

## Main Modifications to the Submission Shoreham Harbour Joint Area Action Plan

The schedule below sets out the Main Modifications to the Submission Shoreham Harbour Joint Area Action Plan.

| Modification No: | Reference: (Paragraph, policy or map number) | <b>Amendment:</b><br>(Amendments are <b>shown in bold text</b> . Deleted text <del>shown as struck through</del> and additional text <u>shown as underlined</u> ). Amendments made after the consultation on Main Modifications are <b>shown in red text</b> .  |
|------------------|--|---|
| 01               | 1.1.3  | The plan builds on and complements the Adur Local Plan (2017) and the Brighton & Hove City Plan Part One (2016). Planning applications within the regeneration area must comply with the strategy and policies in the JAAP, as well as the relevant local plans, <b><u>unless material considerations indicate otherwise.</u></b>   |
| 02               | 2.1 Vision – 2 <sup>nd</sup> paragraph       | The redevelopment of key areas of the harbour will provide benefits for the local community, <b><u>natural environment</u></b> and economy through increased investment, improved leisure opportunities, enhanced public realm and the delivery of critical infrastructure that will help respond positively to climate change.   |
| 03               | 2.2.19                                       | Local planning authorities should plan for recreational and leisure facilities and services to meet the needs of <b><u>existing communities and</u></b> new development. Planning plays an important role in promoting healthy and active lifestyles. This includes the provision of open space, sports and recreation facilities.  |
| 04               | Policy SH1 (4 – 7) and 3.1.14 – 3.1.20       | <p>Policy SH1: Climate change, energy and sustainable building</p> <p>4. Developers should demonstrate how they can contribute <b><u>towards the regeneration partnership’s Shoreham Port Authority’s</u></b> objective of becoming a hub for renewable energy generation.</p> <p>5. <b><u>The councils will support proposals for low and zero carbon energy generation, including solar photovoltaics. All new development will be expected to incorporate low and zero carbon decentralised energy opportunities</u></b></p> <p><b><u>Decentralised energy, District heating and cooling networks</u></b></p> <p>6. <b><u>All new development will be expected to incorporate low and zero carbon decentralised energy generation, including heating and cooling. The councils will support the development of heating and cooling networks and associated infrastructure. All development proposals must demonstrate that heating and cooling systems have been selected in accordance with the heating and cooling hierarchy as set out in Table 1.</u></b></p> <p>7. Where no heat network is in place, development <b><u>proposals</u></b> must <b><u>be designed to</u></b> be connection ready, <b><u>and will be expected to demonstrate that all buildings adhere to the technical specifications below: All buildings must adhere to the following technical specifications:</u></b></p> <ul style="list-style-type: none"> <li>• Buildings must use a centralised communal wet heating system rather than individual gas boilers or electric heating.</li> <li>• Buildings must allow adequate plant room space to allow for connection at a later date. <del>(the exact requirement to be agreed with the councils and their representatives).</del></li> <li>• <b><u>Plant rooms must be situated to consider potential future pipe routes.</u></b> The developer must identify and safeguard a pipe route to allow connection between the building and the highway or identified network route where available.</li> <li>• The developer must not in any other way compromise or prevent the potential connection.</li> </ul> <p><b><u>Shoreham Heat Network</u></b></p> <p><del>87.</del> Development <b><u>within the proposed Shoreham Heat Network area<sup>1</sup> in areas identified in the Shoreham Harbour Heat Network Study (2016), or subsequent update,</u></b> will be <b><u>required expected</u></b> to connect to district heating networks where they exist, or incorporate the necessary infrastructure for connection to future networks.</p> |

<sup>1</sup> As identified in the Shoreham Harbour District Energy Feasibility Study (2018) or subsequent update.

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|---|--|---|--------|--|---|---|--|------------|---|---|---|
|   |  | <p><i>Subsequent policy clauses are renumbered to reflect additional clause.</i></p> <p><i>Consequent modification to supporting text to reflect modification to policy:</i></p> <p><b>Heating and cooling networks <del>Potential for district heat network</del></b></p> <p><b>3.1.14</b> <u>Heating and hot water for buildings account for 40% of UK energy use and 20% of greenhouse gas emissions. The Climate Change Committee estimates that district heating can meet 20% of domestic heating and hot water needs by 2030. The Climate Change Act 2008 obliges the UK to cut 80% emissions by 2050. The Clean Growth Strategy (2017) includes policies to roll out low carbon heating, and phase out the installation of high carbon fossil fuel heating.</u></p> <p>3.1.1544 <u>In accordance with Policies As set out in Policy DA8 and CP8 of the Brighton &amp; Hove City Plan Part One, and Policies 8 and 19 of the Adur Local Plan,</u> the <del>city</del> councils <del>are is</del> proactively encouraging opportunities that arise to incorporate waste heat or other heat sources into the heat networks for the area. The Brighton &amp; Hove Energy Study (2013) identified the potential for district heating networks in and around Shoreham Harbour within a long list of priority areas.</p> <p>3.1.1615 All new development <del>that takes place within the long list of priority areas will be encouraged to consider</del> <u>will be expected to incorporate</u> low and zero carbon decentralised energy <u>generation possibilities</u> and will be required to either connect where a suitable <u>heating/cooling</u> network is in place (or would be at the time of construction), or design systems to be compatible with a future connection to a network. All <u>development proposals must demonstrate that the heating and cooling systems have been selected in accordance with the heating and cooling hierarchy as set in Table 1:</u></p> <p><b>Table 1: Heating and cooling hierarchy</b></p> <table border="1" data-bbox="543 1176 1679 1654"> <thead> <tr> <th data-bbox="543 1176 1679 1218">System</th> </tr> </thead> <tbody> <tr> <td data-bbox="543 1218 1679 1260">1. <u>Connection to existing heating/cooling network</u></td> </tr> <tr> <td data-bbox="543 1260 1679 1302">2. <u>Site-wide heating/cooling network</u></td> </tr> <tr> <td data-bbox="543 1302 1679 1344">3. <u>Building-wide heating/cooling network</u></td> </tr> <tr> <td data-bbox="543 1344 1679 1386">4. <u>Individual heating/cooling systems</u></td> </tr> <tr> <th data-bbox="543 1386 1679 1428">Technology</th> </tr> <tr> <td data-bbox="543 1428 1679 1470">1. <u>Renewable/waste energy sources (such as biomass, heat pumps, solar thermal)</u></td> </tr> <tr> <td data-bbox="543 1470 1679 1512">2. <u>Low carbon technologies (such as gas-CHP)</u></td> </tr> <tr> <td data-bbox="543 1512 1679 1554">3. <u>Conventional systems (such as gas or direct electric)</u></td> </tr> </tbody> </table> <p><b>3.1.17</b> <u>In order to safeguard future connection to heating/cooling networks, individual heating/cooling systems will not normally be permitted, unless it can be demonstrated that it is not feasible and/or viable to provide a centralised communal wet heating system.</u></p> <p><b>3.1.18</b> <u>The councils will require the submission of a feasibility assessment to provide a rationale for the chosen heating/cooling system This should incorporate a high level assessment of the potential to extend the heating/cooling network beyond the development area in future. Development must adhere to the guidelines set out in Chapter 3 – Design – of the CIBSE Heat Networks Code of Practice for the UK.</u></p> <p><b>3.1.19</b> <u>Within the proposed Shoreham Heat Network Area, buildings must allow adequate plant room space for future connection and for future</u></p> | System | 1. <u>Connection to existing heating/cooling network</u> | 2. <u>Site-wide heating/cooling network</u> | 3. <u>Building-wide heating/cooling network</u> | 4. <u>Individual heating/cooling systems</u> | Technology | 1. <u>Renewable/waste energy sources (such as biomass, heat pumps, solar thermal)</u> | 2. <u>Low carbon technologies (such as gas-CHP)</u> | 3. <u>Conventional systems (such as gas or direct electric)</u> |
| System  |  |   |        |  |   |   |  |            |   |   |   |
| 1. <u>Connection to existing heating/cooling network</u>                              |  |   |        |  |   |   |  |            |   |   |   |
| 2. <u>Site-wide heating/cooling network</u>   |  |   |        |  |   |   |  |            |   |   |   |
| 3. <u>Building-wide heating/cooling network</u>                                       |  |   |        |  |   |   |  |            |   |   |   |
| 4. <u>Individual heating/cooling systems</u>  |  |   |        |  |   |   |  |            |   |   |   |
| Technology  |  |   |        |  |   |   |  |            |   |   |   |
| 1. <u>Renewable/waste energy sources (such as biomass, heat pumps, solar thermal)</u> |  |   |        |  |   |   |  |            |   |   |   |
| 2. <u>Low carbon technologies (such as gas-CHP)</u>                                   |  |   |        |  |   |   |  |            |   |   |   |
| 3. <u>Conventional systems (such as gas or direct electric)</u>                       |  |   |        |  |   |   |  |            |   |   |   |

