or Scheduled Ancient Monument
  3. use landscape character assessment to identify potential development opportunity areas
  4. assess site capacity and viability, primarily by establishing ease of access, and consultation
  5. investigate development proposals based on a range of criteria including accessibility, and the character of the surrounding urban area
  6. explore implications for the LDF and positive management of the urban fringe.
- 4.7 The emphasis throughout the study will be on landscape character assessment when assessing each sites potential.

### **Establishing the scope, aims and context for the study**

- 4.8 It is essential to have an understanding of the reasons behind the assessment and the nature of Adur District. The scope and aims of the study are outlined in the Chapter 1 (Task). Chapter 2 (Context) outlines some key characteristics of the District of relevance to this study.

### **Establishing the initial area of search**

- 4.9 The urban fringe is the undeveloped land on the edges of the developed urban settlement. It has been possible to discount large areas of the urban fringe at an early stage using national designations and physical features (Chapter 5). This has limited the area which will be assessed in more detail.

### **Identifying potential development areas**

- 4.10 The method employed to identify potential development areas was landscape character assessment (Chapter 6). This is the most effective method of assessing which areas make a positive contribution to the character and appearance of the settlement. In assessing areas of the urban fringe, the character assessment takes into account the following:

- aesthetic value of land for its own sake
- visually complimenting a feature of importance
- enabling significant views in to or out of an area
- helping to provide an attractive visual transition between town and country.

### **Site capacity and viability**

- 4.11 Identifying site capacity (Chapter 7) involves the following:
- the identification of defensible edges for development areas, informed by landscape character analysis
  - the identification of features on sites that need to be protected and which limit their developability
  - selecting an appropriate density for the site, having regard to the accessibility of the location, its character and its relationship to its setting as well as to the Council's current and likely planning policies and aspirations
  - considering the means of access appropriate to the site given its relationship to the road network.

- 4.12 The above information will be used to identify capacity and viability at a site-specific level, using the following criteria:
- accessibility to shops, schools and bus services
  - environmental constraints
  - opportunity for environmental enhancement.
- 4.13 Care and attention must be paid to the surrounding area and the effects of development upon the townscape and landscape.
- 4.14 The further matter of viability has been satisfied through working with local agents to inform development values and cost. There has also been contact made with specific land owners.



## **Establishing initial areas of search**

- 5.1 The methodology is outlined in Chapter 3. This chapter is concerned with establishing an initial area for detailed search through the exclusion of land which falls into higher level policy or environmental protection, including the proposed National Park. A series of maps is used to show these constraints.

### **Map 1: Topology**

- 5.2 Map 1 gives a general overview of the district's topology. This shows which areas are likely to be more sensitive to development.
- 5.3 This map also demonstrates how, physically the District is dominated by the sea to the south and the South Downs to the north. It shows the position of the River Adur running north to south through the central part of the District.

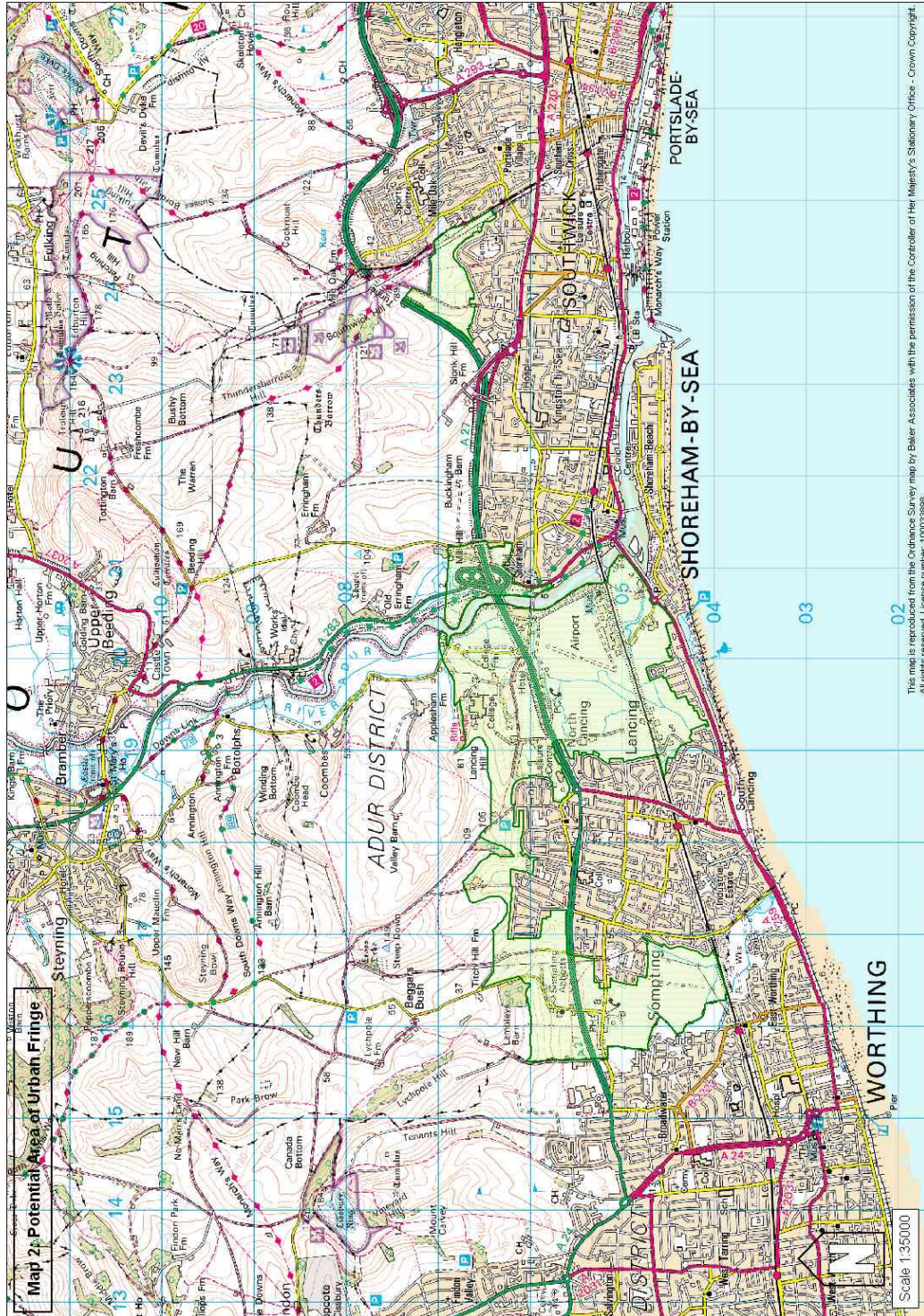
Map 1: Topography of Adur District.



**Map 2: The 'urban fringe'**

- 5.4 For the purposes of this work, the urban fringe is primarily characterised by two things;
- it is a transitory zone in land use terms
  - the undeveloped land at the edge of settlements
- 5.5 In identifying the urban fringe within Adur, the land around the urban areas the majority of which is undeveloped has been identified. This is shown in Map 2.
- 5.6 Typical land uses in the urban rural fringe (as discussed in 3.6), gradients and heights, woodlands, and buildings have all been used to draw a rough boundary to an area which could be described as the urban rural fringe in the District. The exact boundaries are open to interpretation, but in the first instance, this establishes a useful area of search.

Map 2: Potential area of the urban fringe

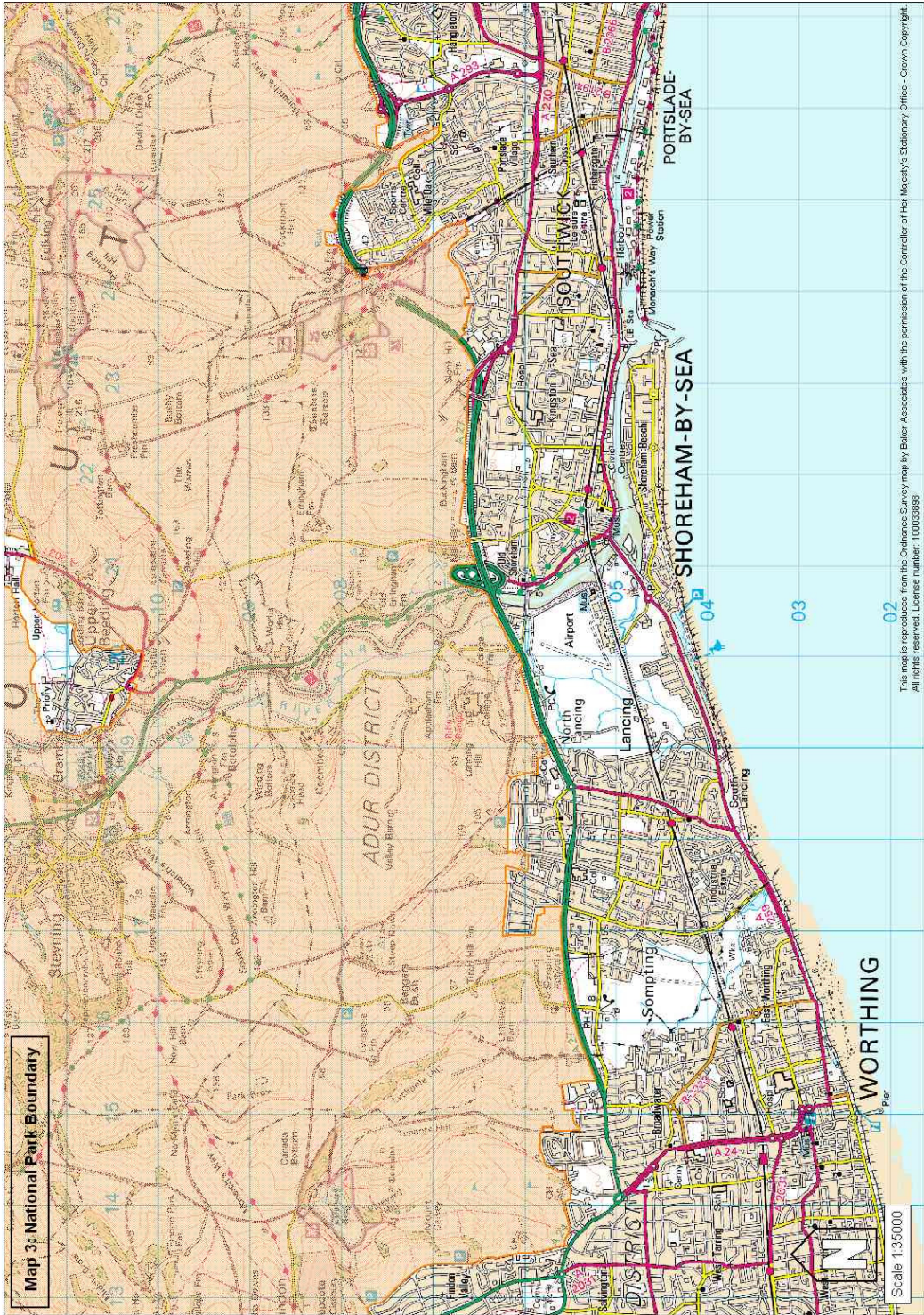




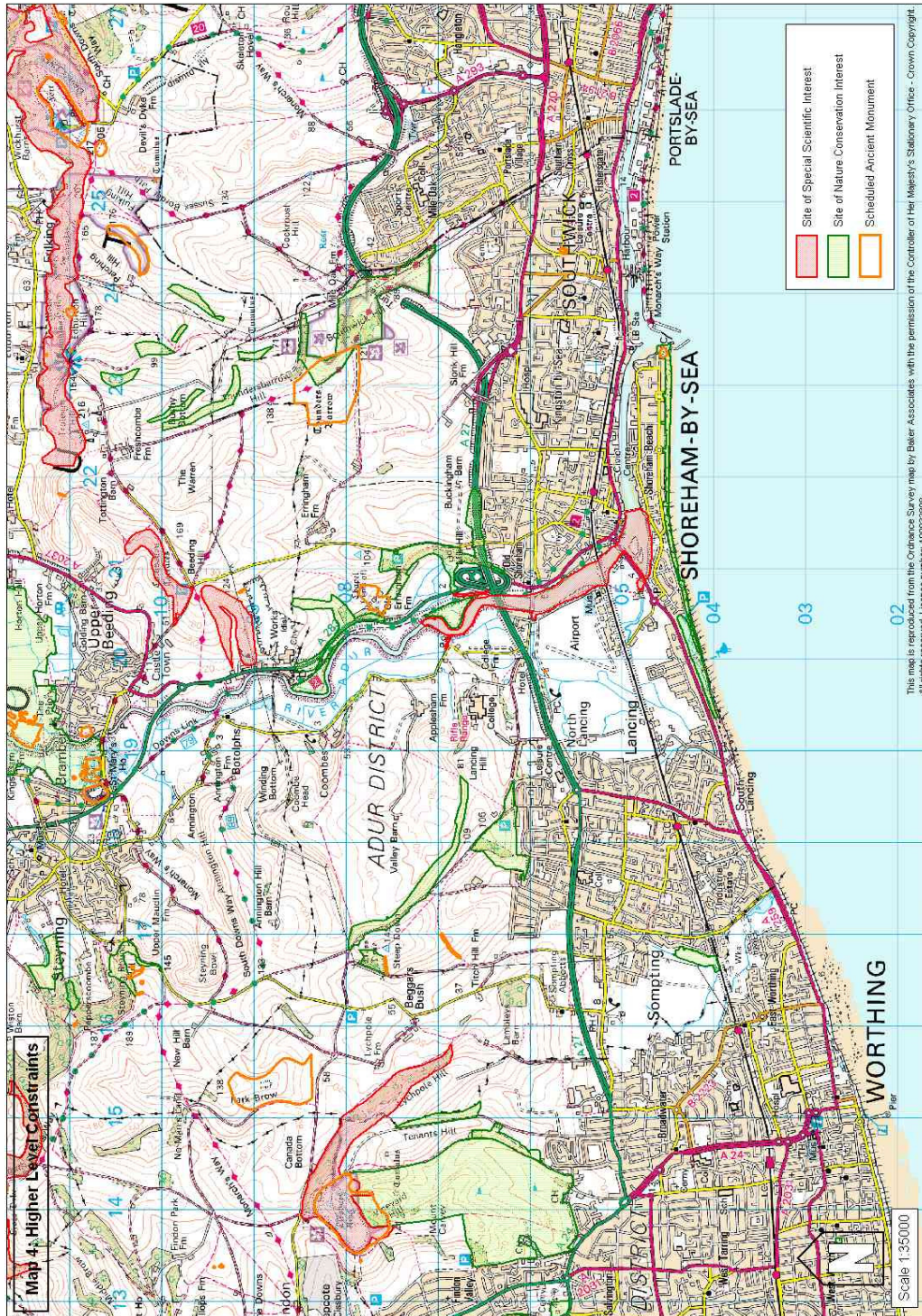
### **Map 3 and 4: higher level constraints**

- 5.7 There are a number of higher level constraints which remove large areas of the urban fringe at an early stage. These are national designations with such as SSSIs and the proposed National Park.
- 5.8 The policy context in Chapter 2 introduces the proposed National Park. Areas of the urban fringe within the proposed National Park boundaries will be excluded from further investigation as it can be assumed that these areas have been subject to the relevant technical and consultation processes in order to justify their inclusion into the National Park. Many of these areas were also previously designated as AONB.
- 5.9 Map 3 shows the proposed National Park boundaries. It will not be necessary to consider areas within the proposed Park in detail.
- 5.10 As part of its designation order, the Countryside Agency has also proposed the revocation of the existing Areas of Outstanding Natural Beauty bordering the National Park. Again, this has been subject to technical work carried out by the Countryside Agency.
- 5.11 There are a also a number of environmental and archaeological considerations in the District which represent higher order protection of a degree which suggests these locations be excluded from further study.
- 5.12 Sites of Special Scientific Interest represent the country's most important and significant wildlife and geological sites and have legal protection. SSSIs often support rare species of plant or animals which would otherwise find it hard to survive. They also protect unique geological features, safeguarding them for future generations. Two sites; the River Adur, and part of Cissbury Ring are designated as SSSIs.
- 5.13 A Scheduled Ancient Monument (SAM) is defined in the *Ancient Monuments and Archaeological Areas Act 1979* and is a protected archaeological site or historic building considered to be of national importance. They are safeguarded in law.
- 5.14 Local Nature Reserves are local designations. On wider sustainability criteria, developing on these sites should be avoided. There are 3 Local Nature Reserves in the District; Lancing Ring, Mill Hill, and Shoreham Beach.
- 5.15 The majority of SSSI's, Local Nature Reserves and Scheduled Ancient Monuments lie within the proposed National Park Boundary. Map 4 shows these areas.

Map 3: Likely National Park boundary



Map 4: Important environmental and archaeological designations



### **The Strategic Gap**

- 5.16 Chapter 2 outlines and explains the Strategic Gap policy in p. 3.23 - 3.28.
- 5.17 The neighbouring authority of Worthing shares the Sompting Strategic Gap with Adur District. Two areas of undeveloped land abut the Gap between Sompting and Worthing. Worthing Borough views the gap as an important feature which should be retained. Policy C5 of the Worthing Local Plan presumes against development unless there is a clear national or significant social economic case for it, and that no alternative site can be found.
- 5.18 The study does not consider that the strategic gaps are 'no-go areas'. However, it acknowledges the importance of the gaps to the character and nature of the area. The primary consideration is not whether the Strategic Gaps should remain, but are whether there are parts which are not fulfilling their function and could be developed without damaging the integrity of the Gaps as a whole.

