



# SHOREHAM HARBOUR REGENERATION

**South Portslade Industrial Estate and  
Aldrington Basin Development Brief**

**Sustainability Appraisal and  
Strategic Environmental Assessment**

**Consultation Draft**

**January 2013**





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## Acronyms and Abbreviations

ADC	Adur District Council
AMUP	Allies and Morrison Urban Practitioners
AWC	Adur & Worthing Councils
BERR	Department for Business, Enterprise and Regulatory Reform
BHCC	Brighton & Hove City Council
BHCSP	Brighton & Hove City Sustainability Partnership
BHEP	Brighton & Hove Economic Partnership
BHLIS	Brighton & Hove Local Intelligence Service
BHSP	Brighton & Hove Sustainability Partnership
BIS	Department for Business, Innovation and Skills
DCLG	Department for Communities and Local Government
DECC	Department of Energy and Climate Change
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DPD	Development Plan Document
DWP	Department for Work and Pensions
EA	Environment Agency
ESCC	East Sussex County Council
GOSE	Government Office for the South East
HCA	Homes and Communities Agency
HGV	Heavy Goods Vehicle
JAAP	Joint Area Action Plan
LDF	Local Development Framework
LDS	Local Development Scheme
LNR	Local Nature Reserve
NCI	National Coastwatch Institute
NHS	National Health Service
NPPF	National Planning Policy Framework
NOMIS	National Online Manpower Information System

ONS	Office for National Statistics
RSPB	Royal Society for the Protection of Birds
RSS	Regional Spatial Strategy
RTPI	Royal Town Planning Institute
SA	Sustainability Appraisal
SAM	Scheduled Ancient Monument
SCI	Statement of Community Involvement
SDNPA	South Downs National Park Authority
SEA	Strategic Environmental Assessment
SEEDA	South East England Development Agency
SNCI	Site of Nature Conservation Importance
SPA	Shoreham Port Authority
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
WCED	World Commission on Environment and Development
WHO	World Health Organisation
WSCC	West Sussex County Council
WSSP	West Sussex Sustainability Partnership



# 1 Introduction

## 1.1 About this report

- 1.1.01 This report is the combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) which accompanies the Draft Development Brief for South Portslade Industrial Estate and Aldrington Basin<sup>1</sup>. It is also part of the wider SA/SEA process for the Shoreham Harbour Regeneration Project.
- 1.1.02 The Draft Development Brief has been prepared by a consultant team on behalf of Shoreham Harbour Regeneration Partnership. This is a partnership consisting of Brighton & Hove City Council (BHCC), Adur District Council (ADC), West Sussex County Council (WSCC) and Shoreham Port Authority (SPA). It also works closely with a number of key stakeholders, including the Homes and Communities Agency (HCA) and the Environment Agency (EA).
- 1.1.03 A Draft Development Brief has also been prepared for the Western Harbour Arm in Adur<sup>2</sup>. This document and its accompanying SA/SEA are available from [www.adur-worthing.gov.uk/shoreham-harbour-regeneration/consultation](http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration/consultation).
- 1.1.04 These Development Briefs are intended to be viable and deliverable spatial plans for key areas of change within the regeneration area. They will be adopted as planning policy by BHCC and ADC as well as forming part of the evidence base for the on-going preparation of the Brighton & Hove City Plan, Adur Local Plan and Shoreham Harbour Joint Area Action Plan (JAAP).
- 1.1.05 The Draft Development Brief and this SA/SEA have been prepared in parallel. Both are subject to a six week period of formal public consultation.
- 1.1.06 A Non-Technical Summary of this report is also available. This is available from [www.adur-worthing.gov.uk/shoreham-harbour-regeneration/consultation](http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration/consultation).

