



SHOREHAM HARBOUR REGENERATION

SUSTAINABILITY APPRAISAL ADDENDUM NON-TECHNICAL SUMMARY



PROPOSED MAIN MODIFICATIONS SHOREHAM HARBOUR JOINT AREA ACTION PLAN

JANUARY 2019

**Sustainability Appraisal Addendum Report
Non-technical summary**

Proposed Modifications to the Shoreham Harbour Joint Area Action Plan

November 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 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)
- SA Addendum (May 2018) (produced for the purposes of the EIP, not consulted upon)

1.5 Additionally, some SA work took place during the 2008-2010 period that looked at early options for delivering higher quantum of development and early options for various topics including transport, economy, housing, open space, port development, retail, community facilities and waste & energy. The JAAP also draws upon relevant SA option work that was carried out as part of the preparation of Adur Local Plan and the City Plan Part 1 (Core Strategy) during the period 2005-2010.

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
- Ensuring ongoing sustainable economic growth
- Promotion of social inclusion and reduction in inequalities
- Improvement in health and reduction in 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/EED 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 screening indicated that the modification would result 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.*

Likely Effects

6.1 The appraisal of all policies in the JAAP 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 as well as 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	+/-	+/-	+	+	+	+	+/-	+	+/-	+/-	+	+	+/-	+	+	+	+	+	+/-	+	+	+	+/-	

Section 7 Mitigation

The SA NTS must include:

- *The measures envisaged to prevent, reduce and offset adverse effects*

7.1 The following measures are anticipated to mitigate against adverse impacts. All measures are identified within JAAP policies, or in policies in the Adur Local Plan and Brighton & Hove City Plan Part 1.

7.1.1 Potential for increased energy consumption:

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

7.1.2 Increased water consumption:

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

7.1.3 Pollution of water:

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

7.1.4 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

7.1.5 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

7.1.6 Worsening of air quality:

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

7.1.7 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

7.1.8 Increased waste generation:

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

Section 8: 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*

8.1 Consideration of alternatives

The key alternatives have been considered at earlier stages of plan-making as outlined below.

8.2 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:

- Do nothing
- 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

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.

8.3 2005-2011: Alternatives for Shoreham Harbour considered within Adur Core Strategy/Local Plan and Brighton & Hove Core Strategy/City Plan

Running concurrently to these above stages, the preparation of the Adur Core Strategy/Local Plan and Brighton & Hove Core Strategy/City Plan also considered options of relevance to the Shoreham Harbour area:

Adur:

- 2005: Adur Core Strategy Issues & Options included options for the amount of homes to be delivered at Shoreham Harbour and options for the Shoreham

Harbour policy including 1) Secure major infrastructure to enable regeneration; or 2) pursue limited regeneration.

- 2009: Adur Core Strategy Issues & Options included 1) Do nothing; 2) 10,000 new homes and 7,750 new jobs with a new link road; 3) 10,000 new homes and 7,750 new jobs without a new link road; 4) 7,750 new homes and 6,000 new jobs with a new link road; 5) 10,000 new homes and 6,000 new jobs without a new link road.
- 2011: Adur Core Strategy Housing and Employment Options considered 4 options for quanta of housing delivery which included delivery of approximately 1,190 dwellings within Shoreham Harbour; and 2 options for quantum of employment delivery.

Brighton & Hove:

- 2008: Core Strategy Revised Preferred Options included: 1) ad-hoc market led approach; 2) major regeneration at Shoreham Harbour through implementation of an AAP.
- 2009: Core Strategy Proposed Amendments Paper included 5 options: 1) employment led regeneration with number of housing and jobs to be agreed; 2) delivery of 5,500 dwellings; 3) delivery of 8,000-8,700 dwellings; 4) 10,000 dwellings; 5) No development, reliance on windfall.
- 2010: Submission Core Strategy included 3 options: 1) large scale regeneration with land-reclamation from the sea; 2) large scale regeneration without land reclamation; 3) small scale regeneration without land reclamation.
- 2011: Policy Options Papers included options for housing delivery and employment, both of which referred to development at Shoreham Harbour

Capacity and viability work undertaken during this time helped to shape the quantum that was anticipated to be delivered within the Harbour to around 2,000 homes and 3,000 jobs. This fed into the quantum considered under the options for both Adur Core Strategy and City Plan Policy options in 2011, and further informed the quantum taken forward in the JAAP.