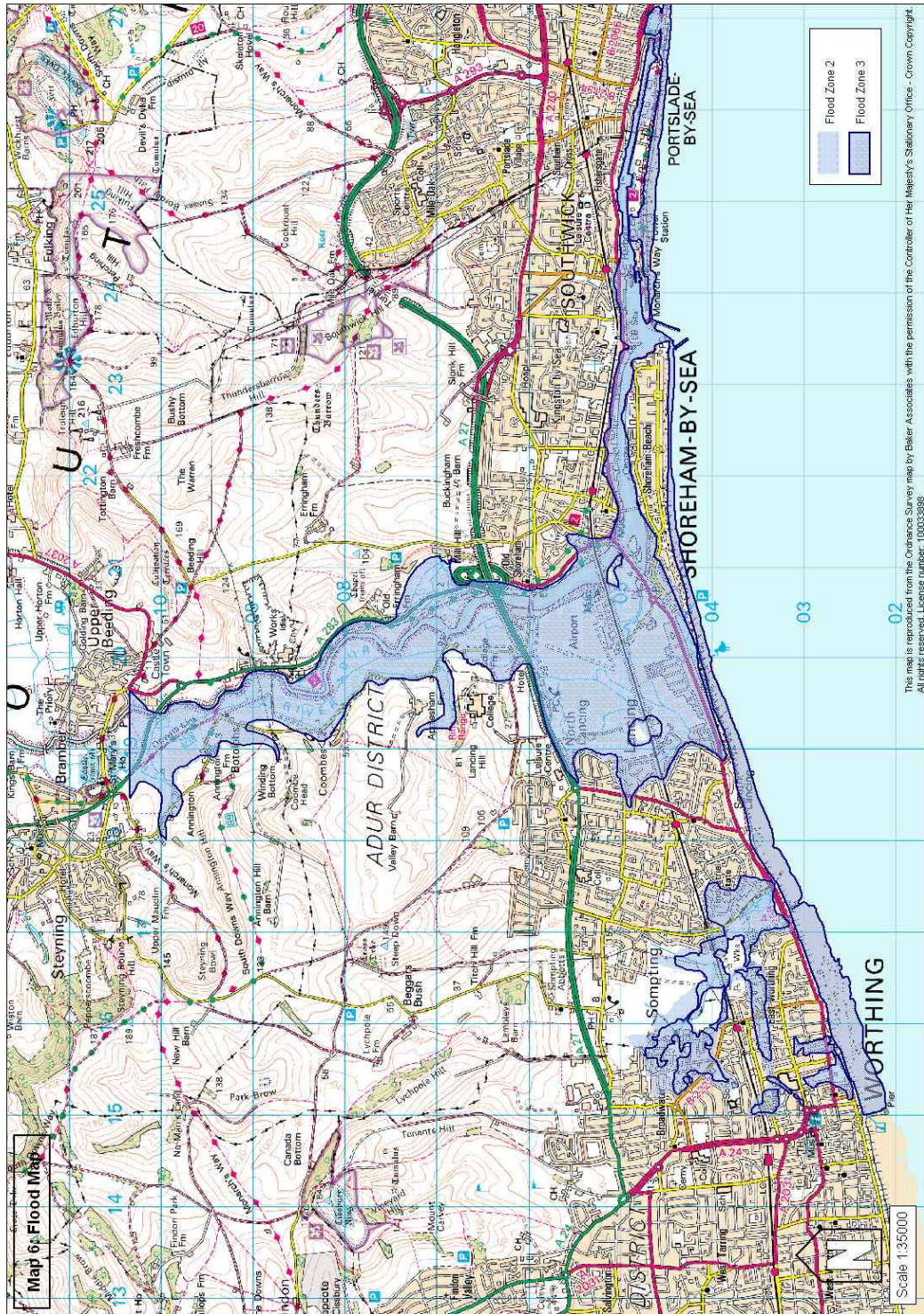
Map 5: The Strategic Gap.



### **Flooding**

- 5.19 The indicative Flood Zones shown in Map 6 show how the district is constrained by threats from both fluvial and coastal flooding. Indicative flood zones, published by the Environment Agency are intended to be for guidance only, and any potential development site arising from the study would require a full technical flood risk assessment.
- 5.20 Given the amount of land covered by the indicative flood zone, it would not be practical to exclude land in the zones from the area of search. It is assumed that:
- any site coming forward would be subject to a detailed, specific, technical flood assessment
  - that mitigation for each site on a specific detailed basis would be investigated at a later stage by any developer in partnership with the Environment Agency.
- 5.21 Such considerations are outside the scope of the study.

Map 6: Indicative Flood Zones.

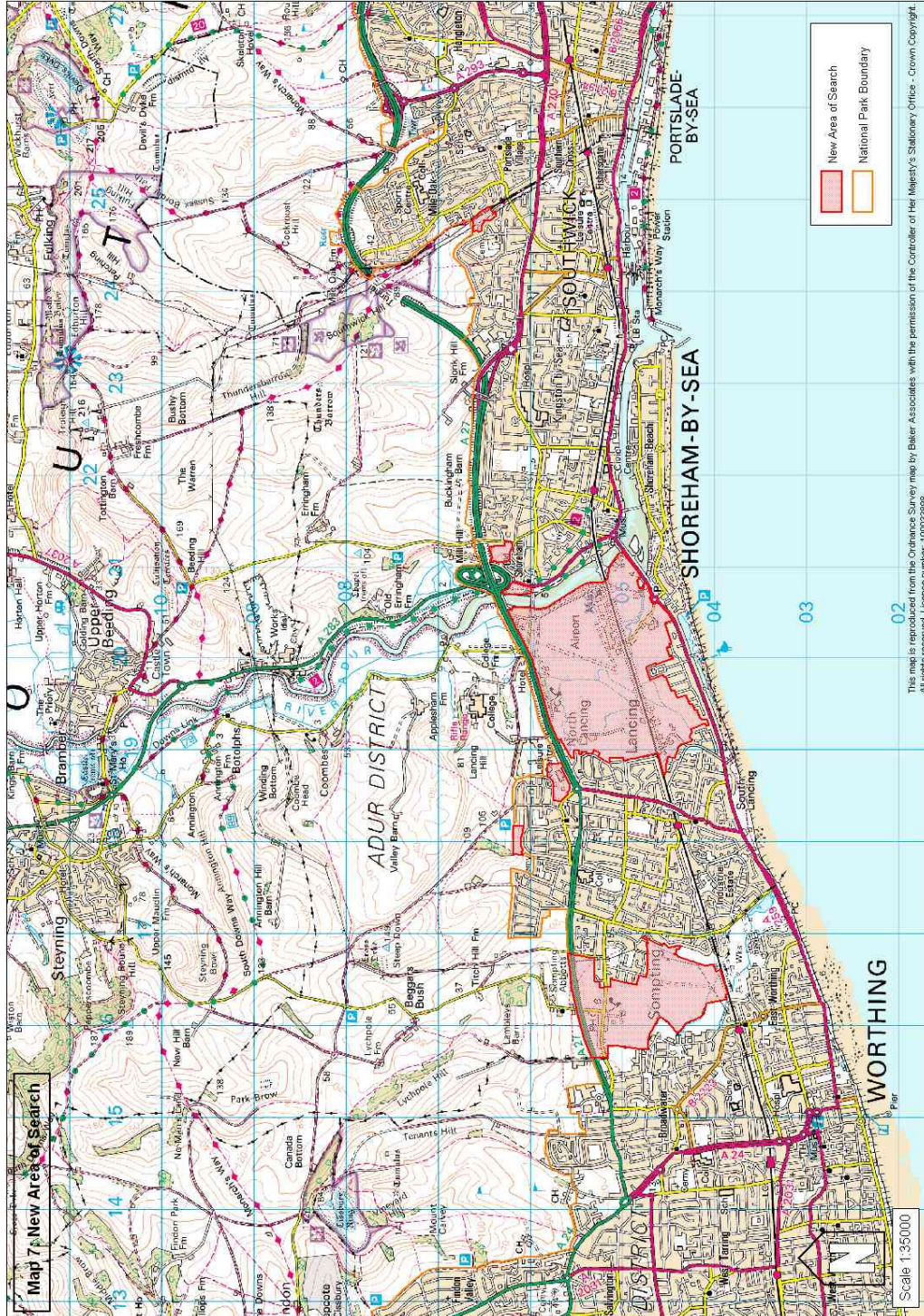


**Proposed area of search**

- 5.22 There are a number of higher level environmental and archaeological constraints within the District. The majority of these lie to the north of the existing urban area and the A27, and most of this area is covered by the proposed National Park. The Adur estuary SSSI is a key concern and any potentially negative impacts on this need to be carefully considered. Map 7 shows the new area of search; the areas without these constraints.
- 5.23 The narrow coastal strips of undeveloped land have also been excluded, they are designated as leisure and recreation, would have a major impact on the character of the area, include public open space and were identified during the Urban Housing Potential Study as generally being unsuitable for development.
- 5.24 The following Chapter uses landscape assessment to further exclude land and identify more specific areas of the urban fringe which have development potential. These are investigated in detail in Chapter 7.



Map 7: New Area of Search:





## **Landscape assessment**

- 6.1 This Chapter looks at the District's landscape character and then in more detail at the specific areas which emerged from the previous Chapter 5 as the areas of search within the urban rural fringe. Landscape character assessment is the most effective method of assessing which areas make positive contributions to the character and appearance of settlements. Therefore it is the primary method used for assessing the urban fringe within the context of development potential.

### **Geology and landform**

- 6.2 Adur District straddles the junction of the chalk South Downs with the South Coast plain. It is bisected by the River Adur that has cut a north to south valley through the Downs to enter the English Channel at Shoreham as can be seen on map one.
- 6.3 The South Downs were formed when a series of layers of cretaceous sediments were lifted and folded by earth movements. These were eroded to the north of the Downs, leading to the formation of a steep escarpment, whilst the chalk which lies to the south of the escarpment drops gently to the south as a dip slope. This has been sculpted, by the processes of erosion, into a series of gently rolling ridges and dry valleys that contrast with the wider, flat-bottomed valley of the river Adur.
- 6.4 The Adur valley meets the coastal plain, at Old Shoreham, where the floodplain widens out and merges with the lower lying land of the coast.
- 6.5 The land at the junction of the chalk and the coastal plain is level and dry and ideally suited to development and transport links along the coast. Whilst a new bypass has been constructed around Shoreham, Southwick and Brighton, the old route of the A27 through Adur district neatly defines the boundary between the South Downs and the Coastal Plain in the western part of the District.

### **Soils, drainage and vegetation**

- 6.6 There is a considerable variation in the soils of the District between the thin clay with flints soils of the Downs, the alluvial soils of the Adur valley, and the deeper silts and brick earths of the coastal plain.
- 6.7 The River Adur is tidal throughout the District, and has been heavily embanked to control flooding. The streams that drain the Adur valley, often fed by springs from the chalk, discharge into the river at low tide through tidal flap valves. The coastal plain is drained by a complex pattern of small streams or rifes that either feed into the tidal Adur or the sea. Parts of the two strategic gaps are prone to flooding, and are included within the Environment Agency's indicative flood zone (map 6). These lower lying areas are indicated by the presence of reeds and wet grassland.

### **Human activity and settlement**

- 6.8 The older settlements within the district probably date from the Saxon period. The churches at Old Shoreham and Sompting contain elements of 9<sup>th</sup> century construction, whilst Lancing is generally late Norman. These villages were primarily agricultural settlements. The fishing village and port of New Shoreham dates from the Norman period. The older village buildings are highly valued. These form the cores of the conservation areas of North Lancing, Sompting, Old Shoreham, Shoreham by Sea and Southwick.
- 6.9 The construction of the railway in 1840, linking Worthing with Brighton and London, led to the growth of the coast as a seaside resort, and expansion of the port. Further expansion of the villages occurred after the First World War, and much unplanned development occurred in the inter-war years. Post-war development has now extended across much of the Coastal Plain, and even to the north of Lancing.
- 6.10 Encroachment into the Downs up the side of Lancing Ring has also occurred. Whilst there had been proposals to create a National Park in the Downs during the immediate post-war period, the intensification of agriculture, and development, led to the proposal being dropped. It was not until 1965 that the Sussex Downs were declared an AONB, by which time considerable amounts of development had spread from the coast up into the edge of the South Downs.
- 6.11 Much of the coastal plain is heavily developed, as well as residential and employment land uses, much of the land close to the coast also has been developed with a combination of short term holiday homes and chalet bungalows, which have now become permanent land uses.
- 6.12 The majority of the district to the north of the A27 is agricultural land, and primarily arable land. Some of the more marginal or steeper land has been reverted to grassland under the Environmentally Sensitive Areas (ESA) scheme, and steeper land either remains as chalk downland, or has reverted to scrub due to lack of grazing (as evident at Mill Hill and Lancing Ring which are both publicly owned).
- 6.13 The construction of flood embankments along the river has enabled drainage and arable cropping of the Adur valley.
- 6.14 The areas to the south of the A27 are now predominantly built up land, apart from the two strategic gaps. Approximately 75% of the Sompting gap is arable land, with the remainder consisting of small grass paddocks which support horse grazing.
- 6.15 The larger Lancing Gap is dominated by Shoreham Airport, which occupies approximately 35 % of the area. The airfield has one hard runway and a perimeter road, and a group of buildings abutting the railway on the southern side; the rest is mown grassland. The airport buildings contain some aviation related uses which have expanded during the last 20 years into a significant employment area.

### **Landscape character**

- 6.16 Adur district is included within a number of landscape character assessments that are designed to 'nest' together. These range from the large scale to the small scale, many commissioned by the Sussex Downs Conservation Board:
- Countryside Character Map of England (Chris Blandford Associates (LBA), 1999)
  - West Sussex County Landscape Character Assessment (CBA, 2003)
  - The Landscape of the Sussex Downs (Landscape Design Associates (LDA), 1996)
  - South Downs Integrated Landscape Character Assessment (Land Use Consultants, (LUC) 2005)
  - The last two cover the same area. Consequently, the more recent LUC report is considered to supersede the earlier LDA report.
- 6.17 The Sussex Downs Conservation Board also commissioned two Urban Fringe Landscape studies. These also address landscape character in the study area. These are:
- Shoreham-Hove Brighton urban fringe landscape study 1995
  - Worthing–Shoreham urban fringe landscape study 2002
- 6.18 The key features of each of the character areas are shown in Table 1 below, based again on the material referred to above:

**Table 1: Key features of character areas identified by other studies:**

Area	Key characteristics	Source
Adur valley	<ul style="list-style-type: none"> <li>▪ Flat valley floor of the deep U-shaped Adur Valley between Bramber (a former port) and Old Shoreham.</li> <li>▪ A landscape of apparent large and expansive scale as a result of the flat landform,</li> <li>▪ Consistent pasture land cover, lack of vertical elements and far-reaching views across the open floodplain. Views are contained by the valley sides.</li> <li>▪ Contains the meandering course of the tidal River Adur that flows between artificial flood banks. Public rights of way provide access...along the tops of the floodbanks.</li> <li>▪ Saltern mounds provide evidence of the medieval salt-extraction industry.</li> <li>▪ Periodically waterlogged silty soils support permanent pasture, within fields reclaimed from the floodplain, giving the floodplain a lush, pastoral character and supporting an important ecological flora.</li> <li>▪ Groups of willows and alders occur sporadically alongside the river and drainage</li> <li>▪ Channels providing important visual and ecological features.</li> <li>▪ A large area of water meadows and wet woodland survives north of Bramber .</li> <li>▪ A small area of the Adur Estuary (designated as a SSSI) extends into the character area, supporting ecologically important saltmarsh and inter-tidal mudflats, of high value to wading birds.</li> <li>▪ Typically absent of settlement, with the exception of the ancient settlement of Beeding (a medieval port).</li> <li>▪ The absence of woodland and generally low incidence of trees results in a large scale, open landscape with extensive views across the floodplain.</li> <li>▪ Tranquillity affected by proximity of built development on the valley sides, the A283 and A27.</li> <li>▪ Views to the landmarks of Bramber Castle and Lancing College on the adjacent</li> <li>▪ valley sides -Lancing College is a particularly distinctive building at the 'entrance' to the Adur valley.</li> </ul>	Land Use Consultants  (LUC)
Arun Valley to Adur Open Downs	<ul style="list-style-type: none"> <li>▪ Vast open rolling upland chalk landscape of blunt, whale-backed Downs reaching 238m at Chanctonbury Hill.</li> <li>▪ Furrowed by extensive branching dry valley systems that produce deep, narrow, rounded combs -the main dry valley (the Finden Valley) contains the A24.</li> <li>▪ Vast irregular fields of arable and pasture bounded by visually permeable post and wire fencing or sparse thorn hedgerows creating a very open landscape supporting a range of farmland birds. Hedgerows and tracks survive from the earlier manorial downland landscape.</li> <li>▪ Significant areas of unimproved chalk grassland, for example at Cissbury Ring and Lancing Ring, which support nationally scarce plant species.</li> <li>▪ Occasional scrub and woodland on steeper slopes and beech clumps on hill tops contribute to biodiversity and provides visual texture in the landscape.</li> <li>▪ Large open skies ensure that weather conditions are a dominant influence creating a dynamic, landscape, with considerable seasonal variation.</li> <li>▪ A strong sense of remoteness and tranquillity with pockets of deep remoteness associated with hidden dry valleys.</li> <li>▪ Large number of prehistoric and later earthworks, including causewayed enclosures, long barrows and round barrows, providing a strong sense of historical continuity. Iron Age hill forts at Cissbury Ring</li> </ul>	Land Use Consultants  (LUC)

	<p>and Chanctonbury Ring form prominent features on the skyline.</p> <ul style="list-style-type: none"> <li>▪ Four flint mines of Neolithic date (Cissbury, Harrow Hill, Blackpatch and Church Hill, Findon) are associated with minor scarps.</li> <li>▪ Good public access with a network of public rights of way and open access land.</li> <li>▪ The typical settlement form is relatively late in origin, and comprises isolated farmsteads of 18th.19th century. The individual farmsteads are often prominent features in the landscape. The village of Findon is the exception.</li> <li>▪ Building materials are typically flint, red brick and clay tiles, with more modern materials used in farm buildings</li> </ul>	
<p>Chichester to Shoreham Coastal Plain C1</p>	<ul style="list-style-type: none"> <li>▪ Low-lying flat, open landscape</li> <li>▪ Meandering rivers and straight drainage ditches.</li> <li>▪ A low density of hedgerows and hedgerow trees with occasional shelterbelts.</li> <li>▪ Large-scale arable farming and market gardening.</li> <li>▪ Clusters of glasshouses.</li> <li>▪ Scattered, historically nucleated villages with mixed building materials of flint, brick, half-timber and stone</li> <li>▪ Large farmsteads along roads, and on dead-end tracks.</li> <li>▪ Long views to the Downs and to the distinctive spire of Chichester Cathedral.</li> <li>▪ Frequent urban fringe influences of horse paddocks, light industry and airfields, with busy minor and major roads</li> <li>▪ Large gravel pit lakes around the edge of Chichester</li> <li>▪ Narrow gaps of open land between Kingston, Goring, Sompting and Lancing.</li> </ul>	<p>Chris Blandford Associates (CBA)</p>

### **Urban fringe landscape**

- 6.19 The landscape of the study area, which sits largely in the Coastal Plain interlinks with the higher land of the Arun to Adur Open Downs, and includes parts of the Adur Valley, and the Adur to Ouse Open Downs. In many ways a the landscape character of the latter area is similar to the Arun to Adur Open Downs.
- 6.20 Whilst the character assessments referred to above describe the general character of the study area, this character is frequently modified by local factors, and specific developments in close proximity to the urban area. Consequently a more detailed study of the two main gap areas (the Lancing Gap and the Sompting Gap) has been undertaken as part of this study. This identifies local variations in landscape character.