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<sup>1</sup> *South Portslade Industrial Estate and Aldrington Basin: Development Brief (Consultation Draft)* (AMUP: 2013)

<sup>2</sup> *Western Harbour Arm Development Brief (Consultation Draft)* (AMUP: 2013)

## 1.2 Sustainability Appraisal and Strategic Environmental Assessment

- 1.2.01 Under European Directive EC/2001/142 certain plans and programmes are required to have an SEA. This is a systematic assessment of the environmental effects of strategic land use related plans and programmes. The Environmental Assessment of Plans and Programmes Regulations 2004 require that all Development Plan Documents (DPDs) are subject to an SEA.
- 1.2.02 Under the Planning and Compulsory Purchase Act 2004, all DPDs are also required to have an SA. The purpose of the SA is to promote sustainable development<sup>3</sup> through the integration of social, environmental and economic considerations into the DPD. The SA plays an important part in demonstrating that a DPD is sound by ensuring it reflects sustainability objectives.
- 1.2.03 The National Planning Policy Framework (NPPF)<sup>4</sup> requires that an SA, incorporating the requirements of the SEA Directive, is integral to the statutory plan making process. Its role is to ensure that decision makers are better informed of the sustainability aspects of the plan. The requirements of the SEA and SA have therefore been integrated into a joint appraisal, as set out in Section 3 Methodology.
- 1.2.04 As the Development Brief is not a DPD or Supplementary Planning Document (SPD), an SA/SEA is not a statutory requirement. However, there are a number of reasons why an appraisal is considered necessary in order to ensure that the brief is robust and sound.
- 1.2.05 The Development Brief is part of a wider regeneration project including the preparation of the JAAP. As such it is likely to give rise to significant social, environmental and economic effects.
- 1.2.06 Whilst some of these effects of the regeneration of Shoreham Harbour were assessed in the context of the SA/SEA of the *South East Plan (2009)*<sup>5</sup>. The regional plan did not go into sufficient detail at the local level to assess the likely impacts. Additionally, the government intends to revoke this plan in the near future.
- 1.2.07 Some effects have also been assessed in the SA/SEA of the *Brighton & Hove Draft City Plan (2012)*. However, the brief will be adopted as planning guidance before either the emerging City Plan or the JAAP.

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<sup>3</sup> Sustainable development is defined in *Securing the Future: Delivering UK Sustainable Development Strategy* (UK Government: 2005).

<sup>4</sup> *National Planning Policy Framework* (DCLG: 2012)

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<sup>5</sup> *The South East Plan: Regional Spatial Strategy for the South East of England* (GOSE: 2009)



- 1.2.08 The existing development plan for the area is therefore comprised of the saved policies in the existing *Brighton & Hove Local Plan (2005)*<sup>6</sup>. This document has not been subject to SA/SEA.
- 1.2.09 The Development Brief, and the technical and supporting evidence which has informed it, will also influence the future development of the City Plan and the JAAP. As such this report forms part of the wider SA/SEA of the Shoreham Harbour Regeneration Project.
- 1.2.10 This SA/SEA will contribute to the appraisal of strategic options for the JAAP and the regeneration project as a whole. It will also ensure that the social, environmental and economic impacts of any policies and proposals taken forward from the Development Brief to the JAAP have been considered.
- 1.2.11 The current public consultation period will also contribute to the early and effective engagement with the public that is required under the SEA Directive (2001).

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<sup>6</sup> *Brighton & Hove Local Plan (BHCC: 2005)*

## 2 Shoreham Harbour Regeneration

### 2.1 Background

2.1.01 Recognition of the need for regeneration at Shoreham Harbour to benefit surrounding residential communities originated in the late 1990's as the Shoreham Maritime project<sup>7</sup>. This proposed the regeneration of the area based around the creation of 6,400 new jobs and 1,200 new homes with radical transport improvements. Although aspects of these proposals have since been delivered this attempt to comprehensively transform the area was ultimately unsuccessful, mainly due to a lack of funding at the time for necessary infrastructure improvements.

2.1.02 In 2006, a re-appraisal of the Shoreham Maritime project by the South East England Development Agency (SEEDA) and SPA proposed that a comprehensive mixed-use scheme covering a wider area than just the Port itself and potentially supporting up to 10,000 homes and 8,000 jobs could be deliverable. These aspirations were included in the *South East Plan*<sup>8</sup>, which states that:

“Shoreham Harbour has scope to provide for a significant level of mixed-use development to achieve significant social and economic objectives through regeneration, comprising employment, housing and other uses”.