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|---|--|--|---|---|---|-----------|----------------------|-----------------|------------|------------------------|-----------------|------------|------------------------|-----------------|------------|------------------------|-----------------|
|   |  | <p style="text-align: center;"><b>building/network interface equipment (such as heat exchangers). Indicative requirements are set out in Table 2:</b></p> <p><b>Table 2: Indicative space requirements for heat exchange substation equipment within building plant rooms<sup>2</sup></b></p> <table border="1" data-bbox="543 478 1679 743"> <thead> <tr> <th data-bbox="543 478 926 590">Heating capacity (kW) (space heating and ventilation)</th> <th data-bbox="926 478 1308 590">Approximate building size (m<sup>3</sup>)</th> <th data-bbox="1308 478 1679 590">Space required by the heating equipment (m<sup>2</sup>)</th> </tr> </thead> <tbody> <tr> <td data-bbox="543 590 926 632"><b>30</b></td> <td data-bbox="926 590 1308 632"><b>1,000 – 1,500</b></td> <td data-bbox="1308 590 1679 632"><b><u>2</u></b></td> </tr> <tr> <td data-bbox="543 632 926 674"><b>200</b></td> <td data-bbox="926 632 1308 674"><b>10,000 – 15,000</b></td> <td data-bbox="1308 632 1679 674"><b><u>4</u></b></td> </tr> <tr> <td data-bbox="543 674 926 716"><b>400</b></td> <td data-bbox="926 674 1308 716"><b>20,000 – 30,000</b></td> <td data-bbox="1308 674 1679 716"><b><u>5</u></b></td> </tr> <tr> <td data-bbox="543 716 926 743"><b>800</b></td> <td data-bbox="926 716 1308 743"><b>40,000 – 60,000</b></td> <td data-bbox="1308 716 1679 743"><b><u>6</u></b></td> </tr> </tbody> </table> <p><b>3.1.20 Heat in buildings must operate at an appropriate temperature for future connection to a heat network. The targeted difference between flow and return temperatures on the primary heat network shall be no greater than 30°C for supply to new buildings.</b></p> <p><b>3.1.21 Plant rooms must be situated to consider potential future pipe routes. Pipe runs from the plant room to the highway or proposed heat network main route must be protected and remain accessible for future installation.</b></p> <p><del><b>3.1.16 As part of the South Quayside Character Area proposals (within Section 4 of this document), there is potential to work with the existing Shoreham Power Station to deliver a district heating network to provide waste heat to local consumers</b></del></p> <p><b>3.1.2217 In the event that a developer considers compliance with the heating/cooling hierarchy to be unviable, proposals should be submitted with a viability assessment, to justify departure from the hierarchy. Viability assessments must:</b></p> <ul style="list-style-type: none"> <li>• <b><u>Be compliant with the CIBSE Heat Networks Code of Practice for the UK</u></b></li> <li>• <b><u>Be completed by a suitably qualified individual<sup>3</sup></u></b></li> <li>• <b><u>Include baseline energy consumption and carbon emissions calculations for regulated and non-regulated energy use</u></b></li> <li>• <b><u>Compare the economies of a heat network solution<sup>4</sup> against individual heating scenario<sup>5</sup></u></b></li> <li>• <b><u>Provide a breakdown of the cost estimates and assumptions used for the assessment</u></b></li> <li>• <b><u>Include linear heat density calculations for the site</u></b></li> <li>• <b><u>Present Internal Rate of Return (IRR), capital expenditure, cost and carbon savings as outputs.</u></b></li> </ul> <p><b><u>Shoreham Heat Network</u></b></p> <p><b>3.1.23 Shoreham Harbour Regeneration Partnership, Adur District Council, West Sussex County Council and Shoreham Port Authority have formed the Shoreham Heat Network Partnership.</b> The Heat Network Delivery Unit (HNDU) has provided part funding to explore the potential for heat networks in and around Shoreham Harbour. The <i>Shoreham Harbour Heat Network Study</i> (2016) mapped heat demands and identified potentially viable scenarios for network development. <b>The <i>Shoreham Harbour District Energy Feasibility Study</i> (2018) proposes a 2km network serving the allocated sites at the Western Harbour Arm, the site of the former Adur Civic Centre and a number of existing buildings in Shoreham-by-Sea town centre.</b></p> | Heating capacity (kW) (space heating and ventilation) | Approximate building size (m <sup>3</sup> ) | Space required by the heating equipment (m <sup>2</sup> ) | <b>30</b> | <b>1,000 – 1,500</b> | <b><u>2</u></b> | <b>200</b> | <b>10,000 – 15,000</b> | <b><u>4</u></b> | <b>400</b> | <b>20,000 – 30,000</b> | <b><u>5</u></b> | <b>800</b> | <b>40,000 – 60,000</b> | <b><u>6</u></b> |
| Heating capacity (kW) (space heating and ventilation) | Approximate building size (m <sup>3</sup> )  | Space required by the heating equipment (m <sup>2</sup> )  |   |   |   |           |                      |                 |            |                        |                 |            |                        |                 |            |                        |                 |
| <b>30</b>   | <b>1,000 – 1,500</b>                         | <b><u>2</u></b>  |   |   |   |           |                      |                 |            |                        |                 |            |                        |                 |            |                        |                 |
| <b>200</b>  | <b>10,000 – 15,000</b>                       | <b><u>4</u></b>  |   |   |   |           |                      |                 |            |                        |                 |            |                        |                 |            |                        |                 |
| <b>400</b>  | <b>20,000 – 30,000</b>                       | <b><u>5</u></b>  |   |   |   |           |                      |                 |            |                        |                 |            |                        |                 |            |                        |                 |
| <b>800</b>  | <b>40,000 – 60,000</b>                       | <b><u>6</u></b>  |   |   |   |           |                      |                 |            |                        |                 |            |                        |                 |            |                        |                 |