8.4 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.

8.4.1 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.

8.4.2 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.

8.4.3 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.

8.4.4 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.

8.4.5 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.

8.4.6 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.

8.4.7 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.

8.4.8 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.

8.5 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 an iterative assessment based on the refinements to policies.

8.6 Conclusion

The approach taken has been tested against alternative approaches throughout the development of the JAAP including approaches assessed during the development of Adur Local Plan and Brighton & Hove City Plan. The broad approach taken is considered to reflect the option of “small-scale regeneration without land reclamation” and incorporates the findings of various studies undertaken which have helped to define quantum of development. The harbour-wide policies are in

conformity with the policies within Adur Local Plan and Brighton & Hove City Plan, which have also been subject to extensive sustainability appraisal.

Further details on the selection and rejection of alternatives, and the story of plan-making can be found in Appendix C of the SA Addendum Report (November 2018).

Section 9: Proposals for Monitoring

The SA NTS must include:

- *A description of measures envisaged concerning monitoring*

9.1 The following table presents the monitoring framework. These will be confirmed in the SA/SEA post adoption statement

Shoreham Harbour Joint Area Action Plan – Monitoring Framework

SA objective	Relevant policy	Target	Indicator	Partners / Source of information	Trigger	Actions required (if target is not being achieved)
Objective 1: Climate change, energy and sustainable buildings						
1, 2, 10,	SH1	All development proposals to be accompanied by a Sustainability Statement (ADC) or Sustainability Checklist (BHCC)	1. Number and percentage of approved proposals accompanied by a Sustainability Statement/Checklist	Development Management	Development approved without a Sustainability Statement/Checklist	<ul style="list-style-type: none"> • Engage with developers at an early stage to ensure the requirement for Sustainability Statement/Checklist is understood. • Review of validation processes to ensure proposals are not accepted without a Sustainability Statement/Checklist.
1, 10, 22	SH1	Increase the energy efficiency of buildings in the Shoreham Harbour Regeneration Area	2. Number and percentage of approved and/or completed developments meeting minimum standards for energy efficiency	Development Management: Sustainability Statement/Checklist	Development approved and/or completed that does not meet minimum standards for energy efficiency.	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Engage with developers at an early stage in the design of new developments to ensure that the principles of energy efficiency are integrated. • Review of development

SA objective	Relevant policy	Target	Indicator	Partners / Source of information	Trigger	Actions required (if target is not being achieved)
			3. Number and percentage of approved and/or completed developments achieving zero-carbon status	Development Management: Sustainability Statement/Checklist	No development approved and/or completed that achieves zero-carbon status.	<p>management processes to ensure applications are determined in accordance with policy.</p> <ul style="list-style-type: none"> Consider preparation of further supplementary guidance and/or case studies of best practice.
1, 10	SH1	Increase the generation of renewable/low carbon energy within the Shoreham Harbour Regeneration Area	4. Number and percentage of approved and/or completed developments incorporating renewable/low carbon energy generation	Development Management: Sustainability Statement/Checklist	Development approved and/or completed that does not incorporate renewable/low carbon energy generation.	<ul style="list-style-type: none"> Identify reasons for lack of implementation. Engage with developers at an early stage in the design of new developments to ensure that the requirement for renewable/low energy generation is integrated.
			5. Type and capacity (kW) (predicted) of approved and/or completed renewable/low carbon energy development/installations	Development Management: Sustainability Statement/Checklist	No increase in capacity of renewable/low carbon energy development/installations	<ul style="list-style-type: none"> Review development management processes to ensure applications are determined in accordance with policy. Consider preparation of further supplementary guidance and/or case studies of best practice. Identify sources of funding to support delivery of renewable/low carbon energy generation.