### **Priority views, key features and inter-visibility**

- 6.21 The following sections looks at the character of the strategic gaps and the setting of the towns in turn. The area numbers referred to are the numbered areas shown on maps 8 and 9 within each section.



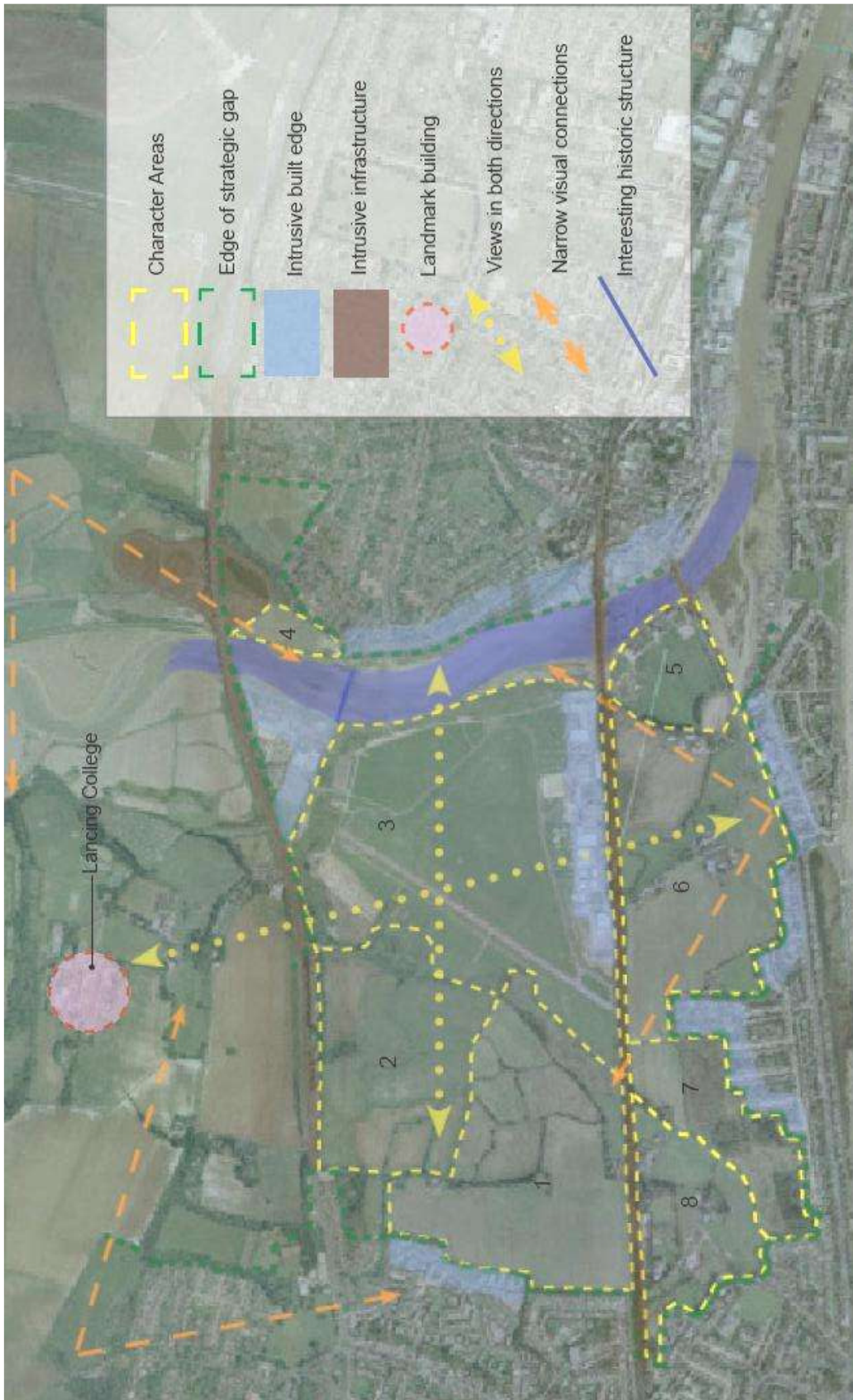
## Lancing Gap

- 6.22 Much of the Lancing Gap has visual links to and from the higher land of the Downs to the North. In particular there are views from the gap to:
- Lancing College Chapel, a landmark Victorian gothic building, sited on high ground close to the junction of the downs with the coastal plain and to the west of the Adur Valley
  - Mill Hill, an area of publicly owned high ground to the east of the Adur valley above a steep river cliff. This is accessible by car and is a popular viewpoint
  - Lancing Ring, an area of high ground with scrub and woodland, located to the North west of the gap, which is also publicly owned, accessible by car and a popular dog walking area.
- 6.23 The gap is subdivided by the Worthing to Brighton railway that runs east - west splitting the gap into two unequal parts the northern part of which is the larger (areas 1,2 & 3, and areas 5, 6, 7 & 8). Shoreham airport occupies the eastern side of this part, whilst the western side is agricultural land, (area most of area 1) although parts appear to be unused. Most of area 2 and the eastern part of area 1 has recently been given planning permission for a golf course.
- 6.24 These uses, and the removal of some hedgerows, has given this area a relatively bleak, open character although, any golf course may introduce planting. The footpath along the western embankment of the tidal River Adur, on the eastern edge of the gap, is the only designated right of way running across the gap.
- 6.25 The southern part of the gap (areas 5- 8) is smaller and less open in character. It is interrupted by groups of buildings, and housing estates that extend northwards in an irregular manner from the main coastal road (A259). The south eastern corner of the gap is an area of recreation land, with various riverside buildings including a County Council owned activity centre.
- 6.26 The railway is located on an embankment in the eastern section. This foreshortens close views from the lower lying land, and helps to reduce the visual impact of the large buildings associated with the airport. The most distinctive of the airport buildings is the listed 1930s terminal building and control tower, which projects above the group of hangars.
- 6.27 There are views from south of the railway across the gap to the Downs, particularly from the A259 roundabout and the adjoining slightly higher land. These views are restricted further in the east, due to a combination of tree belts, BMX track earthworks and the railway embankments and bridge over the Adur.

### **Visual sensitivity**

- 6.28 Any major new development in the area north of the railway line would be readily visible in the views from the AONB/National Park, and be visible from other parts of the gap. This would adversely affect the integrity of the gap, reduce the sense of separation between settlements, and have a negative effect on the landscape of the area.
- 6.29 In landscape terms there are some opportunities to accommodate development. However, these should incorporate measures to mitigate the visual impacts of adjoining housing and, perhaps as part of a wider landscape improvement fund, strengthen the landscape structure of the gap and screen other features that detract from it. A good example is the A27 bridge over the River Adur and associated elevated link roads. A combination of tall buildings and suitable planting could be used to buffer the visual impacts and noise generated by the traffic on this major interchange, helping to screen it from views across the gap. In a similar way, some limited development adjoining the western boundary might be used to mitigate the views of housing on this boundary.
- 6.30 The least visible section of the gap is in the south west. In this location, vegetation associated with the railway line, and the land to the north, screen the area in views from much of the gap and the Downs. Existing residential development to the east largely separates this area from the gap at New Salts Farm.

Map 8: Landscape diagram of the Lancing Gap



**Lancing Gap (areas 1 - 7)**

<p><b>Area 1</b> Area of open level arable land with large field to east and smaller fields subdivided by scrubby hedgerows in west</p> <p>Bounded by railway to south. Intermittent vegetation along railway and within area 8 south of railway provides overlapping partial screen to urban edge beyond</p> <p>Extensive views to Downs on either side of Adur valley, north of A27. Lancing Chapel prominent landmark</p> <p>Views east broken by overlapping nature of scrub and hedgerows – airport and western edge of Worthing are discreet</p> <p>Housing on eastern side of Lancing forms prominent edge</p> <p>Views north, over A27, to fields east of Leisure Centre with urban edge to west concealed Open nature of area contributes to sense of separation/gap when viewed from higher land within AONB to north</p> <p>Two groups of farm buildings/farmsteads in northern part served by Mash Barn Lane</p> <p>No formal public access although evidence of trespass from adjacent housing</p> <p>Conclusions: The west of the site contributes little to the overall integrity of the Strategic Gap north to south given the development to the north, removing parts of the east of the area would mean encroachment in the Gap from east to west, but this could be mitigated. The west of the site makes an important contribution in Gap terms and landscape, with its drains and foliage.</p>			
Contribution to Landscape:	Medium - Low	Importance to the Strategic Gap:	Medium - Low

<p><b>Area 2</b> Area of level poorly drained fields that appear to be in marginal agricultural use (rough pasture) and provided textural contrast when seen from higher land in context of verdant airport and arable land</p> <p>Fields subdivided by drains and 'peppered' with small patches of scrub Views similar to area 1 although more open due to lack of vegetation with airport industrial buildings visible</p> <p>A27 intrusive along northern edge</p> <p>No public access</p> <p>Devoid of settlement</p> <p>Conclusions: Makes a significant contribution to the Strategic Gap, and is one of the few undeveloped sections in the eastern part of the District.</p>			
Contribution to Landscape:	Medium	Importance to the Strategic Gap:	High

<p><b>Area 3</b> Open landscape of airport comprising regularly mown grass and runway and taxiways</p> <p>Linear group of industrial style buildings along southern side of airport, bounded by railway on embankment to south.</p> <p>These buildings form a visual barrier to ground level views southwards and form a prominent built edge.</p> <p>Busy landscape with regular aircraft movement</p> <p>Separated from Adur estuary by flood embankment, although views available over river to western edge of Shoreham</p> <p>Openness allows sweeping views in all directions with Lancing Chapel and college buildings particularly prominent beyond A27 to north</p> <p>Industrial area and elevated junction of A27 detract from north easterly views</p> <p>Views towards eastern edge of Lancing broken by overlapping effect of sparse vegetation within intervening land to west – urban edge indistinct</p> <p>Conclusions: Land in use, with plans to continue use, however the employment land to the south of the site could possibly be considered for further development if space can be found.</p>			
Contribution to Landscape:	Low	Importance to the Strategic Gap:	High

<b>Area 4</b>			
Small field subdivided and grazed intensely by horses			
Dominated by A27 junction/structures/traffic			
Separated from river by flood defence embankment			
Industrial area on west bank intrusive			
Tenuous visual relationship with rest of gap to south west			
Overlooked from A27 junction			
Partially separated from urban edge to east by scrub on low valley side.;			
Conclusions: A key 'gateway site'. Currently of low landscape value, could be considered for another use.			
Contribution to Landscape:	Low	Importance to the Strategic Gap:	Low

<b>Area 5</b>			
Adur recreation ground comprising amenity grassland, with activities centre located on river on eastern side			
Tree belt along western side affords containment from gap to west			
Railway on embankment and bridge over river truncates views northwards across airport			
BMX track in northern corner has unattractive neglected character			
Recent development on eastern riverbank has urbanising effect on character. This, coupled with its visual separation from the rest of gap enhance sense that the space 'belongs' is part of the urban area as opposed to the gap			
Main road along southern boundary creates separation from estuary to south			
Conclusions: There may be scope for some development in only one part of area.			
Contribution to Landscape:	Medium - Low	Importance to the Strategic Gap:	Low

**Area 6**

Flat, open, featureless tract of land extending north of Brighton Road to the railway located on embankment

Brighton Road busy and intrusive along southern edge

Crossed by New Salts Farm Road linking, below railway, to airport with some property scattered along it. New Salts Farm is an interesting building that is prominent within the central part of the area

Dog refuge on eastern side, partially screened

Most of area is pasture with wetter land in north east containing wetland vegetation and apparently unfarmed (potential bio-diversity value)

Settlement edge to south and west is prominent

Recreation ground (north of Orient Road) lies within gap

Expansive long distance views available, over railway line and airport buildings, to distant Downs. Lancing Chapel forms distinctive landmark and reference point.

Airport buildings are strong detracting elements and, combined with railway embankment, curtail visual connections to the land within the gap on the north side

Conclusions: The area makes a significant contribution to the Strategic Gap both in north-south and east-west views and can be seen from afar as a prominent feature contributing to the setting of the nearby settlements.

Contribution to Landscape:	Medium	Importance to the Strategic Gap:	High
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**Area 7**

Area of level land largely contained from land to east by northward protrusion of Broadway Park mobile home/caravan site

Land in central and western parts appears unmanaged rough grass, with significant areas of scrub reversion, especially in western part. Some small copses and tree belts

Northern field appears to form continuation of managed farmland from New Salts Farm to east

Development on southern and eastern boundaries creates stark boundary

Railway on slight embankment forming northern boundary

Views generally local and contained although distant views possible above railway to Downs in vicinity of Mill Hill and Lancing chapel

No public access although significant evidence of trespass

Conclusion: The area is screened from long distance views and is west of the caravan park which extrudes north of South Lancing meaning it makes little contribution to the east - west gap. The site holds some potential for development.

Contribution to Landscape:	Medium - Low	Importance to the Strategic Gap:	Low
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**Area 8**

Fragmented, area comprising scattered dwellings, old nurseries, outbuildings, stables, field shelters set within small poorly drained paddocks, frequently overgrazed by horses

A discordant landscape with strong urban fringe, marginal character reinforced by low quality materials, various uses, broken fences, and occasional tipping

Various tree belts and overgrown hedgerows create more intimate, secluded character

No visual connections to rest of gap north of railway due to vegetation cover and partial tree belt along railway

Narrow visual link across land to east to Broadway Park and the urban area beyond

Urban edge prominent along western side

No public access although small area of public open space in north eastern side

Conclusions: As well as its secluded nature, long distance views to the site are obstructed by the railway. This results in the site making little contribution to the overall strategic gap. The current area is not well kept and does not make much of a contribution to landscape.

Contribution to Landscape:	Low	Importance to the Strategic Gap:	Low
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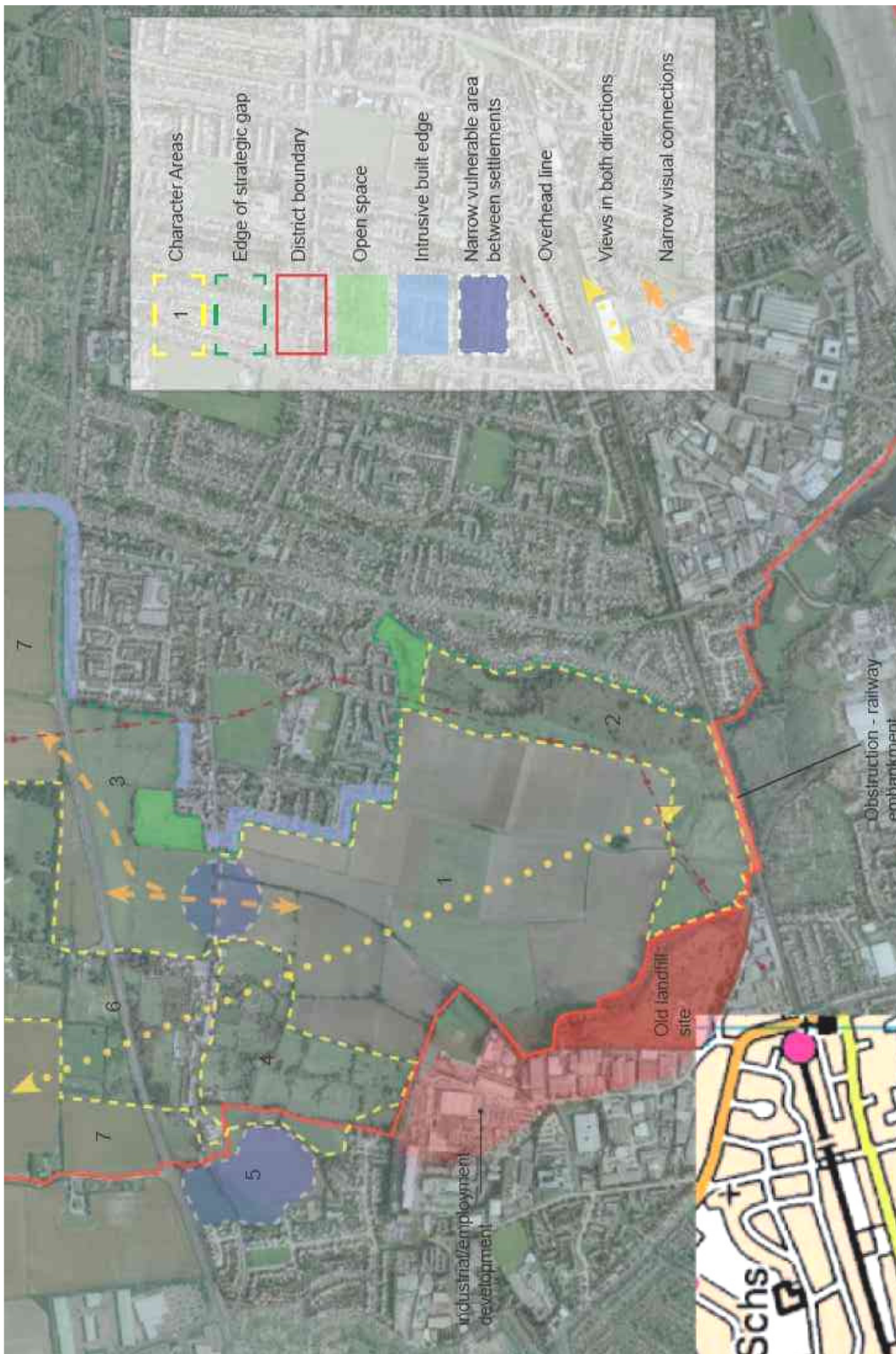
### **Sompting Gap**

- 6.31 The Sompting Gap is generally smaller and is more visually contained than the Lancing Gap. It covers only the land to the north of the Worthing to Brighton Railway line. The gap is approximately 1 kilometre across wide (rather than the 2 kilometres of the Lancing Gap).
- 6.32 An area of open relatively level arable farmland, occupying most of the southern and central parts, dominates the gap. An area of smaller, hedgerow-bounded fields lies in the area to the south and west of Sompting village and the land here is substantially enclosed.
- 6.33 The main views out from the gap are towards the South Downs in the north, with both Lancing Ring, (105M AOD), Steep Down (149AOD) and Cissbury Ring (184 AOD) being visible from parts of the gap. There are no public footpaths crossing the gap, and the gap is also generally less visible from public viewpoints on the Downs.

