

**SHOREHAM HARBOUR JOINT AREA
ACTION PLAN (ASSESSMENT OF OPEN
SPACE AND RECREATION)**

**A
REPORT
BY
PMP
FOR THE SHOREHAM HARBOUR JAAP TEAM
AND ADUR DISTRICT COUNCIL**

13 MAY 2009

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Background and introduction

i) PMP was appointed by the Shoreham Harbour Joint Area Action Plan (JAAP) team in late December 2008 to prepare an assessment of open space and recreation needs in relation to the proposed redevelopment of Shoreham Harbour and immediately surrounding areas ("the JAAP area").

ii) This report supersedes the draft final report dated April 2009.

Aims

iii) The open space and recreation study will:

- support the Shoreham Harbour JAAP
- provide evidence for the Adur Core Strategy, comment on any implications and recommend possible revisions for the Brighton & Hove Core Strategy.

Key tasks

iv) The key tasks required to be undertaken are:

1. To update the Adur Open Space, Sport and Recreation Study to reflect changes in the District since November 2005 and to accommodate the potential impacts of new development in the JAAP development area.
2. To review the Brighton & Hove Open Space, Sport and Recreation Study in the light of the potential development within the Shoreham Harbour JAAP area and recommend any necessary updates.
3. Work previously undertaken on green corridors should be reviewed and specific recommendations should be made for a network of green corridors.
4. To examine the JAAP development area with respect to existing open space (public and private) in order to assess the impact of development, the likely needs arising from the development and the potential opportunities within the development area. Provide a report that clearly recommends the open space standards applied within the JAAP area.
5. To advise on any policies which may need to be introduced into the Adur Core Strategy and the Brighton & Hove Core Strategy and/or subsequent Supplementary Planning Documents or the JAAP to achieve an appropriate level and mix of open space and sport and recreation facilities.
6. To provide as requested input into the overall masterplan for the JAAP area.
7. Based on their experience, consultants are asked also to set out any other tasks which they consider will help to achieve the overall project aims.

Purpose of this report

v) This report sets out the findings of the PMP team against the above seven tasks. It also presents the emerging issues and the proposed way forward.

1. Update of the Adur open space, sport and recreation study

‘To update the Adur Open Space, Sport and Recreation Study to reflect changes in the District since November 2005 and to accommodate the potential impacts of new development in the JAAP development area.’

- 1.1 There are two main parts to this task. The first is to update the audit of open space spaces, based on information supplied by Adur District Council officers. This information has been received and shows that there are four new open spaces to be considered:
- Mash Barn Farm playing fields, area 12.01 hectares, PPG17 typology: outdoor sports facilities
 - Anchor Close promenade, area 1588m², PPG17 typology: civic spaces
 - Hopewell Close open space, Sussex Wharf, area 384m², PPG17 typology: amenity green space
 - East Sussex Wharf open space, area 412m², PPG17 typology: amenity green space
- 1.2 The second part is to update the population projections to 2026, in line with the South East Plan. Figures have been obtained from the West Sussex County Council website (www.westsussex.gov.uk/communityandliving/population/forecasts/fiveyearages_adur.pdf) which used the ONS mid year estimates for 2006 and the South East plan allocations to 2026. For the purposes of this update report, the ‘current year’ modelling uses the 2006 figures and the ‘future year’ modelling uses the 2026 figures.
- 1.3 The implications of the new sites and the new population figures are discussed in the paragraphs below.

Overall findings

- 1.4 Population figures are used both to *derive* quantity standards and to *apply* quantity standards. Quantity standards are *derived* by comparing local needs for one type of open space within a district with the current level of provision. The standards are expressed as hectares per 1000 population. *Applying* those standards to specific areas help identify shortfalls or surpluses. So if the population changes, the levels of shortfall or surplus may change. There may also be a case for re-visiting the standards themselves.
- 1.5 The population changes are, in fact, relatively modest:

2005 report

2001 population (‘current year’) = 59,627 2011 population (‘future year’) = 60,900

2009 update

2006 population (‘current year’) = 60,300 2026 population (‘future year’) = 61,600

- 1.6 This is only about a 1% increase in both the current year and future year positions. Furthermore, because only four new sites have been added to the open space record, the supply-side information has not changed significantly. The exception to this is Mash Barn playing fields which, at some 12 hectares, provides a 15% increase to the overall stock of Outdoor Sports Facilities in the district. The outcome is that the current level of provision, 1.53 ha/1000, is above the quantity standard of 1.5 ha/1000. **It is recommended, therefore, that the quantity standard be recalibrated to reflect the current level of provision ie to 1.53ha/1000.** This ensures that any new residential developments coming forward will have to provide Outdoor Sports Facilities in the same proportion to the new population as the current levels of provision.

Allotments

- 1.7 We are aware from our consultations that, since the 2005 study, the demand for allotments has risen rapidly and the original standard may no longer be appropriate. In 2005, the quantity standard was set at 0.26 ha/1000, slightly below the (then) current level of provision of 0.27 ha/1000, implying a district-wide surplus of 0.61 hectares. This district-wide surplus decreased to 0.28 hectares by 2011.
- 1.8 The consultations have shown that there are waiting lists with over 100 names for allotment sites across Adur and there are few, if any, vacant plots. With the Council's preference for new plots of 125m² (5 rods), this means that there is at least 1.25 additional hectares of allotments required across the district. **To reflect this level of unmet demand, we recommend a quantity standard of 0.3 ha/1000.** When applied, this shows a shortfall of 1.98 hectares in 2006, rising to 2.37 in 2026 (ignoring the possible effects of the JAAP development).
- 1.9 The previous study stated that, when interpreting accessibility and quantity together, there was potentially over provision of allotments in the east of the district and a shortfall of provision in the Lancing area. With the revised quantity standard and new population figures, we can conclude that the shortfall in the Lancing area remains, and while there is good accessibility (in terms of catchment areas) in the east of the district, this should not be interpreted as surplus – in fact, the quantity standards demonstrate that there is a shortfall.
- 1.10 The impact on shortfalls and surpluses for all typologies of open space is summarised in Table 1.1 overleaf.

Table 1.1 Shortfalls (-) and surpluses (+) and changes from the previous study to this update paper

Typology	'Current year' comparison shortfalls (-) or surpluses (+)			'Future year' comparison shortfalls (-) or surpluses (+)		
	Original report (ha)	This update (ha)	Change (ha)	Original report (ha)	This update (ha)	Change (ha)
Parks and Gardens	-1.34	-1.38	-0.04	-1.41	-1.46	-0.05
Natural and semi natural green space	-3.23	-4.17	-0.94	-5.01	-5.99	-0.98
Amenity green space	-3.05	-3.51	-0.46	-4.08	-4.57	-0.49
Provision for children and young people	-0.53	-0.62	-0.09	-0.71	-0.80	-0.09
Allotments	+0.61	-1.98	-2.59	+0.28	-2.37	-2.65
Outdoor sports facilities	-9.233	-0.04	+9.19	-11.14	-2.03	+9.11

Notes:

Current year for original report: 2001 population, 2005 audit

Current year for this update: 2006 population, 2005 audit

Future year for original report: 2011 population, 2005 audit

Future year for this update: 2026 population, 2005 audit.

- 1.11 This shows that, in most cases, the shortfalls in each typology have increased slightly in the 'current year' and 'future year' positions. The main exception is Outdoor Sports Facilities, where the Mash Barn playing fields have turned a shortfall into a roughly neutral position (-0.04ha) for the current year and a small shortfall for the future year (-2.03ha).
- 1.12 Typologies where quantity standards are not normally set – green corridors, churchyards and cemeteries, civic spaces and beaches – have not been included in the calculations.

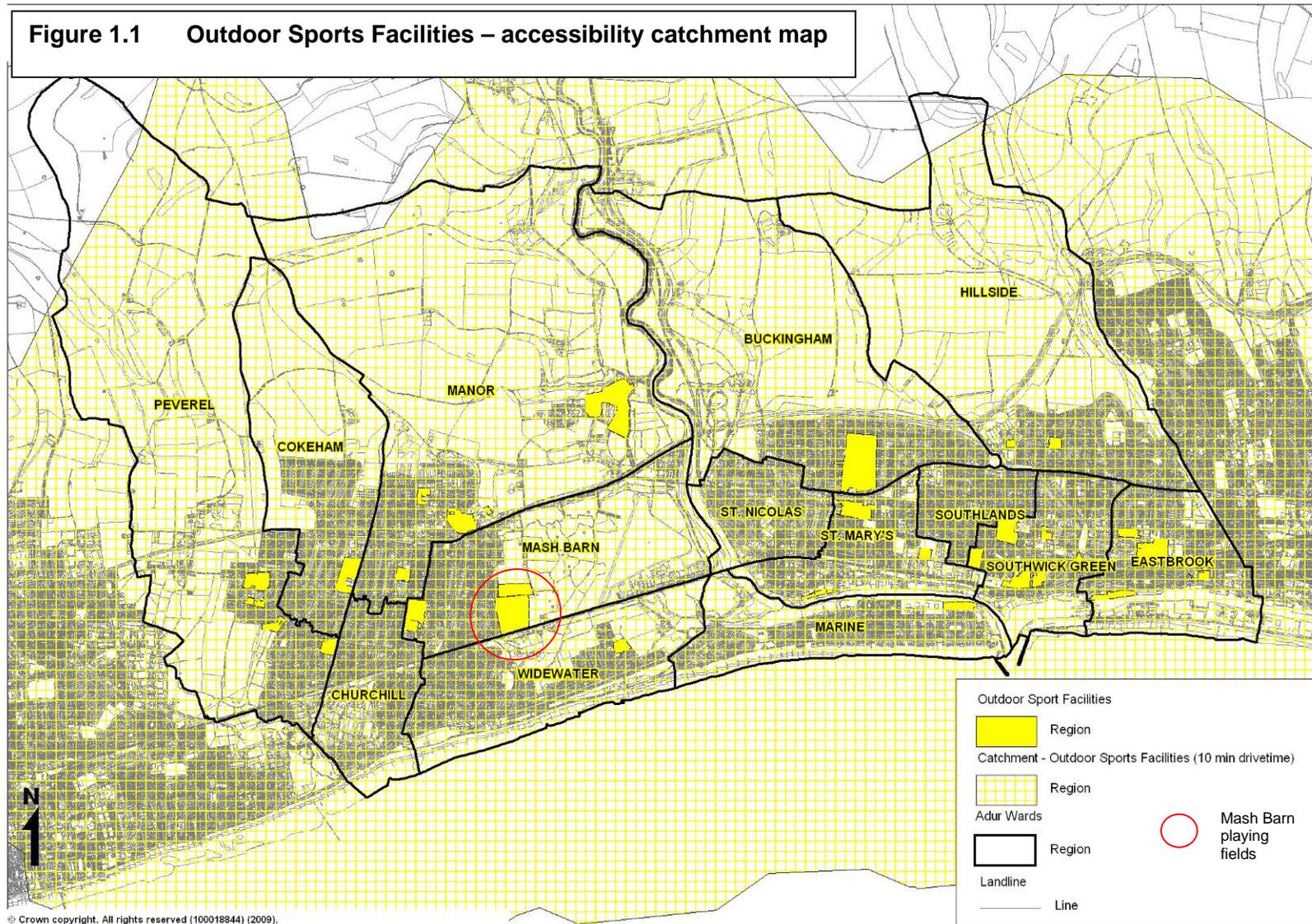
The effects of the new sites on accessibility

- 1.13 The presence of the new sites will provide new opportunities for Adur residents to access open space. This is best demonstrated by applying the accessibility standards in the 2005 study – typically walk time or drive time catchment areas – to the new sites, and considering these alongside existing sites.

Mash Barn playing fields

- 1.14 Mash Barn Farm playing fields is in the category of Outdoor Sports Facilities, which has an accessibility standard of 10 minutes drive time. The impact of Mash Barn Farm playing fields on the accessibility to Outdoor Sports Facilities is show on Figure 1.1 overleaf.

Figure 1.1 Outdoor Sports Facilities – accessibility catchment map



1. UPDATE OF THE ADUR OPEN SPACE, SPORT AND RECREATION STUDY

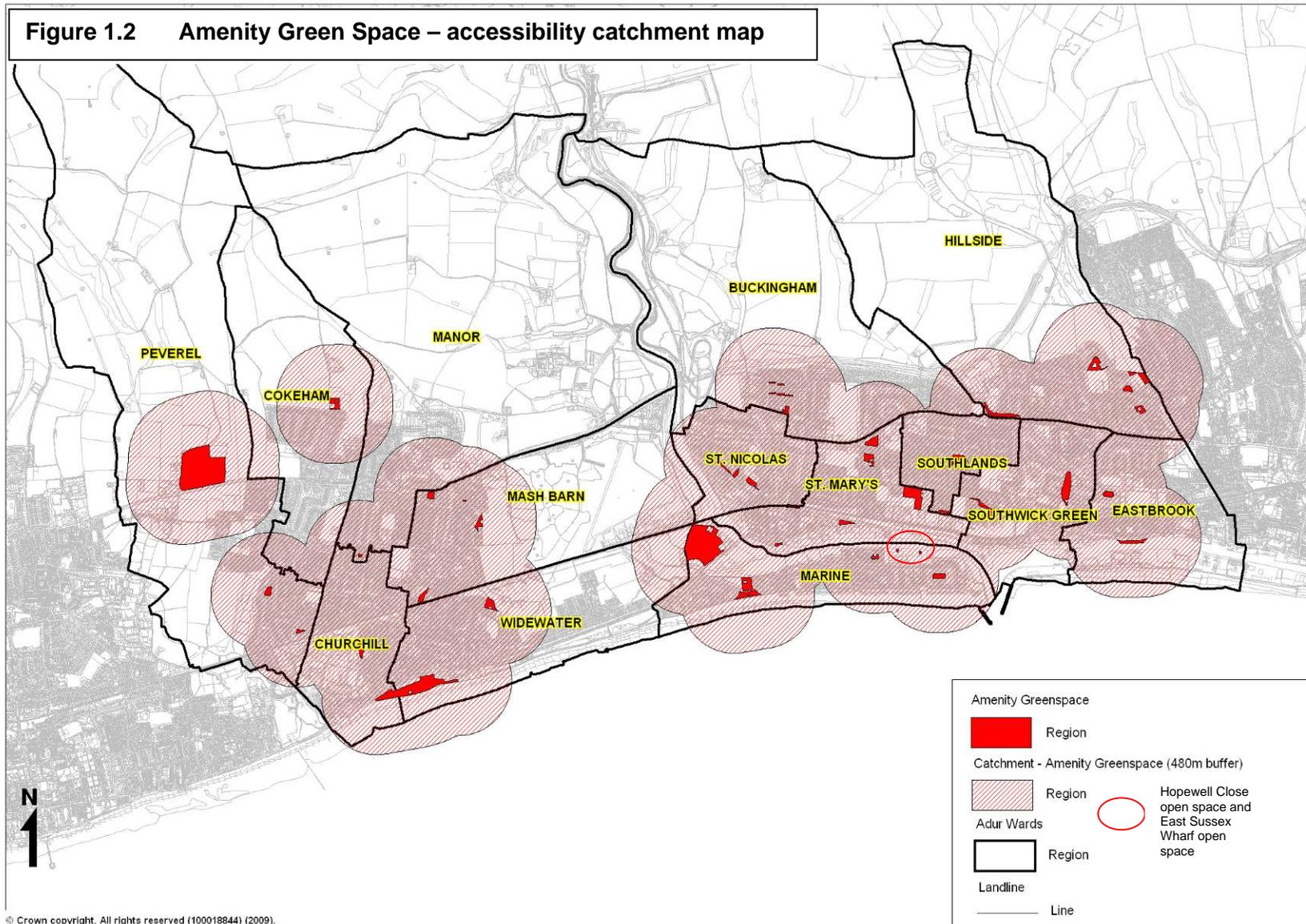
- 1.15 This shows that Adur District has good overall access to outdoor sports facilities, and Mash Barn Farm playing fields improve this accessibility by providing a public facility in the central part of the district.