<sup>3</sup> For example a CIBSE Heat Network Code of Practice Qualified Consultant

<sup>4</sup> This includes the cost of a communal boiler system, heat meters, heat interface units and plate heat exchanger.

<sup>5</sup> Such as individual gas boilers alongside an equivalent level of microrenewables that would be required to meet energy efficiency requirements.

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|                  |  | <p><b>3.1.24</b> <u>The study finds that a network served by marine source heat pumps and gas CHP technologies would provide affordable, low carbon heat and the combination of technologies provides a more robust, lower risk solution than a single heat source. Engagement with Shoreham Port Authority has identified the potential for abstraction and discharge points in the mouth of the River Adur, subject to appropriate environmental permits.</u></p> <p><del>3.1.25</del> <b>3.1.2518</b> <u>The heat network partnership is carrying out a detailed feasibility study and preparing the business case for detailed project development of the Shoreham Heat Network. All new development in and around the Western Harbour Arm development is required to connect to the proposed network once complete. Development coming forward before the heat network is delivered is required to be connection ready, and to connect once the network is in place. The council will secure the connection of the approved schemes through planning conditions and/or Section 106 agreements.</u></p> <p><del>The partnership has commissioned a further study to carry out detailed feasibility and business model options appraisals of the potential network. This study will be complete in early 2018. If feasible and deliverable, the network may be run by the local authorities or be an independent delivery body or Energy Service Company (ESCo).</del></p> <p><del>3.1.19</del> <b>3.1.19</b> <u>Development should demonstrate that the heating and cooling systems have been selected in accordance with the following heating and cooling hierarchy</u></p> <ul style="list-style-type: none"> <li><del>• Connection to existing combined heat and power (CHP) distribution networks</del></li> <li><del>• Site wide renewable CHP</del></li> <li><del>• Site wide gas-fired CHP</del></li> <li><del>• Site wide renewable community heating/cooling</del></li> <li><del>• Site wide gas-fired community heating/cooling</del></li> <li><del>• Individual building renewable heating</del></li> <li><del>• Individual building heating, with the exception of electric heating</del></li> </ul> <p><del>3.1.20</del> <b>3.1.20</b> <u>All CHP must be of a scale and operated to maximise the potential for carbon reduction. All buildings must adhere to the guidelines set out in Chapter 3 – Design – of the CIBSE Heat Networks Code of Practice for the UK.</u></p> |
| 05               | 3.3.4  | <p><b>3.3.6</b> <u>Some existing employment areas are protected within the relevant character area policies. The councils will monitor conversions of employment space to residential development through the monitoring framework set out in the Appendix. If necessary, in response to the identified monitoring indicator trigger, the councils will consider seeking to remove permitted development rights in accordance with Article 4 of The Town and Country Planning (General Permitted Development) (England) Order 2015.</u></p>   |
| 06               | 2.2 Objective 4: Housing and community       | <p>To <b>contribute to meeting the housing needs of Adur and Brighton &amp; Hove</b> <del>address shortfalls in local housing provision</del> through delivering new homes of a range of sizes, tenures and types, including affordable and family homes as well as associated supporting community infrastructure.</p>   |
| 07               | 3.6.6 – 3.6.7                                | <p>3.6.6 The NPPF highlights the need to direct development away from areas at highest risk of flooding<sup>6</sup>. <b>Development Plans should apply a sequential, risk-based approach to the location of development to minimise risk from flooding and take account of the impacts of climate change. The proposals in this plan have been assessed through the Sequential and Exceptions Tests carried out in preparation of the Brighton &amp; Hove City Plan Part One (2016) and the Adur Local Plan (2017). Therefore, a sequential test will not be required for proposed development within the allocations, unless the proposal departs significantly from the terms of the allocation. (thereby avoiding the risk in the first instance), but where development is necessary, ensuring it will be safe without increasing the risk of flooding elsewhere.</b></p>   |

<sup>6</sup> Paragraph 158, NPPF (2018)

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|                  |  | <p><b>3.6.7</b> <u>Proposed development outside the allocations in this plan and within flood zone 2 or 3 will require a sequential test to be carried out as part of the site-specific flood risk assessment<sup>7</sup>. To support the regeneration of the area, applicants will be expected to search for alternative sites at a lower risk of flooding within the character area the site is situated in (as identified in this plan). Where necessary, having regard to the potential vulnerability of the site and the development proposed, an exceptions test will also be required.</u></p> <p><del>3.6.87</del> <b>Refer to p</b> Policies in Part <del>4</del> 3 of this plan <del>which</del> identify the site-specific flood defence and mitigation measures required within the character areas. Development in the Western Harbour Arm in particular will be required to deliver significant flood risk mitigation infrastructure. <b>Responsibility for the delivery and maintenance of flood defences will belong to the landowner.</b></p> |
| 8                | Policy SH6 (1)                               | <p>1. <b>The partnership will support the delivery of measures to mitigate flood risk and coastal erosion in the regeneration area.</b> Development proposals in the regeneration area must comply with the principles and approach to flood risk management set out in the <i>Shoreham Harbour Flood Risk Management Guide</i> (2015), or subsequent <b>updated guidance and must take account of the most up to date flood risk management evidence and policy in consultation with the relevant authorities, including the Environment Agency.</b> <del>Where development creates new or alters flood flow routes, the site specific Flood Risk Assessment must assess the potential flood hazard posed by them to ensure that flood risk is not increased elsewhere.</del></p>   |
| 9                |  | <p>6. Where undefended land levels are below the 1 in 200-year tidal flood event for 2115, <del>land raising and/or</del> flood defences should be provided to 5.4m AOD. For sites where existing defences / land levels do not meet the heights outlined above, developers will be required to deliver flood defences <del>or land raising</del> to this height to meet the required standard of protection.</p> <p><i>Consequent modification to supporting text:</i></p> <p>4.7.18 Comprehensive <del>land raising and/or</del> flood defence provision will be essential to protect existing and future residents and businesses as well as the A259. This approach, which focuses on flood defence provision from the Adur Ferry Bridge to Kingston Beach, will ensure the complete closure of the flood cell and continuation of the line of new defences currently being provided via the Shoreham Adur Tidal Walls Scheme an Environment Agency funded flood defence scheme which ends at the Adur Ferry Bridge.</p>                                   |
| 10               | Policy SH6 (15) (12)                         | <p><del>12</del> <b>15</b> Proposals which seek to provide basement parking in tidal/fluvial flood zones will only be acceptable where adequate mitigation and emergency planning are included as part of the planning application. <b>Developers will be required to demonstrate that drainage and separators will not release potential contaminants to the environment.</b></p>   |
| 11               | Policy SH7 (4) and (7)                       | <p>4. All development <b>applications</b> must <b>be accompanied by up to date ecological information to</b> ensure no net loss and seek to provide a net gain to biodiversity, in particular to Habitats of Principal Importance (formerly known as BAP habitats). The indirect impacts of development, such as recreational disturbance, on designated nature conservation sites and other significant habitats must be considered. Appropriate mitigation must be identified, along with the means for its delivery and maintenance.</p> <p><i>Clauses 5 and 6 are unchanged.</i></p> <p>7. Where impacts on biodiversity cannot be avoided or mitigated, compensatory <b>actions measures</b> will be required, taking account of an up-to-date ecological survey. <b>Like-for-like compensatory habitat should be provided at or close to the site, subject to agreement with the relevant authorities, including Natural England and the Environment Agency.</b></p>   |