### **Visual sensitivity**

- 6.34 Whilst there are clear views across the gap, hedgerows and tree belts either side of the gap assist in screening views of the housing on the east, and industrial buildings to the west (although these are readily visible through vegetation in winter). As a consequence of the limited width of the gap and its primarily open character, there are few opportunities to accommodate development without eroding the visual separation that the gap currently provides.

Map 9: landscape diagram of the Sompting Gap.



**Sompting Gap (areas 1 - 7) - Area Assessments.**

<b>Area 1</b>			
Main part of Gap comprises almost level open arable fields, with little landscape structure allowing expansive views in all directions.			
Large buildings on the edge of Worthing visible through partial screen of vegetation along District boundary. Stark edge to housing on north eastern edge.			
No public access.			
Open visual links to Downs north of A27, and southwards from Downs towards coast. Most of area appears as open land providing 'green wedge' and separation between eastern side of Worthing and western side of Sompting and Lancing			
Railway and vegetation to south limits views of urban area south of railway line.			
Conclusions: makes an important overall contribution to the strategic gap. There may be some scope for small scale developments on the western edge of Sompting and Lancing, which would not have an overall negative effect on the function of the Gap.			
Contribution to Landscape:	Low	Importance to the Strategic Gap:	High

<b>Area 2</b>			
Area of low lying fields drained by network of ditches.			
Generally unmanaged/marginal land along eastern side Backs of houses form edge of gap along eastern side but softened by vegetation within land to west.			
Southern boundary formed by railway embankment and associated vegetation.			
Fields to north of railway poor quality pasture			
South eastern part of the site is designated as a Site of Nature Conservation Importance.			
Area of open space at northern end with fields immediately to south (outside SNCI) comprising untidy horse paddocks overlooked by houses and open space, yet relatively well contained by rise in landform and tree belt to west. Power line runs on western side of eastern part and northern side of area north of railway.			
Western part would be severed by proposed route of East Worthing bypass. Route would be highly visible within open landscape of this area			
Conclusions: The south of the area is designated as an SNCI and so should be protected. There is some scope for development in the north of the area, which would not have significant negative effects on the integrity of the Gap.			
Contribution to Landscape:	Low	Importance to the Strategic Gap:	Low

**Area 3**

Area of rough pasture fields used for horse grazing, sub divided by low quality wire fencing and containing field shelters and other paraphernalia

Overall unkempt, urban fringe appearance

Forms distinct separation between eastern edge of Worthing and western edge of Lancing (defined by tree belt along Dankton Lane), although there is intervisibility across the land between the adjoining built up areas, particularly along West Street

High stone wall surrounding old nursery (now public open space) is a distinctive feature, echoing high incidence of walls at Lancing and Sompting

A27 prominent, noise and locally intrusive

Visual connections to Sompting Abbots and church north of A27

Open nature allows views to Downs rising beyond A27, notably from footpaths crossing the area and from West Street

Development forms prominent edge on eastern edge of gap, on West Street

Views north and south across undeveloped land from West Street enhances perception of separation between settlements

Land contributes to setting of Conservation Area, notably in western part.

Conclusions: Although the area is by no means 'tranquil' it has an important role in maintaining the integrity of the Strategic Gap and landscape terms and should be protected from development.

Contribution to Landscape:	High	Importance to the Strategic Gap:	High
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**Area 4**

Area comprising patchwork of small grass fields subdivided by broad scrubby hedgerows, in some cases forming broad belts

Distinct from open character of arable land to east/south east

Vegetation limits intervisibility between edge of Sompting Abbots and edge of Worthing enhancing sense of separation and distinction, complementing setting of Conservation Area

Some marginal uses around edge of village but generally contained from wider views

No public access

Southern part would be severed by proposed route of East Worthing bypass

Conclusions: The area contributes significantly to the character of Sompting Village and the perception of the Gap.

Contribution to Landscape:	Medium	Importance to the Strategic Gap:	High
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<b>Area 5 - Area on the Western edge of Sompting</b>			
Narrow gap between western end of Sompting and Worthing			
Tall hedgerows along Upper Brighton Road creates some local low level visual separation between land to south and north of the road			
Strong visual links to Downs north of A27 from area			
Land to south comprises one moderate sized arable field			
Generally distinct from area 4 to the south due to vegetation along southern boundary of field, merging with vegetation within area 4 beyond. Partial views to industrial buildings on edge of Worthing to south			
Intervisibility between edge of Sompting and edge of Worthing in southern part Land contributes to setting of Conservation Area			
Crossed by a right of way			
Potential for high impact on this area with proposed route of East Worthing bypass, which would be visible from the settlements on both sides, could lead to infilling on western side, and create community severance			
Conclusions: The area contributes significantly to the character of Sompting Village and the perception of the Gap especially to those travelling through on the A27.			
Contribution to Landscape:	High	Importance to the Strategic Gap:	High

<b>Area 6</b>			
Sompting village comprising linear village laid out along West Street, severed from loose cluster of buildings (notably the church and Sompting Abbots) by the A27, development to the north of the village could erode this character			
Distinct, attractive character to village (a Conservation Area) with many buildings of architectural interest, and a high incidence of characteristic flint walls			
Area supports substantial amount of vegetation (scrub and trees) giving lightly wooded character			
Church and Sompting Abbots are attractive focal, landmark buildings framed by vegetation north of A27. Sompting Abbots visible from a number of external locations			
Conclusions: The area contributes significantly to the character of Sompting Village and the perception of the Gap, most of the area is within the proposed National Park boundary.			
Contribution to Landscape:	High	Importance to the Strategic Gap:	High

**Area 7**

Chalk downland lying within AONB and proposed National Park north of A27, and within northern part of Strategic Gap

Rising land forms backdrop to views across gap from south, and allows expansive views southwards from rights of way across gap

Conclusions: Land lies within National Park, and will not be considered further.

Contribution to Landscape:	Medium - High	Importance to the Strategic Gap:	Low
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## Conclusions

- 6.35 There is very little land that lies outside the two strategic gaps that does not lie within the AONB or proposed National Park. Thus almost all urban fringe land within the district is constrained by either national or sub regional designations.
- 6.36 Urban extensions are therefore limited almost entirely to those areas that could shape and constrain the existing urban form. Assuming that the intention is to retain these gaps, these areas have been examined to determine if there are any opportunities to remove any land from these areas to accommodate development on the fringes of the main settlements.
- 6.37 The landscape and visual appraisal of the gaps shows that, in landscape and visual terms, there are only limited opportunities to accommodate development without substantially altering the character, function and performance of the gaps in maintaining visual and physical separation and without detracting from their character to such an extent that they cease to become little more than a physical 'break' between development.

## Lancing Gap

- 6.38 Due to its limited width and predominantly open nature, the Lancing Gap offers few development opportunities. Those areas that may accommodate development without prejudicing the function and landscape and visual integrity of the gap are limited to the south western part of the gap (area 5).
- 6.39 The Lancing Gap is generally well contained in views from the Downs and other parts of the gap and relates closely to the urban area. It is also an area that in landscape terms contributes little to the gap and the sense of separation between the settlements on both sides.
- 6.40 There may be local opportunities to accommodate some development within area 6 although this site is particularly sensitive in visual terms. Any such development should only be considered if forms part of an overall comprehensive set of proposals for the land between the eastern edge of Lancing and Mash Barn Lane that would deliver substantial environmental improvements:
- public access (including possible links to the Downs as suggested in the LUC Landscape Character Assessment study)
  - appropriate recreational facilities
  - improvements to the landscape structure of the gap
  - and creation of strong defensible physical and visual edge to the gap.
- 6.41 Area 4 offers a local opportunity to improve the environment around the obtrusive and dominant A27 interchange and the entrance into Shoreham. Notwithstanding the downgraded nature of this area, this is a sensitive location close to the river and SSSI. It would be most suitable for an innovative 'gateway' development that respects this setting yet assists in reducing the impact of the interchange by bringing forward a package of

landscape improvements round the whole junction area. Noise levels may limit its potential as a residential site.

### **Sompting Gap**

- 6.42 Due to its smaller size and open nature, the Sompting Gap offers even fewer opportunities to accommodate development without compromising its gap function and agricultural viability (and hence land management).
- 6.43 Some limited development within the small sites at the edges of the gap (areas 1 & 2) could be accommodated if buildings are restricted in height. Existing screening vegetation could be retained and reinforced to enhance the perception of visual separation. Such sites provide an opportunity to bring forward local environmental enhancements.
- 6.44 Sompting Village has the character of a separate settlement, and is laid out in a linear pattern east to west. Any development on the edges of the village risks eroding this character. Although the key areas are those to the east and west of the village, development to the north would also erode the sense of separation from the neighbouring settlements and the A27. Any development south of the village could erode views across the Strategic Gap.
- 6.45 The land that lies to the west and east of Sompting village is particularly vulnerable to further erosion. It could link the village to the urban area, severing the visual north south links that exist across the gap to the Downs. The Adur District and Worthing Borough Local Plans include the East Worthing Access Road, this route was based on an A27 Lancing bypass which has now been dropped. The current position therefore remains uncertain and further work needs to be undertaken by Worthing and Adur Council's to assess the highway and traffic improvements required to address current problems and to serve new strategic development.
- 6.46 Any road that is constructed through the gap is likely to have a very substantial impact on the landscape and perception of the gap and would create a new edge. From this may flow some localised development opportunities that, in that altered context, may be acceptable in landscape and visual terms. However, a well landscaped edge will be of paramount importance in ensuring that the gap is defined strongly in visual terms and to reduce the sense of encroachment.



### Included Sites

- 6.47 Chapters 5 and 6 identify areas which have development potential and seek to exclude those which, in landscape or policy terms, would not be acceptable for development.
- 6.48 The tables above, and maps 8 and 9, show parcels of land as numbered areas. These parcels relate to areas which are defined using field boundaries, roads, rights of way or other features to draw the boundaries. In many cases, although the area overall may not be suitable, parts of the area could have potential.
- 6.49 Sompting Gap:
- As the largest area, the assessment shows area 1 to be important in retaining the strategic gap. There is some potential for 'rounding off' in a north eastern corner, this is investigated further in Chapter 6
  - Area 2 comprises of the eastern and southern edge of the gap. North south views preclude development in the south of the area, there is scope in the north east of the site as outlined further in Chapter 6
  - Area 3, to the north east of Sompting Village, is considered through the assessment to not be suitable for development given its importance in the setting of Sompting Village
  - Areas 4 & 5 are too constrained by their contributions to the gap to be considered further
  - Area 6 contributes to the gap, the setting of Sompting Village, and the local landscape. There is no scope for development without prejudicing the Gap and the character of the village
  - Area 7 lies within the proposed National Park, and will not be considered further.
- 6.50 Lancing Gap:
- The southern part of area 1 has existing planning permission for playing fields. The landscape assessment concluded that the site contributed less to the Gap than other areas as the key view here is east to west
  - Area 2 has existing planning permission for a golf course. This could have a positive effect upon the landscape of the area with planting. The landscape assessment concludes that development of a higher impact than a Golf course or similar would damage north south and east west openness
  - Area 3 makes a significant contribution to the openness of the strategic gap. Despite the built up nature of the airport and nearby employment uses, there is little scope for further development outside of these current developed areas without prejudicing the wider open nature of the gap

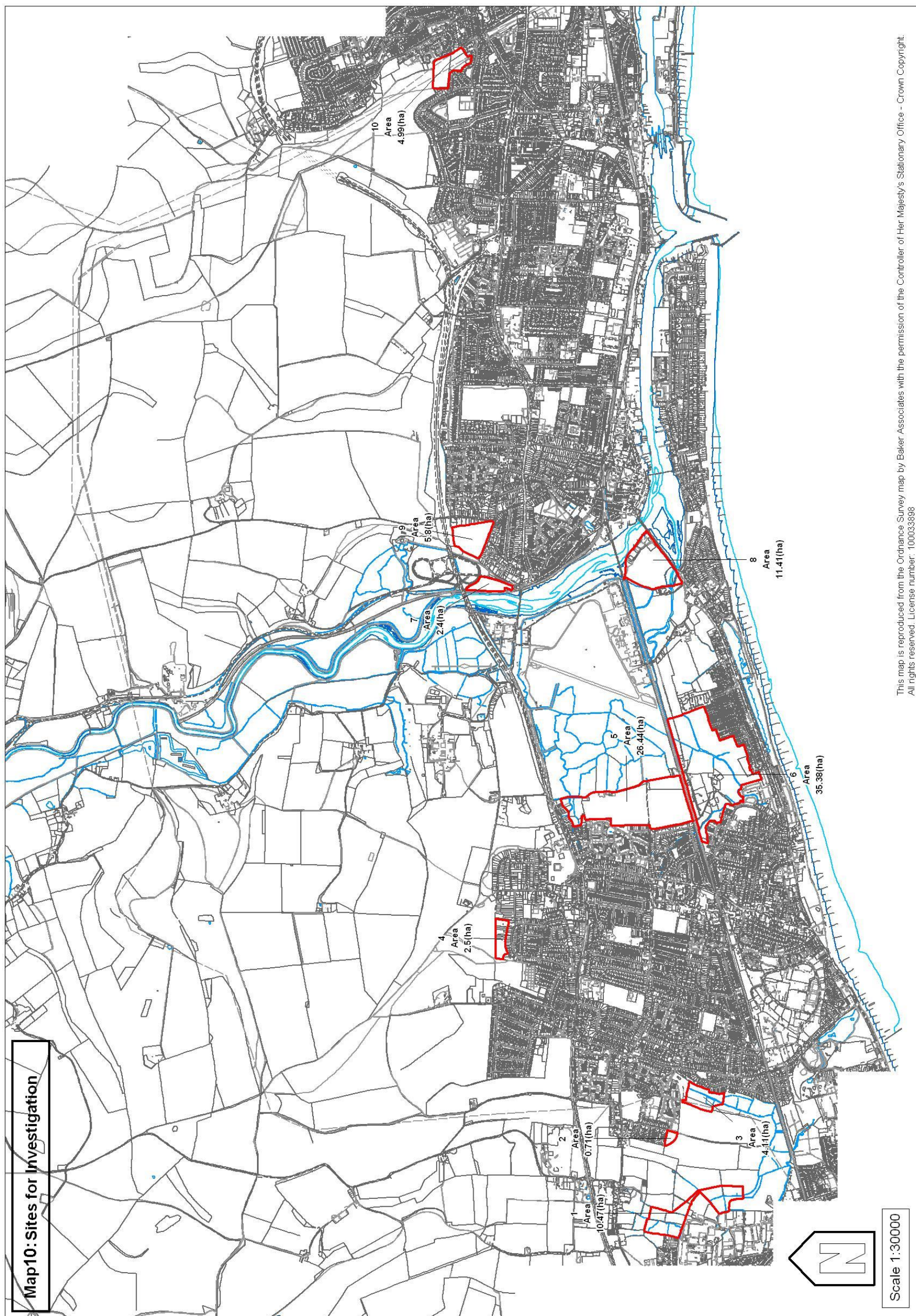
- Area 4, development could help screen the A27. The site, on a key gateway, and is currently of low landscape value, and is considered further
  - Area 5 in landscape terms only part of the site should be investigated
  - Area 6 the area makes an important contribution to the gap and both north south and east west views across it
  - Area 7 & 8 will be investigated further as potential sites for development. They are screened from the rest of the gap in landscape terms and contribute less to the gap than many other areas.
- 6.51 The process shown in Chapter 4 identified three additional areas which lie outside of the Strategic Gaps, although these parcels of land are clearly within the urban rural fringe of the District;
- land behind Firlie Road,
  - land at Mill Hill and
  - land east of Downs Way.
- 6.52 These three sites are investigated in the site summary tables (sites 4, 9 and 10), a full consideration of the impact development in these location may have on openness and landscape is reported there.

## Site capacity and viability

- 7.1 The landscape assessment in section 5 has identified discreet parcels of land which will be investigated in more detail and their development potential assessed.
- 7.2 Utilising maps, aerial photography, and site visits, a number of smaller areas of land have been identified using field boundaries, rights of way and highways. Map 10 identifies these areas.
- 7.3 There are ten sites overall which the landscape assessment suggests have potential as development sites. This section investigates these sites in detail and discusses their potential for development as well as what sort of development would be most suitable, using site summary tables which aim to clearly outline the various aspects of each site and draw site specific conclusions.
- 7.4 The site summary tables use a number of categories in order to assess the sites:
- 'Current Site Status', outlines the position and current use of the land
  - 'Adjacent land use', explores the nearby land uses and outlines where conflicts could arise
  - 'Landscape' looks more specifically at the landscape impact of developing the site and the contribution the site makes to landscape
  - 'Ownership', details are outlined, along with the owner's intentions in the table under 7.8 and also in the site summary tables
  - 'Site Access', is a very important aspect of site assembly and viability. Suggestions are made as to the most suitable access
  - 'Accessibility', this is based upon proximity to services and public transport. Map 11, shows schools, bus routes, railway stations, local shops and post offices
  - 'Known Constraints', notable constraints which could impede development
  - 'Suitable type of development'. Taking the other issues into account, this judgment is based upon tried and tested methods and considers the market, location, surrounding area, etc.
  - 'Theoretical yields', housing yields based upon PPG3 building densities
  - 'Agricultural land quality', based on available information
  - 'Archaeology' based upon the Sites and Monuments record
  - 'Environmental impact', a judgment made of biodiversity on the basis of current uses and type of foliage
  - 'Flooding Risk', based upon the indicative flood zones in Map 6.

- 7.5 Map 10, shows the sites which will be carried forward to Chapter 5 for detailed site by site investigation. Map 11 shows key local services as accessibility is an important part of viability. Land owners or agents have also been contacted, this information is outlined in Chapter 6.