2.1.03 In 2008, a Joint Members' Steering Group was established by the three local authorities to oversee a stakeholder Project Delivery Group in the preparation of a statutory JAAP. Shoreham Harbour was designated as a Growth Point in 2009 and as such attracted funding to prepare technical studies. This led to the preparation of a Draft Preferred Option Masterplan.

2.1.04 During 2008 and 2009 work was undertaken to test the extent to which the proposals in the *South East Plan* were deliverable at the harbour<sup>9</sup>. The technical work undertaken over this period, led and managed by SEEDA concluded that a development of 10,000 homes was not viable or deliverable in the short to medium term with the limited funding and resources available to the local authorities.

2.1.05 Since 2009 the scale of the project has been reconsidered. The global financial crisis and subsequent recession have coincided with the election of a coalition government committed to significant public spending cuts and changes to planning policy.

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<sup>7</sup> *Shoreham Maritime: Vision to Reality* (ADC: 1999)

<sup>8</sup> *The South East Plan: Regional Spatial Strategy for the South East of England* (GOSE: 2009)

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<sup>9</sup> *Shoreham Harbour Regeneration Viability Analysis* (BBP Regeneration: 2008); *Shoreham Harbour Joint Area Action Plan Strategic Housing Market Assessment* (GVA Grimley: 2009)

- 2.1.06 These changes include the introduction of the Localism Act 2011 and the National Planning Policy Framework (NPPF)<sup>10</sup>, and the planned revocation of Regional Spatial Strategies (RSS).
- 2.1.07 During 2010, a capacity and viability assessment was produced in light of the new economic and policy climate and building on the constraints identified in previous work<sup>11</sup>. The purpose of this study was to undertake a review of the previous masterplan approach and to produce a bottom-up assessment of the quantity of new housing and employment floorspace that could be delivered in the most cost-effective way.
- 2.1.08 This study found that if significant redevelopment was to take place, it may be possible to deliver between 1,200 and 1,600 new homes in the parts of the Shoreham Harbour Regeneration Area within Adur. Of these 1,050 could be delivered within the plan period of the Adur Local Plan (up to 2028). It also considered the potential of meeting the Eco-Towns (Supplement to Planning Policy Statement 1) criteria.
- 2.1.09 The viability analysis established the funding gap that would need to be met to kick-start the regeneration process. The partnership is actively seeking investment and funding opportunities to reduce the viability gap and maximise the potential for economic growth. These include the Regional Growth Fund, Coastal Communities Fund and Green Deal initiatives.
- 2.1.10 Shoreham Harbour Regeneration Partnership, consisting of the three partner local authorities and SPA are now pursuing a more locally-driven approach to regenerating the area with support where needed from the HCA.
- 2.1.11 The proposed regeneration of Shoreham Harbour supports the aspirations of SPA, which intends to rationalise the area operated by the port and concentrate port-related activities together, making the running of the port more efficient. This will free up land for a series of mixed-use developments providing additional housing, employment space, leisure opportunities and an enhanced public realm.

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<sup>10</sup> *National Planning Policy Framework* (DCLG: 2012)

<sup>11</sup> *Shoreham Harbour Capacity and Viability Study* (AECOM; Drivers Jonas Deloitte; Davis Langdon: 2010)