<sup>7</sup> Subject to the criteria in the PPG

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|                  |  | <p><i>Consequent changes to supporting text:</i></p> <p>3.7.2 New development within the <del>regeneration area harbour</del> is expected to be outstanding from an environmental perspective and all opportunities to promote biodiversity need to be considered. <b>The councils will require the submission of an Ecological Impact Assessment (EcIA) carried out in accordance with British Standards (BS42020:2013 Biodiversity – Code of practice for planning and development) and CIEEM guidance, or subsequent updates. Ecological impacts should be assessed and recommendations for appropriate mitigation, compensation and enhancement made. Negative impacts should be avoided wherever possible.</b> It is possible to significantly reduce negative impacts of development on the ecology of an area through mitigation measures. Any potential wildlife habitats that will be lost or negatively impacted as a result of development will need to be compensated for and enhanced wherever possible.</p> <p><b>3.7.3 There is potential for development at the Western Harbour Arm to lead to loss of, or harmful impact to, intertidal habitats in the River Adur. Adur District Council is currently working with partners <del>including Sussex Wildlife Trust and the Environment Agency</del> to develop a strategy to address this issue, and identify suitable locations for compensatory habitat creation. Nevertheless, developers will be required to demonstrate that impacts cannot be avoided before mitigation and/or compensatory measures are considered.</b></p> <p><i>Renumber subsequent paragraphs</i></p> |
| 12               | Policy SH7 (13)                              | <p>Air quality impacts should be considered at an early stage in the design process to ensure that creating new exposure to poor air quality is avoided. <b>Development proposals must be accompanied by an assessment of the air quality impacts for existing and future occupants. This assessment must have regard to the cumulative impacts of committed and planned development on air quality.</b></p>  |
| 13               | Policy SH8 (1)                               | <p><b>New</b> development proposals will be required to <b>contribute to the provision of provide high quality</b>, multifunctional public open space / green infrastructure <b>to meet the needs it generates</b> onsite. The type and quantity of open space will be determined by the scale and type of development, <b>having regard to</b> the identified needs <del>of the area</del>, local standards and the <i>Shoreham Harbour Green Infrastructure Strategy</i>. <b>Development will be expected to optimise the amount of onsite provision. Where it is not possible to meet all or part of the open space requirements on site, subject to agreement of the council(s), an appropriate alternative provision, such as enhanced public realm, and/or contribution towards off site provision will be required.</b></p>  |
| 14               | Policy SH9 (3-5)                             | <p>3. Development proposals should improve the quality, accessibility, security and legibility of public streets and spaces. The public realm elements of the development proposals must be designed in accordance with the <i>Shoreham Harbour Streetscape Guide (2012)</i>. <b>The design of spaces between and around buildings must consider all of the following key design aspects:</b></p> <ul style="list-style-type: none"> <li>• <b>purpose and function</b></li> <li>• <b>access and linkages</b></li> <li>• <b>uses and activities</b></li> <li>• <b>comfort, image and sociability.</b></li> </ul> <p>4. Having regard to the indicative opportunities for public art identified within Map 4, <b>major development will be expected to incorporate an integral public art element(s) contribution will be sought for the provision of public art</b>, in accordance with the scale of development proposed <b>and in agreement with the council.</b></p> <p>5. All development <del>will be expected to embrace principles of good urban design with reference to the following characteristics</del> <b>proposals must demonstrate a high standard of design that enhances the visual quality of the environment and makes a positive contribution to creating places that are safe, inclusive and accessible; and which promote health and wellbeing. In particular, proposals for development will be expected to consider all of the following key design aspects:</b></p>  |

| Modification No: | Reference: (Paragraph, policy or map number) | <p><b>Amendment:</b><br/>         (Amendments are <b>shown in bold text</b>. Deleted text <del>shown as struck through</del> and additional text <u>shown as underlined</u>). Amendments made after the consultation on Main Modifications are <b>shown in red text</b>.</p>  |
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|                  |  | <ul style="list-style-type: none"> <li>• High <del>standards of quality building materials</del>, architectural design and detailing.</li> <li>• Suitable scale and massing in relation to housing type and local context, including <u>landscape</u>, townscape character and historic environment.</li> <li>• Appropriate internal <del>and external</del> space standards in accordance with the nationally described space standards.</li> <li>• Buildings should provide strong enclosure to public spaces and streets, and should maintain a clear distinction between public, semi-private and private space.</li> <li>• <del>High standards of private amenity space for all residential development, including private balconies, terraces, gardens and shared courtyards as appropriate</del></li> <li>• <del>Careful consideration of the impact of new development on access to daylight and sunlight for both existing and new residents.</del></li> </ul> <p><b>6. <u>All new residential development will be required to provide useable private outdoor amenity space appropriate to the scale and character of the development.</u></b></p> <p><b>7. <u>Development proposals must demonstrate that the effects of the development on the amenity of proposed future and existing users, residents and occupiers would not be unacceptable. When designing new development, applicants will be required to consider the effect of their proposal upon all of the following:</u></b></p> <ul style="list-style-type: none"> <li>• <u>visual privacy and overlooking</u></li> <li>• <u>outlook</u></li> <li>• <u>overshadowing</u></li> <li>• <u>sunlight and daylight</u></li> <li>• <u>artificial lighting</u></li> <li>• <u>disturbance from noise, odour, vibration, air pollution.</u></li> </ul> <p><i>Consequent change to supporting text (new paragraphs):</i></p> <p><b>Public realm</b></p> <p><b>3.9.4 <u>Buildings within a development should be arranged to create well defined spaces, each with a clear purpose and function. The spaces within a development should not consist simply of the land left over once the footprints of buildings and the positions of roads and accesses have been established. Defining the nature and use of the spaces early in the design process can help inform the siting and design of buildings, hard and soft landscape and, if applicable, distribution of uses that will enclose these spaces.</u></b></p> <p><b>3.9.5 <u>A successful place is easy to get to, visible and easy to move through. Physical elements can enhance access and links and add interest and help create a safer environment. The ability to see a public space from a distance, parking arrangements and convenient public transport can also contribute to better access.</u></b></p> <p><b>3.9.6 <u>Successful public places typically offer a variety of uses and activities in and/or around it that suits its users. The right mix and spatial clustering of uses can be critical to attracting a range of people and animating a space. All new development should present an interesting and attractive frontage particularly at street level for pedestrians.</u></b></p> <p><b>3.9.7 <u>A successful place can encourage all sorts of people to meet and interact, creating a stronger attachment to their community and to the sense of place that fosters these types of social activities. In general, comfort and sociability relate to people’s sense of safety, cleanliness and overall character of a place. The presence and quality of hard and soft landscaping and the nature of vehicular traffic will also influence these perceptions. Substantial traffic and associated perceptions about danger, noise and air quality may make movement through spaces difficult and deter people from lingering in them.</u></b></p> <p><b>Public art</b></p> |