Anchor Close promenade

- 1.16 Anchor Close promenade is in the category of civic spaces. No other civic spaces were identified in the 2005 study so no standards were set. It is not therefore possible to assess the impact of Anchor Close promenade in an objective way, apart from noting that it provides an amenity to nearby residents for limited informal recreation.

Hopewell Close open space and East Sussex Wharf open space

- 1.17 Hopewell Close open space and East Sussex Wharf open space are both in the Amenity Green Space typology, which has an accessibility standard of a 10 minute walktime. The impact of these open spaces is show on Figure 1.2 overleaf.



1. UPDATE OF THE ADUR OPEN SPACE, SPORT AND RECREATION STUDY

1.18 This shows that Adur District has good overall access to Amenity Green Space although there are residential areas in the north and east of Lancing where accessibility is poor. The two new sites, being located on the Shoreham Beach peninsula, provide a local function but their wider impact is negligible.

Green corridors

1.19 Green corridors are considered separately within Section 3 of this report.

Indoor sports facilities

1.20 Indoor sports facilities were considered in the 2005 study but in a slightly different way to open space. Instead of deriving local standards through audit and consultation, demand modelling was undertaken using local demographic characteristics and standard participation rates.

1.21 The 2005 study concluded that:

- sports halls – a shortfall of 4 badminton courts
- swimming pools – a shortfall of 316m² of water
- health & fitness – a shortfall of 69 stations¹.

1.22 By applying the 2006 and 2026 population figures, and assuming that no new facilities are in place, the revised figures are as shown in the table below:

Facility type	2005 report	2006 situation	2026 situation (no JAAP)
Sports halls	Shortfall of 4 badminton courts	Shortfall of 4 badminton courts	Shortfall of 5 badminton courts
Swimming pools	Shortfall of 316m ² of water	Shortfall of 312m ² of water	Shortfall of 323m ² of water
Health & fitness	Shortfall of 69 stations	Shortfall of 72 stations	Shortfall of 76 stations

1.23 This table shows that there has been little change since the 2005 report. However, it is interesting to note that despite a small increase in the 'base year' population from the 2005 report to this update report, there is actually a small reduction in the shortfall of water space. This is because the age profile of the district has changed, resulting in a very slightly smaller number of regular swimmers.

¹ Where a station is one piece of gym equipment designed for a single user, such as a treadmill or exercise bike.

Potential impacts of new development in the JAAP development area

- 1.24 The impacts of new development in the JAAP development area can be modelled using a standards approach.
- 1.25 Applying Adur's quantity standards to the anticipated residential populations that will occupy the new development will give an indication of the amount of new open space which is required.
- 1.26 Applying Adur's accessibility standards to existing open spaces will give an indication of whether existing open spaces can be accessed reasonably from the residential populations that will occupy the new development. This point is examined along with Brighton & Hove's open spaces and standards in Section 4.
- 1.27 This approach makes the following assumptions:
- it is appropriate to apply the Adur standards to those elements of the JAAP development taking place within Adur's boundaries. (This issue is considered further in Section 4).
 - the three scenarios for development levels are 10,000 dwellings, 7920 dwellings and 5500 dwellings and the occupancy levels will be 2.22 persons per dwelling in Adur² and 2.5 persons per dwelling in Brighton & Hove
 - the residential development will be split equally into three main areas: Shoreham, Southwick and Portslade³, so Adur will have 2/3 of the dwellings (6667, 5333, or 3667) and Brighton & Hove will have 1/3 of the dwellings (3333, 2667 or 1833)
 - thus the scenarios which need to be tested within Adur are:
 - Scenario 1: 6667 x 2.22 = 14,800 population
 - Scenario 2: 5280 x 2.22 = 11721 population
 - Scenario 3: 3667 x 2.22 = 8140 population.

² The Coastal West Sussex Strategic Housing Market Assessment (final draft) indicates that average household size in Coastal West Sussex (Adur, Worthing, Arun and Chichester Districts) is 2.22 persons per household

³ This was a conclusion of the Visioning Workshop on 8 January 2009

Table 1.2 Impact of the JAAP development in terms of quantity of open space: shortfalls (-) and surpluses (+)

Typology	2026 excluding JAAP (ha)	2026 scenario 1 (ha)	2026 scenario 2 (ha)	2026 scenario 3 (ha)
Parks and Gardens	-1.46	-2.34	-2.16	-1.94
Natural and semi natural green space	-5.99	-26.71	-22.4	-17.39
Amenity green space	-4.57	-16.55	-14.06	-11.16
Provision for children and young people	-0.8	-2.88	-2.45	-1.94
Allotments	-2.37	-6.81	-5.89	-4.81
Outdoor Sports Facilities	-2.03	-24.67	-19.96	-14.48
Total	-17.22	-79.96	-66.92	-51.72

- 1.28 This table starkly demonstrates the impact of the JAAP in terms of open space area requirements, based on Adur’s quantity standards. Between 51 and 80 hectares of new open space will be required in 2026, of which between 34 and 53 hectares will be directly attributable to the JAAP area.
- 1.29 It is also important to consider the impact on indoor sports facilities. Sport England’s Sports Facility Calculator has been used (<http://www.sportengland.org/sportsfc.htm>) to derive the additional demand for sports halls and swimming pools; PMP’s model is used for health and fitness. This is set out in Table 1.3 below.

Table 1.3 Impact of the JAAP development in terms of quantity of indoor sports facilities: shortfalls (-) and surpluses (+)

Typology	2026 excluding JAAP (ha)	2026 scenario 1 (ha)	2026 scenario 2 (ha)	2026 scenario 3 (ha)
Sports halls	-5 badminton courts	-9 badminton courts	-8 badminton courts	-7 badminton courts
Swimming pools	-323m ² water	-465m ² water	-436m ² water	-401m ² water
Health & fitness	-76 stations	-124 stations	-115 stations	-103 stations

- 1.30 The Sports Facility Calculator also models the requirement for indoor bowls. This shows that the additional requirement generated by the JAAP development for indoor bowls would be:
- Scenario 1 1.05 rinks
 - Scenario 2 0.83 rinks
 - Scenario 3 0.58 rinks.
- 1.31 This would not be of sufficient magnitude to justify a new indoor bowls facility.
- 1.32 In a similar way to open space, this shows that the JAAP development would have a significant impact on the demand for basic indoor sports facilities. From our modelling, this could be in the range of 2 to 4 badminton courts, 78 m² to 142 m² of swimming pool area and 27 to 48 additional fitness stations. This level of demand could justify a small, dry indoor leisure centre, comprising (say) a four court sports hall and a 40 station gym.
- 1.33 On its own, the part of the JAAP development within Shoreham and Southwick would not provide enough demand to justify a new swimming pool (a four lane, 25 metre pool being 262 m²), but together with the increased general demand in Adur to 2026, plus existing unmet need, a new 25 metre pool of up to six lanes could be justified.
- 1.34 This sort of leisure development would benefit from integration with a new secondary school because of its scale and economies in delivery and operation. A new leisure centre is particularly important given the constraints on delivering outdoor sports facilities in or near the JAAP development.

The emerging open space and recreation strategy to accommodate the JAAP development

- 1.35 It is already clear from the work of others on the JAAP consultant team that the development itself will be high density, with minimal scope for on-site open space. There are also very few vacant sites within the built up area of Adur which could accommodate new open spaces. It is likely, therefore, that the open space strategy for the JAAP area will include a combination of:
- a. increasing the *attractiveness* of existing sites (eg general quality improvements, enhanced maintenance, etc)
 - b. increasing the *capacity* of existing sites (eg more seating, more useable grass areas, more play equipment, etc)
 - c. improving the *access to* existing sites in Adur and Brighton & Hove (eg better signage, paths, information or lighting, etc)
 - d. improving the *access to* the Downs and other countryside beyond the built up area of Adur and Brighton & Hove
 - e. creating new public open space beyond the built up areas of Adur and Brighton & Hove
 - f. ensuring that any new open space which is delivered is multi functional, high quality and able to accommodate high levels of use

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- g. increasing the *accessibility catchment areas* of existing sites (eg better routes to each site, reducing journey times and/or making journeys more attractive, etc)
 - h. providing new indoor sports facilities in conjunction with a new secondary school within or close to the JAAP development.
- 1.36 (c), (d) and (g) will be revisited in Section 3, Green Corridors. The other points need further consideration in light of the findings of Section 2 and 4 of this report. They are therefore not included as recommendations at this stage.

Recommendations

- 1.37 The quantity standard for Outdoor Sports Facilities be increased to reflect the current level of provision ie 1.53ha/1000.
- 1.38 The quantity standard for Allotments be increased to reflect increasing levels of demand, to 0.3ha/1000.
- 1.39 All other standards remain the same.

2. A review of the Brighton & Hove open space, sport and recreation study

‘To review the Brighton & Hove Open Space, Sport and Recreation Study in the light of the potential development within the Shoreham Harbour JAAP area and recommend any necessary updates’.

Background to the Brighton & Hove Open Space, Sport and Recreation study

- 2.1 The Brighton & Hove Open Space, Sport and Recreation study was issued to the Council in October 2008 and completed in February 2009 following inclusion of minor amendments, so little, if any, updating is anticipated. The overall picture is one of shortfalls of most types of open space in the city.
- 2.2 It is becoming clear that the JAAP development will provide very little open space on site, due to the housing density requirements. It is therefore unlikely that the JAAP development will be able to remedy any shortfalls in open space in Brighton & Hove.
- 2.3 It was agreed with planning officers of Brighton & Hove City Council that the study should consider the impact of the JAAP development on the western end of Brighton & Hove, specifically the four wards of North Portslade, South Portslade, Hangleton & Knoll and Wish. There are a number of open spaces in these wards, across most typologies, which are within reasonable travel times of the JAAP development. They are therefore likely to be used by JAAP residents in future. Because of existing and anticipated pressures on these spaces, it is unlikely that these sites will be able to cater for the needs of new JAAP residents. The implications of this are:
- new open space will need to be sought
 - quality and capacity improvements to existing open spaces will be required
 - access routes to the more sustainable open spaces in both Brighton & Hove and Adur need to be improved to increase catchment areas.

Potential impacts of new development in the JAAP development area

- 2.4 The impacts of new development in the JAAP development area can be modelled using a standards approach.
- 2.5 Applying Brighton & Hove’s quantity standards to the anticipated residential populations that will occupy the new development will give an indication of the amount of new open space which will be required.
- 2.6 Applying Brighton & Hove’s accessibility standards to existing open spaces will give an indication of whether existing open spaces can be accessed reasonably from the residential populations that will occupy the new development. This point is examined along with Adur’s open spaces and standards in Section 4.
- 2.7 This approach makes the following assumptions:
- it is appropriate to apply the Brighton & Hove’s standards to those elements of the JAAP development taking place within Brighton & Hove’s boundaries. (This issue is considered further in Section 4).
 - the three scenarios for development levels are 10,000 dwellings, 7920 dwellings and 5500 dwellings

2. REVIEW OF BRIGHTON & HOVE OPEN SPACE, SPORT AND RECREATION STUDY

- the occupancy levels will be 2.5 persons per dwelling
- thus the residential populations in the three scenarios will be 25,000, 20,000 and 13,750
- the residential development will be evenly split into three main areas: Shoreham, Southwick and Portslade⁴
- the number of dwellings within Brighton & Hove will be:
 - scenario 1: 10,000 x 1/3 = 3333
 - scenario 2: 7920 x 1/3 = 2640
 - scenario 3: 5500 x 1/3 = 1833.
- thus the scenarios which need to be tested within Brighton & Hove are for:
 - scenario 1: 3333 dwellings x 2.5 occupants per dwelling = 8333 population
 - scenario 2: 2640 dwellings x 2.5 occupants per dwelling = 6600 population
 - scenario 3: 1833 dwellings x 2.5 occupants per dwelling = 4583 population.

Table 2.1 Impact of the JAAP development in terms of quantity of open space in Brighton & Hove: shortfalls (-) and surpluses (+)

Typology	2026 excluding JAAP (ha)	2026 scenario 1 (ha)	2026 scenario 2 (ha)	2026 scenario 3 (ha)
Parks and Gardens	-40	-47.67	-46.08	-44.22
Natural and semi natural green space	-119	-142.43	-137.58	-131.93
Amenity green space	-23.3	-28.16	-27.15	-25.98
Provision for children and young people	-4.46	-4.96	-4.86	-4.74
Allotments	-9.01	-10.93	-10.53	-10.06
Outdoor Sports Facilities	-19.5	-23.42	-22.6	-21.65
Total	-215.27	-257.57	-248.8	-238.58

⁴ This was a conclusion of the Visioning Workshop on 8 January 2009.

2. REVIEW OF BRIGHTON & HOVE OPEN SPACE, SPORT AND RECREATION STUDY

2.8 This table demonstrates the impact of the JAAP in terms of open space area requirements, based on Brighton & Hove’s quantity standards. Between 215 and 257 hectares of new open space will be required, of which between 23 and 42 hectares are directly attributable to the JAAP area.

2.9 The requirement for Natural and Semi Natural Green Space is the most marked, with between 12 and 23 hectares required. It will be difficult to accommodate this requirement within the JAAP development area or in its immediate vicinity. However, this should not preclude investigation of innovative approaches to delivery of Natural and Semi Natural Green Space such as green walls, improvements to sloping or undevelopable land and provision of green roofs.

Indoor sports facilities

2.10 Indoor sports facilities were considered in Brighton & Hove’s open space, sport and recreation study but in a slightly different way to open space. Instead of deriving local standards through audit and consultation, demand modelling was applied using local demographic characteristics.

2.11 For consistency with the Adur work, we have focused our analysis on sports halls, swimming pools and health & fitness. However, the Brighton & Hove also considered indoor bowls. This study concluded that, in terms of current needs:

- sports halls – a shortfall of 48.5 badminton courts
- swimming pools – a shortfall of 1420m² of water
- health & fitness – an oversupply of 64 stations
- indoor bowls – a shortfall of 1.02 rinks.