Map 10: Sites for further investigation



Map 11: Accessibility



## Viability and deliverability

- 7.6 As outlined in chapter 3, an important aspect of assessing the possibilities of the site is whether they can be delivered. The various land owners or their agents for the 10 sites were contacted and asked to give their views on possible development opportunities.
- 7.7 Most of the sites in the urban fringe study are being considered as possible future housing sites, so an understanding of the housing market is necessary. Adur District area is a predominantly urban area, with a significant local employment base.
- 7.8 It also acts as a commuter town for Brighton and Hove, with more limited London commuting. It has highly attractive countryside, the South Downs, being immediately to the north. Agents, private housing developers and housing associations confirm a strong local market for both private and affordable housing. Current developments and those about to start include:

Developer	Development	Type of development
Bovis	The Quayside	1/2 bed flats
Churchill	St Paul's lodge	1/2 bed retirement flats
Wimpey	Ex-Royal Mail Depot	1-3 bed flats/townhouses
Urban Life	Ropetackle	1-5 bed flats/townhouses
Taylor Woodrow	Sussex Wharf	2/3 bed flats/townhouses

- 7.9 There are four general, distinct markets in the District sought by developers. The first is for sites for traditional 3, 4 and 5 bed detached houses, which are in very high demand but are discouraged by PPG3 and emerging Government guidance. The second type of market is for town houses and flats in 3 - 5 storey developments. PPG3 has encouraged this, where developers are making more efficient use of land, usually at much higher than the minimum PPG3 density of 30 dwellings per hectare (dph), frequently significantly in excess of 50 dph.
- 7.10 The third type of market is for sheltered housing for the elderly, which achieves very high densities and land values, and the fourth is for affordable housing, both for low cost and shared ownership, and for rent.
- 7.11 The value for land with planning permission for housing on a greenfield site in the urban fringe in Adur District is largely determined by sales prices, and the amount of saleable floorspace in any scheme, set against the costs of development in terms of construction, other development costs including the provision of a community gain package and the resolution of any abnormal costs, overhead and profit.
- 7.12 Selling prices for new houses on peripheral greenfield sites in Adur District vary from around £2000 up to £2800 per sq.m. The significant variations take account of individual circumstances and precise location. Saleable floorspace or 'coverage', measures the efficiency of residential land use, varies according to individual type of scheme. This is not simply a matter of density, but the amount of saleable floorspace that is accommodated in a unit area, and which governs the sales turnover, and hence the land value, of a housing scheme.

- 7.13 An efficient scheme of 40 dwellings per hectare should produce around 4000 sq.m. of floorspace with dwellings averaging 100 sq.m. This average accords with the market for housing on the urban fringes of the Adur towns tending towards family units as opposed to predominantly flats that are more usual in and adjacent to the town centres.
- 7.14 Coverage has a major effect on sales turnover, and in turn, land value, which is a consequence of the relationship between sales turnover and development costs, profit, and overhead. Total turnover, and hence, land value, is dramatically increased by greater coverage. It must also be understood that the overall scheme and its density must be designed to accord with the character of the surrounding area.
- 7.15 Land values are also affected by the size of the site, reflecting return on capital employed across a period of time, and the cost of financing a purchase compared with the time taken to receive all site sales value. Sales rates obviously have a major effect on the overall financing, and most projects will seek to achieve around 40 - 50 sales per year in order to justify the land economics upon which the land purchase is based. Value is also obviously affected by development costs, physical as well as costs derived from planning and other legal agreements. However, in broad terms, 'clean' land values for greenfield peripheral sites in Shoreham-by-Sea and Lancing range from about £2.7m - £3.2m per hectare.
- 7.16 Accordingly, with land values of this level, compared to alternative agricultural values of around £9,000 per hectare, it is extremely unlikely that any abnormal development costs including the community gain package and affordable housing, would adversely affect the economic viability for housing of any of the identified sites. Even if 'pony paddock' values of about £25,000/ha, or even 'hope' value (or back garden value) of about £75,000/ha were to be applied, this is still vastly different to the value realised by the conferral of a planning permission for residential development. This evidence demonstrates the economic viability of all the greenfield sites on the urban fringes. Each site considered individually in the table below 7.22.
- 7.17 In addition, many of the identified sites have been acquired specifically for future development. In all of these cases, such ownership confers deliverability in the circumstances that planning permission was to be granted. The table below considers individual site ownerships, and draws attention to any case where deliverability may be in question.
- 7.18 Just three of the sites identified will not be deliverable for development as currently envisaged. These are sites 1, 5c, and 10, which are considered below.
- 7.19 **Site 1** is owned by Sompting Estates, and is allocated for B1/B2/B8 uses. The agents Strutt & Parker indicate that, because of high development costs associated with preparing this low lying and poorly drained land for development, together with contributions to the East Worthing Relief Road, the land value is insufficient to justify speculative development. In the opinion of the agent, some element of retail or residential would be required to reach viability and bring the site forward.



- 7.20 **Site 5c** is Council-owned. It was acquired from the owners of the adjacent golf course for recreational purposes and is therefore not deliverable for development.
- 7.21 Part of **site 10** was assessed through the Urban Housing Potential study of 2005, and was identified as site 130 at the Ridgeway. The 132kv overhead electricity lines were considered to be a severe constraining factor. It is uneconomic to relocate underground, and environmentally unacceptable to have dwellings underneath. As such, only a small part of the southern area of site 10 was considered suitable, and was identified for just 17 dwellings.
- 7.22 None of the other landowners of the identified sites are opposed to development. Therefore in the event that housing, or other development allocations were proposed on the remainder and supported by the Council, this evidence demonstrates that these sites would be delivered through the operation of the housing market.

#### Adur - Urban fringe sites - deliverability and ownership intentions

Site ref	Owner	Owner's development intentions
1 - 3	Sompting Estates	Agents assert site not viable as land uses currently allocated, therefore undeliverable
2	Sompting Estates	Would support development if planning permission granted
3	Sompting Estates	Would support development if planning permission granted
4 west	Pateman	Would support development if planning permission granted
4 east	Lorraine Garrett & others	Would support development if planning permission granted
5a(1)	Mr & Ms D Monnery, under option to Whitgift Homes	Would support development if planning permission granted
5a	Whitgift Homes/Milford Group	Would support development if planning permission granted
5b	Private owners, negotiating with Whitgift Homes	Would support development if planning permission granted
5c	Adur Council	Not available for development - land has been transferred to ADC for use as recreation
6(a)	Part owner by Mark Fowler, agent Clifford Dann,	Would support development if planning permission granted
6(b)	Wimpey Homes	Land acquired for future development - would support development if planning permission granted
7	Cobbetts Developments	Land acquired for future development - would support development if planning permission granted, even for employment not residential
8	Adur Council	Would support development if planning permission granted
9	Brighton Council	Would support development if planning permission granted
10	Adur Council	Site constrained by overhead electricity lines and pylons. Residual land unaffected may be available for housing subject to ADC policy on land disposal.



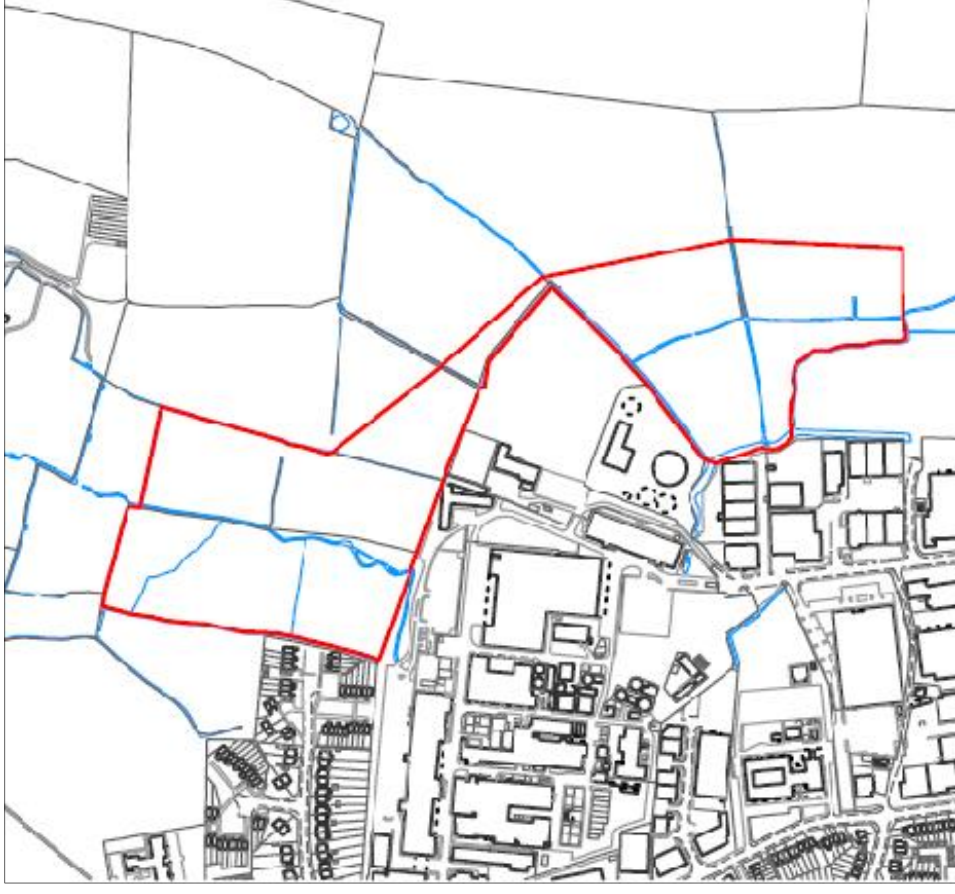
## Adur Urban Fringe Study, site summary table.

<p><b>Site Ref:</b> #1</p> <p><b>Location:</b> Western edge of Srompting Gap.</p> <p><b>Site Area:</b> 10.4 Ha</p>	<p><b>Site access:</b> Access would be presumably sought from the proposed road that would be needed to bring forward the site. Alternatively access could be made from Clarendon Road in Worthing, although this may exacerbate any existing congestion problems.</p>														
<p><b>Current Site Status:</b> The western edge of Srompting Gap, extending along the eastern side of Worthing. Has been re-moved from the Strategic Gap and is currently designated in the Local Plan for B1/B2/B8 uses, which would come forward in conjunction with proposed East Worthing Access Road. The site could potentially be re-designated for housing, although its current designation would seem appropriate, given its edge of town location and proximity to existing employment land.</p>	<p><b>Accessibility:</b> The site is not close to existing bus routes, but within acceptable distances to schools and within 500m of a post office.</p> <p><b>Known constraints or infrastructure requirements:</b> The site would need to come forward as part of the proposed road, which would need to be built alongside any development. The agents indicate that because of high development costs associated with preparing this low lying and poorly drained land for development, together with contributions that were required towards the construction of the East Worthing Relief Road, the land value generated is insufficient to justify a speculative development.</p>														
<p><b>Adjacent land use/conflicts?:</b> The southern and western parts of the site are located close to existing employment areas. The land would be separated from the rest of the gap by the new road which would cut across the field pattern. This could lead to rationalisation of remaining boundaries and the loss of vegetation, and local character, reducing the sense of separation between Srompting village and Worthing.</p>	<p><b>Suitable type of Development:</b> If the council with the assistance of any employment land needs study decides that the land does not need to be employment then the site could come forward for housing. As the site is already located close to employment uses the current designation seems sensible. In the opinion of the agent, some element of retail or residential would be required to reach viability and so to bring this site forward.</p>														
<p><b>Landscapes:</b> A broadly level area of small hedged paddocks, with hedgerow and trees, that act as a visual buffer to the adjoining industrial buildings/eastern edge of Worthing on the western side of the gap. This screening helps to maintain the rural character of the gap, which is relatively narrow and generally open. The East Worthing Relief Road is shown crossing this area and, if constructed, would create local opportunities for 'rounding off' the settlement edge. A road would have a substantial landscape and visual impact within the gap but would create an opportunity to define a new settlement limit. It should incorporate a substantial strategic landscape buffer that would contain both the road and any new development beyond. The main north south hedgerows, which offer scope for reinforcement, are important (albeit weak) landscape elements that contribute to visual separation.</p>	<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">High 50 dph:</td> <td style="width: 33%;">Medium 40 dph:</td> <td style="width: 33%;">Low 30 dph:</td> </tr> <tr> <td style="text-align: center;">520</td> <td style="text-align: center;">416</td> <td style="text-align: center;">312</td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Agricultural Land Quality:</td> <td style="width: 33%;">Med</td> <td style="width: 33%;">Archaeology:</td> <td style="width: 33%;">Low impact</td> </tr> <tr> <td>Environmental Impact:</td> <td>Med</td> <td>Flooding Risk:</td> <td>High - med</td> </tr> </table>	High 50 dph:	Medium 40 dph:	Low 30 dph:	520	416	312	Agricultural Land Quality:	Med	Archaeology:	Low impact	Environmental Impact:	Med	Flooding Risk:	High - med
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<p><b>Ownership:</b> Private Ownership, owned by Srompting Estates, agents Strutt &amp; Parker .</p>	<p><b>Conclusions:</b> This would seem acceptable in landscape terms for accommodating development subject to creation of strong landscape buffer to edge of gap. Severed fields to east should be protected from rationalisation / hedgerow removal. If the decision was made to re-designate to residential than a yield of over 300 given space for community facilities and open space could be achieved. Owners believe some element of retail or residential would be required to reach viability.</p>														

Site Ref: #1



Looking east from Sompington toward the site which lies within the hedge bounded fields beyond the arable field in the photo.



## Adur Urban Fringe Study, site summary table.

<p><b>Site Ref:</b> #2</p> <p><b>Location:</b> Land between southern end of Peveril Close and west of Loose Lane.</p> <p><b>Site Area:</b> 0.7 ha</p>	<p><b>Site access:</b> Site access would be straight forward. Suitable access could be achieved straight from Loose Lane.</p>														
<p><b>Current Site Status:</b> Intensively farmed arable land, adjoined to the north and east by two storey housing at about 40 dph. The site is designated as countryside and strategic gap in the Local Plan.</p>	<p><b>Accessibility:</b> Within 200m of a school and local shops also nearby. Bus route runs past the site along Sylvan Road.</p>														
<p><b>Adjacent land use/conflicts?:</b> No major conflicts in land uses which would have negative effects on residential development. Adjacent land is residential or farmland.</p>	<p><b>Known constraints or infrastructure requirements:</b> There are no major constraints on this site.</p>														
<p><b>Landscape:</b> This area of open flat arable land is dominated by views of adjoining housing which form a stark edge to the gap. Whilst development here would be highly visible it offers an opportunity to create a more satisfactory edge with the inclusion of dense peripheral planting to create a visual buffer to the adjoining housing. This would help to strengthen the rural character of this part of the gap.</p>	<p><b>Suitable type of Development:</b> Given the character of the surrounding built up area two storey houses and flats would suit the site with a strong landscape buffer to define the view edge of the gap and retain the integrity of the neighbouring countryside and prevent encroachment.</p>														
<p><b>Ownership:</b> Private ownership, Sompting Estates. Would support development if planning permission granted.</p>	<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 10px;"> <tr> <td style="width: 33%;">High 50 dph:</td> <td style="width: 33%;">Medium 40 dph:</td> <td style="width: 33%;">Low 30 dph:</td> </tr> <tr> <td style="text-align: center;">35</td> <td style="text-align: center;">28</td> <td style="text-align: center;">21</td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Agricultural Land Quality:</td> <td style="width: 33%;">High</td> <td style="width: 33%;">Archaeology:</td> <td style="width: 33%;">None</td> </tr> <tr> <td>Environmental Impact:</td> <td>Low</td> <td>Flooding Risk:</td> <td>Med</td> </tr> </table>	High 50 dph:	Medium 40 dph:	Low 30 dph:	35	28	21	Agricultural Land Quality:	High	Archaeology:	None	Environmental Impact:	Low	Flooding Risk:	Med
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Environmental Impact:	Low	Flooding Risk:	Med												
<p><b>Conclusions:</b> Development on this site would be relatively straight forward and could potentially deliver a more sensitive edge to the countryside and strategic gap, providing screening of the development and adjoining settlement edges. The nature of the surrounding urban also provides no reasonable constraint for housing here. At the higher end of PPG3 densities, two storey houses could yield 30 dwellings or more.</p>	<p><b>Conclusions:</b> Development on this site would be relatively straight forward and could potentially deliver a more sensitive edge to the countryside and strategic gap, providing screening of the development and adjoining settlement edges. The nature of the surrounding urban also provides no reasonable constraint for housing here. At the higher end of PPG3 densities, two storey houses could yield 30 dwellings or more.</p>														

**Adur Urban Fringe Study, site summary table.**

**Site Ref: #2**



Across the whole site from the south east corner.