SA objective	Relevant policy	Target	Indicator	Partners / Source of information	Trigger	Actions required (if target is not being achieved)
1, 10, 11	SH1	Increase the delivery of heating/cooling networks supplied by renewable/waste energy sources.	6. Number and percentage of approved and/or completed developments that include: <ol style="list-style-type: none"> 1. Connection to existing heating/cooling network 2. Site-wide heating/ cooling network 3. Building-wide heating/ cooling network 4. Individual heating/ cooling system 	Development Management: Sustainability Statement/Checklist	Development approved and/or completed with individual heating/ cooling systems installed.	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Engage with developers at an early stage in the design of new developments to ensure that the requirement for compliance with the heating hierarchy is integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice. • Identify sources of funding to support delivery of heating/cooling networks.
			7. Number and type of approved and/or completed development supplied by: <ol style="list-style-type: none"> 1. Renewable/waste energy sources 2. Low carbon technologies 3. Conventional systems 	Development Management: Sustainability Statement/Checklist	Development approved and/or completed with conventional heating/ cooling systems installed.	

SA objective	Relevant policy	Target	Indicator	Partners / Source of information	Trigger	Actions required (if target is not being achieved)
			8. Type and capacity (kW) (predicted) of heating/ cooling from renewable/waste/low carbon sources.	Development Management: Sustainability Statement/Checklist	No increase in capacity of renewable/waste/low carbon sources.	
2, 10	SH1	Increase water efficiency of buildings in the Shoreham Harbour Regeneration Area	9. Number and percentage of approved and/or completed residential developments where internal water use does not exceed 110 litres per head per day.	Development Management: Sustainability Statement/Checklist	Residential development approved where internal water use exceeds 110 litres per head per day	<ul style="list-style-type: none"> Identify reasons for lack of implementation. Engage with developers at an early stage in the design of new developments to ensure that the principles of water efficiency are integrated. Review development management processes to ensure applications are determined in accordance with policy. Consider preparation of further supplementary guidance and/or case studies of best practice.
			10. Number and percentage of approved and/or completed non-domestic developments achieving BREEAM 'excellent' standard.	Development Management: Sustainability Statement/Checklist	Non-residential development approved that does not meet BREEAM 'excellent' standard	

SA objective	Relevant policy	Target	Indicator	Partners / Source of information	Trigger	Actions required (if target is not being achieved)
2, 9, 10	SH1	Increase recycling, harvesting and/or conservation of water	11. Number and percentage of approved and/or completed developments that incorporate measures to recycle, harvest and/or conserve water, by type.	Development Management: Sustainability Statement/Checklist	No development approved that incorporates measures to recycle, harvest and/or conserve water	<ul style="list-style-type: none"> Identify reasons for lack of implementation. Engage with developers at an early stage in the design of new developments to ensure that the potential to recycle, harvest and conserve water is integrated. Review development management processes to ensure applications are determined in accordance with policy. Consider preparation of further supplementary guidance and/or case studies of best practice. Identify sources of funding to support delivery of measures to reduce, harvest and conserve water.
Objective 2: Shoreham Port						
3, 17	SH2, CA1, CA2, CA3, CA5,	Consolidate Shoreham Port operations in the Eastern Arm and Canal	12. Number and type of port-related operations relocated to the Eastern Arm and Canal	Development Management; Shoreham Port Authority	Port-related operations are not relocated to the Eastern Arm and Canal	<ul style="list-style-type: none"> Identify reasons for lack of implementation. Engage with operators and

SA objective	Relevant policy	Target	Indicator	Partners / Source of information	Trigger	Actions required (if target is not being achieved)
	CA6, CA7		13. Number and type of new port related development in the Eastern Arm and Canal	Development Management; Shoreham Port Authority	Port-related development in the Eastern Arm and Canal is not delivered	<p>Shoreham Port Authority to identify suitable sites for relocation.</p> <ul style="list-style-type: none"> Identify sources of funding to assist with relocation, and development of port-related operations in the Eastern Arm and Canal
Objective 3: Economy and employment						
3, 17, 21	SH3, CA2, CA3, CA5, CA6, CA7	<p>Deliver a minimum of 23,500m² employment generating floorspace:</p> <ul style="list-style-type: none"> 16,000m² in Adur 7,500m² in Brighton & Hove 	14. Total amount of approved and/or completed development of employment floorspace by type	Development Management; Developers; Economic Development; WSCC	Delivery of employment floorspace is insufficient to meet minimum target over the plan period	<ul style="list-style-type: none"> Identify reasons for lack of implementation Engage with site owners to identify barriers to sites coming forward Engage with Economic Development to identify current and projected demand for employment floorspace. Consider negotiation on individual sites to address viability issues. Identify sources of funding to assist with delivery of employment floorspace. Seek further employment sites to allocate through policy review.

