



SHOREHAM HARBOUR REGENERATION

SUSTAINABILITY APPRAISAL NON-TECHNICAL SUMMARY



PROPOSED MODIFICATIONS TO THE SHOREHAM HARBOUR JOINT AREA ACTION PLAN

SUBMISSION - MAY 2018

Sustainability Appraisal Addendum Report

Non-Technical Summary

Proposed Modifications to the Shoreham Harbour Joint Area Action Plan

April 2018

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Section 1: Purpose of this report

1.1 This report is the non-technical summary of the combined Sustainability Appraisal and Strategic Environmental Assessment of the Proposed Modifications to the Submission Shoreham Harbour Joint Area Action Plan.

1.2 The requirement for a Non-technical summary is set out in part 10 of Schedule 2 of the Regulations¹ and must include a summary of the following information:

- a. An outline of the contents and main objectives of the Plan
- b. The relevant aspects of the current state of the environment and likely evolution without implementation of the Plan
- c. The environmental characteristics of areas likely to be significantly affected
- d. Any existing environmental problems including those relating to areas of particular importance
- e. The environmental protection objectives which are relevant to the Plan
- f. The likely significant effects on the environment
- g. The measures envisaged to prevent, reduce and offset significant effects
- h. An outline of why the alternatives were selected and a description of how the assessment was undertaken
- i. A description of the measures to monitor implementation of the Plan

1.3 The purpose of the SA/SEA is to ensure that the environmental, economic and social objectives are considered during the preparation of the plan. It assesses the effects of the policies in the plan against these objectives.

1.4 An SA/SEA has been carried out and published at the following stages:

- Scoping Report (Update) (December 2012)
- SA – Development Briefs (January/July 2013)
- SA – Draft JAAP (February 2014)
- SA – Draft JAAP (September 2016)
- Publication JAAP SA Report, August 2017

1.5 In addition there have been two further stages of SA/SEA that have not been published; one carried out by consultants URS in 2015 as part of an independent review, and the second on a version of the draft JAAP in March 2016 that was circulated for internal comments only. This interim Sustainability Appraisal work fed into the Sustainability Appraisal, September 2016.

1.6 Additionally, some SA work took place during the 2008-2010 period that looked at early options for delivering higher quantum of development as required by the South East Plan.

¹ The Environmental Assessment of Plans and Programmes Regulations 2004

Section 2: What is the Plan seeking to achieve?

The SA NTS must include:

- *An outline of the contents, main objectives of the plan or programme*

Contents of the JAAP

2.1 The Shoreham Harbour JAAP is being prepared by the Shoreham Harbour Regeneration Partnership comprising Adur District Council (ADC), Brighton & Hove City Council (BHCC), West Sussex County Council (WSCC) and Shoreham Port Authority.

2.2 The JAAP will set out the future vision and development priorities for the Shoreham Harbour area. It will be used to guide investment and planning decisions. The aim of the JAAP will be to provide a framework for future development that responds to local economic and social needs as well as environmental considerations.

2.3 The JAAP will be adopted by both ADC and BHCC and will form part of the Development Plan for each area.

2.4 An outline of the contents of the Plan is provided in the following table.

Character Area/Strategic Objective	Policy Number	Policy Name
Strategic Objective 1	SH1	Climate Change, Energy and Sustainable Buildings
Strategic Objective 2	SH2	Shoreham Port
Strategic Objective 3	SH3	Economy & Employment
Strategic Objective 4	SH4	Housing & Community
Strategic Objective 5	SH5	Sustainable Travel
Strategic Objective 6	SH6	Flood Risk & Sustainable Drainage
Strategic Objective 7	SH7	Natural Environment, Biodiversity & Green Infrastructure
Strategic Objective 8	SH8	Recreation and Leisure
Strategic Objective 9	SH9	Place Making & Design Quality
Character Area 1	CA1	South Quayside
Character Area 2	CA2	Aldrington Basin
Character Area 3	CA3	South Portslade & North Quayside
Character Area 4	CA4	Portslade & Southwick Beaches
Character Area 5	CA5	Fishersgate & Southwick
Character Area 6	CA6	Harbour Mouth
Character Area 7	CA7	Western Harbour Arm
	SH10	Infrastructure

Section 3: What is the sustainability context?