2.12 Table 2.3 takes this modelling approach and applies it to the future year (2026), with and without the three JAAP development scenarios. Sport England’s Sports Facility Calculator has been used (<http://www.sportengland.org/sportsfc.htm>) to derive the additional demand for sports halls, swimming pools and indoor bowls; PMP’s model is used for health and fitness.

Table 2.3 Impact of the JAAP development in terms of quantity of indoor sports facilities: shortfalls (-) and surpluses (+)

Typology	2026 excluding JAAP (ha)	2026 scenario 1 (ha)	2026 scenario 2 (ha)	2026 scenario 3 (ha)
Sports halls	-59 badminton courts	-61 badminton courts	-61 badminton courts	-60 badminton courts
Swimming pools	-1605m ² water	-1691m ² water	-1673m ² water	-1652m ² water
Health & fitness	-33 stations	-71 stations	-63 stations	-54 stations
Indoor bowls	-3.5 rinks	-3.96 rinks	-3.87 rinks	-3.76 rinks

2. REVIEW OF BRIGHTON & HOVE OPEN SPACE, SPORT AND RECREATION STUDY

- 2.13 This table show that the JAAP development will create an additional demand for sports halls (one or two badminton courts), additional demand for swimming (47m² to 85m²), additional demand for health & fitness (21 to 38 stations) and marginal additional demand for indoor bowls (0.26 rinks to 0.46 rinks). This level of demand could justify a small, dry indoor leisure facility in Portslade, comprising (say) a one or two court sports halls and a 30 station gym. On its own, the population arising from the JAAP development in Brighton & Hove would not provide enough demand to justify a new swimming pool (a four lane, 25 metre pool being 262 m²). However, together with the increased general demand in Brighton & Hove to 2026, plus existing unmet need, a new 25 metre pool could be justified. For indoor bowls, where a four rink facility is the smallest usual size of facility and could be justified given the results shown above.
- 2.14 This sort of leisure development would benefit from integration or co-location with a new secondary school because of its scale and economics in delivery and operation.

Emerging open and recreation space strategy to accommodate the JAAP development

- 2.15 As already noted in Section 1, the JAAP development itself will be high density, with minimal scope for on-site open space. As in Adur, there are also very few vacant sites within the built up area of Brighton & Hove which could accommodate new open spaces. The emerging approach therefore echoes that identified for Adur:
- a. increasing the *attractiveness* of existing sites (eg general quality improvements, enhanced maintenance, etc)
 - b. increasing the *capacity* of existing sites (eg more seating, more useable grass areas, more play equipment, etc)
 - c. improving the *access to* existing sites in Adur and Brighton & Hove (eg better signage, paths, information or lighting, etc)
 - d. improving the *access to* the Downs and other countryside beyond the built up area of Adur and Brighton & Hove
 - e. creating new public open space beyond the built up areas of Adur and Brighton & Hove
 - f. ensuring that any new open space which is delivered is multi functional, high quality and able to accommodate high levels of use
 - g. increasing the *accessibility catchment areas* of existing sites (eg better routes to each site, reducing journey times and/or making journeys more attractive, etc).
 - h. providing new indoor sports facilities in conjunction with a new secondary school within or close to the JAAP development.
- 2.16 Again, none of the points are made as concrete recommendations at this stage, as it is important to consider first the combined effects with the JAAP development in Shoreham and Southwick. This is examined in Section 4.
- 2.17 The next section explores the role and opportunities for Green Corridors, which will impact on points (c), (d) and (g) above.

3. Green corridors

‘Work previously undertaken on green corridors should be reviewed and specific recommendations should be made for a network of green corridors’.

- 3.1 This section of this report focuses on establishing a network of green corridors/links which take account of opportunities for walkers, dog walkers and cyclists. It also considers opportunities to create and enhance wildlife corridors. In preparing this section, consultation has been undertaken with the Ecologists preparing the Ecological Study for the JAAP and the Adur Core Strategy.

Methodology

- 3.2 The section is based predominantly on desk research and initial on-site evaluations of potential route corridors. All opportunities and constraints identified in this section warrant further investigation and feasibility studies undertaken by, or in close consultation with, a suitably qualified transport planner.

Background to green corridors

- 3.3 According to Annex A Planning Policy Guidance 17, *Planning for Open Space, Sport and Recreation* (PPG17), the need for Green Corridors arises:

‘... from the need to promote environmentally sustainable forms of transport such as walking and cycling within urban areas - planning policies should promote the use of green corridors to link housing areas to the Sustrans national cycle network, town and city centres, places of employment and community facilities such as schools, shops, community centres and sports facilities. In this sense green corridors are demand-led. However, planning authorities should also take opportunities to use established linear routes, such as disused railway lines, roads or canal and river banks, as green corridors, and supplement them by proposals to ‘plug in’ access to them from as wide an area as possible’.

- 3.4 It goes on to state that: *‘local authorities should seek opportunities to provide better facilities for walkers, cyclists and horse-riders, for example by adding links to existing rights of way networks.’*

- 3.5 From PMP’s work elsewhere in the country, we have found that a green corridor network can bring the following benefits for people:
- it improves access to existing sites
 - it increases the usage levels of existing sites
 - it increases the capacity of existing sites by relieving pressure on ‘honeypot’ locations
 - it increases the catchment areas of existing sites.

3. GREEN CORRIDORS

- 3.6 Furthermore, the Department of Transport's 'Walking and Cycling: an Action Plan' outlines a number of additional people-orientated benefits from the development of walking and cycling routes, including:
- creation of opportunities to exercise and improve health
 - improved social interactions
 - sustainable open spaces which reduce the need for polluting transport.
- 3.7 However, it is important to note that a successful green network does not just benefit people. A connected network allows for the migration of urban wildlife and the development of protected habitats.
- 3.8 This point is noted in the South-East Plan (Policy NRM4) which seeks to avoid a net loss of biodiversity, and achieve a biodiversity gain across the region by '*establishing accessible green networks and open green space in urban areas to create habitats of importance to local communities*'.

Tibbalds' Draft Urban Design Study for the Shoreham Harbour JAAP proposals (February 2009)

- 3.9 Tibbalds' Draft Urban Design Study for the Shoreham Harbour JAAP has a number of comments on pedestrian and cycle routes in the area. It states that '*Strategic routes for pedestrians and cyclists are concentrated into the South Downs and generally stop at the outskirts of built up areas and do not connect into centres and to the sea. There are a number of key pedestrian destination and potential destinations, including public transport, for instance railway stations, mixed use centres, historic and cultural destinations, including museums and monuments and recreational facilities.*
- 3.10 '*Some of these are well linked to strategic pedestrian and cycle routes whilst others are not. Two key pedestrian routes connect across Shoreham Harbour - the footbridge to Shoreham Beach and access across the Harbour locks to Southwick Beach. Neither of these offers a high quality pedestrian environment, although the route across the locks has a distinctive industrial and maritime character, which could easily be lost in environmental improvements.*
- 3.11 '*To the east of Shoreham Harbour the Brighton and Hove seafront is made up of a promenade for pedestrians and cyclists and a series of recreational activities, which vary along the length of the promenade as a whole. This currently ends at the lagoon immediately to the east of Shoreham Harbour.*
- 3.12 '*However, Southwick Beach and the beach cafe create a destination that helps to draw people to walk along the eastern part of the Harbour and across the locks from Southwick. There are opportunities to create comparable destinations for pedestrians around the existing fort on Shoreham Beach and also the lighthouse on Kingston Beach.*
- 3.13 We have considered Tibbalds' views in the development of our proposals for green corridors in this report.

Emerging issues from other aspects of this study

- 3.14 During the course of the study, it has become clear that green corridors are likely to be a very significant part of the approach to open space associated with the JAAP. This is for several reasons:
- the density of development that will be required and the shortage of space will preclude the incorporation of significant amounts of open space on site
 - while there may be some opportunities to increase the amount of open space off-site, within a reasonable catchment area, these opportunities will be limited and are unlikely to be able to meet all the needs generated by the JAAP development
 - larger, new open spaces may need to be provided further away, beyond the urban fringe. The catchment areas of these sites will need to be increased by improving the access to them.
- 3.15 Therefore improved access to existing open spaces and to the countryside beyond the built up area will be critical. Clearly defined, connected green corridors across the urban area will also provide benefits in terms of healthy, safe travel and may ease the pressure on those open spaces which are nearest to the JAAP development.
- 3.16 From the two workshops held with the consultant team and officers, it has also become clear that north-south links and east-west links will be crucial for the success of the JAAP development. North-south links are needed to access community infrastructure such as schools, open spaces and the Downs to the north of the railway line; east-west links are needed to access the urban centres in Worthing, Lancing, Shoreham, Hove and Brighton. Well designed green corridors will enable those links to be used for walking and cycling, contributing to sustainable objectives and providing a recreational resource. They could also offer opportunities for wildlife movements.
- 3.17 Further pedestrian/cycle crossings of the water are likely to be required, in particular one to augment or improve the current lock crossing of the harbour canal.
- 3.18 The network of green corridors should ensure that pedestrians can move safely and efficiently between open spaces in other parts of Adur and from open spaces to the surrounding countryside. This is an important point for the Adur Core Strategy.
- 3.19 The Sustrans National Cycle Network (NCN) Route Two, also known as the South Coast Cycle Route, is one of the principal green corridors in the area. It provides a strategic route for walkers and cyclists along the south coast and passes right through the JAAP area. The JAAP development provides an opportunity to enhance this key route and maximise its usage by local residents, commuters, recreational users and tourists. We return to the role of the NCN later in this section.

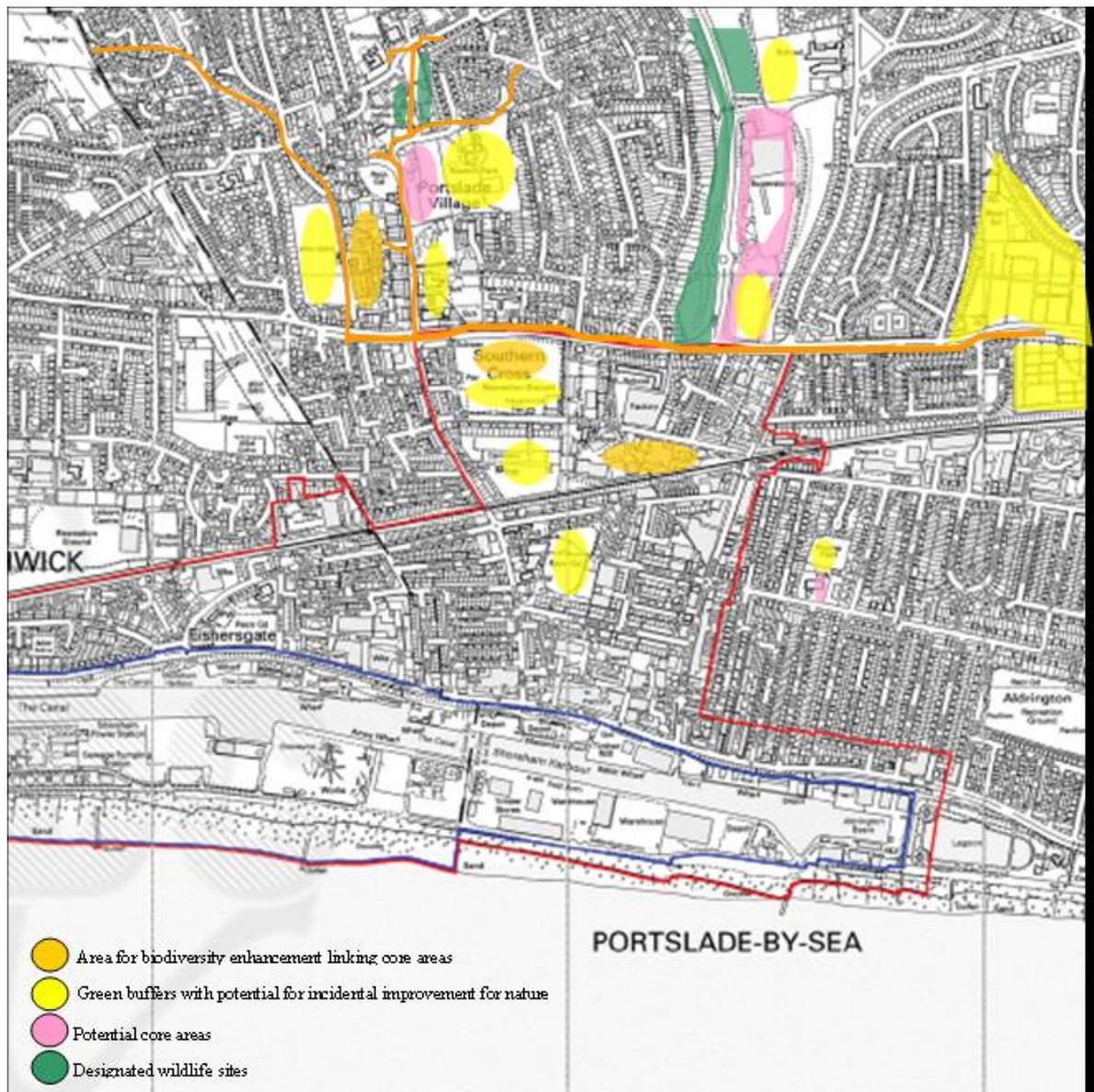
Review of previous work undertaken

A Green Network for Brighton & Hove – May 2008

- 3.20 This study was produced in partnership between the Sussex Wildlife Trust and Brighton & Hove Council. It incorporates the following:
- maintenance of biodiversity and the creation of new habitats
 - facilitation of Climate Change adaptation
 - provision of outdoor recreation and leisure facilities
 - provision of sustainable transport (footpath and cycleway) network between key nodes
 - aesthetic enhancement of the city
 - delivery of ecosystem function benefits.
- 3.21 The study was based on a people-orientated and species-orientated function methodology. The people-orientated function drew on Natural England's Accessible Natural Green Space Standards. These state that no-one should be further than 300 metres from their nearest natural green space and that at least 2 hectares of natural green space per 1,000 population should be provided.
- 3.22 The species-orientated function was developed from the South Downs Habitat Potential Mapping project and the Biodiversity Audit of Brighton & Hove 2008. The basis of the analysis was identifying how two hypothetical species would migrate across the urban environment.
- 3.23 The map overleaf summarises the proposed open space developments that impact on the JAAP area and surrounding Portslade area.

3. GREEN CORRIDORS

Map 1.1 Recommendations from the Brighton & Hove Green Infrastructure Study



- 3.24 This shows that within the JAAP area, three main areas have been identified for biodiversity enhancement linking core areas, plus another three areas which will act as green buffers with potential for incidental improvement for nature. There are a number of potential core areas and designated wildlife sites adjacent (or very close) to the JAAP area.
- 3.25 Any development within the JAAP will need to be mindful of these areas and the function they need to fulfil, particularly in terms of nature conservation and wildlife.