SA objective	Relevant policy	Target	Indicator	Partners / Source of information	Trigger	Actions required (if target is not being achieved)
	SH3, CA2, CA3, CA5, CA6, CA7	Protect identified employment sites from conversion to residential dwellings	<p>15. Total amount of employment floorspace converted by permitted development to residential dwellings by type</p> <p>16. No of residential dwellings delivered through conversion of employment floorspace by permitted development.</p>	Development Management; Developers; Economic Development	Trends demonstrate an increase in the amount of employment floorspace lost as a result of conversion to residential dwellings by permitted development	<ul style="list-style-type: none"> • Review development management processes to ensure that existing protection in GPDO is applied. • Consider removal of permitted development rights through an Article 4 Direction. • Identify sources of funding to assist with retention of sites in employment generating uses.

SA objective	Relevant policy	Target	Indicator	Partners / Source of information	Trigger	Actions required (if target is not being achieved)
3, 17, 19	SH3, CA2, CA3, CA7	Provide ancillary retail uses within the Shoreham Harbour Regeneration area to complement existing town/district centres	17. Total amount of approved and/or completed development of retail floorspace by type	Development Management); Developers; Economic Development; WSCC	Development approved and/or completed that includes retail with a net sales floorspace of 1,000m ² or more	<ul style="list-style-type: none"> • Engage with Economic Development to identify current and projected demand for retail floorspace. • Consider negotiation on individual sites to address viability issues. • Review development management processes to ensure retail sequential and impact assessments are provided. • Review development management processes to ensure applications are determined in accordance with policy.

Objective 4: Housing and community						
3, 14, 15, 16	SH4, CA2, CA3, CA6, CA7	Deliver a minimum of 1,400 new homes: <ul style="list-style-type: none"> • 90 in CA2: Aldrington Basin • 201 in CA3: South Portslade • 1,100 in CA7: Western Harbour Arm • Windfall sites 	18. Number, size and tenure of approved and/or completed residential development	Development Management; Developers; WSCC	Delivery of residential development is insufficient to meet minimum target over the plan period (identified in the housing trajectory)	<ul style="list-style-type: none"> • Identify reasons for lack of implementation • Engage with site owners to identify barriers to bringing sites forward • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of residential development. • Seek further housing sites to allocate through policy review.
3, 11, 14, 15, 16,	SH4, CA2, CA3, CA6, CA7	Deliver affordable housing according to local policy	19. Number, size and tenure of approved and/or completed affordable homes, and as a percentage of all homes built	Development Management; Developers; Registered Providers; Housing departments	Delivery of affordable housing does not comply with local policy requirements	<ul style="list-style-type: none"> • Identify reasons for lack of implementation • Engage with site owners to identify barriers to bringing sites forward • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of affordable housing • Seek further housing sites to allocate through policy review.