## Adur Urban Fringe Study, site summary table.

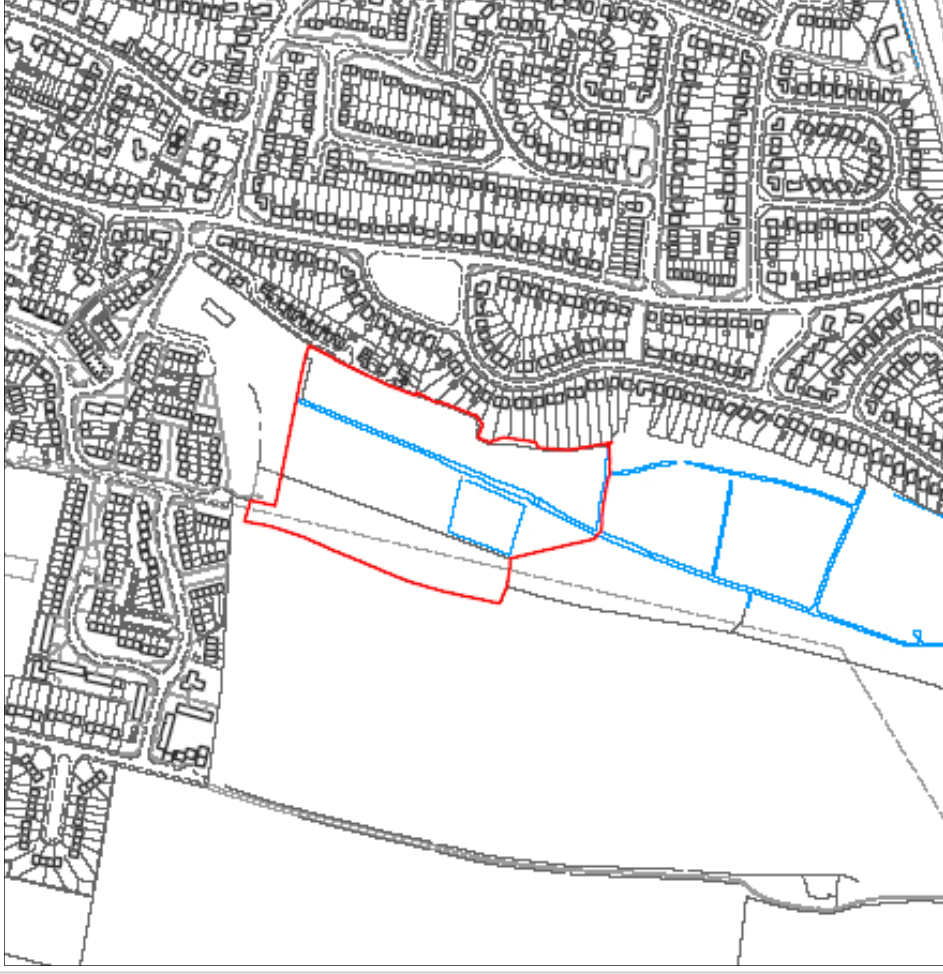
<p><b>Site Ref:</b> #3</p> <p><b>Location:</b> West of Grasmere Avenue and south of Maytree Close.</p> <p><b>Site Area:</b> 4.11 ha</p>	<p><b>Site access:</b> Site access is currently via a lane from Test Road. Access would need to be improved or new access could be sought from Maytree Close through the recreation ground.</p>								
<p><b>Current Site Status:</b> The site currently comprises an area of over-grazed horse paddocks characterised by poor quality shelters, stable buildings, low quality fencing, and tipped materials overlooked by the housing along Grasmere Avenue. A high voltage power line crosses the site from north to south at the western edge. There is a tall belt of trees along the field boundary east of the power line. The site is designated as countryside and strategic gap in the Local Plan. A designated recreation site with skate park lies to the north of the site. An SNCI borders to the south.</p>	<p><b>Accessibility:</b> A bus route runs very close to site along Hamble Road and Western Road. Local shops lie close to the north and south east. Schools are also within 300m to the north west.</p>								
<p><b>Adjacent land use/conflicts?:</b> The site borders on undeveloped land, residential and recreation land. There are no major conflicts between these uses, although the SNCI to the south should be treated with care.</p>	<p><b>Known constraints or infrastructure requirements:</b> There are no major constraints or requirements. The high voltage power lines running along the west of the site would be excluded from the development area with development being below the tree line.</p>								
<p><b>Land use/landscape:</b> A relatively low lying and visually discreet area of land which is screened from the east by the back gardens and properties along Grasmere Avenue, and from the west by a combination of landform and a north-south row of trees. Development could be accommodated here with little impact on the overall integrity of the gap, as long as the tree line is retained, thickened and extended to form a strong visual boundary along the western side.</p>	<p><b>Suitable type of Development:</b> Given the character of the surrounding built up area two storey houses and flats would suit the site with a strong landscape buffer to retain the integrity of the neighbouring countryside and prevent encroachment.</p>								
<p><b>Ownership:</b> Private Ownership: Sompting Estates, would support development if permission granted</p>	<p><b>Conclusions:</b> The site is capable of accommodating development although this should not extend west beyond the tree belt and a robust planted edge should be provided along this side of the site to contain the site from the strategic gap. Subject to ownership, development could bring land to the south into a positive management regime (and enhance nature conservation value of the SNCI). Two—three story houses and flats could yield around 200 dwellings.</p>								
<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">High 50 dph:</td> <td style="padding: 2px;">Medium 40 dph:</td> <td style="padding: 2px;">Low 30 dph:</td> </tr> <tr> <td style="padding: 2px; text-align: center;">205</td> <td style="padding: 2px; text-align: center;">164</td> <td style="padding: 2px; text-align: center;">123</td> </tr> </table>		High 50 dph:	Medium 40 dph:	Low 30 dph:	205	164	123		
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**Adur Urban Fringe Study, site summary table.**

**Site Ref: #3**



South across the site from the skate park.

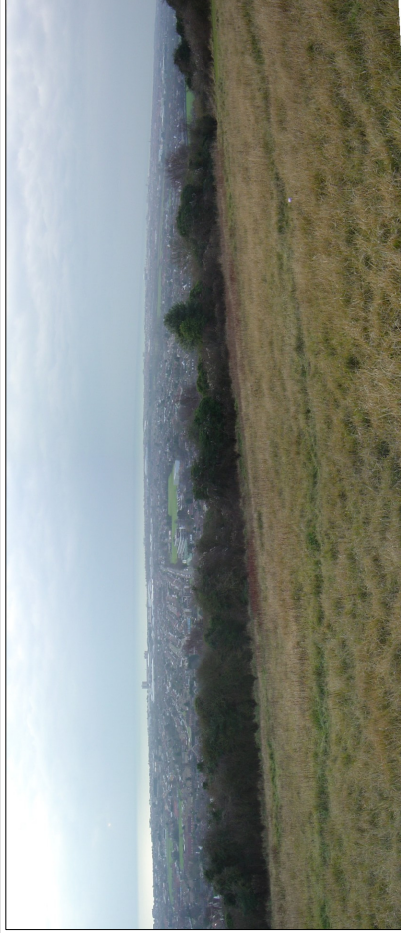




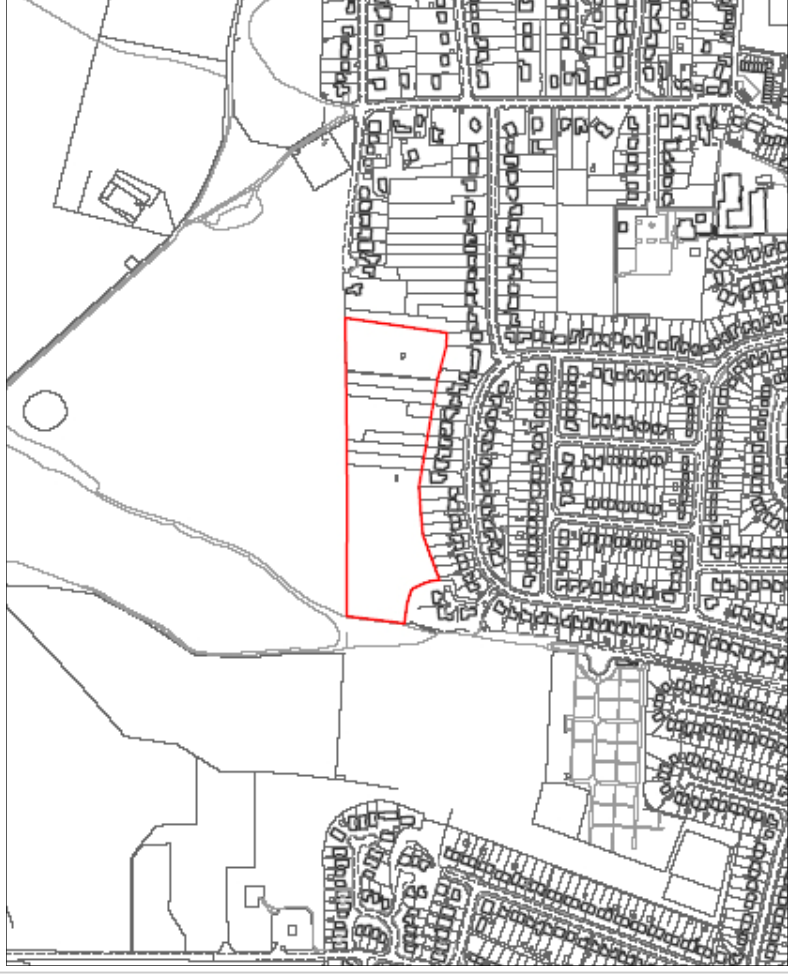
## Adur Urban Fringe Study, site summary table.

<p><b>Site Ref:</b> #4</p> <p><b>Location:</b> Land north of Firle Road, North Lancing.</p> <p><b>Site Area:</b> 2.5 ha</p>	<p><b>Site access:</b> Access would almost certainly require the demolition of a dwelling house on Firle Road to create a cul-de-sac. Secondary pedestrian access may also be needed depending on the size of the development to make the site more permeable in design terms.</p> <p><b>Accessibility:</b> Nearest bus route 400m away. Local shops are also some distance away. Schools are within acceptable distances.</p> <p><b>Known constraints or infrastructure requirements:</b> In order to maximise yield in a coherent and well designed development, site assembly involving around 10 separate ownerships would be required. This could prove difficult for a single developer or owner although two pre-assembled separate sites cover much of the land.</p> <p><b>Suitable type of Development:</b> Given the character of the surrounding built up area single or two storey houses would suit the site. A strong landscape buffer to retain the integrity of the neighbouring countryside and prevent encroachment would be needed.</p>								
<p><b>Current Site Status:</b> Large back garden land behind houses on the northern fringe of Lancing. Land at the west of the site was a chalk pit , this is now owned by the owner of no.20 Firle Road. Other large plots include land attached to numbers 12 and 2 Firle Road. The garden land is in various states of upkeep. The land is designated as 'countryside' in the Local Plan. Land behind number 20 was proposed as part of the National Park, but was excluded during the public consultation.</p> <p><b>Adjacent land use/conflicts?:</b> The site borders on undeveloped land, residential and recreation land, and a nature reserve. With good design there would be no major conflicts between these uses. There is the potential that the site may be of biodiversity value given its relatively undisturbed nature and relationship to the nature reserve.</p>	<p><b>Landscapes:</b> Scrub development on Lancing Ring, and within the adjoining back gardens have combined with the convex sloping landform to ensure that this area is currently very well hidden from the higher ground of Lancing Ring and the AONB/ National Park. In order to prevent future visual intrusion, any buildings need to be located in the southern part of the site, and limited in height, single storey buildings may be appropriate.</p>								
<p><b>Ownership:</b> Largest landowners; Mr Pateman (large west portion) and Mr &amp; Mrs Garret (large east portion) other owners include the householders along Firle Road. Both owners would support development if permission granted.</p>	<p><b>Conclusions:</b> The site is capable of accommodating development. Landscape considerations suggest this should be a low rise nature. The existing housing in the surrounding area also suggest low density family or retirement properties at around 30—35 dph. This could help satisfy a specific demand for this type of housing. The net yield could therefore be around 75 homes. There may be biodiversity constraints, although this will require a separate assessment.</p>								
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Environmental Impact:	Med	Flooding Risk:	Low						

Site Ref: #4



Access to the site is difficult. The site is just beyond the bushes in the near distance.



## Adur Urban Fringe Study, site summary table.

<p><b>Site Ref:</b> #5</p> <p><b>Location:</b> Land to the east of Lancing.</p> <p><b>Site Area:</b> 26.44 ha</p>	<p><b>Site access:</b> Such a large site may require a number of access points. The main access could come off of the A27 to the north, with a new roundabout constructed. This may have an added benefit of slowing traffic down as it enters the urban area. Other access could be sought from Mash Barn Lane. There is the potential for any access road to link with site 6 and connect through to Brighton Road, although this would involve crossing the railway.</p>														
<p><b>Current Site Status:</b> A large area of mainly arable agricultural land, with the area at the northern end grass paddocks used for horse grazing with an area of scrub beyond. The land to the east of the site has planning permission for a golf course and is designated for this use in the local plan. The area to the south (C) is council owned and playing fields are to be built as part of the planning permission for the Golf course. To the north of the site (A), an application for a large number of 'affordable' homes is currently under appeal, and the area is under development pressure. The area is designated as Strategic Gap and countryside. Hedges and trees along the borders. 2 –3 houses and some farm outbuildings to the north (B). There are no permissions on site B.</p>	<p><b>Accessibility:</b> The need for brand new services such as schools or shops would depend on the mix of uses and the scale of development. The site would not be served adequate by existing bus services and is too far from an existing railway station to be considered served, again given the scale of development the council could seek a new or altered bus service to serve any development.</p> <p><b>Known constraints or infrastructure requirements:</b> This level of development would require a number of new services and infrastructure which given its scale the required infrastructure as well as other facilities that would be of benefit to the whole district could come forward.</p>														
<p><b>Adjacent land use/conflicts?:</b> There may be conflicts with the adjacent land use with regard to aircraft noise and safety. Along the site to the west and north are residential areas and to the east a golf course. With development of the golf course and Area C, it is likely that area B would become unviable in terms of continued arable use and could become unmanaged or subdivided for use as pony paddocks.</p>	<p><b>Suitable type of Development:</b> Such a significant area could have a mix of uses, including employment and services. Locating employment in the south east of the site could prevent conflicts in use. Open space should also come forward with the remainder of the site remaining for housing. With good design and layout, about 50 dph could be achieved, although some land would need to be used for other uses.</p>														
<p><b>Landscapes:</b> This area of open arable farmland is visible from a number of locations on the higher land within the AONB / National Park to the north, including Lancing Ring, and Mill Hill (both popular accessible locations) and therefore contributes to the perception of the gap and separation of Lancing and Shoreham. It is also visible in views across the gap from the east with housing on the edge of Lancing visible, although the views are partially broken up by intervening, albeit sparse scattered vegetation. Whilst this is a sensitive site and undoubtedly contributes to the physical and visual separation provided by the gap, there is scope to accommodate some development as long as it delivers a comprehensive package of landscape benefits such as open space, public access, and substantial planting, based upon existing boundaries, to create a robust settlement edge. Transferring peripheral open space and strategic planting areas into public ownership could allay concern over further eastward expansion. Development would have a significant visual impact on views from the AONB/National Park – it would need to be proven that this would not conflict with the setting and appreciation of the designated area. Furthermore there is likely to be a conflict between some of the land being used for employment uses and visibility issues.</p>	<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">High 50 dph:</td> <td style="width: 33%;">Medium 40 dph:</td> <td style="width: 33%;">Low 30 dph:</td> </tr> <tr> <td>1322</td> <td>1057</td> <td>793</td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Agricultural Land Quality:</td> <td style="width: 33%;">Med</td> <td style="width: 33%;">Archaeology:</td> <td style="width: 33%;">None</td> </tr> <tr> <td>Environmental Impact:</td> <td>Low</td> <td>Flooding Risk:</td> <td>Med</td> </tr> </table>	High 50 dph:	Medium 40 dph:	Low 30 dph:	1322	1057	793	Agricultural Land Quality:	Med	Archaeology:	None	Environmental Impact:	Low	Flooding Risk:	Med
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1322	1057	793													
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Environmental Impact:	Low	Flooding Risk:	Med												
<p><b>Ownership:</b> A - A number of ownerships, largest Whitfield Homes and the Milford Group. B - owned by private owners negotiating with Whitfield Homes. C - recently transferred to Adur Council ownership. The owners of A and B would support development if allowed.</p>	<p><b>Conclusions:</b> Such a large site has potential to bring forward a good deal of employment and residential land as well as fund new infrastructure, but will require detailed consideration and master planning beyond the scope of this study. In landscape and environmental terms part of or the whole site is suitable for development if the council sees fit to consider it. As an example of what could be achieved, a rough estimation could be for 550 houses on 1ha with 9ha remaining for employment, services and open space.</p>														

Site Ref: #5



Above: Semi Panoramic view of the site and surrounding area from near Lancing ring.



Above: Semi Panoramic view of the site from the south-western corner.

**Site Ref: #5**

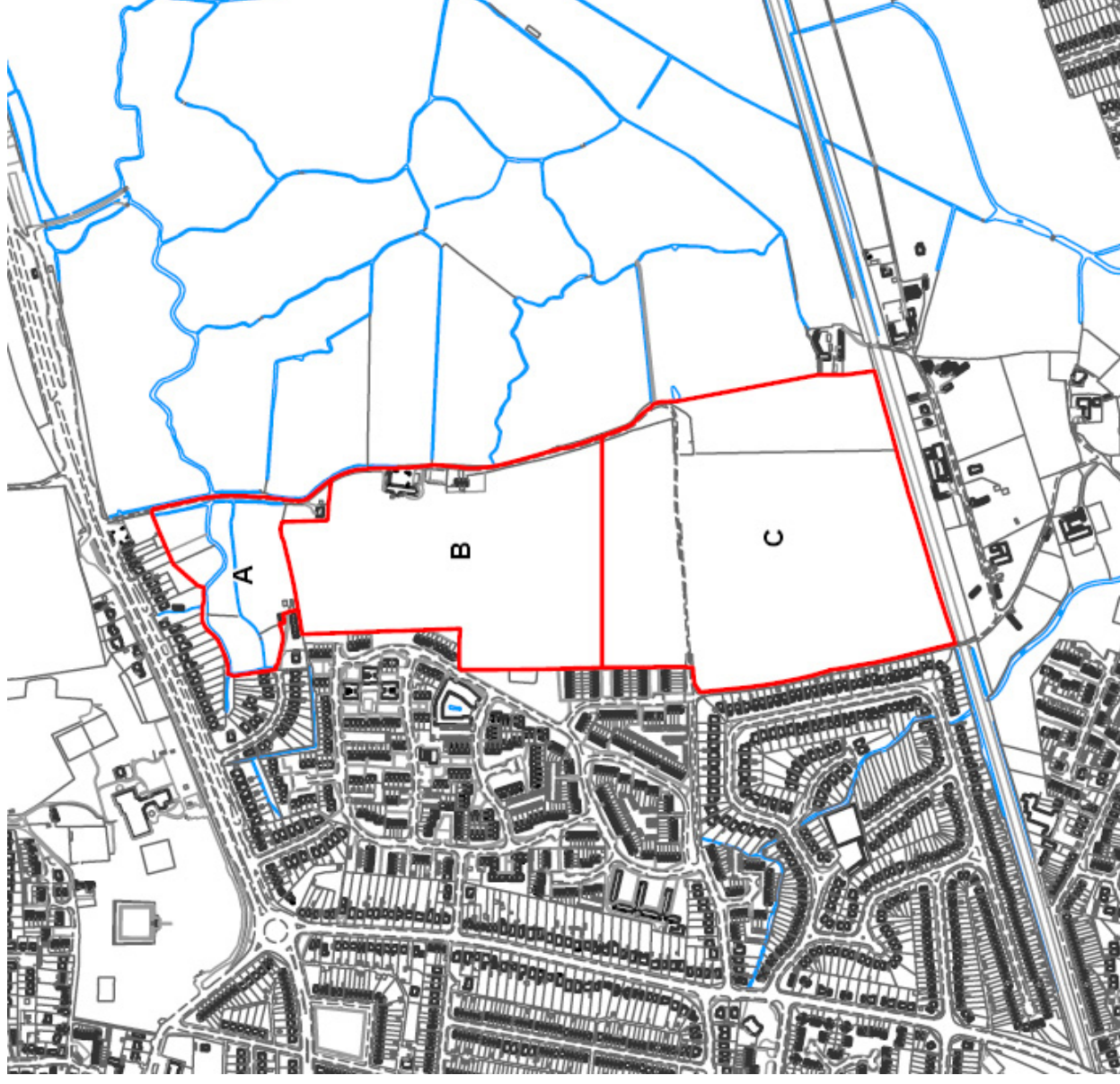
**Area five is sub divided into three parts.**

Site 5A - is currently the subject of a planning decision appeal for 100 'affordable' homes.