3. GREEN CORRIDORS

Brighton & Hove Open Space, Sport and Recreation Study (2008)

- 3.26 The Brighton & Hove Open Space, Sport and Recreation Study did not separately analyse green corridors but it did identify the role of the beach and seafront for biodiversity and sustainable transport. For example, the study recommended that *'appropriate measures should be taken to ensure that the seafront is accessible on foot, as well as by cycle way and the public transport system'*. Furthermore, it highlighted the importance of the beach for recreational, landscape, environment and biodiversity benefits. Aspirations from the public consultation included more dedicated cycle tracks in the vicinity of the beaches and that *'the beach achieves a higher biodiversity value'*.
- 3.27 Furthermore, NCN Route 2 passes along the seafront and the national quality award for beaches, Blue Flag, has a criterion that *'sustainable means of transportation must be promoted in the beach area'*. West Street Beach, close to the JAAP area, has achieved the Blue Flag quality award and therefore has to meet the above criterion.
- 3.28 It is reasonable to conclude that the beach and seafront, in conjunction with NCN Route 2, provides an important green corridor from the JAAP area into Brighton & Hove. It should therefore be protected and enhanced.

Adur District Open Space, Sport and Recreation Study

- 3.29 Adur's Open Space, Sport and Recreation Study identifies the Adur Valley Project within its review of green corridors. This project seeks to provide a 24 km route north to south route between Horsham, Mid Sussex and Adur districts, supported by the respective local authorities, the Environment Agency, Natural England and Sport England. The other principal green corridor in the district is the Coastal Link path which runs along the Adur River to the west of the JAAP area and connects Shoreham with the South Downs.
- 3.30 The public consultation undertaken for Adur's open space study identified that 17% of respondents used green corridors daily and 43% use them weekly. These are very high usage levels compared to other studies and the figures imply that a more extensive network should be well used by local people.

Opportunities for a new network of green corridors

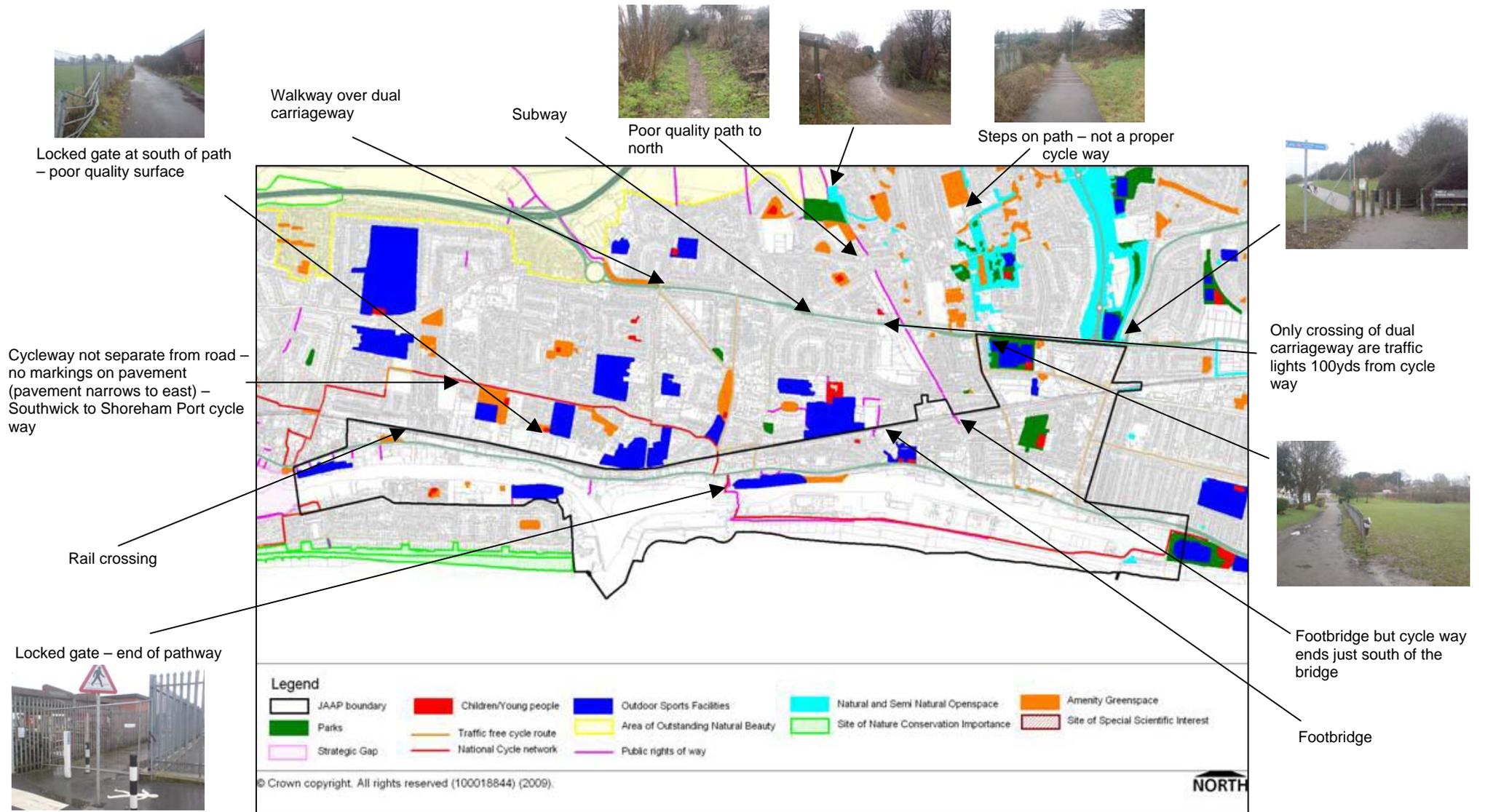
- 3.31 The focus of this element of the study has been to ensure a complete network of greenways is available not only around the JAAP area to the east of Adur but also extends to the west. While qualitative improvements are required, the National Cycle Network provides a valuable basis from which to extend greenways to connect Shoreham to urban areas such as Hove, Lancing and Worthing.
- 3.32 The NCN (route 2) already provides the basis of the **east-west links** across the JAAP and into neighbouring areas. Every opportunity should be taken to enhance the usage and quality of this route by providing:
- more traffic free sections
 - improved crossings of the harbour canal and the River Adur
 - improved signage, waymarking and interpretation
 - improved links to other routes

3. GREEN CORRIDORS

- improved surfacing and maintenance
 - improved maps and promotion.
- 3.33 There are several access barriers that need to be addressed for the **north-south routes**. These include:
- the harbour canal and River Adur
 - the railway line
 - main roads (including the A259, A27 and A270).
- 3.34 Safe crossings of these barriers will be critical to the success of north-south links. We understand that there is a replacement bridge planned between Shoreham town and Shoreham beach, across the River Adur, to be delivered as part of Sustrans' Connect2 programme. It is critical that this bridge is not only designed as a cycle and pedestrian facility but also that it links with safe and attractive routes on both sides of the river.
- 3.35 An improved lock crossing over the harbour canal will also be required to promote the use of the cycle network. At present the lock crossing is narrow with unattractive approaches and is subject to interruptions due to the operation of the lock. It was fenced off and locked during the site visit.
- 3.36 In addition to the barriers, an assessment of current routes has been carried out. This revealed several qualitative deficiencies amongst current greenways. Figure 3.1 (east Adur) and Figure 3.2 (west Adur) overleaf illustrate the current distribution of public open space and existing network of routes. These maps also identify opportunities to capitalise on existing infrastructure such as footbridges and subways. It is important that greenways provide the population in these areas with accessible routes to allow for easy dispersion to other open spaces, such as the South Downs.

3. GREEN CORRIDORS

Figure 3.1 Existing open spaces, rights of way, cycle routes and crossing points (East Adur)



3. GREEN CORRIDORS

Figure 3.2 Existing open spaces, rights of way, cycle routes and crossing points (West Adur)

Footbridge provides access across A27

Traffic light crossing provides access across A27



Waterlogged path – poor cycleway

Extend path to north of park

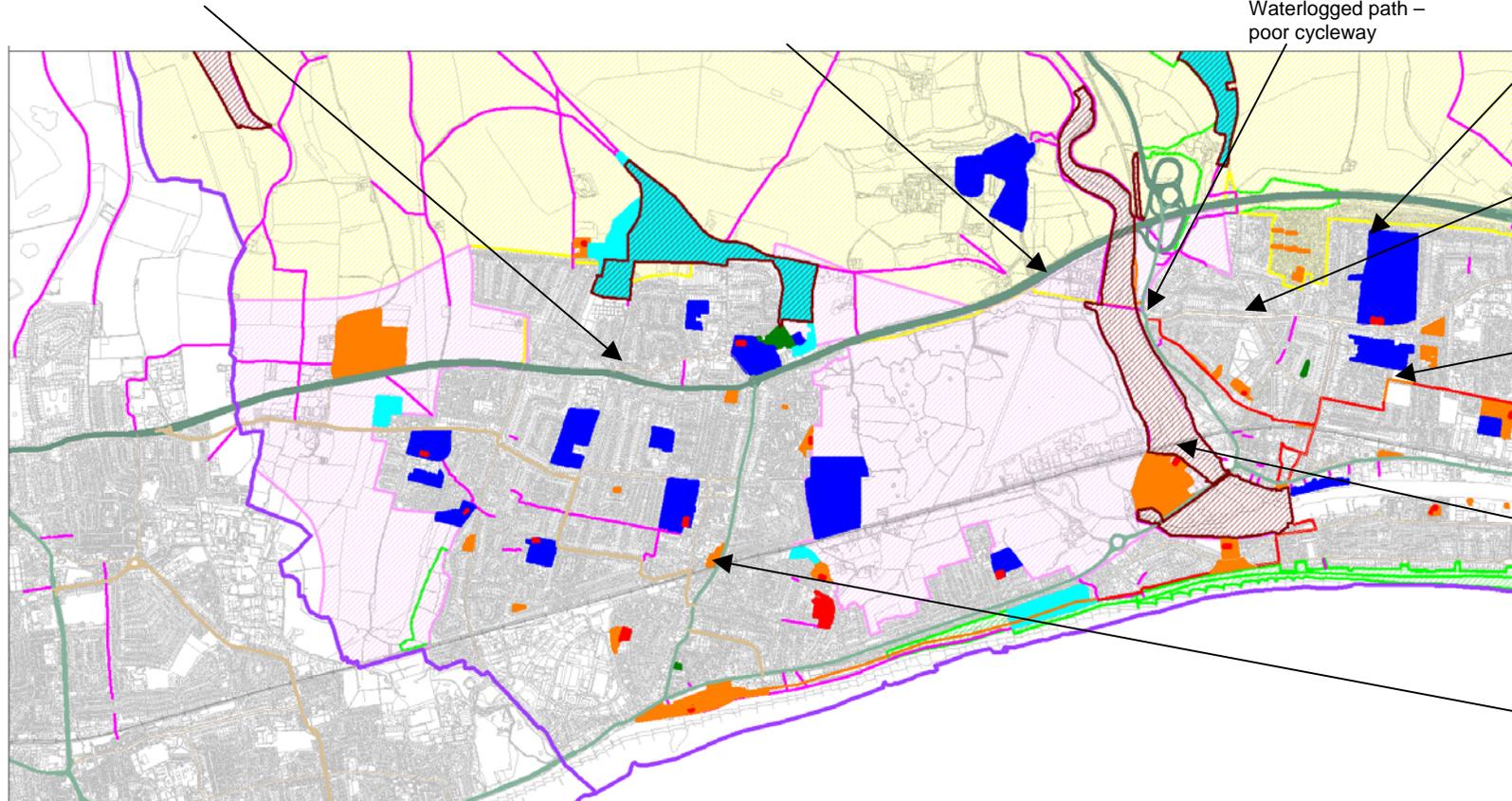
Wide and quiet main road – potentially extend cycleway



Waterlogged path – poor cycleway

Underpass provides access across railway

Railway crossing. Additional cycle way would link with coastal public rights of way



Legend

- | | | | | |
|--------------------------|-----------------------|------------------------------------|--|-------------------------------------|
| Adur district | Children/Young people | Outdoor Sports Facilities | Natural and Semi Natural Openspace | Amenity Greenspace |
| Traffic free cycle route | Parks | Area of Outstanding Natural Beauty | Site of Nature Conservation Importance | Site of Special Scientific Interest |
| National Cycle network | Public rights of way | Strategic Gap | | |

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A proposed network

3.37 Figures 3.1 and 3.2 have identified a number of opportunities and challenges. The general objectives of the proposed network include:

- to establish links with the National Cycle Network
- provide new or improved green corridors in those areas which lack open space provision
- link the JAAP area with existing open space
- reduce pressure on existing open space by providing routes to alternative sites
- integrate with Brighton & Hove's Green Infrastructure Study.

Opportunities across Adur District

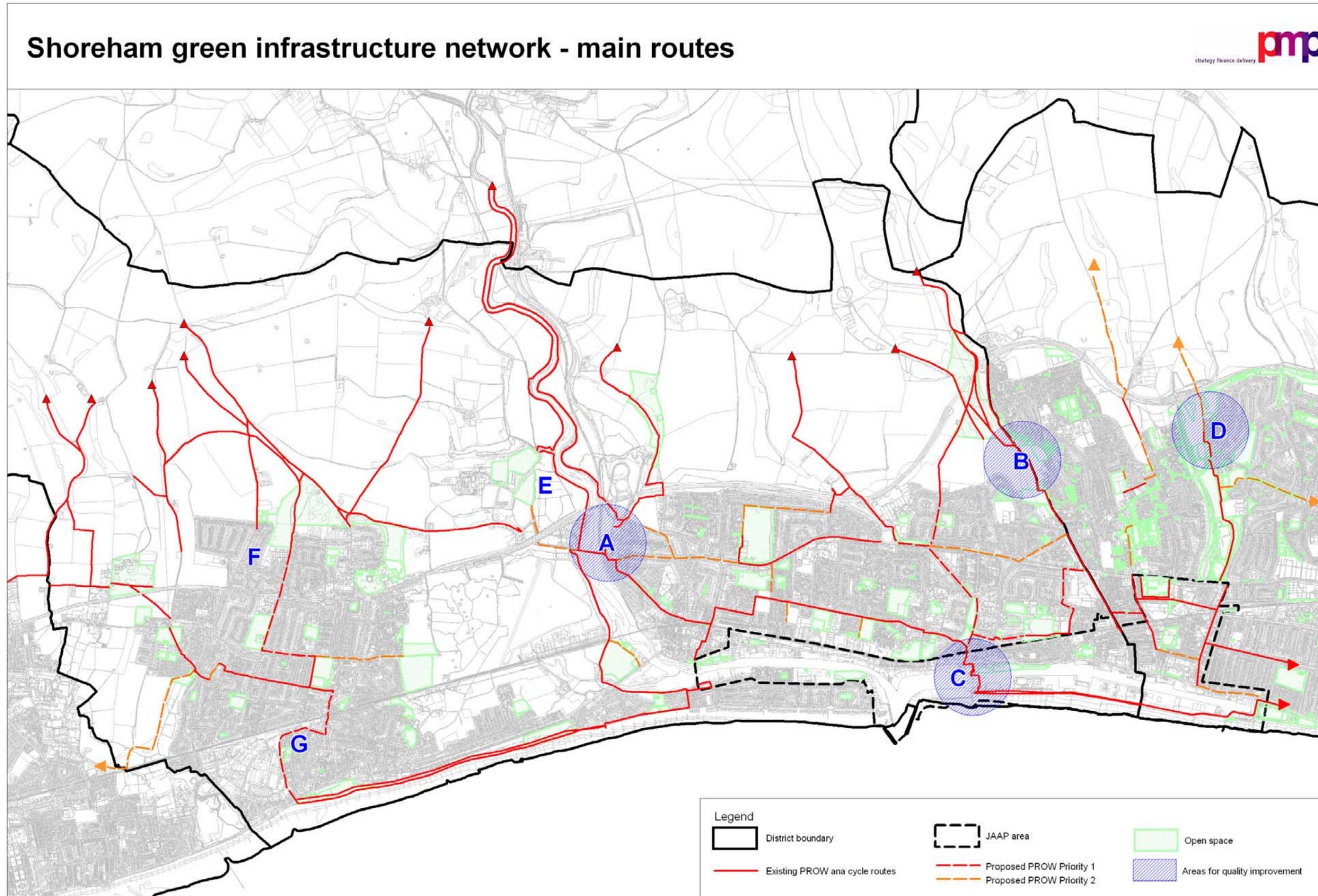
3.38 Based on the assessment of current routes a number of suggestions have been made. These are presented in Figure 3.3 overleaf. This illustrates how a number of existing routes can be joined to form a complete network across the District to allow for north-south and east-west travel by pedestrians and cyclists. The focus of these recommendations has been identifying points or facilities which allow physical barriers to be safely crossed and how key open spaces can be linked together efficiently.