The SA NTS must include:

- *The environmental protection objectives which are relevant to the plan*

Relevant objectives

3.1 Plans, programme and policies of relevance to the JAAP have been reviewed and must be taken into account during the preparation of the JAAP. This includes European legislation as well as national legislation including the NPPF, regional policy and local strategies. Strategies produced for both Adur District and Brighton & Hove must be taken into consideration by the JAAP. Key messages and objectives that the JAAP must support include:

- Protection and enhancement of biodiversity and ecological networks
- Avoidance of flood risk
- Movement of waste up the waste hierarchy
- Protection and enhancement of water quality and quantity
- Promotion of energy efficiency and renewable energy
- Improvement in air quality
- Management of environmental noise
- Minimisation of travel and improvements in access to sustainable forms of transport
- Protection of soils and prevention of soil pollution
- Delivery of a wide choice of quality homes
- Ensure ongoing sustainable economic growth
- Promote social inclusion and reduce inequalities
- Improve health and reduce health inequalities

Section 4: What is the sustainability baseline?

The SA NTS must include:

- *The relevant aspects of the current state of the environment*
- *The environmental characteristics of areas likely to be effected*
- *Any existing environmental problems, particular those relating to an area of importance such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.*
- *The likely evolution within implementation of the Plan*

The relevant aspects of the current state of the environment and the environmental characteristics of areas likely to be effected

4.1 The SA scoping report and analysis of baseline data identified the following sustainability challenges and issues for the Shoreham Harbour area:

4.2 Environmental

- Climate change will result in sea level rise and more frequent and extreme weather events including flooding and droughts. Of these, flooding in particular puts a significant amount of the regeneration area at risk, particularly on the western side of Shoreham Harbour.
- In terms of 'water', there is high water stress (i.e. limited water supply and high demand) and both the groundwater resource and the River Adur estuary are currently failing to achieve good overall status as required by the Water Framework Directive.
- Traffic congestion is an issue, and also has air quality implications. There are designated AQMAs, and there is poor air quality associated with the A259. Noise and dust are also issues locally.
- Sensitive habitats are present within the regeneration area and nearby, which are under pressure including as a result of climate change. There is a need to contribute to identified strategic green infrastructure opportunities.
- There is a distinctive historic and built heritage that must be preserved and enhanced. More generally, much of the built environment and public realm is in need of enhancement.
- Opportunities exist around the remediation of contaminated brownfield sites.

4.3 Socio-economic

- There are specific needs in terms of employment floorspace, but there is a lack of demand for employment floorspace in parts of the JAAP area. Adur is not perceived as an office location.
- High levels of congestion on the A259 hinder economic growth, as does low skill levels.
- Various issues indicate some degree of relative deprivation / social exclusion associated with the regeneration area and nearby communities.

- There are identified deficiencies in terms of access to services, community infrastructure, housing and education / skills training.
- There is a high degree of housing need, and a shortage of affordable housing provision.
- There is an ageing population with increasing demands on health and social care. The working age population has remained fairly static over the last 20 years in Adur, compared to a steady increase in Brighton & Hove.

Any existing environmental problems, particular those relating to an area of importance

4.4 There are no Special Areas of Conservation (SAC) or Special Protected Areas (SPA) within the JAAP boundary. The approximate distances to SACs or SPAs within 20 miles of a central point within the JAAP boundary are shown on the following table. Consideration of impacts on SACs and SPAs has been through the Habitats Regulations Screening Assessments undertaken for the Adur Local Plan and Brighton & Hove City Plan. In addition, a further screening exercise has been undertaken in 2018 for the JAAP which found that full HRA would not be required as there would not be any significant impact on HRA sites.

Castle Hill SAC	8 miles
Lewes Downs SAC	12 miles
Arun Valley SAC/SPA	14 miles
The Mens SAC	18 miles
Duncton to Bignor Escarpment SAC	18 miles

The likely evolution without implementation of the Plan

- 4.5 The no plan scenario is considered to result in the following:
- limited piecemeal development that does not contribute towards a comprehensive regeneration scheme
 - lower levels of housing and employment coming forward
 - limited opportunities to increase land use efficiency
 - lack of sustainable transport infrastructure
 - Shoreham heat network not delivered
 - no improvements to flood defences
 - no improvements to existing community resources
 - worsening of air quality, noise issues and congestion
 - no improvement to streetscape, public realm and general appearance of the area

Section 5: How was the sustainability appraisal undertaken?