## 2.2 Joint Area Action Plan

- 2.2.01 Both the *Brighton & Hove Draft City Plan Part One*<sup>12</sup> and the *Draft Adur Local Plan*<sup>13</sup> contain a specific planning policy for Shoreham Harbour that identifies it as a 'broad location' for future strategic development. Given the scale and complexity of the harbour area, both of these policies indicate that the detail of future proposed development will be set out in a JAAP.
- 2.2.02 The JAAP is a statutory DPD which will set out the future vision and development policies for the Shoreham Harbour Regeneration Area. It will be adopted as part of the LDF for both Brighton & Hove and Adur and. It will also be endorsed by WSCC.
- 2.2.03 The proposed vision for Shoreham Harbour is as follows:
- 2.2.04 This aligns with the vision and objectives set out in both the *Brighton & Hove Draft City Plan Part One* and the *Draft Adur Local Plan*. It will be subject to public consultation and may be refined accordingly.
- 2.2.05 The partnership has been examining different options of scale and type of redevelopment at the harbour in order to promote a viable and deliverable scheme that maximises regeneration and investment opportunities, respects the character of the local area, enhances the waterfront and minimises environmental impact.
- “By 2028 Shoreham Harbour will be transformed in to a vibrant, thriving, waterfront destination comprising a series of sustainable, mixed-use developments alongside a consolidated and enhanced Shoreham Port which will continue to play a vital role in the local economy. The redevelopment of key areas of the harbour will provide benefits for the local community 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”.

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<sup>12</sup> *Brighton & Hove Draft City Plan Part One* (BHCC: 2012)

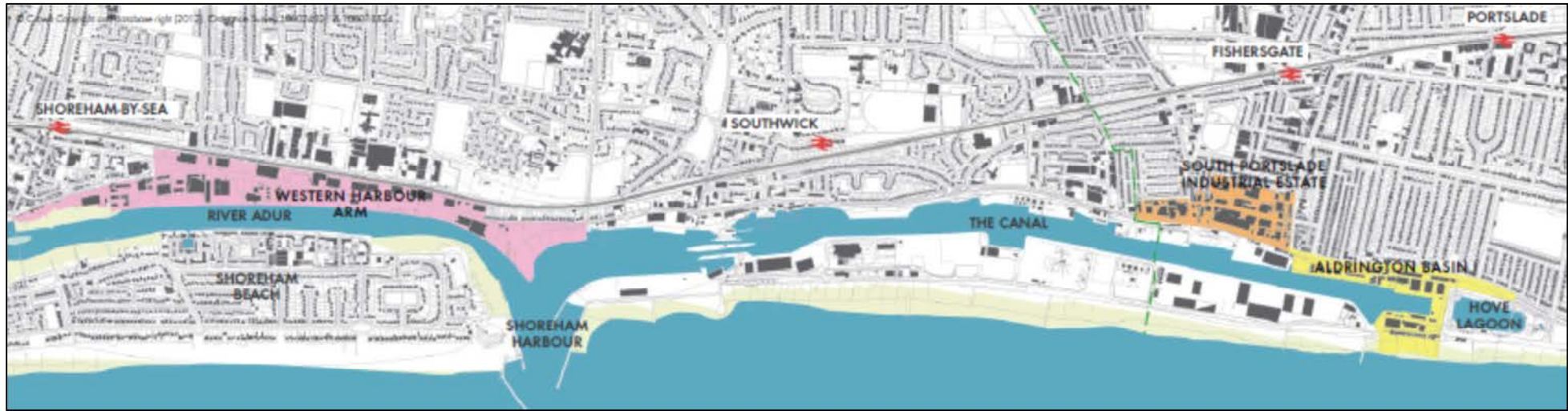
<sup>13</sup> *Draft Adur Local Plan* (ADC: 2012)

- 2.2.06 A four stage process is underway in preparing the JAAP. The process is currently at Stage 2:
- **Stage 1:** Information gathering, baseline analysis and identifying issues. This stage has been on-going from 2008 and was largely completed by the end of 2011.
  - **Stage 2:** Consideration of options, shaping the policy direction and developing a spatial framework for the harbour, including more detailed Development Briefs for key areas of change. These will be addressed in an Issues and Proposals Consultation Report during 2013, and will be subject to further public consultation.
  - **Stage 3:** Developing a complete draft of the JAAP, having regard to the representations received at stage 2, undertaking a further twelve weeks of consultation before submitting the JAAP to the Secretary of State.
  - **Stage 4:** Independent examination conducted by a Planning Inspector, followed by formal adoption by ADC, BHCC and endorsement by WSCC.