3.39 Figure 3.3 overleaf illustrates the need for qualitative improvements of current routes. Certain sections of the current and proposed network have been highlighted as priority areas:

- A - National Cycle Network
- B - path north of Mile Oak Road
- C - crossing of canal at locks
- D - path east of the golf course
- E - extension of the cycle way north west to access outdoor sport facilities and South Downs north of the A27
- F - provision of a cycle way connecting outdoor sport facilities and providing access to the South Downs from central Lancing
- G - cycle way that links the NCN/ Coastal area to central Lancing.

3.40 Figure 3.3 overleaf illustrates the recommended main north-south and east-west greenways across the District. It will be vital that these are clearly signposted and there is segregation of cycle ways on major traffic routes. This complete network will connect the urban areas of Adur, including the proposed JAAP area, and existing open spaces, including the South Downs.

Figure 3.3 Green network opportunities (main east/west and north/south route ways)



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3. GREEN CORRIDORS

Delivering new networks across the JAAP area

- 3.41 With the limited opportunity to provide new open space within the JAAP area, routes to existing sites will be critical and there is growing consideration being given to the delivery of 'green bridges' over the A27 which will contribute to wildlife and significantly improve access to the countryside. The most likely mechanism for delivery will be through S106 contributions but consideration needs to be given to how the capital will be secured. One approach is to apply a unit cost for each type of open space to the area of open space required (as identified later in this report in Table 4.1 and 4.2), in order to derive a capital sum. Part of this is then used, together with highway contributions, to deliver linear routes, as part of a green transport and infrastructure strategy. In addition, the open space capital contributions may be used to provide quality and capacity improvements to existing open spaces.
- 3.42 The alternative is via a tariff approach, which may be formalised later this year as the Community Infrastructure Levy (CIL). Tariff approaches normally look at the total cost of infrastructure requirements in the local area, and divide that cost by the number of new dwellings which are anticipated, to give a contribution per dwelling. CIL takes this further and looks at a financial appraisal of each development and calculates a contribution based not only on the number of dwellings but also on the ability of the development to contribute.

Recommendations

GC 1	Further detailed feasibility work is now required on the routes shown in Figure 3.3. This should include consultation with highway authorities, local authority countryside departments and various stakeholder groups, including cycling groups, Sustrans, the Ramblers Association (where there are impacts on public footpaths), businesses and schools.
GC 2	<p>Priorities for new provision and qualitative improvements should be at locations (Figure 3.3):</p> <ul style="list-style-type: none"> • A - National Cycle Network • B - path north of Mile Oak Road • C - crossing of canal at locks • D - path east of the golf course • E - extension of the cycle way north west to access outdoor sport facilities and South Downs north of the A27 • F - provision of a cycle way connecting outdoor sport facilities and providing access to the South Downs from central Lancing • G - cycle way that links the NCN/ Coastal area to central Lancing.
GC 3	Qualitative improvements should be undertaken to all existing cycle routes. Improved surfacing, better lighting and signposting are required.
GC 4	Cycle ways on roads and footways should be clearly segregated from pedestrian and traffic routes. The current marking and signposting is poor.
GC 5	Green corridor development should be funded through S106 contributions (and/or Community Infrastructure Levy) for both open space and highways improvements.

4. Impact, needs and opportunities of the JAAP development area

‘To examine the JAAP development area with respect to existing open space (public and private) in order to assess the impact of development, the likely needs arising from the development and the potential opportunities within the development area. Provide a report that clearly recommends the open space standards applied within the JAAP area.’

- 4.1 The first stage in this exercise is to assess the likely needs arising from this development. Needs can be estimated by applying relevant open space quantity standards to population estimates for the development. As the number of dwellings, housing mix and occupancy levels have not yet been agreed, assumptions have been made about these figures.
- 4.2 Furthermore, as the JAAP area straddles two local authority areas, and both local authorities have very different open space standards, a decision will ultimately need to be made as to the appropriate standards which should be applied to the JAAP. In the meantime, we have proposed three scenarios for testing:
- a) Adur standards used for the whole JAAP area
 - b) Brighton & Hove standards used for the whole JAAP area
 - c) Brighton & Hove standards applied to the parts of the JAAP within Brighton & Hove (ie Portslade) and Adur standards applied to the parts of the JAAP within Adur (ie Southwick, Shoreham).

Working assumptions

- number of dwellings: 10,000; 7,920 or 5,500 (as discussed at consultants workshop, 14 January 2009)
 - occupancy levels: an average of 2.5 persons per dwelling in Brighton & Hove and 2.22 persons per dwelling in Adur.
- 4.3 Table 4.1 overleaf has applied these working assumptions and tested scenarios (a) and (b).

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Table 4.1 Scenarios (a) and (b): application of existing local authority open space standards to the Shoreham Harbour JAAP area, showing number of hectares of open space required

PPG17 typology	(a) Applying Adur standards				(b) Applying Brighton & Hove standards			
		Scenario 1	Scenario 2	Scenario 3		Scenario 1	Scenario 2	Scenario 3
	Adur Quantity standard ha/1000	10000 units	7920 units	5500 units	B&H Quantity standard ha/1000	10000 units	7920 units	5500 units
		22200 residents	17582.4 residents	12210 residents		25000 residents	19800 residents	13750 residents
	Needs arising (hectares)				Needs arising (hectares)			
Parks & gardens	0.06	1.33	1.05	0.73	0.92	23.00	18.22	12.65
Amenity green space	0.81	17.98	14.24	9.89	0.58	14.55	11.52	8.00
Natural & semi natural	1.40	31.08	24.62	17.09	2.80	70.00	55.44	38.50
Allotments	0.30	6.66	5.27	3.66	0.23	5.75	4.55	3.16
Prov. for children & young people	0.14	3.11	2.46	1.71	0.06	1.38	1.09	0.76
Outdoor sports facilities	1.53	33.97	26.90	18.68	0.47	11.75	9.31	6.46
Total requirement		94.13	74.55	51.77		126.43	100.13	69.53

Adur occupancy = 2.22 persons per unit
 B&H occupancy = 2.5 persons per unit

Buff coloured cells: variable data inserted

4.4 This table shows that:

- there is a direct correlation between the number of units and the amount of open space required. Therefore delivery of the open space requirement gets progressively more difficult as the size of the development increases
- Brighton & Hove and Adur have very different standards for open space

4.5 The next exercise is to test scenario (c), where the Brighton & Hove standards are applied to the estimated 1/3 of the JAAP development which will be delivered in the Portslade area, and Adur standards are applied to the estimated 2/3 of the JAAP development which will be delivered in the Shoreham and Southwick areas. This is set out in Table 4.2 overleaf.

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Table 4.2 Scenario (c) for open space: Brighton & Hove standards applied to the parts of the JAAP within Brighton & Hove (ie Portslade) and Adur standards applied to the parts of the JAAP within Adur (ie Southwick, Shoreham).

PPG17 typology	(a) Applying Adur standards			(b) Applying Brighton & Hove standards			(c) Combined position				
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3		
	Adur Quantity standard ha/1000	6667 units	5280 units	3667 units	B&H Quantity standard ha/1000	3333 units	2640 units	1833 units	10000 units	7920 units	5500 units
	14800 residents	11722 residents	8140 residents	8333 residents	6600 residents	4583 residents	25000 residents	19800 residents	13750 residents		
	Needs arising (hectares)			Needs arising (hectares)			Needs arising (hectares)				
Parks & gardens	0.06	0.89	0.70	0.49	0.92	7.67	6.07	4.22	8.55	6.78	4.71
Amenity green space	0.81	11.99	9.49	6.59	0.58	4.85	3.84	2.67	16.84	13.34	9.26
Natural & semi natural	1.40	20.72	16.41	11.40	2.80	23.33	18.48	12.83	44.05	34.89	24.23
Allotments	0.30	4.44	3.52	2.44	0.23	1.92	1.52	1.05	6.36	5.03	3.50
Prov. for children & young people	0.14	2.07	1.64	1.14	0.06	0.46	0.36	0.25	2.53	2.00	1.39
Outdoor sports facilities	1.53	22.64	17.93	12.45	0.47	3.92	3.10	2.15	26.56	21.04	14.61
Total requirement		62.75	49.70	34.51		42.14	33.38	23.18	104.89	83.08	57.69

Adur occupancy = 2.22 persons per unit
 B&H occupancy = 2.5 persons per unit

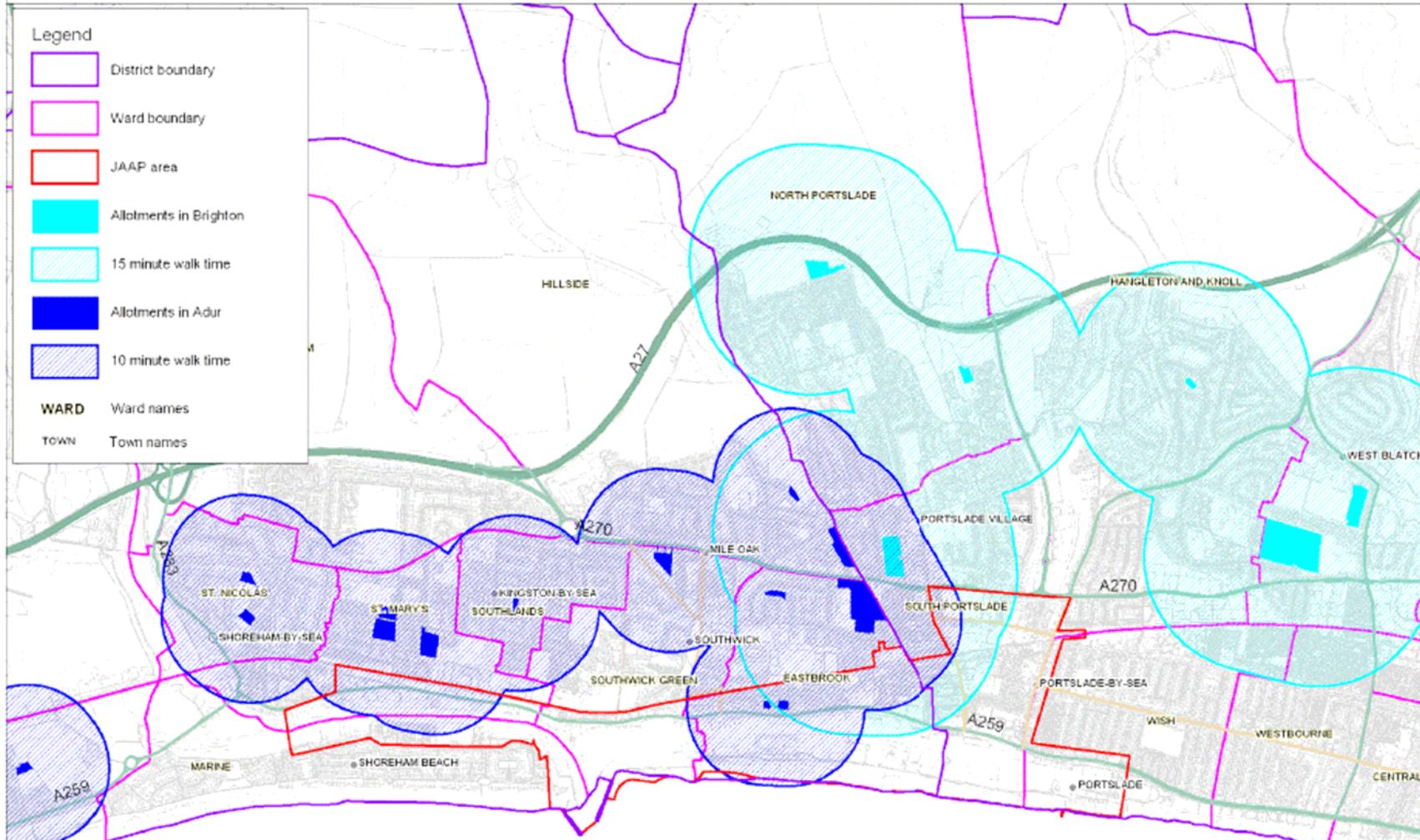
Adur proportion = 0.67
 Brighton & Hove proportion = 0.33

Buff coloured cells: variable data inserted

- 4.6 This shows a total open space requirement between 58 and 105 hectares, solely to meet the needs of the residents in the JAAP development.
- 4.7 The next step is to examine accessibility to existing open space. The next six maps show existing open spaces in and around the JAAP area, with the relevant catchment areas plotted around each site.