| Modification No: | Reference: (Paragraph, policy or map number) | <b>Amendment:</b><br>(Amendments are <b>shown in bold text</b> . Deleted text <del>shown as struck through</del> and additional text <u>shown as underlined</u> ). Amendments made after the consultation on Main Modifications are <b>shown in red text</b> .  |
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|                  |  | <p><b><u>3.9.8 Public art can play an important role in creating and enhancing local distinctiveness. It provides an opportunity to involve local communities in place making, and to offer work opportunities to artists, including from the local area. Where appropriate, the partnership and councils will expect to be involved in the selection process. Public art can include architectural details, public realm elements, landscaping schemes, sculpture, water features, street furniture and lighting effects. It should be directly related to its setting, and therefore be an integral element of a proposal.</u></b></p> <p><b><u>Design principles</u></b></p> <p><b><u>3.9.9 Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible, and promote health and well-being<sup>8</sup>. Good design is critical to ensuring development functions well, is visually attractive, and is sympathetic to local character, in order to create attractive, welcoming and distinctive places to live, work and visit<sup>9</sup>.</u></b></p> <p><b><u>3.9.10 The selection of external materials and finishes is often a critical factor in determining how well a new development relates visually to its surroundings. By adopting the local palette of materials, and the ways in which these are combined and detailed, new development can reinforce local distinctiveness.</u></b></p> <p><b><u>3.9.11 Scale and massing of buildings is a major factor in determining the visual character of an area. The aim should be to create a sense of harmony and visual continuity between new and old. Elements of any building that are visible from a highway are of particular importance.</u></b></p> <p><b><u>3.9.12 Internal and external space standards and layout are an important aspect of good quality homes. The councils will expect development proposals to meet the nationally described space standards, which cover minimum gross internal floor, ceiling heights and storage space requirements.</u></b></p> <p><b><u>Outside space</u></b></p> <p><b><u>3.9.13 An element of useable private outdoor amenity space should be provided for the occupants of new residential development. Private amenity space can make an important contribution in improving the health, well-being and general quality of life of the area's residents and has the potential to support and enhance local biodiversity. The provision of space for seating, play, drying and storage space is part of securing good design and a good standard of residential development in the regeneration area.</u></b></p> <p><b><u>3.9.14 Appropriate forms of provision include gardens, balconies, patios, roof terraces and shared amenity spaces in flatted forms of development. Factors such as access to the amenity space, its orientation, scope for privacy, size and usability will be key considerations.</u></b></p> <p><b><u>Amenity</u></b></p> <p><b><u>3.9.15 As development at Shoreham Harbour is expected to be high density, proposals for new development need to consider their impact upon neighbours as well as future users, residents and occupiers. Most potential negative impact can be addressed through design and mitigation measures if these are considered early in the design stage of a development.</u></b></p> <p><b><u>3.9.16 New buildings should be carefully designed to avoid overlooking. The most sensitive areas are: living rooms; bedrooms; kitchens. Public spaces and communal areas will benefit from a degree of overlooking due to the increased level of surveillance it can provide.</u></b></p> <p><b><u>3.9.17 Outlook is the visual amenity enjoyed by occupants when looking out of their windows or from their garden. New development should ensure the proximity, size or cumulative effect of any structures do not have an overbearing and/or dominating effect that is detrimental to the enjoyment of their properties by adjoining residential occupiers. Particular care should be given to development that adjoins properties with a single aspect.</u></b></p> |

<sup>8</sup> Paragraph 127 NPPF (2018)

<sup>9</sup> Paragraph 127 NPPF (2018)