## 2.3 Development Briefs

- 2.3.01 In June 2012 a consultant team was appointed to produce Development Briefs for South Portslade Industrial Estate and Aldington Basin (in Brighton & Hove) and the Western Harbour Arm (in Adur). Map 2.1 illustrates the parts of Shoreham Harbour covered by these briefs. Map 2.2 illustrates South Portslade Industrial estate and Aldington Basin.
- 2.3.02 These briefs will be adopted as planning guidance by the partner authorities, and will inform the future development of the JAAP. Together, the JAAP and the development briefs will guide investment and planning decisions in the regeneration area.
- 2.3.03 The Development Briefs are intended to be viable and deliverable spatial plans for key areas of change within the Shoreham Harbour Regeneration Area.
- 2.3.04 Although the briefs are not SPDs, they will be adopted as planning guidance by the partner local authorities. The briefs have been informed by extensive public consultation and engagement with stakeholders, community and resident's groups, businesses and landowners. As such they will be regarded as material considerations and afforded weight when determining planning applications in the regeneration area.

Map 2.1: Shoreham Harbour



Map 2.2: South Portslade Industrial Estate and Aldrington Basin



- 2.3.05 The briefs are backed-up by an extensive body of technical and supporting evidence. They will also form part of the evidence base for the on-going preparation of the emerging Adur Local Plan, Brighton & Hove City Plan and the JAAP for the regeneration area. More information on these documents is available from [www.adur-worthing.gov.uk/shoreham-harbour-regeneration](http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration).
- 2.3.06 The SA process is running in parallel with the preparation of the Development Briefs and JAAP. It will be used to inform future iterations of the Adur Local Plan, Brighton & Hove City Plan, JAAP and Development Briefs.

## 3 Methodology

### 3.1 Sustainability Appraisal Process

- 3.1.01 This SA has been prepared by Shoreham Harbour Regeneration Partnership, working in close cooperation with officers of the partner local authorities and key stakeholders. The approach adopted for this report follows guidance produced by the Planning Advisory Service (PAS)<sup>14</sup>, and government guidance on the SEA Directive<sup>15</sup>.
- 3.1.02 Guidance on the SA of RSSs and LDFs<sup>16</sup> has also been applied as, although now superseded, this provides a good basis and a well understood methodology for carrying out an SA.
- 3.1.03 There are five stages to the SA process. Each stage has a number of associated tasks, as outlined below. Figure 3.1 illustrates the five stages and the associated tasks of the SA process.

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<sup>14</sup> *Plan Making Manual - Sustainability Appraisal* (PAS: 2009); *Sustainability Appraisal Advice Note* (PAS: 2010)

<sup>15</sup> *A Practical Guide to the Strategic Environmental assessment Directive* (ODPM: 2005)

<sup>16</sup> *Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks* (ODPM: 2005)

### 3.2 Stage A

- 3.2.01 Stage A involves setting the context and objectives, establishing the baseline and deciding on the scope of the appraisal.

#### Task A1

- 3.2.02 Task A1 is to identify other relevant plans, programmes and environmental protection objectives.
- 3.2.03 During the initial scoping stage, a number of relevant PPPSIs were identified. This list has been reviewed and updated at each stage of the development of the JAAP, Development Briefs and SA, most recently during the preparation of the Scoping Report (Update)<sup>17</sup>. A summary list of PPPSIs is included in Section 4 of this report. A full list of relevant PPPSIs and their objectives can be found in Appendix 1 of the Scoping Report (Update).