3, 11, 14, 16, 17, 19, 21	SH4, CA2, CA3, CA5, CA7, SH10	Deliver social and community infrastructure to support new development	20. Number and type of approved and/or completed D class floorspace and social/community facilities	Development Management; Developers; Commercial operators; Public and private sector partners	Insufficient delivery of social/community facilities	<ul style="list-style-type: none"> • Identify reasons for lack of implementation • Engage with public and private sector partners to identify demands for community/social facilities • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of community/social facilities • Consider preparation of further supplementary guidance and/or case studies of best practice.
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Objective 5: Sustainable travel						
7, 11, 13, 14, 19, 20	SH5, CA1, CA2, CA3, CA4, CA5, CA6, CA7, SH10	<p>Deliver new/improved routes and facilities for pedestrians and cyclists, including:</p> <ul style="list-style-type: none"> • New waterfront route from Shoreham –by-Sea town centre to Kingston Beach • New segregated cycle route along A259 from Shoreham-by-Sea town centre to Hove Lagoon • Improvements to NCN2/Monarch’s Way/England Coast Path at Basin Road South and A259 • Improvements to crossing at Southwick Lock Gates • Extension of bike share scheme 	21. Number and type of approved and/or completed new/improved routes for pedestrians and cyclists	Development management; Developers; Highways; Shoreham Port Authority; Private and public sector partners	New/improved routes for pedestrians and cyclists are not delivered	<ul style="list-style-type: none"> • Identify reasons for lack of implementation • Engage with developers at an early stage in the design of new developments to ensure that the improved routes for pedestrians and cyclists are integrated. • Engage with public and private sector partners to identify demand for improvements • Engage with public transport operators to identify potential improvements • Review Shoreham Harbour Transport Strategy • Consider preparation of further supplementary guidance and/or case studies of best practice. • Consider negotiation on

	<p>Deliver improved priority corridors and junction improvements, including:</p> <ul style="list-style-type: none"> • A259 • A283 • A293 	22. Number and type of approved and/or completed improvements to priority corridors and junctions	Development Management; Highways	Improvements to priority corridors and junctions are not delivered.	<p>individual sites to address viability issues.</p> <ul style="list-style-type: none"> • Identify sources of funding to assist with delivery of sustainable travel measures
	<p>Deliver improved access to port activities, including:</p> <ul style="list-style-type: none"> • Southwick Waterfront access road • Basin Road North extension 	23. Improvements to port access approved and/or completed	Development Management; Highways; Shoreham Port Authority	Improvements to port access are not delivered	
	Deliver improvements and improve interchange with public transport network	<p>24. Improvements to bus services delivered</p> <p>25. Improvements to bus stops delivered</p> <p>26. Bus priority measures delivered</p> <p>27. Improvements to interchanges at railway stations delivered</p>	Highways; Public transport operators	Improvements to public transport are not delivered	

Objective 6: Flood risk and sustainable drainage						
2, 3, 4, 9, 10, 18	SH6, CA1, CA2, CA3, CA4, CA5, CA6, CA7	Reduce flood risk	28. Number of planning permissions granted contrary to the advice of the Lead Local Flood Authority and/or the Environment Agency on flood defence grounds	Development Management; Lead Local Flood Authority; Environment Agency	Any such permissions are granted	<ul style="list-style-type: none"> • Identify reasons for approval of permission contrary to Lead Local Flood Authority and/or Environment Agency advise • Engage with developers at an early stage in the design of new developments to ensure that the Lead Local Flood Authority and Environment Agency are consulted. • Review development management processes to ensure applications are determined in accordance with policy. • Review Shoreham Harbour Flood Risk Management Guide • Consider preparation of further supplementary guidance and/or case studies of best practice.