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Figure 4.1 Accessibility to existing allotment sites



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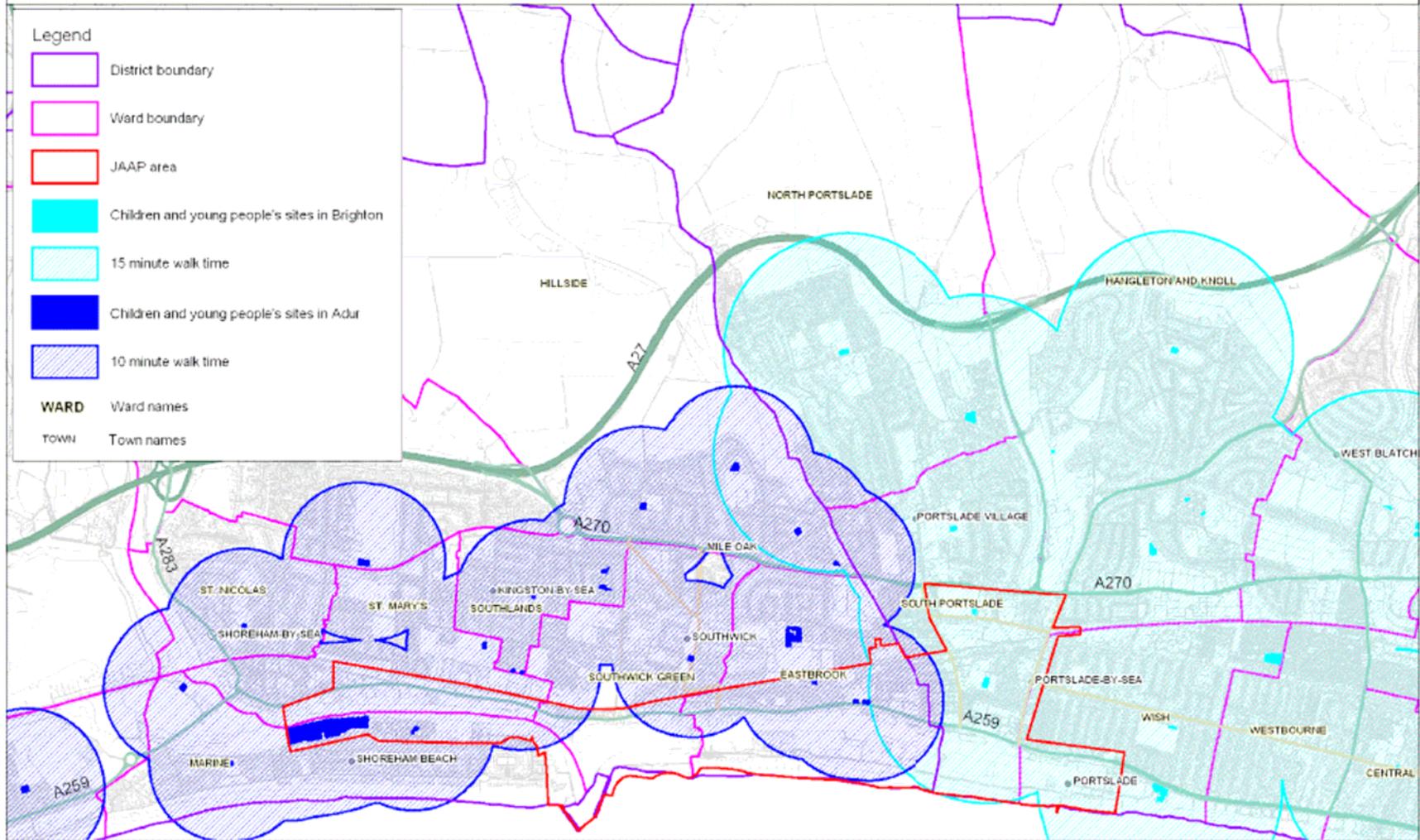


4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

4.8 Figure 4.1 shows that JAAP residents have limited accessibility to allotments within the normal catchment areas. Main roads, the railway line, the harbour and the river provide additional obstacles to accessing sites. There is also a notable gap in the Southwick Green area. Furthermore, the map only purports to show accessibility based on distance – it does not show how the supply (area) of allotments compares with demand. We know from application of quantity standards that allotments are in short supply in both Adur and Brighton & Hove so new provision would be required. This may need to be located beyond the normal accessibility catchment areas, with suitable secure facilities for storage of tools, so users can access them without the need to carrying tools etc on public transport. In view of the limited private open space that is likely to be provided, the demand for communal growing space is expected to be greater. Some on site provision should therefore be considered. Innovative solutions such as roof top gardens or growing space within/upon an innovative leisure centre or other community facility should be considered.

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Figure 4.2 Accessibility to existing children's and young people's sites



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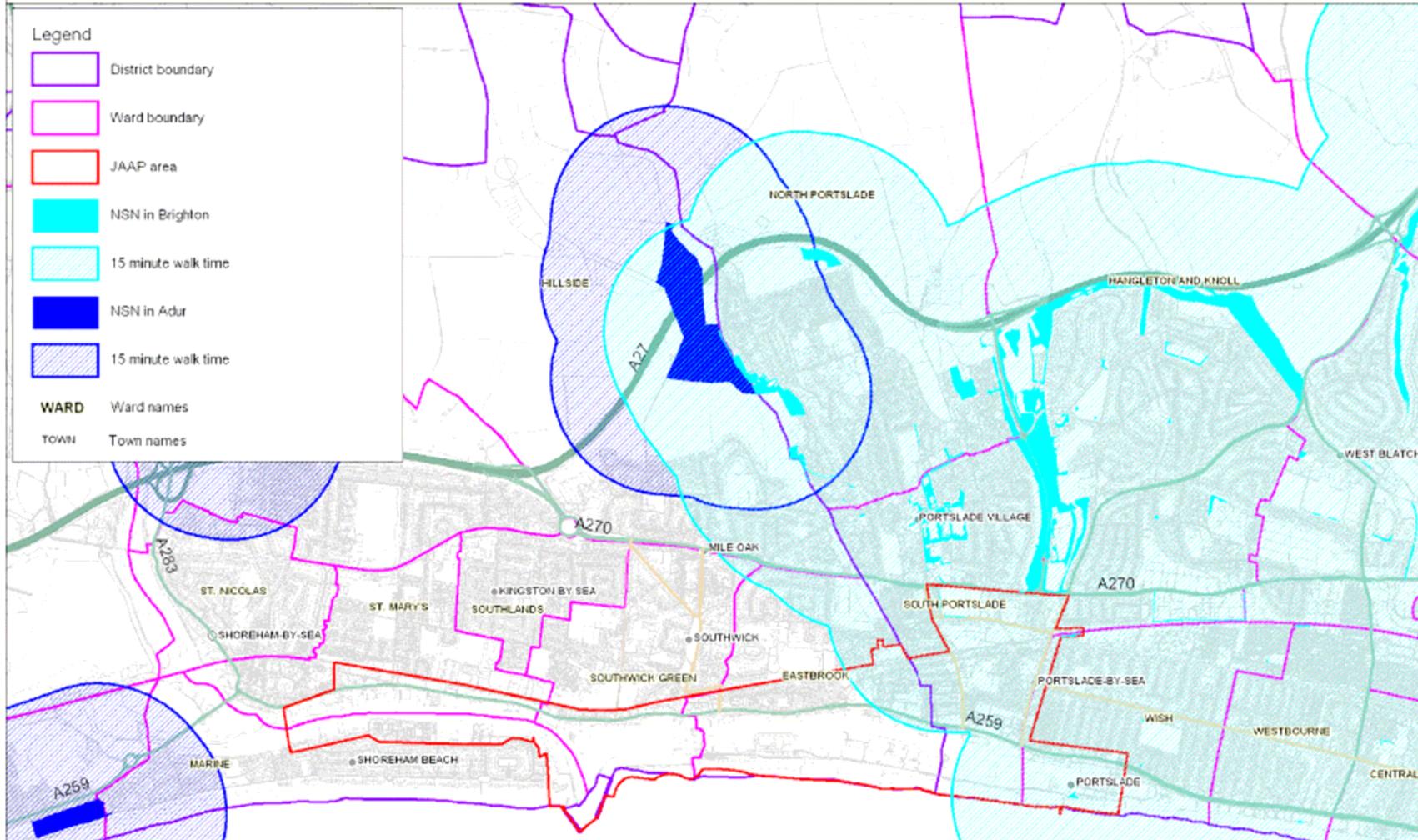


4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

- 4.9 Figure 4.2 shows good accessibility to facilities for children and young people for both local authority areas, although the Shoreham Harbour peninsula has poor accessibility to sites and Shoreham Beach has limited facilities. Furthermore, main roads, the railway line, the harbour and the river provide additional obstacles to accessing sites. Also, the map only purports to show accessibility based on distance – it does not show how the supply of facilities compares with demand. Provision in Brighton & Hove for example, is low in comparison with other local authorities and has little or no capacity to cope with additional demand from the JAAP area. Given the density of development proposed and the small footprint of this type of open space, it is recommended that every effort be made to provide facilities for children and young people on site as part of any new residential development.

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Figure 4.3 Accessibility to existing natural and semi-natural green spaces



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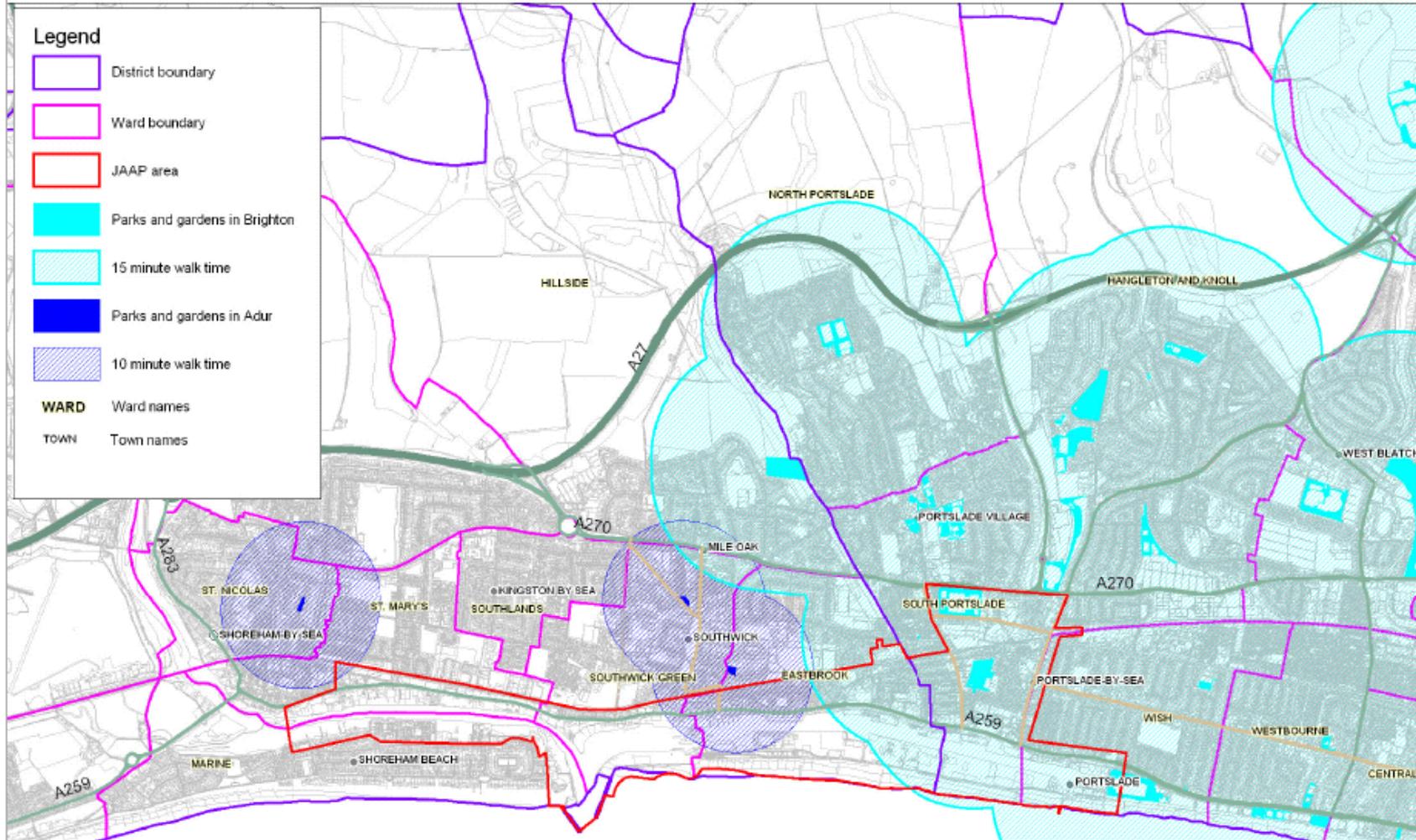


4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

- 4.10 Figure 4.3 starkly reveals the lack of natural and semi natural (NSN) green space in Adur district. The apparent good coverage in Brighton & Hove includes many small sites which have limited capacity for use by residents. There is a real difficulty accessing this type of open space and as already identified, between 25 and 46 hectares are needed for the JAAP development alone. Improved green corridors and green bridges will be needed to access the large NSN site which straddles the A27 and new NSN sites will be required on the urban fringe.

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Figure 4.4 Accessibility to existing parks and gardens



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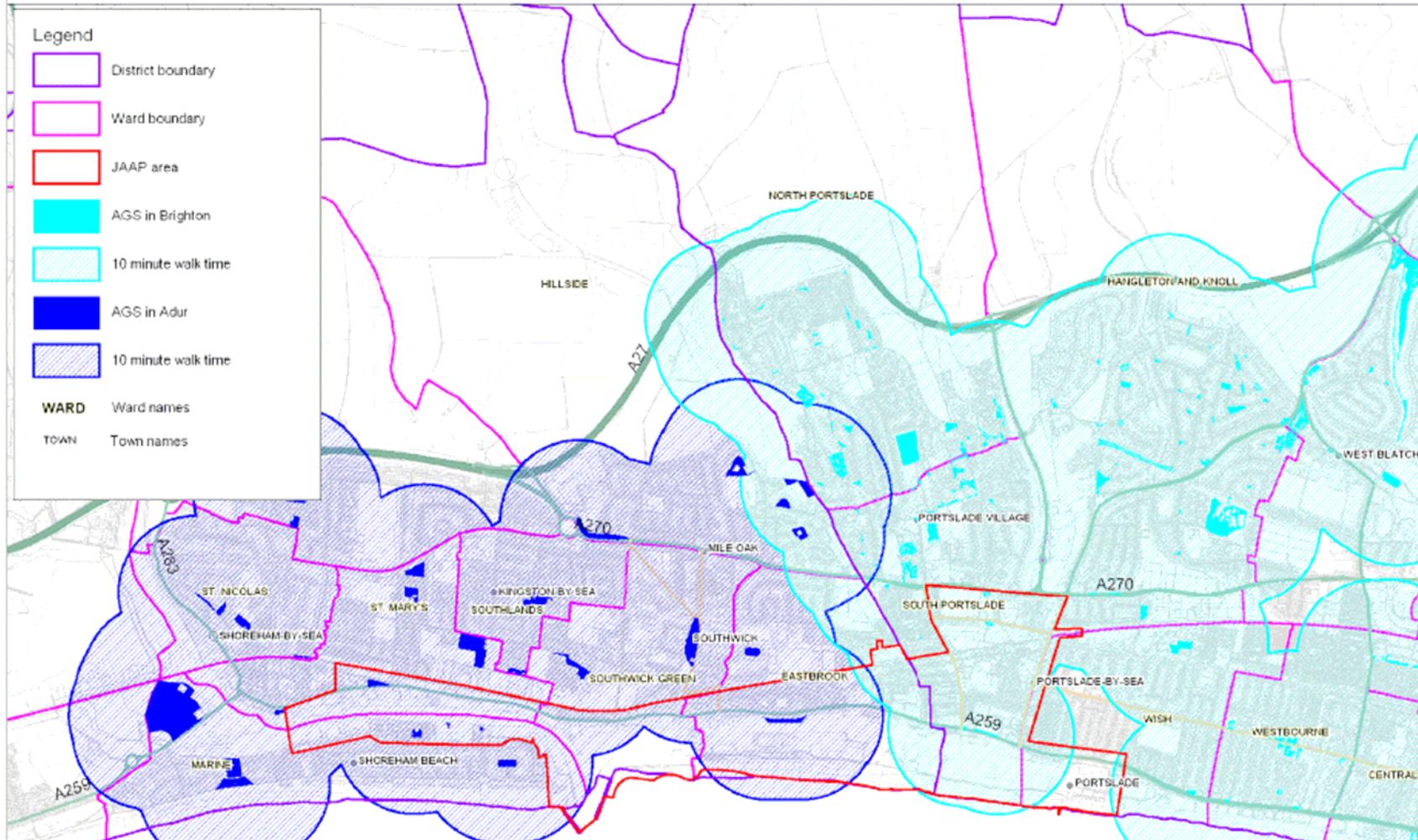


4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

- 4.11 Figure 4.4 shows good accessibility to parks and gardens in the eastern (Brighton & Hove) part of the area but poor accessibility in the western (Adur) part. However, there are differences in the way sites have been categorised in Adur and Brighton & Hove. This has resulted in Brighton & Hove appearing to have much better accessibility than Adur. That said, with no surplus or underused sites in either local authority area and the high value placed on this open space type by residents and visitors, improvements to capacity and quality should be prioritised given the limited opportunity for new provision. Opportunities for a new 'strategic' country park in the urban fringe should be explored, to meet the growing needs of the area and to ease pressure on the urban sites.