The SA NTS must include:

- *A description of how the assessment was undertaken*

Methodology

5.1 At this stage, the SA has initially screened all the proposed modifications for potential impacts on SA objectives. Where the modification resulted in a change to the previous SA assessment, a further assessment of the policy has taken place against the SA Framework. In addition, a cumulative analysis of the effects of the JAAP policies has also been undertaken to determine the overall effect on each of the sustainability objectives.

5.2 The SA Objectives are as follows:

1. Increase energy efficiency; encourage the use of renewable energy sources; increase the take-up of passive design and encourage use of established standards for new and existing development.
2. Encourage the sustainable use of water.
3. Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
4. Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
5. Maintain local distinctiveness and protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
6. Protect and enhance public open space / green infrastructure and accessibility to it.
7. Reduce the risk and levels of air and noise pollution.
8. Reduce pollution and the risk of pollution to land.
9. Reduce pollution and the risk of pollution to water.
10. Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
11. Improve health and wellbeing and reduce inequalities in health.
12. Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
13. Promote sustainable transport and reduce the use of the private car
14. Reduce poverty, social exclusion and social inequalities and narrow the gap between the most and least deprived areas so that no-one is seriously disadvantaged by where they live.
15. Meet the need for housing, including affordable housing and ensure that all groups have access to decent and appropriate housing.
16. Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
17. Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy

18. Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
19. Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
20. Create places and spaces and buildings that work well, wear well and look good.
21. Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
22. Reduce waste generation and increase material efficiency and reuse of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.

5.3 The following key was used throughout the appraisals:

+	Positive impacts / consistent with sustainability objective
+/-	Mixed impacts / potential for conflict with sustainability objective
-	Negative impacts / conflict with sustainability objective
?	Uncertain impacts / dependent on implementation
	No impact / issues addressed by other policies in the plan

5.4 In addition, the narrative throughout the policy appraisals described whether the effects were considered to be significant and gave an indication of whether the effects would be direct or indirect, temporary or permanent.

Section 6: What are the appraisal findings?

The SA NTS must include:

- *The likely significant effects on the environment.*
- *The measures envisaged to prevent, reduce and offset adverse effects*

Likely Effects

6.1 The appraisal identified the following effects:

Potential Positive Impacts

- Incorporation of low and zero carbon energy infrastructure including infrastructure to connect to future networks, helping to minimise carbon emissions, helping to reduce the risk of fuel poverty, supporting health and reducing deprivation.
- Measures to conserve water resources support improvements to water quality.
- Remediation of contaminated land and improvements in tidal flood defences and delivery of SUDS, minimise the risk of tidal flooding, surface water flood risk and water pollution.
- Improved green infrastructure network including creation of green corridor and improvements to areas of vegetated shingle and intertidal habitats resulting in net gains in biodiversity
- Improved access to the waterfront, improved connectivity throughout and to the JAAP area and improved access to existing open space and delivery of new open space increase opportunities for active lifestyles
- Improvements to the road network, and measures to promote sustainable travel reduce the need to travel by car having health and air quality benefits.
- Delivery of different types of housing including affordable housing
- Safeguarding of port-operational activity and some existing employment floorspace, and delivery of new employment floorspace of a range of types supports economic growth.
- Creation of training and employment opportunities, including those for local residents also supports economic growth and reduces deprivation
- Improved land use efficiency
- Improved and increased access to a range of services and facilities
- Improved public realm, and well-designed developments help to improve streetscapes and enhance the historic built environment where relevant

Potential Adverse Impacts

- Amounts of development have potential for an overall increase in energy consumption resulting from increased population

- Amounts of development have potential for an overall increase water consumption resulting from increased population
- Potential risk of flooding in certain locations
- Potential for pollution of water resulting from disturbance of contaminants
- Potential for loss of intertidal habitats in certain locations from landraising and potential for impacts on marine ecosystems relating to water source heat pump infrastructure
- Potential increased transport movements resulting from increased population, resulting in potential worsening of air quality
- Potential for noise issues resulting from increased transport and incompatibility of neighbouring uses
- Potential for an overall increase in waste generation resulting from increased population