Site 5B has no current permissions, but has been the subject of enquiries in the past.

Site 5C has been passed to the council as part of the development of a golf course next to the site (on land to the west).

5C will be developed for leisure purposes with the construction of playing fields due to take place within 5 years.



## Adur Urban Fringe Study, site summary table.

<p><b>Site Ref:</b> #6</p> <p><b>Location:</b> Land south of railway line, and north west of the Hasler Estate.</p> <p><b>Site Area:</b> 35.3 ha</p>	<p><b>Site access:</b> Access very limited from the narrow and traffic calmed Old Salts Farm Road. There are several options for access and the site is likely to require more than one. Access could come through the housing estate along West Way, although this would have knock on effects for residents and place further loading on the single access on to Brighton Road. Access could be sought directly from Brighton Road with demolition, or improving Old Salts Farm Road.</p> <p><b>Accessibility:</b> The southern parts of the site would be close to existing bus routes along Brighton Road. Northerly parts of the site would not have good access to public transport. The development would be very close to an existing school, but may need to include new shops and services.</p> <p><b>Known constraints or infrastructure requirements:</b> There is risk of flooding and available information suggests the site has flooded in the recent past. This is a major constraint to bring the site forward. Access is currently insufficient to bring such a large site forward although there may be the opportunity to improve access as part of development north of the railway. Such a large site would justify major investments in any case. There may be an opportunity to improve drainage from the Hasler estate which lies to the south and experiences some drainage problems.</p> <p><b>Suitable type of Development:</b> Such a large site could bring forward a significant yield and so a mix of housing types and tenures could be accommodated. There is also a prospect of mixed use or employment land on such a site. Employment land could be located in the north of the site along the railway line to minimise the effects on nearby residential properties. With good design there is the potential to construct higher buildings and raise densities, although there may be a limit to building height because of the airport land use nearby.</p>														
<p><b>Current Site Status:</b> Land currently a complex area with several ownerships and uses. Used mainly for horse grazing and low intensity agriculture with nurseries, some scattered homes, stables, shelters and sheds and areas used for tipping of rubble. It is designated as Strategic Gap and countryside. Several small drainage ditches run through the site and there are mature trees and bushes in western parts. Much of the south of the site is relatively unmanaged and appears disused with evidence of trespass. There is a small area of public open space in north west corner.</p>	<p><b>Adjacent land use/conflicts?:</b> The site is adjoined by residential uses on the western and southern sides and the railway line, to the north. There may be conflicts with the adjacent airport land use with regard to aircraft noise and safety.</p>														
<p><b>Landscapes:</b> A visually contained area of low lying land, which has development on most of three sides, and a railway line along the fourth. The railway is located on a slight embankment and there are mature trees and hedgerows running parallel with the railway. The combination of higher land and trees screen this area from the Downs (see photo of site 8) and more significant areas of gap to the north. The area does not form an integral part of the views available across the gap from its southern edge. The visual containment screens a distinctly urban fringe landscape of poorly managed land, pony paddocks, stables, and scattered outbuildings/structures. Development here offers the opportunity to fund a package of landscape improvement works that could reinforce the quality of the remaining section of the gap, and provide benefits for the adjoining community. It would be desirable to provide a connection to the playing fields in the southern part of site five.</p>	<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">High 50 dph:</td> <td style="width: 33%;">Medium 40 dph:</td> <td style="width: 33%;">Low 30 dph:</td> </tr> <tr> <td style="text-align: center;">1765</td> <td style="text-align: center;">1412</td> <td style="text-align: center;">1059</td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Agricultural Land Quality:</td> <td style="width: 33%;">Low</td> <td style="width: 33%;">Archaeology:</td> <td style="width: 33%;">None</td> </tr> <tr> <td>Environmental Impact:</td> <td>Med</td> <td>Flooding Risk:</td> <td>High</td> </tr> </table>	High 50 dph:	Medium 40 dph:	Low 30 dph:	1765	1412	1059	Agricultural Land Quality:	Low	Archaeology:	None	Environmental Impact:	Med	Flooding Risk:	High
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<p><b>Ownership:</b> Western parts, part owned by Karin hay, agent, Clifford Dan. Eastern parts of the site are owned by Wimpey Homes. Both would support development if allowed.</p>	<p><b>Conclusions:</b> In planning and landscape terms building on the site is justified, and the site could play a very significant part in satisfying the district's housing requirements and deliver some employment land. However flooding and access remain major issues and unless these issues can be resolved there is little possibility of the site coming forward. If it did the area along the railway could yield employment land along with a rough estimation of 1150 homes, of course more detailed masterplanning work would be required.</p>														

**Adur Urban Fringe Study, site summary table.**

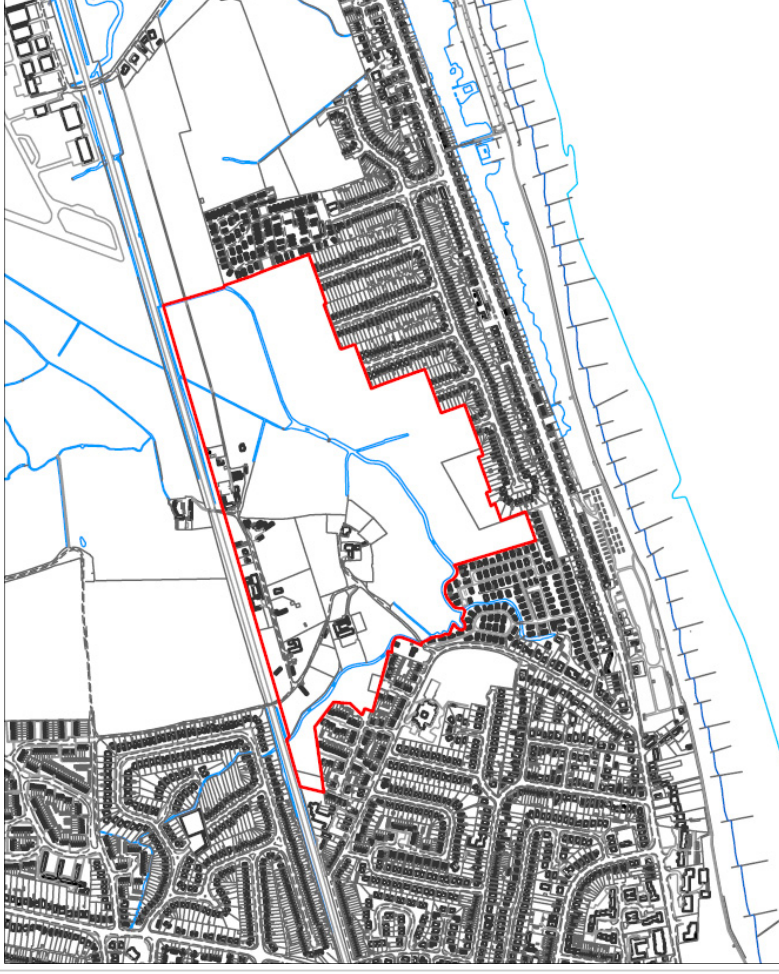
**Site Ref: #6**



Looking south west over the site.



Looking south towards housing in the south of the site.



## Adur Urban Fringe Study, site summary table.

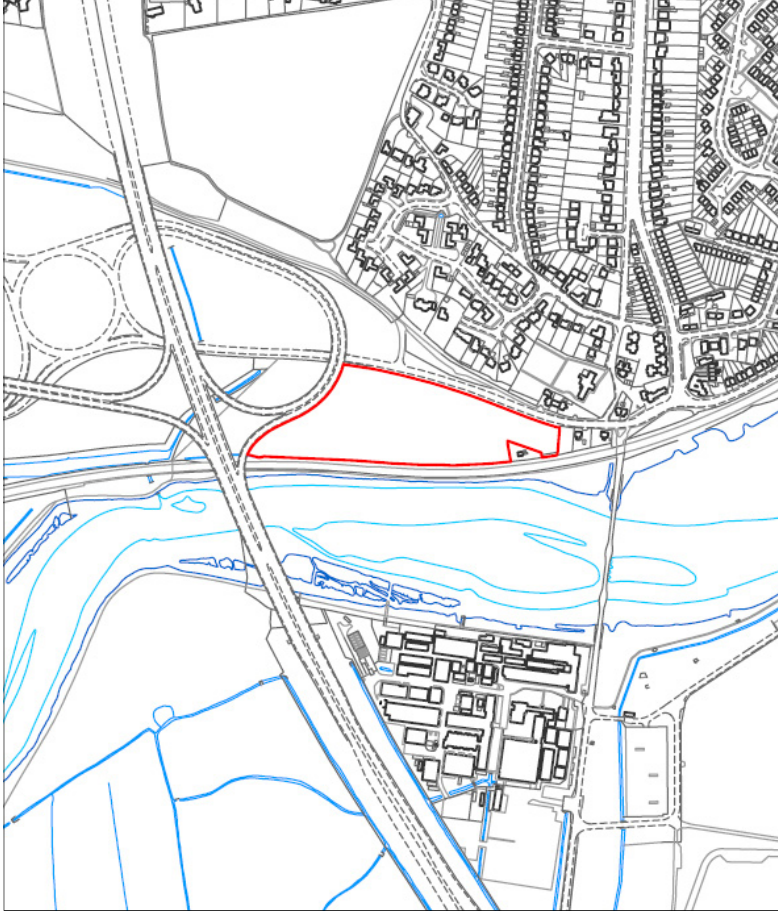
<p><b>Site Ref:</b> #7</p> <p><b>Location:</b> Land between Steyning Road and the River Adur</p> <p><b>Site Area:</b> 2.4 ha</p>	<p><b>Site access:</b> Access would have to adjoin the busy Steyning Road. A new junction, possibly with traffic signals, would be required and the 30mph limit moved nearer to the A27.</p>								
<p><b>Current Site Status:</b> Small series of intensively grazed horse paddocks, subdivided by fences. Site visually dominated and overlooked by the A27 junction.</p>	<p><b>Accessibility:</b> Existing bus route on Steyning Road . Within 400m of the main service centre of Shoreham-by-sea. There is no primary school in the immediate area, the site is also separated from the main settlement by Steyning Road.</p>								
<p><b>Adjacent land use/conflicts?:</b> Nearby roads, and the A27 a constant source of noise on north and east side, visual intrusion from A27 junction. Very close to conservation area of Old Shoreham and next to the Adur River SSSI, careful consideration is needed.</p>	<p><b>Known constraints or infrastructure requirements:</b> The site has significant flood defences, although shown on Environment Agency maps as being in a flood zone . Access onto such an important road may be difficult.</p>								
<p><b>Landscape:</b> The relationship between this area and the rest of the Strategic Gap is poorly defined, although it does contribute to views across the river and airport when travelling on the A27. Small fields subdivided and grazed intensely by horses. The site is dominated by the A27 junction, structures and the noise of traffic. The site is separated from the river by flood defence embankment. The industrial buildings on the west bank are visually intrusive. Partially separated from the urban edge to east by scrub on low valley side and from land to the north by the raised junction associated with the A27.</p>	<p><b>Suitable type of Development:</b> The intrusive nature of the A27 and the junction to the north, coupled with traffic noise, suggests the site would not be suitable for residential development. A high quality employment use may be appropriate as a gateway development to Shoreham.</p>								
<p><b>Ownership:</b> Private Ownership, Cobbetts Developments, would support either employment of residential development if permission granted.</p>	<p><b>Conclusions:</b> The site would function well as an employment area. In such a 'gateway' location the council will have to decide which type of employment is most suitable. There will be pressure for uses which would like a gateway location close to a trunk route such as car showrooms or retail warehouses which would not be appropriate for this high profile location.</p>								
<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 5px;">High 50 dph:</td> <td style="padding: 5px;">Medium 40 dph:</td> <td style="padding: 5px;">Low 30 dph:</td> </tr> <tr> <td style="padding: 5px; text-align: center;">120</td> <td style="padding: 5px; text-align: center;">96</td> <td style="padding: 5px; text-align: center;">72</td> </tr> </table>		High 50 dph:	Medium 40 dph:	Low 30 dph:	120	96	72		
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Environmental Impact:	Low	Flooding Risk:	Med						



Site Ref: #7



The site is across the river in the middle distance. Mill Hill (site 9) is in the background.



## Adur Urban Fringe Study, site summary table.

<p><b>Site Ref:</b> #8</p> <p><b>Location:</b> Adur Recreation ground north of Brighton Road .</p> <p><b>Site Area:</b> 11.41 Ha (although very little of the site is considered)</p>	<p><b>Site access:</b> Access would have to adjoin the busy Brighton Road. Traffic signals or an improved junction would improve access to the site, although the cumulative effects of increased traffic overall may be difficult to mitigate.</p>															
<p><b>Current Site Status:</b> Land currently a recreation ground with small children's playground and dirt cycle track. Designated in the Local Plan as 'Leisure, Recreation and Tourism', and forming part of the Strategic Gap. Border's a SSSI to the north, east and south. Railway line and bridge over River Adur forms barrier on north side. Open frontage to river on east side opposite new development on town riverside. Tree belts along western side.</p>	<p><b>Accessibility:</b> Very close to existing bus routes which pass along Brighton Road. Within 300m of the town of Shoreham-by-Sea.</p>															
<p><b>Adjacent land use/conflicts?:</b> Current use as recreation ground. Railway line a regular source of noise on north side.</p>	<p><b>Known constraints or infrastructure requirements:</b> There is a significant risk of flooding and the current use is important and would need to either be retained in the main or relocated.</p>															
<p><b>Landscape:</b> This open recreational area is visually separated from other parts of the gap, by a combination of the railway embankment, and airport buildings to the north, and a belt of trees along the western boundary. Whilst physically separated from the built areas to the south and east by the tidal river, this site relates visually to the urban area rather than the gap to the north, although there are some distant glimpses towards the upper parts of the Downs. Its open character allows views to the urban edge on the eastern side of the river when approaching along Brighton Road. There was no evidence of formal uses in winter, although the area may accommodate them at other times or in the future.</p>	<p><b>Suitable type of Development:</b> The council may wish to retain the majority of the recreation land or re-locate uses such as the playground. However flats fronting the river Adur along the east of the site could achieve a number of housing units whilst possibly contributing to the amenity of the recreation space through improvements funded by the development.</p>															
<p><b>Ownership:</b> Council Ownership, would support limited development if permission granted.</p>	<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">High 50 dph:</td> <td style="width: 33%;">Medium 40 dph:</td> <td style="width: 33%;">Low 30 dph:</td> </tr> <tr> <td style="text-align: center;">570</td> <td style="text-align: center;">456</td> <td style="text-align: center;">342</td> </tr> <tr> <td style="width: 33%;">Agricultural Land Quality:</td> <td style="width: 33%;">None</td> <td style="width: 33%;">Archaeology:</td> </tr> <tr> <td style="width: 33%;">Environmental Impact:</td> <td style="width: 33%;">Med</td> <td style="width: 33%;">Flooding Risk:</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">High</td> </tr> </table>	High 50 dph:	Medium 40 dph:	Low 30 dph:	570	456	342	Agricultural Land Quality:	None	Archaeology:	Environmental Impact:	Med	Flooding Risk:			High
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<p><b>Conclusions:</b> Although in landscape terms building on the site is justified, there may be planning issues, for example protecting the existing leisure uses. The site is close to local services and a small proportion of the site could be developed at high densities, with the remaining recreation land's amenity improved. Development on about 1.5ha of the site giving the waterfront location could yield 100 homes at high densities, and would give natural surveillance for the remaining recreation area, whilst funding improvements.</p>																

**Adur Urban Fringe Study, site summary table.**

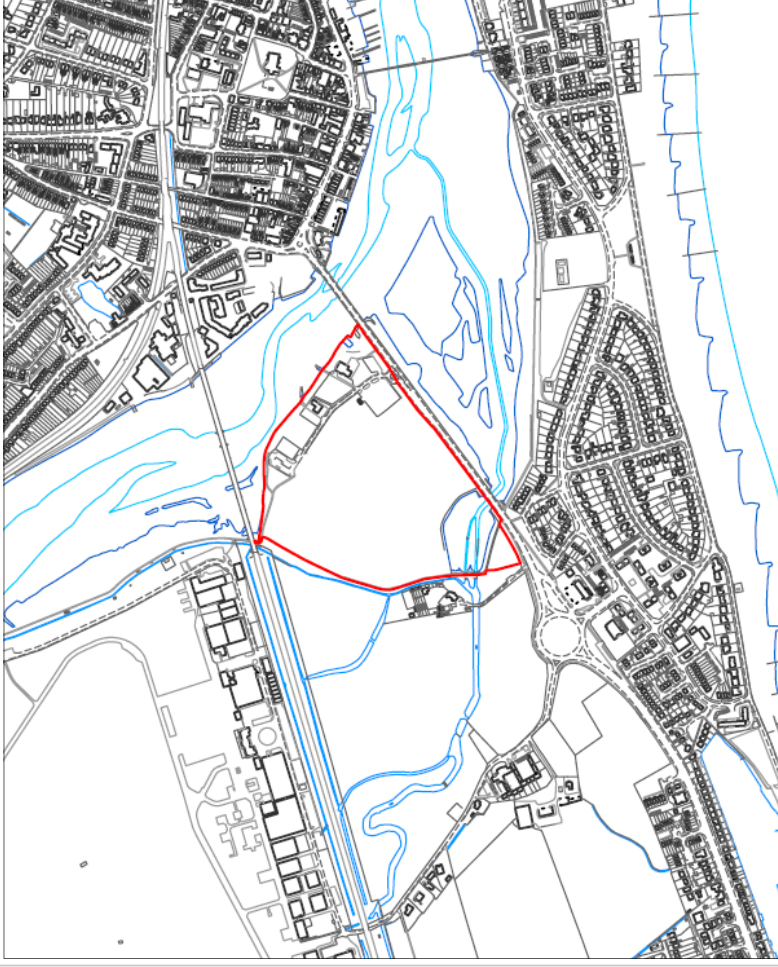
**Site Ref: #8**



Semi panoramic looking north.