| Modification No: | Reference: (Paragraph, policy or map number) | <b>Amendment:</b><br>(Amendments are <b>shown in bold text</b> . Deleted text <del>shown as struck through</del> and additional text <u>shown as underlined</u> ). Amendments made after the consultation on Main Modifications are <b>shown in red text</b> .   |
|------------------|--|--|
|                  |  | <p><b>3.9.18 New development should take reasonable steps to avoid overshadowing windows to habitable rooms or open spaces and gardens. This may be particularly difficult in the denser areas of the area. However, it is important in these areas to prevent overshadowing of amenity space and open spaces given the limited amount of open spaces and the existing amount of overshadowing.</b></p> <p><b>3.9.19 Sunlight and daylight will be affected by the location of the proposed development and its proximity to, and position in relation to, nearby windows. The councils will assess whether acceptable levels of daylight and sunlight are available to habitable spaces. Reports will be required for both minor and major applications where a proposal has the potential to materially reduce daylight and sunlight levels.</b></p> <p><i>Subsequent paragraphs renumbered</i></p>  |
| 15               | Policy CA3 (4)(f)                            | SP6 – Church Road/Wellington Road/ St Peter’s Road: The southern portion of the site is allocated for new employment development (use classes B1, B2 and <del>B83</del> ). Employment uses must be compatible with adjacent residential development. As part of a comprehensive redevelopment, residential development is acceptable on the northern portion of the site, fronting onto St Peter’s Road.   |
| 16               | Policy CA4 (2)                               | The partnership will promote <b>and deliver</b> the enhancement and creation of vegetated shingle habitats to create a continuous corridor along the beaches. Compensatory habitat creation and safeguarding will be required for any loss or disturbance to existing habitats.  |
| 17               | 4.6.1 – 4.6.4                                | <p>Area Priorities</p> <ul style="list-style-type: none"> <li>• To support the conservation of Shoreham Fort.</li> <li>• To enhance connections between Shoreham town centre, Shoreham Beach and Shoreham Fort through environmental and landscaping improvements.</li> <li>• To support the redevelopment of Shoreham Rowing Club and enhance the public realm environment of Kingston Beach.</li> <li>• To explore options for the future use of the Albion Street lorry park.</li> <li>• To support Adur Homes in exploring options for redevelopment of housing sites.</li> <li>• <b>To support the delivery of the Shoreham Heat Network</b></li> </ul> <p>4.6.1 CA6 – Harbour Mouth is split across either side of the River Adur at the mouth of the river. This is the entrance to the harbour. The southern section is also within the area covered by the emerging Shoreham Beach Neighbourhood Plan.</p> <p>4.6.2 <del>On Shoreham Beach is the</del> The remains of Shoreham Fort, a Scheduled Monument, <b>are on Shoreham Beach</b>. The fort was completed in 1857 and is one of the celebrated south coastal defences built under the Victorian Prime Minister Lord Palmerston. It is of national historical importance and was a vital part of the south coast defence system.</p> <p>4.6.3 A local charity, the Friends of Shoreham Fort supported by Shoreham Port Authority, have taken responsibility for conserving the fort. This area is a popular destination for walkers. It is well used by anglers and home to the National Coastwatch Institute look-out tower.</p> <p>4.6.4 In recent years there have been various plans for the fort including local interest for incorporating an educational facility and improving the public toilet block.</p> |
| 18               | CA6 (9) – new clause                         | <p><b>9. The councils will support the development of infrastructure to deliver the Shoreham Heat Network.</b></p> <p><i>Consequent change to supporting text (new paragraph)</i></p> <p><b>4.6.17 The Shoreham Heat Network Partnership is progressing the delivery of a district heating network. The Shoreham Harbour District Energy Feasibility Study (2018) proposes a network served by marine source heat pumps and gas CHP. The study identifies the Middle Pier at the mouth of the harbour as a potential abstraction point for marine source heat pumps, and a discharge point to the west of the lifeboat station.</b></p>  |
| 19               | CA7 new clauses                              | <p>Insert new clauses after (2):</p> <p><b>3. Proposals for sites WH1 and WH2 will be required to demonstrate that potential implications for the navigational safety of vessels entering and leaving Shoreham Port have been addressed in agreement with statutory bodies, including Shoreham Port Authority. In particular, development proposals must demonstrate that artificial lighting originating from proposed development will not impact the visibility of navigation lights in the</b></p>   |

| Modification No: | Reference: (Paragraph, policy or map number) | <b>Amendment:</b><br>(Amendments are <b>shown in bold text</b> . Deleted text <del>shown as struck through</del> and additional text <u>shown as underlined</u> ). Amendments made after the consultation on Main Modifications are <b>shown in red text</b> .   |
|------------------|--|--|
|                  |  | <p><b><u>harbour mouth.</u></b></p> <p><b><u>4. The councils will support the development of the Shoreham Heat Network. Until the network is constructed, development will be required to incorporate the necessary infrastructure for connection to future networks. When the network is constructed, development will be required to connect.</u></b></p> <p><i>Renumber subsequent clauses accordingly</i></p> <p><i>Add new area priority:</i></p> <ul style="list-style-type: none"> <li><b><u>To support the delivery of the Shoreham Heat Network</u></b></li> </ul> <p><i>Consequent changes to supporting text (new paragraphs)</i></p> <p><b><u>Shoreham Heat Network</u></b></p> <p><b><u>4.7.74 The Western Harbour Arm allocation is identified in the Shoreham Harbour District Energy Feasibility Study (2018) for the planned Shoreham Heat Network. This aims to provide low carbon, affordable warmth to residents and businesses. The district heating project is being developed by the Shoreham Heat Network Partnership, comprised of Shoreham Harbour Regeneration Partnership, Adur District Council, West Sussex County Council and Shoreham Port Authority.</u></b></p> <p><b><u>4.7.75 New development in and around the Western Harbour Arm development will be required to connect to the proposed network once complete. Development coming forward before the heat network is delivered is required to be connection ready, and to connect once the network is in place. Planning conditions and obligations will be applied to other development in order to futureproof connection at a later date.</u></b></p> |
| 20               | CA7 (134)                                    | Developments should be set back <b><u>sufficiently</u></b> from the A259 corridor <b><u>in agreement with the highways and planning authorities,</u></b> to <b><u>provide space for a high-quality segregated cycle route which provides stepped separation from road vehicles and pedestrian facilities, to deliver green infrastructure improvements, and</u></b> to prevent a canyoning effect <b><u>and</u></b> to ensure that residents are protected from noise and air quality impacts.   |
| 21               | Policy SH10 (3)                              | Direct agreements with utility providers may be required to provide <b><u>infrastructure, such as sewerage infrastructure.</u></b>   |
| 22               | 5.1.20                                       | The following items of infrastructure are typically likely to be requirements for major developments within the allocated sites: <ul style="list-style-type: none"> <li>• Contributions to public transport and highway network improvements</li> <li>• Upgraded flood defences integrated with public waterfront walking / cycle route (where appropriate – particularly Western Harbour Arm Waterfront sites)</li> <li>• Contributions to social infrastructure</li> <li>• <b><u>Contributions to green infrastructure</u></b></li> <li>• Remediation of contaminated areas</li> <li>• On-site renewable energy systems / low carbon technologies</li> </ul>   |
| 23               | 5.1.25                                       | The local authorities undertake ongoing monitoring of their Local Development Frameworks of which this JAAP is a part. <b><u>The monitoring framework is set out in the Appendix. It includes key monitoring indicators and triggers for potential intervention.</u></b> Progress on the delivery of the <b><u>plan will be reported in key opportunity development sites will be contained with</u></b> the Authority Monitoring Report (AMR) for <b><u>Adur District Council and Brighton &amp; Hove City Council each respective council.</u></b> <b><u>This will include the housing trajectory for Shoreham Harbour Regeneration Area.</u></b>  |