6.2 All effects, whether positive or negative will depend how development is implemented and resident behaviour.

The following table summarises the appraisal findings for each policy against the Sustainability Appraisal Framework. The final row helps to show the overall impacts against each of the 22 Sustainability Appraisal objectives (pre-mitigation). The final column helps to show the overall impacts of each individual policy.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	All	
SH1	+	+		-?						+	+			+										+
SH2	+		+							+		+					+							+
SH3	+/-	+/-	+				+/-	+	+/-		+/-		+/-	+		+	+	+/-	+	+	+			+/-
SH4	+/-	+/-	+	+/-			+/-	+	+/-		+/-		+/-	+	+	+	+/-	+/-	+					+/-
SH5			+			+	+				+		+				+		+					+
SH6				+		+		+	+	+	+					+		+		+				+
SH7				+		+	+	+	+	+	+							+	+	+		+	+	+
SH8				+	+	+	+			+	+					+	+	+	+	+				+
SH9					+						+	+			+	+					+			+
CA1	+		+			+	+/-	+/-	+/-				+/-				+	+	+	+				+/-
CA2	+/-	+/-	+	+	+	+	+/-	+	+/-	+/-	+/-	+	+/-	+	+	+	+	+	+/-	+	+		+/-	+/-
CA3	+/-	+/-	+	+	+	+	+/-	+	+/-	+/-	+/-	+	+/-	+	+	+	+	+	+	+		+/-	+/-	+/-
CA4				+	+	+					+	+	+						+	+				+
CA5	+/-	+/-	+	+	+	+	+/-	+	+/-	+/-	+	+	+/-	+		+	+	+	+/-	+	+		+/-	+/-
CA6	+		+	+/-?	+	+					+	+	+/-		+		+		+	+				+
CA7	+/-	+/-	+	+/-	+	+	+/-	+	+/-	+/-	+/-	+	+/-	+	+	+	+	+/-	+/-	+	+	+	+/-	+/-
SH10					+	+					+	+	+	+		+		+	+	+	+			+
Overall	+/-	+/-	+	+	+	+	+/-	+	+/-	+/-	+	+	+/-	+	+	+	+	+/-	+	+	+	+	+/-	

Mitigation

6.3 The following measures are anticipated to mitigate against adverse impacts. All measures are identified within JAAP policies.

6.3.1 Potential for increased energy consumption:

- Requirement for energy efficient infrastructure
- Support for and connection to future district heating network
- BREEAM standards
- Passive design

6.3.2 Increased water consumption:

- Measures to recycle, harvest and conserve water resources
- Dwellings to achieve 110l/p/day
- BREEAM standards

6.3.3 Pollution of water:

- Pollution prevention techniques
- SUDS to reduce surface water run-off

6.3.4 Impacts on biodiversity:

- Ecological enhancements
- Avoidance, mitigation and compensation
- Creation of intertidal habitats
- Creation, restoration or enhancement of off-site habitats
- Requirement for appropriate environmental permits

6.3.5 Risk of flooding in certain locations:

- SUDS to reduce surface water run-off
- Provision of open space and green infrastructure
- Finished floor levels for residential development
- Non-residential development to be safe for the lifetime of development
- Land-raising in certain locations and set-backs

6.3.6 Worsening of air quality:

- Sustainable transport improvements
- Measures implemented to reduce exposure to air pollutants

6.3.7 Increased congestion/transport noise issues:

- Implementation of travel behaviour change programme
- Pedestrian and cycle priority across strategic sites
- Transport infrastructure improvements such as junction improvements, bus and rail improvements and improvements to cycle and pedestrian routes
- Delivery of new waterfront route
- Improved connectivity throughout the area
- Minimisation of surface and on-street parking
- Provision of cycle storage

6.3.8 Increased waste generation:

- Facilities to encourage high rates of recycling
- Waste to be minimised during construction
- Site Waste Management Plans

Section 7: What has plan-making involved up to this point?

The SA NTS must include:

- *An outline of the reasons for selecting the alternatives dealt with*

7.1 Consideration of alternatives

At the later stage of plan-making, the SA has carried out an appraisal of policies, rather than appraisal of alternatives. Alternatives have been considered at earlier stages of plan-making as outlined below.

7.2 2006-2009: Work driven by SEEDA and the South East Plan

The South East Plan included a target for delivery of 10,000 homes and 8,000 jobs in the harbour area. SA work undertaken at this time assessed the following broad strategies:

- 10,000 homes and 7,750 jobs with a new link road to the A259
- 10,000 homes and 7,750 jobs without a new link road
- 7,750 homes and 6,000 jobs with a new link road to the A259
- 10,000 homes and 6,000 jobs without a new link road

7.3 A second phase of SA was carried out that assessed options relating to the following issues:

- Transport
- Economy
- Housing
- Open space and outdoor recreation
- Port development
- Retail
- Community Facilities
- Waste and Energy (Sustainable Living)

Various detailed studies undertaken during this time concluded that these amounts of development were not viable or deliverable, however that it was worthwhile continuing with the regeneration project but at a much reduced scale.