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Figure 4.5 Accessibility to existing amenity green spaces



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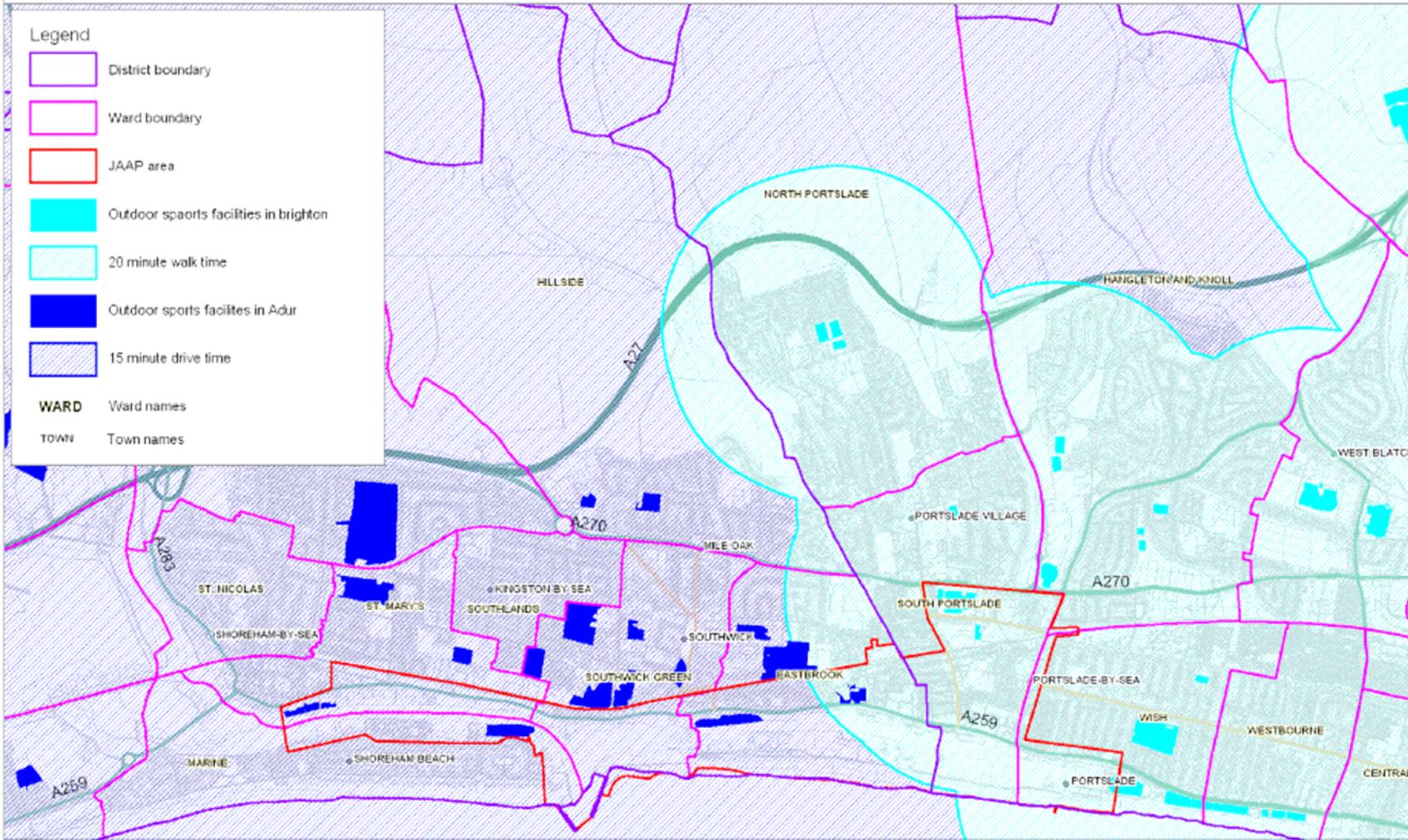


4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

- 4.12 Amenity green space is most commonly, but not exclusively, found in housing areas and includes informal recreation spaces, greenspaces in and around housing and village greens. Some land classified as amenity green space may have very limited capacity for recreational use but it can still have value because of its visual impact and contribution to biodiversity. Figure 4.5 shows that there is good accessibility to existing amenity green spaces in and around the JAAP area. However, as with most open space types, the Shoreham Harbour peninsula suffers from a dearth of its own sites and poor access to existing spaces. It is important that amenity green space is delivered on site as part of residential developments to provide informal recreation areas and to break up the built environment. This, along with provision for children and young people, should be considered essential on site provision for residential developments within the JAAP area. However, it is recognised that the development will not be able to accommodate the full requirement of 10-18 hectares.

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Figure 4.6 Accessibility to existing outdoor sports facilities



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4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

- 4.13 Figure 4.6 shows good overall accessibility to outdoor sport facilities. Given the reasonably large distances that Adur residents are willing to travel for outdoor sports facilities, provision of new facilities in the urban fringe would be acceptable in terms of Adur's standards. In Brighton & Hove, where the accessibility standards are considerably lower than those in Adur, new facilities in the urban fringe would not meet its standards but may be the only choice for team sports such as football, cricket and rugby given the circumstances. While participation in 11-a-side adult football has been decreasing over recent years, considerable efforts are being put in place by the FA to reverse that decline. 11-a-side junior football, on the other hand, continues to grow, as does rugby. Overall, there is justification for securing pitch provision for sports such as these in the urban fringe.
- 4.14 Consideration needs to be given to the likely levels of car ownership within the JAAP development and hence how relevant Adur's drive time accessibility standard is to those residents. Lower levels of car ownership would mean that, in the absence of sufficient outdoor sports facilities within walking distance, residents would have to car-share, take taxis or use public transport to access outdoor sports facilities. This is common practice in major cities such as London. The other solution is to incorporate Multi Use Games Areas within the JAAP. These multi sport facilities can cater for tennis, netball, five-a-side football and basketball and can cope with intensive use yet occupy a relatively small area (approximately 20 metres by 40 metres per court).

4. IMPACT, NEEDS AND OPPORTUNITIES OF THE JAAP DEVELOPMENT AREA

Table 4.3 Scenario (c) for indoor sports facilities using Sport England’s Sports Facilities Calculator for swimming pools and sports halls; PMP’s model for health & fitness

Units		(a) Applying Adur standards			(b) Applying B&H standards		
		Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
Sports halls	badminton courts	6667	5333	3667	3333	2667	1833
		units	units	units	units	units	units
		14800	11840	8140	8333	6667	4583
Swimming pools	m2 water area	residents	residents	residents	residents	residents	residents
		Needs arising			Needs arising		
		4	3	2	2	2	1
Health & fitness	stations	142	114	78	86	68	47
		48	39	27	38	30	21
		Needs arising			Needs arising		

(c) Combined position		
Scenario 1	Scenario 2	Scenario 3
10000	8000	5500
units	units	units
23133	18507	12723
residents	residents	residents
Needs arising (hectares)		
6	5	3
228	182	125
86	69	48

Adur occupancy = 2.22 persons per unit

B&H occupancy = 2.5 persons per unit

Buff coloured cells: variable data inserted

Adur proportion = 0.67

Brighton & Hove proportion = 0.33

- 4.15 This table works also through scenario (c) where the Brighton & Hove standards for indoor sports facilities are applied to the estimated 1/3 of the JAAP development which will be delivered in the Portslade area, and Adur standards for indoor sports facilities are applied to the estimated 2/3 of the JAAP development which will be delivered in the Shoreham and Southwick areas. This shows that the combined situation shows a requirement for between three and six badminton courts, between 125m² and 227m² of water area, 48 to 86 fitness stations and between 0.84 and 1.51 indoor bowls rinks. Taking a mid-range position, this indicates a need for a wet and dry sports centre, comprising (for example) a four court sports hall, a four lane 25 metre swimming pool and a 70 station health & fitness gym. There is no rationale for providing a new indoor bowls facility as part of the JAAP development although, again, financial contributions could be collected and used elsewhere
- 4.16 This sort of leisure development would benefit from integration with a new secondary school because of its scale and economics in delivery and operation. This is particularly important given the predicted shortfall in on-site provision and the limits on the capacity of off-site outdoor sports sites. The alternative to a new leisure centre on site would be to use financial contributions to refurbish/redevelop the King Alfred Leisure Centre in Hove.

Emerging issues

- The JAAP development will only be able to deliver a small proportion of its open space needs on site. This should be prioritised to deliver facilities for children and young people, some of the amenity green space requirement and some of the outdoor sports requirement in terms of multi use games areas. It has been suggested that the development should aim to provide at least 20% of its open space requirements on site.
- Existing open spaces do not have the capacity to absorb all the needs arising from the JAAP development. They would, however, benefit from quality improvements. Both Adur's and Brighton & Hove's open space, sport and recreation studies have identified the need for quality improvements on many sites. There may also be opportunities to increase the capacity and utilisation levels of existing sites.
- Delivery of a green corridor network will be critical in meeting open space requirements, both in terms of using green corridors as open spaces in their own right, and using them to access other open spaces, the Downs and new public open spaces created in the urban fringe
- There are several opportunities for north-south and east-west corridors which require further exploring
- Consideration should be given to the creation of a 'strategic' country park or other significant open space accessible by the green corridor network and on the periphery of Adur/Brighton & Hove, north of the A27. The recent confirmation of the South Downs' status as a National Park may open up new opportunities for delivery of this option.
- The JAAP development will justify the provision of a new, wet and dry leisure centre. This type of leisure development would benefit from integration with a new secondary school because of its scale and economics in delivery and operation
- Ways of maximising the use of the waterside location should also be explored. This should include enhancements to existing and new points of entry to the water and new storage facilities for water sports equipment. This could also have the benefit of creating a strong identity for the development and a significant selling point. However, the beach itself is relatively small area and can only ever have a limited role in meeting the general open space needs of residents of the JAAP area.

5. Policy recommendations

To advise on any policies which may need to be introduced into the Adur Core Strategy and the Brighton & Hove Core Strategy and/or subsequent Supplementary Planning Documents or the JAAP to achieve an appropriate level and mix of open space and sport and recreation facilities.

Introduction

- 5.1 This section considers whether new or updated policies will be needed in the Adur Core Strategy and/or the Brighton & Hove Core Strategy to secure the open space, sport and recreation facilities recommended in this report.
- 5.2 In November 2008, Adur District Council published a Core Strategy Framework for consultation. This sets out key issues, the vision for the district, key objectives for the core strategy, options for spatial development, place-based issues and options, and policy/strategy options.
- 5.3 One of Adur's Core Strategy objectives is 'to improve recreation facilities, the amount and quality of open space in the district, develop 'green links' and provide greater opportunities for recreational uses within the open areas between settlements.' This statement sets the tone for open space, sport and recreation but it needs to be underpinned by detailed policies in a Development Plan Document (DPD) to ensure that the objective can be delivered.
- 5.4 Brighton & Hove Council is further ahead than Adur in the development of its Core Strategy, and already has draft policies for open space, sport and recreation.
- 5.5 For both councils, it is likely that the following areas will need to be addressed within policies in the core strategies and elaborated on in their relevant DPDs / SPDs:
- open space and outdoor sports facilities
 - indoor sports facilities
 - green links
 - developer contributions.
- 5.6 These are considered initially in light of the approach taken by Brighton & Hove Council and then, towards the end of this section, used as a framework for new or updated policies for both councils.

Reviewing Brighton & Hove Council's approach

- 5.7 Brighton & Hove Council's draft Core Strategy proposes a specific policy, CP6, for open space, sport and recreation. This sets out the broad objectives and links closely with Brighton & Hove's Open Space, Sport and Recreation (OSSR) study to ensure that local needs drive the protection, enhancement and improvement of access to OSSR facilities.

5. POLICY RECOMMENDATIONS

- 5.8 CP6 is backed up by policy CP8 for developer contributions. This sets out the principle that developers should contribute towards the necessary physical, social and community infrastructure. It also acknowledges the advice in Circular 05/05 that guidance on planning obligations, secured through developer contributions, should be set out in a Supplementary Planning Document. Brighton & Hove Council has a draft SPG on developer contributions which pre-dates the OSSR study and as a consequence places more emphasis on national standards. This will need to be updated.
- 5.9 A PPG17-compliant and more up-to-date way of calculating developer contributions is suggested in the Brighton & Hove OSSR study⁵. It shows how on site and off site open space requirements are calculated and what levels of contributions may be required. It is anticipated that, following adoption of the OSSR, this information will be used to prepare a Developer Contributions SPD. Adur should adopt a similar approach.

Minimum size of development to trigger the policies

- 5.10 Brighton & Hove's draft SPG did not require any contributions from residential schemes of less than 10 units. It is recommended that both councils seek developer contributions from all residential developments, regardless of size. This is because the cumulative impact of small proposals not contributing to open space can be detrimental to the achievement of sustainable communities. Furthermore, no evidence is available to suggest that requiring contributions for minor schemes will make development unviable. While this point is not relevant to a major development like the JAAP, it is an important point for the Adur Core Strategy.

Non residential development

- 5.11 Regarding non-residential developments, Brighton & Hove's OSSR study recommends that the Council seeks contributions to public open space provision from all applications for business development. This would correspond to the expected number of net additional employees that would result from the proposal, based on the proposed use and the amount of floorspace. This approach would be consistent with that recommended for residential developments. It could be rolled out to commercial development in the JAAP and be adopted by Adur if necessary.