3, 4, 9, 10, 11, 18, 20	SH6, CA1, CA2, CA3, CA4, CA5, CA6, CA7, SH10	<p>Deliver new/upgraded flood defences, including:</p> <ul style="list-style-type: none"> • Sussex Yacht Club • Western Harbour Arm • Kingston Beach • Lock Gates • Canal 	<p>29. New/upgraded flood defences delivered</p> <p>30. Developer contributions to flood defences</p>	<p>Development Management; Developers; Environment Agency; Shoreham Port Authority</p>	<p>New/upgraded flood defences are not delivered.</p>	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Engage with developers at an early stage in the design of new developments to ensure that the new/improved flood defences are integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Engage with public and private sector partners to identify demand for improvements • Engage with Environment Agency and Lead Local Flood Authorities to identify potential improvements • Review Shoreham Harbour Flood Risk Management Guide • Consider preparation of further supplementary guidance and/or case studies of best practice. • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of flood defence measures
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2, 4, 6, 9, 10, 18,	SH1, SH6, SH7, CA1, CA2, CA3, CA4, CA5, CA6, CA7, SH10	Maximise the provision of sustainable drainage systems	31. Number and percentage of approved and/or completed developments that incorporate sustainable drainage systems.	Development Management; Lead Local Flood Authorities; Developers; Sustainability Statement/ Checklist	Development approved and/or completed that does not incorporate sustainable drainage systems.	<ul style="list-style-type: none"> Identify reasons for lack of implementation. Engage with developers at an early stage in the design of new developments to ensure that sustainable drainage systems are integrated. Review development management processes to ensure applications are determined in accordance with policy.
Objective 7: Natural environment, biodiversity and green infrastructure						
4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 16, 18, 19, 20, 22	SH1, SH7, SH8, CA2, CA3,	<p>Increased provision of green infrastructure</p> <hr/> <p>All development to provide a net gain to biodiversity</p>	<p>32. Type and extent of green infrastructure improvements delivered</p> <p>33. Number and</p>	Development Management; Sustainability Statement/ Checklist; Environment	No increase in provision of green infrastructure Development approved that does	<ul style="list-style-type: none"> Identify reasons for lack of implementation. Engage with developers at an early stage in the design of new developments to ensure that

	CA4, CA5, CA6, CA7, SH10	Protect and enhance designated and non-designated sites and habitats, including: <ul style="list-style-type: none"> • Adur Estuary SSSI • Shoreham Beach LNR/LWS • Basin Road South LWS • North Canal Bank • Coastal vegetated shingle • Intertidal mudflats 	percentage of planning permissions granted that deliver a net gain to biodiversity 34. Number of planning permissions granted contrary to officer/statutory consultee advice on the grounds of impact to habitats/species. 35. Type and extent of habitats lost 36. Type and extent of habitats created 37. Developer contributions to green infrastructure/biodiversity 38. State or condition of designated sites	Agency; Natural England Sussex Wildlife Trust Sussex Biodiversity Records Centre; Parks	not provide a net gain in biodiversity. Loss of priority habitats No creation of new habitats. Decline in status or condition of designated sites.	green infrastructure and biodiversity gains are integrated. <ul style="list-style-type: none"> • Review development management processes to ensure applications are determined in accordance with policy. • Engage with public and private sector partners to identify demand and potential for improvements • Review Shoreham Harbour Green Infrastructure Strategy • Consider preparation of further supplementary guidance and/or case studies of best practice. • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of green infrastructure and biodiversity measures
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7, 11	SH4, SH7, CA2, CA3, CA5, CA6, CA7	No increase in noise impacts due to development.	39. Number of planning permissions granted contrary to officer advice on the grounds of noise impact.	Development Management; Environmental Health	Application granted contrary to officer advice on the grounds of noise impact.	<ul style="list-style-type: none"> • Identify reasons for lack of implementation • Engage with developers at an early stage to ensure that avoidance and mitigation of noise impacts is integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice.
7, 10, 11	SH4, SH7, CA2, CA3, CA5, CA6, CA7	Improve air quality, especially within Air Quality Management Areas	<p>40. Number of planning permissions granted contrary to officer advice where impact on air quality was an important factor</p> <p>41. Air quality monitoring (including CO₂, NO₂ and particulate concentrations).</p> <p>42. Number and extent of Air Quality Management Areas identified in the vicinity of the Shoreham Harbour Regeneration Area.</p>	Development Management; Environmental Health	<p>Application granted contrary to officer advice on the grounds of noise impact.</p> <p>A decline in air quality.</p> <p>Designation of new, or extension of existing, air quality management areas.</p>	<ul style="list-style-type: none"> • Identify reasons for decline in air quality. • Engage with developers at an early stage to ensure that avoidance and mitigation of air pollution is integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice.