7.4 2010-2012: Progress following changes to government

Capacity and viability work undertaken during this time helped to shape the quantum that were anticipated to be delivered to around 2,000 homes and 3,000 jobs. No further SA work was undertaken during this time.

7.5 2012-2013: Development Briefs and Emerging Proposals Report

Development Briefs for the Western Harbour Arm, Aldrington Basin and South Portslade Industrial Estate were developed. This included consideration of options, as follows, which were subject to Sustainability Appraisal.

7.5.1 Western Harbour Arm:

- Option 1 suggested a courtyard structure with improved access to the waterfront and employment uses at ground floor level. This approach retained the existing Brighton Road (A259) on its current alignment.
- Option 2 proposed a more radical approach, realigning the A259 to run along the waterfront.

7.5.2 South Portslade Industrial Estate:

- Option 1 proposed the comprehensive redevelopment of the area as a residential neighbourhood.
- Option 2 proposed a more incremental approach leading to a mixed use scenario.

7.5.3 Aldrington Basin:

- Option 1 proposed a mixture of commercial uses alongside existing employment and port uses.
- Option 2 proposed the introduction of residential uses to certain sites.

7.5.4 The Emerging Proposals report (October 2012) outlined a direction of change for each of the “areas of change” as follows. The Emerging Proposals report was subject to Sustainability Appraisal.

7.5.6 Western Harbour Arm:

Given the complex land-ownerships and the likelihood of development coming forward at different times, the realignment of the A259 was ruled out as an option. The Emerging Proposals Report envisaged an additional route along the waterfront which would improve access to developments.

7.5.7 South Portslade:

The need to retain employment space ruled out ‘comprehensive redevelopment’ as an option. Instead it was suggested that a limited number of specific sites should be released from employment use.

7.5.8 Aldrington Basin:

The need to retain port-operational and other employment uses ruled out the wider introduction of residential development, i.e. this is not a reasonable option. The report suggested a limited amount of residential development fronting Kingsway and a mixture of commercial uses on specific sites.

7.5.9 The SA made a number of recommendations, the majority of which were included in the Development Briefs, which were subsequently incorporated into the draft JAAP.

7.6 2013-2017: Draft and Publication Stage JAAP

The work on the Development Briefs and the Emerging Proposals report helped to inform the policies within the JAAP. The JAAP was also informed by policies contained within the Adur Local Plan and the Brighton & Hove City Plan, both of which have been subject to separate SA process. The draft JAAP and Publication stage JAAP therefore did not contain options for consideration, as these had been explored in previous stages. SA work at this stage consisted of refinement to policies.

Section 8: Proposals for Monitoring

The SA NTS must include:

- *A description of measures envisaged concerning monitoring*

8.1 The indicators to be used to measure progress and impacts of the JAAP will be finalised in the SA/SEA post adoption statement. The following table presents some of the monitoring indicators that are being considered at this stage.

Strategic Objective	Target	Indicator
1. Climate Change, energy and sustainable buildings	All development proposals to be accompanied by a Sustainability Statement (ADC) or Sustainability Checklist (BHCC)	<ul style="list-style-type: none"> • % of proposals accompanied by a Sustainability Statement/Checklist
	Increase energy efficiency	<ul style="list-style-type: none"> • % of applications approved for residential and non-residential development that meet minimum standards for energy • % of applications approved for residential and non-residential development that incorporating low/zero carbon technologies
	Increase the generation of renewable energy within the JAAP area (including Shoreham Port)	<ul style="list-style-type: none"> • No. and type of renewable energy developments/installations within the plan area • Amount of energy generated from renewable sources within the plan area
	Increase water efficiency	<ul style="list-style-type: none"> • % of applications approved for residential and non-residential development that meet minimum standards for water • % of applications approved for residential and non-residential development that incorporating measures to recycle, harvest and conserve water. • % of applications approved for residential and non-residential development that incorporating Sustainable Drainage Systems (SuDS)
2. Shoreham Port	Consolidate Shoreham Port operations in the eastern arm and canal	<ul style="list-style-type: none"> • Port-related operations relocated to the eastern arm/canal • New port-related development in the eastern arm/canal