Shoreham Harbour Joint Area Action Plan Appendix – Monitoring Framework

| SA objective   | Relevant policy | Target   | Indicator   | Partners / Source of information                           | Trigger   | Actions required (if target is not being achieved)   |
|--|-----------------|--|---|--|---|--|
| <b>Objective 1: Climate change, energy and sustainable buildings</b> |                 |  |   |  |   |  |
| 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"> <li>Engage with developers at an early stage to ensure the requirement for Sustainability Statement/Checklist is understood.</li> <li>Review of validation processes to ensure proposals are not accepted without a Sustainability Statement/Checklist.</li> </ul>  |
| 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"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage in the design of new developments to ensure that the principles of energy efficiency are integrated.</li> <li>Review of development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>   |
|  |                 |  | 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.                              |  |
| 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"> <li>Identify reasons for lack of implementation.</li> <li>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.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>Identify sources of funding to support delivery of renewable/low carbon energy generation.</li> </ul> |
|  |                 |  | 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                        |  |
| 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"> <li>Connection to existing heating/cooling network</li> <li>Site-wide heating/ cooling network</li> <li>Building-wide heating/ cooling network</li> <li>Individual heating/ cooling system</li> </ol> | Development Management: Sustainability Statement/Checklist | Development approved and/or completed with individual heating/ cooling systems installed.               | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation.</li> <li>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.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>Identify sources of funding to support delivery of heating/cooling networks.</li> </ul>         |
|  |                 |  | 7. Number and type of approved and/or completed development supplied by: <ol style="list-style-type: none"> <li>Renewable/waste energy sources</li> <li>Low carbon technologies</li> <li>Conventional systems</li> </ol>  | 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"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage in the design of new developments to ensure that the principles of water efficiency are integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>  |
|  |                                   |  | 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           |   |
| 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"> <li>Identify reasons for lack of implementation.</li> <li>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.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>Identify sources of funding to support delivery of measures to reduce, harvest and conserve water.</li> </ul> |
| <b>Objective 2: Shoreham Port</b>          |                                   |  |  |  |   |   |
| 3, 17                                      | SH2, CA1, CA2, CA3, CA5, CA6, CA7 | 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"> <li>Identify reasons for lack of implementation.</li> <li>Engage with operators and Shoreham Port Authority to identify suitable sites for relocation.</li> <li>Identify sources of funding to assist with relocation, and development of port-related operations in the Eastern Arm and Canal</li> </ul>  |
|  |                                   |  | 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                        |   |
| <b>Objective 3: Economy and employment</b> |                                   |  |  |  |   |   |
| 3, 17, 21                                  | SH3, CA2, CA3, CA5, CA6, CA7      | Deliver a minimum of 23,500m <sup>2</sup> employment generating floorspace: <ul style="list-style-type: none"> <li>16,000m<sup>2</sup> in Adur</li> <li>7,500m<sup>2</sup> in Brighton &amp; Hove</li> </ul> | 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"> <li>Identify reasons for lack of implementation</li> <li>Engage with site owners to identify barriers to sites coming forward</li> <li>Engage with Economic Development to identify current and projected demand for employment floorspace.</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of employment floorspace.</li> <li>Seek further employment sites to allocate through policy review.</li> </ul>   |

| 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  | 15. Total amount of employment floorspace converted by permitted development to residential dwellings by type<br>16. No of residential dwellings delivered through conversion of employment floorspace by permitted development. | Development Management;<br>Developers;<br>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"> <li>Review development management processes to ensure that existing protection in GPDO is applied.</li> <li>Consider removal of permitted development rights through an Article 4 Direction.</li> <li>Identify sources of funding to assist with retention of sites in employment generating uses.</li> </ul>   |
| 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);<br>Developers;<br>Economic Development;<br>WSCC                              | Development approved and/or completed that includes retail with a net sales floorspace of 1,000m <sup>2</sup> or more                                  | <ul style="list-style-type: none"> <li>Engage with Economic Development to identify current and projected demand for retail floorspace.</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Review development management processes to ensure retail sequential and impact assessments are provided.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> </ul>                      |
| <b>Objective 4: Housing and community</b> |                               |   |  |   |  |  |
| 3, 14, 15, 16                             | SH4, CA2, CA3, CA6, CA7       | Deliver a minimum of 1,400 new homes: <ul style="list-style-type: none"> <li>90 in CA2: Aldrington Basin</li> <li>201 in CA3: South Portslade</li> <li>1,100 in CA7: Western Harbour Arm</li> <li>Windfall sites</li> </ul> | 18. Number, size and tenure of approved and/or completed residential development   | Development Management;<br>Developers;<br>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"> <li>Identify reasons for lack of implementation</li> <li>Engage with site owners to identify barriers to bringing sites forward</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of residential development.</li> <li>Seek further housing sites to allocate through policy review.</li> </ul>   |
| 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;<br>Developers;<br>Registered Providers;<br>Housing departments                | Delivery of affordable housing does not comply with local policy requirements  | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation</li> <li>Engage with site owners to identify barriers to bringing sites forward</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of affordable housing</li> <li>Seek further housing sites to allocate through policy review.</li> </ul>   |
| 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;<br>Developers;<br>Commercial operators;<br>Public and private sector partners | Insufficient delivery of social/community facilities   | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation</li> <li>Engage with public and private sector partners to identify demands for community/social facilities</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of community/social facilities</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul> |

| Objective 5: Sustainable travel                  |  |   |  |   |   |   |
|--|--|---|--|---|---|---|
| 7, 11, 13, 14, 19, 20                            | SH5, CA1, CA2, CA3, CA4, CA5, CA6, CA7, SH10 | Deliver new/improved routes and facilities for pedestrians and cyclists, including: <ul style="list-style-type: none"> <li>• New waterfront route from Shoreham –by-Sea town centre to Kingston Beach</li> <li>• New segregated cycle route along A259 from Shoreham-by-Sea town centre to Hove Lagoon</li> <li>• Improvements to NCN2/Monarch's Way/England Coast Path at Basin Road South and A259</li> <li>• Improvements to crossing at Southwick Lock Gates</li> <li>• Extension of bike share scheme</li> </ul> | 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"> <li>• Identify reasons for lack of implementation</li> <li>• 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.</li> <li>• Engage with public and private sector partners to identify demand for improvements</li> <li>• Engage with public transport operators to identify potential improvements</li> <li>• Review Shoreham Harbour Transport Strategy</li> <li>• Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>• Consider negotiation on individual sites to address viability issues.</li> <li>• Identify sources of funding to assist with delivery of sustainable travel measures</li> </ul> |
|  |  | Deliver improved priority corridors and junction improvements, including: <ul style="list-style-type: none"> <li>• A259</li> <li>• A283</li> <li>• A293</li> </ul>  | 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. |   |
|  |  | Deliver improved access to port activities, including: <ul style="list-style-type: none"> <li>• Southwick Waterfront access road</li> <li>• Basin Road North extension</li> </ul>   | 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  | 24. Improvements to bus services delivered<br>25. Improvements to bus stops delivered<br>26. Bus priority measures delivered<br>27. Improvements to interchanges at railway stations delivered | 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"> <li>• Identify reasons for approval of permission contrary to Lead Local Flood Authority and/or Environment Agency advise</li> <li>• 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.</li> <li>• Review development management processes to ensure applications are determined in accordance with policy.</li> <li>• Review Shoreham Harbour Flood Risk Management Guide</li> <li>• Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>  |