2, 4, 5, 9, 10, 11	SH7, CA2, CA3, CA5, CA6, CA7	Protect/improve water quality	<p>43. Number of planning permissions granted contrary to the advice of the Environment Agency on water quality grounds.</p> <p>44. Status of groundwater and waterbodies</p>	Development Management; Environment Agency	<p>Application granted contrary to the advice of the Environment Agency on water quality grounds.</p> <p>Decline in status of groundwater or waterbodies.</p>	<ul style="list-style-type: none"> • Identify reasons for lack of implementation • Identify reasons for decline in status of groundwater and/or water bodies • Engage with developers at an early stage to ensure that avoidance and mitigation of water quality impacts is integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice.
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3, 4, 8, 9, 10, 11	SH7, CA2, CA3, CA5, CA6, CA7	Remediate contaminated sites	45. Number of approved and/or completed developments which incorporate remediation of contaminated land, and extent of remediated land	Development Management; Environment Agency; Sustainability Statement/ Checklist	Contaminated sites are not remediated	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Engage with developers at an early stage to ensure that remediation of contaminated land is integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice. • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of remediation measures.
3, 8, 9, 10, 22	SH7, CA2, CA3, CA5, CA6, CA7	Reduce waste and increase recycling	46. Number and percentage of planning permissions granted that included a Site Waste Management Plan	Development Management; Sustainability Statement/ Checklist	Planning permissions granted without a Site Waste Management Plan	<ul style="list-style-type: none"> • Identify reasons for lack of implementation • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice.

Objective 8: Recreation and leisure						
3, 4, 5, 6, 7, 10, 11, 16, 19, 20	SH7, SH8, CA2, CA3, CA4, CA5, CA6, CA7	Increase provision of public open space	47. Amount of public open space lost to development 48. Amount of public open space created	Development Management; Parks	Loss of public open space to development. No provision of new public open space	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Engage with developers at an early stage to ensure that provision of open space is integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice. • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of public open space.

3, 4, 5, 6, 7, 9, 10, 11, 16, 19, 20	SH7, SH8, CA2, CA3, CA4, CA5, CA6, CA7	Improve public access to waterfront	49. Number and type of improvements delivered	Development management	No improvement in access to waterfront	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Engage with developers at an early stage to ensure that public access to waterfront is integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice. • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of public access to waterfront.
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Objective 9: Place making and design quality						
5, 7, 10, 11, 12, 14, 16, 17, 19, 20	SH9, CA2, CA3, CA5, CA6, CA7	Deliver high standard of urban design, place making and amenity	<p>50. Number and percentage of approved and/or completed developments subject to design review.</p> <p>51. Number of planning appeals dismissed where urban design, place making and/or amenity are principal reason(s) for refusal.</p> <p>52. Number of design awards nominated and won by developments in the Shoreham Harbour Regeneration Area</p>	Development Management	Major development approved and/or completed that has not been subject to design review. Planning appeal upheld where urban design, place making and/or amenity are principal reason(s) for refusal	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Identify reasons for upholding of appeal. • Engage with developers at an early stage to ensure that high quality place making and urban design are integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice.

5, 11, 16, 19, 20	SH9, CA2, CA3, CA4, CA5, CA6, CA7	Deliver new public art	53. Number of public art schemes delivered as part of new development	Development Management	No new public art schemes delivered	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Engage with developers at an early stage to ensure that provision of public art is integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice.
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Infrastructure						
2, 3, 4, 5, 6, 7, 13, 15, 16, 17, 18, 19, 21, 22	SH1, SH2, SH3, SH4, SH5, SH6, SH7, SH8, SH9, SH10, CA1, CA2, CA3, CA4, CA5, CA6, CA7	Deliver infrastructure made necessary by the development	54. Delivery of schemes identified in the Infrastructure Delivery Plans 55. Developer contributions to infrastructure	Development Management; Environment Agency; Environmental Health; Highways; Education; Lead Local Flood Authority;	Under delivery of schemes identified in the Infrastructure Delivery Plan	<ul style="list-style-type: none"> • Identify reasons for lack of implementation. • Engage with developers at an early stage to ensure that infrastructure requirements are integrated. • Review development management processes to ensure applications are determined in accordance with policy. • Consider preparation of further supplementary guidance and/or case studies of best practice. • Consider negotiation on individual sites to address viability issues. • Identify sources of funding to assist with delivery of public access to waterfront.