Strategic Objective	Target	Indicator
3. Economy and employment	Deliver 23,500m ² employment floorspace <ul style="list-style-type: none"> • 16,000m² in Adur • 7,500m² in Brighton & Hove 	<ul style="list-style-type: none"> • Total amount of new employment floorspace by type (gross and net)
	Provide ancillary retail uses within the plan area to complement existing town/district centres	<ul style="list-style-type: none"> • Total amount of new retail floorspace by type (gross and net)
4. Housing and community	Deliver 1,400 new homes <ul style="list-style-type: none"> • 1,100 in Western Harbour Arm • 300 in South Portslade and Aldrington Basin 	<ul style="list-style-type: none"> • Net additional homes provided (BH/Adur) • Number of 1,2 and 3+ bed dwellings provided (BH/Adur)
	Deliver affordable housing according to local policy	<ul style="list-style-type: none"> • Net affordable housing completions secured (BH/Adur)
	Deliver social and community infrastructure to support new development	<ul style="list-style-type: none"> • Total amount of new D class floorspace (gross and net)
	Deliver new/improved routes for pedestrians and cyclists, including: <ul style="list-style-type: none"> • New waterfront route (Western Harbour Arm) • Improved east-west route (north of canal) • Improved Monarch's Way/Basin Road South • Improved lock gate crossing • New bridge over railway (Dolphin Road to Brighton Road) 	<ul style="list-style-type: none"> • New/improved routes for pedestrians and cyclist delivered
	Deliver improved priority corridors and junction improvements <ul style="list-style-type: none"> • A259 • A283 Old Shoreham Road • A293 Church Road – Trafalgar Road- Hangleton Link Road 	<ul style="list-style-type: none"> • Improvements to priority corridors and junctions delivered

Strategic Objective	Target	Indicator
	Deliver improved access to port activities <ul style="list-style-type: none"> • Southwick Waterfront access road • Basin Road North 	<ul style="list-style-type: none"> • Improvements to port access delivered
	Deliver improved access to the waterfront <ul style="list-style-type: none"> • New waterfront route (Western Harbour Arm) • New/improved public slipway 	<ul style="list-style-type: none"> • Improvements to waterfront access delivered
	Deliver improvements and improve interchange with public transport network	<ul style="list-style-type: none"> • Improvements to bus services delivered • Improvements to bus stops delivered • Bus priority measures delivered • Improvements to interchanges at railway stations delivered
	Deliver new/improved routes and facilities for pedestrians and cyclists, including: <ul style="list-style-type: none"> • NCN2 • New waterfront route (Western Harbour Arm) • Improved east-west route (north of canal) • Improved Monarch's Way/Basin Road South • Improved lock gate crossing • New bridge over railway (Dolphin Road to Brighton Road) 	<ul style="list-style-type: none"> • New/improved routes and facilities for pedestrians and cyclist delivered
5. Flood risk and Sustainable Drainage	Deliver new/upgraded flood defences <ul style="list-style-type: none"> • Sussex Yacht Club • Western Arm • Kingston Beach • Lock gates • Canal 	<ul style="list-style-type: none"> • New/upgraded flood defences delivered • Developer contributions to flood defences
6. Natural environment , biodiversity and green infrastructur	All development to provide a net gain in biodiversity	<ul style="list-style-type: none"> • Number and type of new habitats delivered • Number and type of habitats lost • Developer contributions to biodiversity improvements

Strategic Objective	Target	Indicator
e	Protect and enhance designated and non-designated sites and species: <ul style="list-style-type: none"> • Adur Estuary SSSI • Widewater Lagoon SNCI • Shoreham Beach SNCI/LNR • Basin Road South SNCI • North Canal Bank 	<ul style="list-style-type: none"> • State or condition of nationally and locally designated sites
	Improve the quality of groundwater Brighton Chalk Block), water bodies (River Adur) and bathing water (Southwick Beach)	<ul style="list-style-type: none"> • Quality of groundwater, water bodies and bathing water. • Number of pollution incidents affecting groundwater, water bodies or bathing water.
8.Recreation and leisure	Improve access to the waterfront for boat users <ul style="list-style-type: none"> • Western Harbour Arm • Lady Bee Marina 	<ul style="list-style-type: none"> • No and type of waterfront access improvements delivered • Developer contributions to waterfront access improvements
9. Place making and design quality	Deliver high quality public realm (new and existing)	<ul style="list-style-type: none"> • Developer contributions to public realm improvements
Infrastructure	Deliver infrastructure made necessary by the development	<ul style="list-style-type: none"> • Developer contributions to infrastructure

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