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| 3, 4, 9, 10, 11, 18, 20  | SH6, CA1, CA2, CA3, CA4, CA5, CA6, CA7, SH10           | Deliver new/upgraded flood defences, including: <ul style="list-style-type: none"> <li>Sussex Yacht Club</li> <li>Western Harbour Arm</li> <li>Kingston Beach</li> <li>Lock Gates</li> <li>Canal</li> </ul>  | 29. New/upgraded flood defences delivered<br>30. Developer contributions to flood defences   | Development Management; Developers; Environment Agency; Shoreham Port Authority  | New/upgraded flood defences are not delivered.   | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage in the design of new developments to ensure that the new/improved flood defences are integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Engage with public and private sector partners to identify demand for improvements</li> <li>Engage with Environment Agency and Lead Local Flood Authorities to identify potential improvements</li> <li>Review Shoreham Harbour Flood Risk Management Guide</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of flood defence measures</li> </ul> |
| 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"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage in the design of new developments to ensure that sustainable drainage systems are integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> </ul>   |
| <b>Objective 7: Natural environment, biodiversity and green infrastructure</b> |  |  |  |  |  |  |
| 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 16, 18, 19, 20, 22                           | SH1, SH7, SH8, CA2, CA3, CA4, CA5, CA6, CA7, SH10      | Increased provision of green infrastructure<br>All development to provide a net gain to biodiversity<br>Protect and enhance designated and non-designated sites and habitats, including: <ul style="list-style-type: none"> <li>Adur Estuary SSSI</li> <li>Shoreham Beach LNR/LWS</li> <li>Basin Road South LWS</li> <li>North Canal Bank</li> <li>Coastal vegetated shingle</li> <li>Intertidal mudflats</li> </ul> | 32. Type and extent of green infrastructure improvements delivered<br>33. Number and percentage of planning permissions granted that deliver a net gain to biodiversity<br>34. Number of planning permissions granted contrary to officer/statutory consultee advice on the grounds of impact to habitats/species.<br>35. Type and extent of habitats lost<br>36. Type and extent of habitats created<br>37. Developer contributions to green infrastructure/ biodiversity<br>38. State or condition of designated sites | Development Management; Sustainability Statement/ Checklist; Environment Agency; Natural England Sussex Wildlife Trust Sussex Biodiversity Records Centre; Parks | No increase in provision of green infrastructure<br>Development approved that does not provide a net gain in biodiversity.<br>Loss of priority habitats<br>No creation of new habitats.<br>Decline in status or condition of designated sites. | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage in the design of new developments to ensure that green infrastructure and biodiversity gains are integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Engage with public and private sector partners to identify demand and potential for improvements</li> <li>Review Shoreham Harbour Green Infrastructure Strategy</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of green infrastructure and biodiversity measures</li> </ul>   |
| 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"> <li>Identify reasons for lack of implementation</li> <li>Engage with developers at an early stage to ensure that avoidance and mitigation of noise impacts is integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>  |

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| 7, 10, 11          | SH4, SH7, CA2, CA3, CA5, CA6, CA7 | Improve air quality, especially within Air Quality Management Areas | 40. Number of planning permissions granted contrary to officer advice where impact on air quality was an important factor<br>41. Air quality monitoring (including CO <sub>2</sub> , NO <sub>2</sub> and particulate concentrations).<br>42. Number and extent of Air Quality Management Areas identified in the vicinity of the Shoreham Harbour Regeneration Area. | Development Management;<br>Environmental Health  | Application granted contrary to officer advice on the grounds of air quality impact.<br>A decline in air quality. Designation of new, or extension of existing, air quality management areas. | <ul style="list-style-type: none"> <li>Identify reasons for decline in air quality.</li> <li>Engage with developers at an early stage to ensure that avoidance and mitigation of air pollution is integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>   |
| 2, 4, 5, 9, 10, 11 | SH7, CA2, CA3, CA5, CA6, CA7      | Protect/improve water quality                                       | 43. Number of planning permissions granted contrary to the advice of the Environment Agency on water quality grounds.<br>44. Status of groundwater and waterbodies   | Development Management;<br>Environment Agency  | Application granted contrary to the advice of the Environment Agency on water quality grounds.<br>Decline in status of groundwater or waterbodies.  | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation</li> <li>Identify reasons for decline in status of groundwater and/or water bodies</li> <li>Engage with developers at an early stage to ensure that avoidance and mitigation of water quality impacts is integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>   |
| 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;<br>Environment Agency;<br>Sustainability Statement/<br>Checklist | Contaminated sites are not remediated   | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage to ensure that remediation of contaminated land is integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of remediation measures.</li> </ul> |
| 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;<br>Sustainability Statement/<br>Checklist                        | Planning permissions granted without a Site Waste Management Plan   | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>  |



| Objective 8: Recreation and leisure          |  |   |   |                                  |   |  |
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| 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<br>48. Amount of public open space created  | Development Management;<br>Parks | Loss of public open space to development.<br>No provision of new public open space  | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage to ensure that provision of open space is integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of public open space.</li> </ul>               |
| 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"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage to ensure that public access to waterfront is integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>Consider negotiation on individual sites to address viability issues.</li> <li>Identify sources of funding to assist with delivery of public access to waterfront.</li> </ul> |
| 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 | 50. Number and percentage of approved and/or completed developments subject to design review.<br>51. Number of planning appeals dismissed where urban design, place making and/or amenity are principal reason(s) for refusal.<br>52. Number of design awards nominated and won by developments in the Shoreham Harbour Regeneration Area | Development Management           | Major development approved and/or completed that has not been subject to design review.<br>Planning appeal upheld where urban design, place making and/or amenity are principal reason(s) for refusal | <ul style="list-style-type: none"> <li>Identify reasons for lack of implementation.</li> <li>Identify reasons for upholding of appeal.</li> <li>Engage with developers at an early stage to ensure that high quality place making and urban design are integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>  |
| 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"> <li>Identify reasons for lack of implementation.</li> <li>Engage with developers at an early stage to ensure that provision of public art is integrated.</li> <li>Review development management processes to ensure applications are determined in accordance with policy.</li> <li>Consider preparation of further supplementary guidance and/or case studies of best practice.</li> </ul>   |

| 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<br>55. Developer contributions to infrastructure | Development Management;<br>Environment Agency;<br>Environmental Health;<br>Highways;<br>Education;<br>Lead Local Flood Authority; | Under delivery of schemes identified in the Infrastructure Delivery Plan | <ul style="list-style-type: none"> <li>• Identify reasons for lack of implementation.</li> <li>• Engage with developers at an early stage to ensure that infrastructure requirements are integrated.</li> <li>• Review development management processes to ensure applications are determined in accordance with policy.</li> <li>• Consider preparation of further supplementary guidance and/or case studies of best practice.</li> <li>• Consider negotiation on individual sites to address viability issues.</li> <li>• Identify sources of funding to assist with delivery of public access to waterfront.</li> </ul> |