Possible developable area in the west of the site.



## Adur Urban Fringe Study, site summary table.

<p><b>Site Ref:</b> #9</p> <p><b>Location:</b> Land at Mill Hill, north of The Street.</p> <p><b>Site Area:</b> 5.8 ha</p>	<p><b>Site access:</b> Access is limited at the present time. Access to the site could be provided from The Street, although the surrounding road layout is complicated and narrow in parts. This is specifically an issue with The Street itself which is very narrow. Alternative access from Mill Hill has similar problems.</p>														
<p><b>Current Site Status:</b> Land subdivided into a number of paddocks used for horse grazing. Designated in the local plan as 'countryside' and as part of the Strategic Gap. Abutting to the north is a site of nature conservation importance and the A27. Attractive housing and a conservation area to the south. Surrounding housing is mixed and attractive, at around 30-40 dph. Vegetation on southern, western and eastern sides.</p>	<p><b>Accessibility:</b> Very close to an existing bus route, which passes the eastern side on Mill Hill. Services including a local school are relatively close by.</p>														
<p><b>Adjacent land use/conflicts?:</b> Adjacent land is either residential or the steep cutting of the A27 which borders to the north. The site is close to a conservation area.</p>	<p><b>Known constraints or infrastructure requirements:</b> Suitable access will need to be found with some improvements to surrounding roads as well.</p>														
<p><b>Landscape:</b> This area is highly visible from the Lancing Gap due to its elevation and landform that is inclined towards the river valley to the south west. Whilst physically separated from the AONB/National park by the A27 cutting, in longer views, this area reads as a continuation of the Adur valley slopes. Development of this area would accentuate the edge of the National Park and emphasise the unsympathetic line and cutting of the A27. Its undeveloped nature assists in softening the transition between the edge of the town and the Downs to the north, especially when seen from the south west and west. If a lack of better alternatives indicates that the site should be considered for development, it is unlikely that all of it should be developed. A carefully considered development or planning brief and high quality development with extensive landscape mitigation would lower the sites capacity, would be needed to mitigate any effects on the landscape.</p>	<p><b>Suitable type of Development:</b> If the council considers that development needs override landscape constraints that a mix of lower density two storey housing, including terraced semi and detached housing would be suitable on the site. Two storey housing could reduce the impacts on the landscape.</p>														
<p><b>Ownership:</b> Brighton &amp; Hove City Council, would support development if permission granted.</p>	<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">High 50 dph:</td> <td style="width: 33%;">Medium 40 dph:</td> <td style="width: 33%;">Low 30 dph:</td> </tr> <tr> <td style="text-align: center;">290</td> <td style="text-align: center;">232</td> <td style="text-align: center;">174</td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Agricultural Land Quality:</td> <td style="width: 33%;">med</td> <td style="width: 33%;">Archaeology:</td> <td style="width: 33%;">None</td> </tr> <tr> <td>Environmental Impact:</td> <td>Med</td> <td>Flooding Risk:</td> <td>Low</td> </tr> </table>	High 50 dph:	Medium 40 dph:	Low 30 dph:	290	232	174	Agricultural Land Quality:	med	Archaeology:	None	Environmental Impact:	Med	Flooding Risk:	Low
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<p><b>Conclusions:</b> The landscape implications of development are potentially very significant and may only be justified if there is a lack of more suitable alternative sites. An extension here would 'round off' the settlement pattern. Although access would be a significant issue, the sites proximity to services and Shoreham-by-sea's town centre would make it an accessible location for development. Development at about 40 dph would result in yields of around 180 dwellings, taking into account the need for extensive landscaping.</p>															

**Adur Urban Fringe Study, site summary table.**

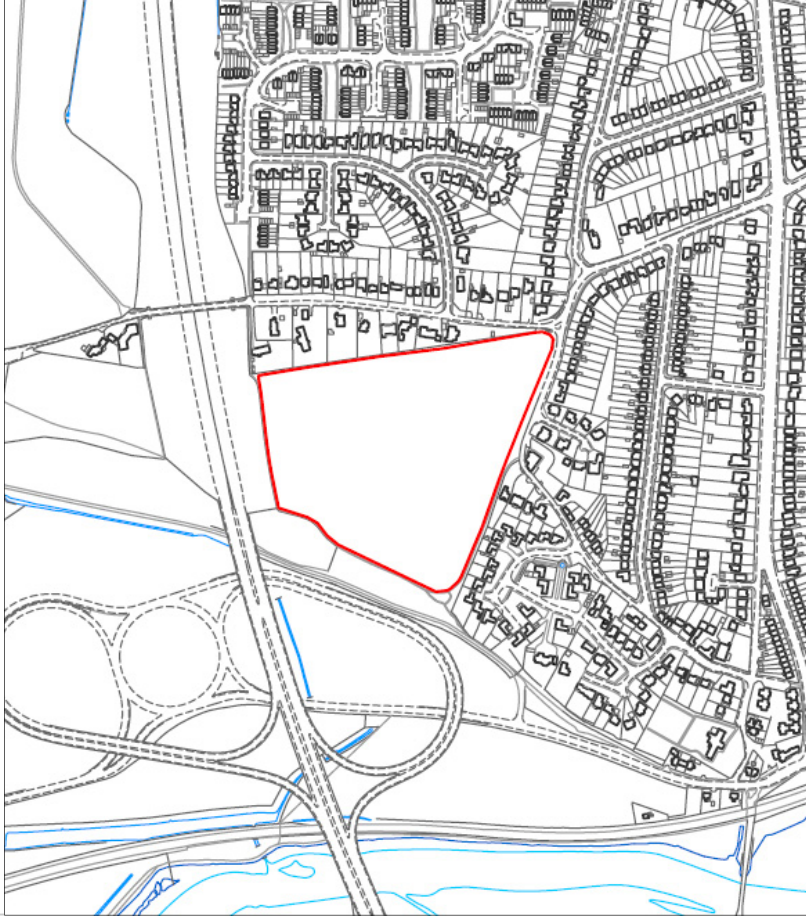
**Site Ref: #9**



Looking south east from north of the A27



Looking north-east from the west bank of the Adur



## Adur Urban Fringe Study, site summary table.

<p><b>Site Ref:</b> #10</p> <p><b>Location:</b> Land east of Downsway, northwest Southwick.</p> <p><b>Site Area:</b> 5 ha</p>	<p><b>Site access:</b> Access is limited at the present time, and is a significant issue with this site. Creating access is likely to require demolition of an existing dwelling house along Highdown or Downsway. The current access via several footpaths is too narrow for vehicle access.</p>															
<p><b>Current Site Status:</b> The southern half of the site has already been identified in the Urban Housing Potential study but is included here in full. Gently sloping field used for informal recreation and dog walking and an area of disused allotments. Part of the southern section of the site is within the settlement boundary, the north of the site is designated in the local plan as 'countryside', within AONB but outside proposed National Park. Vegetation on west, south and east sides. The northern boundary consists of open land sloping gently northwards up to Southwick Hill. The dominant feature of the site are high voltage overhead power lines. Housing to the south, west and east at about 30-40 dph.</p>	<p><b>Accessibility:</b> Very close to existing bus route. Relatively close to local shops, schools and leisure centre (mostly located across the local authority boundary).</p>															
<p><b>Adjacent land use/conflicts?:</b> Power Lines. Adjacent land is either residential or undeveloped. Site borders the proposed National Park to the north. The existing open space may need to be relocated.</p>	<p><b>Known constraints or infrastructure requirements:</b> Suitable access will need to be found. Grounding of the power lines if possible may be needed before development can take place, as they reduce the yield and may create saleability issues.</p>															
<p><b>Landscape:</b> Mature tree belts on the south, east and west sides of the recreation ground separate this area from the rear gardens of adjoining housing. The land slopes southwards and is visually contained by the rising landform to the north, and tree belts, from the surrounding area. It is crossed by two high voltage power lines that are intrusive and dominating. The northern boundary, abutting the AONB / National Park is currently a wire fence. This would need to be replaced by a landscape buffer to create a strong visual boundary between the site and the AONB / National Park.</p>	<p><b>Suitable type of Development:</b> A mix of lower density two storey housing, including terraced semi and detached housing would be suitable on the site. Two storey housing could reduce the impacts on the landscape.</p>															
<p><b>Ownership:</b> Area within the urban boundary is owned by Adur DC although northern part of the site may be owned by Brighton and Hove Council. Site is constrained by power lines, but residual land may be available for housing.</p>	<p><b>Theoretical yields based on PPG3 densities:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">High 50 dph:</td> <td style="width: 33%;">Medium 40 dph:</td> <td style="width: 33%;">Low 30 dph:</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">200</td> <td style="text-align: center;">150</td> </tr> <tr> <td style="width: 33%;">Agricultural Land Quality:</td> <td style="width: 33%;">N / A</td> <td style="width: 33%;">Archaeology:</td> </tr> <tr> <td style="text-align: center;">Environmental Impact:</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">Flooding Risk:</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Low</td> </tr> </table>	High 50 dph:	Medium 40 dph:	Low 30 dph:	250	200	150	Agricultural Land Quality:	N / A	Archaeology:	Environmental Impact:	Med	Flooding Risk:			Low
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Environmental Impact:	Med	Flooding Risk:														
		Low														
<p><b>Conclusions:</b> There may be a need to ground the power lines running across the site and secure adequate access. Using the development to fund new amenity open space elsewhere could offset the loss of this area for public use. The northern boundary with the National Park (if confirmed) will require careful treatment to ensure creation of an appropriate edge. Lower densities at around 35 dph (about 175 homes) would be more suitable given the surrounding area.</p>																

**Adur Urban Fringe Study, site summary table.**

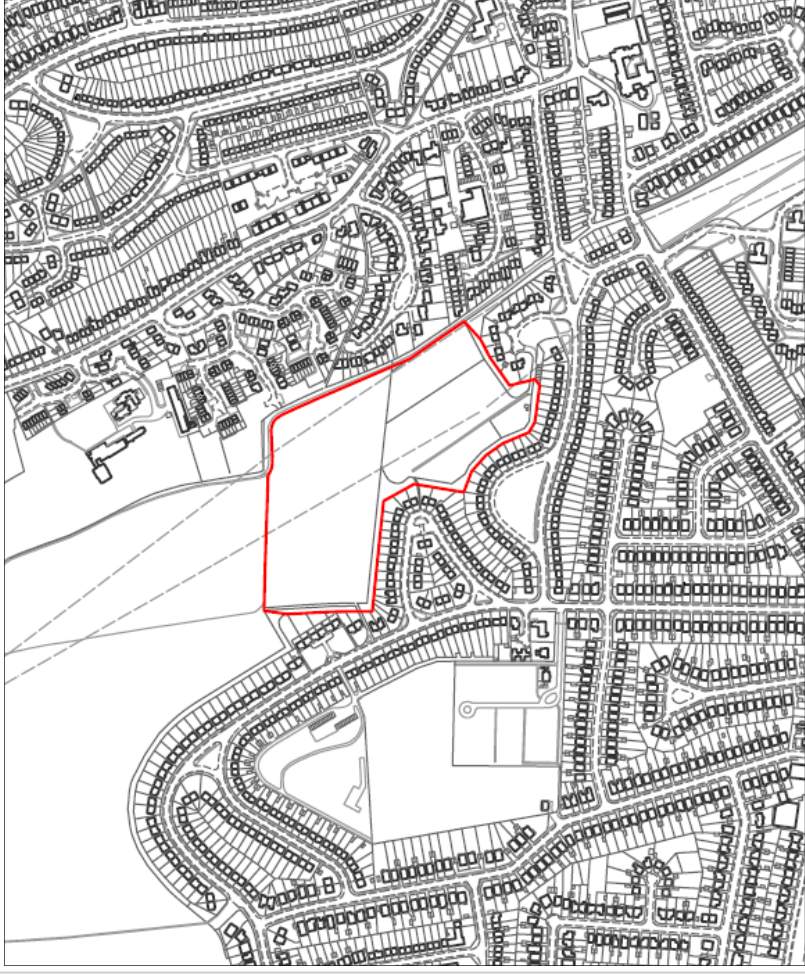
**Site Ref: #10**



Across the site, looking south.



Across the site looking north from the Southeast corner.



## Conclusions

- 8.1 One of the primary tasks of the study is to provide the Council with options for where development may be acceptable outside of the urban area; on the urban rural fringe. The site summary tables outline in planning and landscape terms, where development on previously undeveloped land could be acceptable if the Council believed it was necessary to build outside of the urban area. There is no presumption for development on these sites, unless the council considers allocating them as part of the development plan process.
- 8.2 It may be possible that all of Adur District's development needs can be met within the urban area by several large initiatives such as the Shoreham Renaissance and Harbour developments. Other urban capacity may be found from a number of possible school sites coming forward over the next few years for development, and existing identified urban housing capacity sites. Development in these locations would make good use of urban land.
- 8.3 In terms of sequential approach and national planning guidance, urban and sites on previously developed land represent the more sustainable option, for example in accessibility terms. The Harbour and Renaissance developments also contribute to economic and regeneration objectives.
- 8.4 Not all of the identified urban rural fringe sites are equal in terms of their suitability for development. Some sites could come forward for development relatively quickly if needed and will have a lesser effect than others on the landscape and Strategic Gaps. This is explained further below.
- 8.4 The sites excluded through Chapters 4 and 5 are either much more constrained in policy terms than the 10 identified, or development on them would significantly prejudice the openness and other aims of the Strategic Gap or affect the landscape in a significant way. Development in the areas excluded should continue to be resisted on landscape and settlement coalescence arguments.
- 8.5 Piecemeal development on smaller sites will also prejudice the effectiveness of the Strategic Gap. This especially the case in the Sompting Gap and around Sompting Village, which currently retains its character as an individual settlement. Piecemeal development will be hardest to resist if the Council does not satisfy the housing land needs of the District through designations and the Local Development Framework.
- 8.6 Despite these issues to do with openness and protection of Gap sites, urban rural fringe sites remain the next best place for development after the existing urban areas according to national policy. If it were to be decided locally to place less importance on the Strategic Gap than at present, then these areas could come forward for development towards the end of the next plan period.



- 8.7 Based upon the sequential approach and standard sustainability objectives, those sites which would logically come forward first are likely to be those that::
- do not have significant landscape or environmental impacts
  - are easier to deliver, not requiring significant infrastructure or complicated design and site assembly
  - are more accessible in terms of services and transport
  - are less liable to flooding.

- 8.8 The identified sites fall into two main categories; sites with lower impacts; and more constrained sites which includes the larger sites. However, the sites identified in this report are believed to be better alternatives to development elsewhere in the Gap and urban rural fringe on unidentified land which was discounted through the process undertaken in Chapters 4, 5 and 6.

**Sites which have a lower impact**

- 8.9 Based on an approach outlined in 8.7 and 8.8 there are a number of sites which could come forward relatively early on in the next plan period. These sites are unconstrained by complicating factors, and would have less impact on the landscape character of the District and the integrity of the Strategic Gap;
- site 2; poses no significant practical issues and could come forward in the short term without damaging the Sompting Gap
  - site 3; which is in an accessible location and could improve the landscape nearby and urban edge definition, and possibly result in associated public access and amenity improvements to the SNCI to the south
  - site 4, despite possible constraints with land assembly, the site could deliver housing for a specific market whilst having little effect on the overall landscape
  - site 7, this would be best suited to employment uses rather than residential, but would do little to damage the integrity of the Strategic Gap.

**More constrained sites**

- 8.10 The remaining sites are more constrained either from a practical or landscape viewpoint. These sites fall into a further two categories;
- 8.11 Firstly, those where development would be complicated and infrastructure requirements challenging, or that would be barely acceptable in landscape and environmental terms. These remain sites where development could be justified if they were required to satisfy the housing or employment needs of the district.

- 8.12 Secondly, larger sites that maybe be acceptable in landscape terms but are unlikely to be needed in the short-term as urban capacity and windfall satisfies designated housing figures and employment needs. New infrastructure and services required may also preclude these in the short term.
- 8.13 A number of the identified locations would be difficult to deliver;
- site 1, requires the proposed East Worthing Access Road in order to deliver the employment land. The land owner believes that development would not be economically viable without an element of retail or residential
  - site 8, would require the relocation of a playground, car park and water sports centre as well as improved access at a busy point on the road network
  - site 9, although this performs well in other tests such as accessibility, it is questionable whether the site is acceptable for development on landscape grounds
  - site 10, Whilst is well located, it is constrained with by overhead power lines.
- 8.14 Of the larger sites, 5 and 6 could potentially offer a very large number of dwellings and a great deal of employment land within an urban extension. With careful design and layout, an extension could yield a range of uses, housing densities and tenures as well as significant investment in community and other services.
- 8.15 The benefits of using sites 5 and 6 would be primarily the significant level of residential, commercial and employment land that would be released, assisting the District in meeting its housing and employment land needs, and giving employers more choice about where to locate within the District.
- 8.16 This would, however, have environmental implications in terms of developing on a significant amount of previously undeveloped land, including some land of high agricultural quality. There would also be the increased water and drainage run-off which could affect nearby water courses including the SSSI.
- 8.16 Visual intrusion caused by the development would also occur, extending the urban area to the east. The need to overcome possible flooding issues is also a barrier to development.

### **Positive management**

- 8.18 In all cases any development in the urban rural fringe should be used to contribute to the positive management of the area around the urban settlements. Some parts of the urban fringe currently have little or no public access, nor do they appear to be used for agriculture. This raises questions about their recreational and amenity value and whether or not they are deserving of protection at all.
- 8.19 In many of the site schedules (such as site 3 and 6) there is a real opportunity to use development to improve access to, and improve, the amenity of the adjacent areas for recreation and nature conservation. Planting and other improvements may also result in improvements to the overall landscape character of the District.
- 8.20 Countryside Agency studies consistently show that the most valued countryside for those that live in urban areas is that immediately around them and closest to them. Developing some areas could result in improvements that would benefit, both in amenity and landscape terms, the areas which are to remain open space, and strengthen the Strategic Gap.
- 8.21 The Countryside Agencies recent '*Delivering a New Urban Fringe*', reinforces the importance of this often marginalised area and the importance that local planning authorities have in ensuring its management and improvement through Local Development Frameworks.