Estimating the requirements from residential development

- 5.12 The first stage in assessing the quantitative need for new open space, sport and recreation facilities is to estimate the number of residents living in the proposed development. In section 4, this report sets out the estimated the numbers of residents in the JAAP area. These estimates should be refined as the action plan develops and planning applications are received.
- 5.13 To ensure the provision of useable areas of open space which can be easily and economically maintained, open space should not normally be provided on site if the levels required fall below the minimum size standards for each open space type. We know that because of the high density that will be required in the JAAP, only a minimal amount of open space will be delivered on site. Following the principle of minimum size standards for on site provision, this is likely to be limited to amenity green space and provision for children and young people.

⁵ This has not yet been adopted as Council policy.

5. POLICY RECOMMENDATIONS

Maintenance costs and commuted sums

- 5.14 Where a type of open space is provided on site, the developer will need to demonstrate that the space will be appropriately managed and maintained. If the space is to be adopted by either council, the developer will normally be required to pay a commuted sum to cover the costs of future maintenance.
- 5.15 Where a type of open space is provided off site, and the majority of the use is by residents of the new development, the developer will normally be required to pay a commuted sum to cover the cost of future maintenance over a defined period. This is intended to avoid situations where open spaces become neglected and deteriorate to an extent that their functions are harmed. In the case of the JAAP development, where capital contributions will mainly be for off site provision, the commuted sum is likely to be a pro rata contribution based on the additional usage by the residents of the JAAP area.
- 5.16 Where facilities for open space are to be provided by the developer and will be adopted by the Council (eg small areas of amenity green space and children's play areas within the JAAP area):
- the councils must be satisfied that the required open space is laid out and completed satisfactorily and in accordance with approved plans
 - the developer should be required to maintain the open space for 12 months, or other reasonable period for 'establishment'
 - a commuted sum payment should be payable on transfer of the land covering cost of maintenance for a defined period. Brighton & Hove's draft SPG requires that this covers maintenance for at least one generation (at least 10 years and up to 25 years). This is a reasonable benchmark for Adur and the JAAP area.
- 5.17 The commuted maintenance sum should be calculated using current maintenance prices to manage open space (provided this is sufficient to meet the quality standard), with an allowance for inflation and the interest received on the diminishing average annual balance of the sum. Where the current maintenance prices are insufficient to meet the quality standards, appropriate figures should be set out by the Council.

Pooling of contributions for new provision and quality improvements

- 5.18 For the JAAP area, there will therefore be a requirement for developers to make a contribution for off site provision. The pooling of these contributions will enable both councils to purchase new spaces and facilities (for example land on the edge of the built up area), which will reduce the pressure on existing public spaces and facilities.
- 5.19 Alternatively (or in combination with the above), where there is an existing suitable open space, sport and recreation facility (of any typology) which can serve the JAAP development safely and appropriately, the councils can use the contribution for improving the quality and capacity of these facilities. Facilities should only be considered for improvement where they are within the local accessibility catchment – generally 10 to 20 minutes walk from the edge of the JAAP area.
- 5.20 The same principle can apply for delivery of 'strategic' facilities, such as the green infrastructure network.

5. POLICY RECOMMENDATIONS

- 5.21 Standard costs for the enhancement of existing open space and provision of new open spaces (across all typologies) should be clearly identified and revised annually. In light of the pressures on land availability within both Brighton & Hove and Adur, it is recommended that both councils include the cost of land acquisition in these costs. Without including land costs there is very little chance the councils will be in a position to acquire additional land (eg redundant school playing fields, private open space or farmland).
- 5.22 Brighton & Hove Council has an indicative schedule of costs in its OSSR study report. This could be adapted for use with the JAAP area and Adur District.

Towards a new set of policies

1. Open space and outdoor sport policy

- 5.23 This should cover the following points, either in the policy itself or in the supporting text:
- open space should be qualitatively and quantitatively protected and/or enhanced in light of recommendations contained within the relevant OSSR study to protect against development.
 - development of open spaces should only be considered where clear justification can be proved in line with the OSSR study. In other words, where a surplus can be shown or equivalent replacement open space can be provided within acceptable walking distance (drawing on accessibility standards to define this distance)
 - developments should make provision for the open space, sport and recreation needs that they generate. Needs should be calculated using the quantity and quality standards set out in the relevant OSSR study.

2. Indoor sports facilities policy

- 5.24 Whilst it will normally be appropriate to allocate developer contributions to open spaces surrounding a development site, the pooling of funds to improve indoor sports facilities should be considered. This can facilitate refurbishment and/or new provision and help to lever funding from elsewhere. An indoor sports facilities policy should cover the following points, either in the policy itself or in the supporting text:
- indoor sports facilities should be qualitatively and quantitatively protected and/or enhanced in light of recommendations contained within the relevant OSSR study to protect against development.
 - re-development of indoor sports facilities should only be considered where clear justification can be proved in line with the relevant OSSR study. In other words, where a surplus can be shown or equivalent replacement indoor sports facilities can be provided within acceptable walking/public transport distance (drawing on accessibility standards to define this distance)
 - developments will normally need to make financial contributions to indoor sports provision based on the recreation needs that they generate. In the case of large developments, provision may be required as part of the development – for example for a community hall. Needs should be calculated using the standards set out in the relevant OSSR study.

3. Green links or infrastructure policy

- 5.25 This should cover the following points, either in the policy itself or in the supporting text:
- the green links identified in the Green Infrastructure Map should be protected from any development which would hinder the delivery of the routes
 - where developers are not able to make provision for open space on site, financial contributions to off site open space may be used to deliver part of the green infrastructure network, bearing in mind the benefits that will accrue to new residents, existing residents and wildlife
 - priority will be given to those parts of the network which have the potential for creating the highest levels of use.

4. Developer contributions policy

- 5.26 This should cover the following points, preferably in a separate Supplementary Planning Document:
- contributions should be made on a 'per resident' basis
 - the value of the contributions should be based on the amount of open space which would otherwise have been required on site (or the balance after on site provision has been made). A schedule of costs for each open space type will need to be set out, which includes land acquisition costs
 - financial contributions may be used to deliver qualitative improvements to existing open spaces, where those improvements would benefit the residents of the new development
 - a commuted sum for maintenance should also be included
 - sites for improvement should be those specifically nominated within the relevant OSSR report, or identified using the criteria set out in the relevant OSSR report
 - contributions may be pooled to deliver 'strategic' open space, sport and recreation facilities including indoor sports facilities, the green infrastructure network and a new strategic country park.

Potential additional policies

- 5.27 There may be a need for an additional policy to facilitate the delivery of the 'strategic' country park to the north of the built up area. This will, of course, depend on the view that officers and members take on the benefits and deliverability of such a proposal.

Looking to the future: Community Infrastructure Levy

- 5.28 Proposed changes to the planning system may see the introduction of Community Infrastructure Levy (CIL). This forms part of a wider package of funding for infrastructure to support housing and economic growth and is expected to make a significant contribution towards the infrastructure required and ensure that development is delivered in a sustainable way.

5. POLICY RECOMMENDATIONS

- 5.29 CIL will be a standard charge decided by designated charging authorities and levied by them on new development. CIL will extend further than transport and strategic infrastructure and will include elements that contribute to the quality of life in a neighbourhood. This may include parks and open spaces.
- 5.30 The likely result of CIL will be the introduction of a tariff system which will be applied per head of population in the new development. If CIL is to come into force, the process suggested with regards determining the levels of contribution required as part of S106 agreements should be fed into the determination of the CIL tariff. Decisions regarding the type of open space required in each development would follow a similar process to that outlined above.

Conclusions

- 5.31 Policies covering open space and outdoor sport, indoor sports facilities, green links/infrastructure and developer contributions, are needed in both core strategies or their supporting DPDs.
- 5.32 Adur needs to move on from the style and content of the OSSR policies in its 1996 Local Plan to ones which reflect local needs and standards. There is much to be learned from Brighton & Hove's approach.
- 5.33 Brighton & Hove's approach is more progressive and can accommodate the approach set out in this report with a little modification.
- 5.34 As long as the JAAP development remains in discrete parcels which are wholly contained within local authority areas, the policies of the relevant local authority will apply and there will be no need to devise new policies specifically for the JAAP. The one exception to this is where both councils see the merit in delivering a new 'strategic' country park to the north of the built up areas, with significant financial contributions from the JAAP development.

6. Summary and conclusions

Update of the Adur Open Space, Sport and Recreation Study

- 6.1 With only four new open space sites and relatively small changes in the current year and future year population projections, there is very little change to the conclusions of the Adur Open Space, Sport and Recreation study. The main changes are:
- we recommend an increase in the quantity standard for Outdoor Sports Facilities to 1.53 ha/1000 population due to the delivery of the Mash Barn playing fields
 - we recommend an increase in the quantity standard for Allotments to 0.3 ha/1000 due to increasing demand.
- 6.2 There is no need to change any of the other standards in Adur.
- 6.3 The JAAP development will have a significant impact. With estimated population increases between 8140 and 14,800 in Adur, the unmet open space needs in 2026 could range from 51 hectares to 80 hectares. Of this, between 34 and 53 hectares will be directly attributable to the JAAP development.
- 6.4 The JAAP development would also have a significant impact on the demand for basic indoor sports facilities in Adur. From our modelling, this could be in the range of 2 to 4 badminton courts, 78 m² to 142 m² of swimming pool area and 27 to 48 additional fitness stations. This level of demand could justify a small, dry indoor leisure centre, comprising (say) a four court sports hall and a 40 station gym. There would be a low level of demand for indoor bowls (0.58 to 1.05 rinks) but not sufficient to justify new provision. However, these requirements should be considered alongside the other needs generated by the part of the JAAP development in Brighton & Hove. Indoor sport will be a particularly important component of development because of the limited opportunities to deliver open space on site and the lack of outdoor sports space with the capacity to absorb additional use within the immediate vicinity.

Update of the Brighton & Hove Open Space, Sport and Recreation Study

- 6.5 There is no requirement to update the standards in the Brighton & Hove Open Space, Sport and Recreation Study.
- 6.6 However, as in Adur, delivery of the JAAP development will have a significant impact. With estimated population increases of between 4583 and 8333 in Brighton & Hove, the unmet open space needs in 2026 could range from 238 hectares to 257 hectares. Of this, between 23 and 42 hectares will be directly attributable to the JAAP area.
- 6.7 Furthermore, the JAAP development will create an additional demand for sports halls (one or two badminton courts), swimming (47m² to 85m²), health & fitness (21 to 38 stations). This level of demand could justify a small, dry indoor leisure facility in Portslade, comprising (say) a one or two court sports halls and a 30 station gym. There would be a low level of demand for indoor bowls (0.26 to 0.46 rinks) which is not sufficient to justify new provision. However, these requirements should be considered alongside the other needs generated by the part of the JAAP development in Adur. Indoor sport will be a particularly important component of development because of the limited opportunities to deliver open space on site and the lack of outdoor sports space with the capacity to absorb additional use within the immediate vicinity.

Green corridors

- 6.8 It has become clear that green corridors are likely to be a significant part of the approach to open space associated with the JAAP. This is for several reasons:
- the density of development that will be required and the shortage of space will preclude the incorporation of significant amounts of open space on site
 - while there may be some opportunities to increase the amount of open space off-site, within a reasonable catchment area, these opportunities will be limited and are unlikely to be able to meet all the needs generated by the JAAP development
 - larger, new open spaces may need to be provided further away, in the urban fringe. The catchment areas of these sites will need to be increased by improving the access to them.
- 6.9 Therefore improved access to existing open spaces and to the countryside beyond the built up area will be critical. Clearly defined, connected green corridors across the urban area will also provide benefits in terms of healthy, safe travel and may ease the pressure on those open spaces which are nearest to the JAAP development.
- 6.10 A number of new east-west and north-south links are proposed and are shown on Figure 3.3. These routes seek to:
- establish links with the National Cycle Network from across the urban area
 - provide new or improved green corridors in those areas which lack open space provision
 - link with any new open spaces provided within the JAAP area
 - reduce pressure on existing open space by providing routes to alternative sites
 - integrate with Brighton & Hove's Green Infrastructure Study.
- 6.11 Further detailed feasibility work is now required on these routes. This should include consultation with highway authorities, local authority countryside departments and various stakeholder groups, including cycling groups, Sustrans, the Ramblers Association (where there are impacts on public footpaths), businesses and schools.
- 6.12 Priorities for qualitative improvements should be at locations shown in Figures 3.3:
- A - National Cycle Network
 - B - path north of Mile Oak Road
 - C - crossing of canal at locks
 - D - path east of the golf course
 - E - extension of the cycle way north west to access outdoor sport facilities and South Downs north of the A27

6. SUMMARY AND CONCLUSIONS

- F - provision of a cycle way connecting outdoor sport facilities and providing access to the South Downs from central Lancing
 - G - cycle way that links the NCN/ Coastal area to central Lancing.
- 6.13 Qualitative improvements should be undertaken to all existing cycle routes. Improved surfacing, better lighting and signposting are required.
- 6.14 Cycle ways on roads and footpaths should be clearly segregated from pedestrian and traffic routes. The current marking and signposting is poor.
- 6.15 Green corridor development should be funded through S106 contributions for both open space and highways improvements.

Impact, needs and opportunities of the JAAP development area

- 6.16 Using current local standards, between 58 and 105 hectares of open space are required in association with the JAAP development. However, required housing densities and land available means that the JAAP will only be able to deliver a small proportion of its open space needs on site. It has been suggested that the development should aim to provide at least 20% of its open space requirements on site. Facilities for children and young people (100% of requirements), amenity green space, multi use games areas and innovative solutions for growing produce (as an alternative to conventional allotments) should be the priorities for on-site provision.
- 6.17 Existing open spaces do not have the capacity to absorb all the needs arising from the JAAP development. They would, however, benefit from quality improvements. Both Adur's and Brighton & Hove's open space, sport and recreation studies identified the need for quality improvements on many sites. There may also be opportunities to increase the capacity and utilisation levels of existing sites.
- 6.18 Consideration should be given to the creation of a 'strategic' country park or other significant open space accessible by the green corridor network and on the periphery of Adur/Brighton & Hove, north of the A27. The recent confirmation of the South Downs' status as a National Park may open up new opportunities for delivery of this option.
- 6.19 The JAAP development will justify the provision of a new, wet and dry leisure centre. Provision as part of a new school makes the most sense economically and operationally. Indoor sport will be a particularly important component of development because of the limited opportunities to deliver open space on site and the lack of outdoor sports space with the capacity to absorb additional use within the immediate vicinity.
- 6.20 Ways of maximising the use of the waterside location should also be explored. This should include enhancements to existing and new points of entry to the water and new storage facilities for water sports equipment. This could also have the benefit of creating a strong identity for the development and a significant selling point. However, the beach itself is relatively small area and can only ever have a limited role in meeting the general open space needs of residents of the JAAP area.