#### Tasks A2, A3 and A4

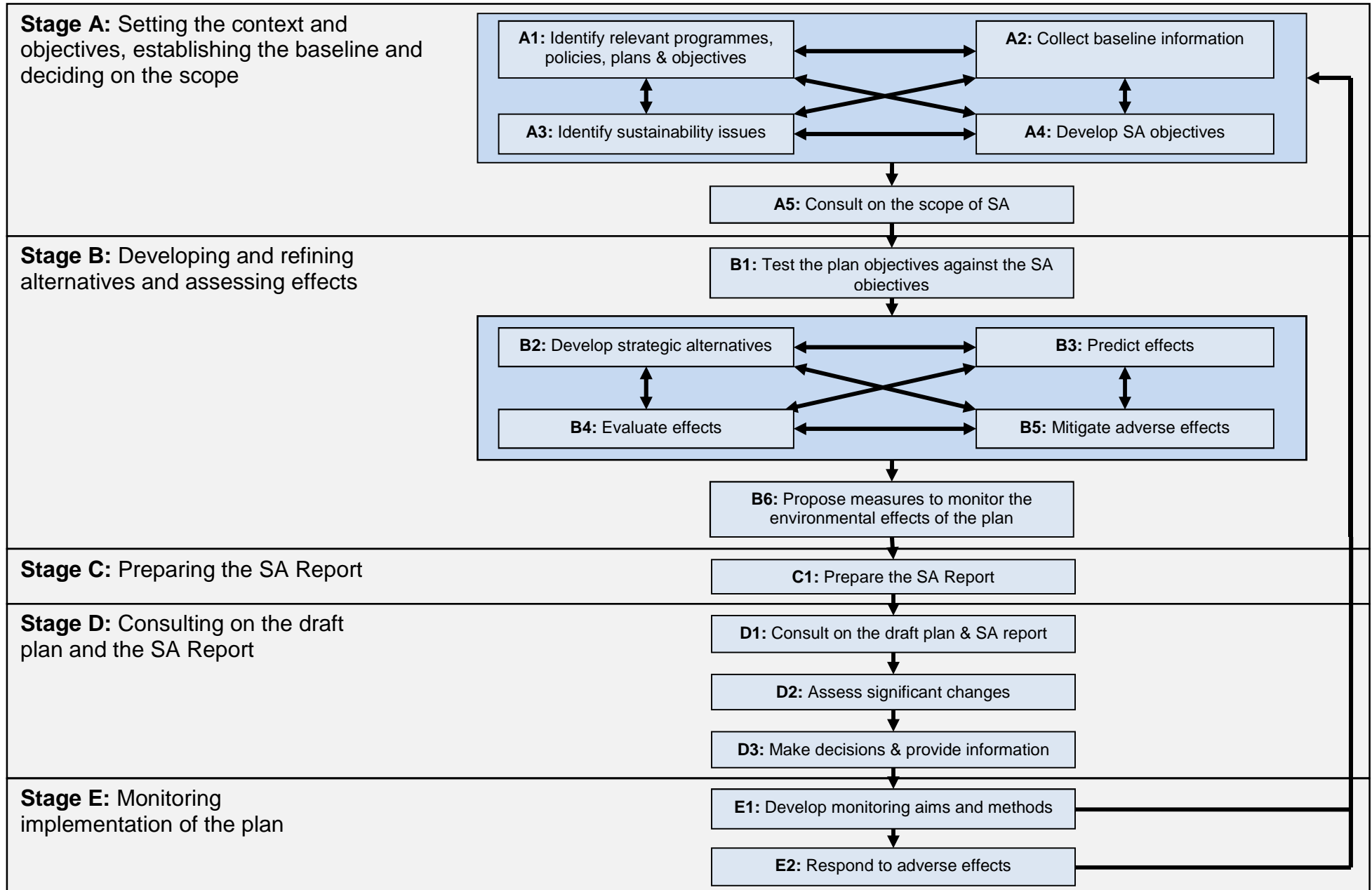
- 3.2.04 These tasks are to collect baseline information, identify environmental problems and develop SA objectives

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<sup>17</sup> *Scoping Report (Update): Sustainability Appraisal and Strategic Environmental Assessment of the Shoreham Harbour Regeneration Project* (Shoreham Harbour Regeneration: 2012)



**Figure 3.1: SA Process**



- 3.2.05 During the preparation of the Scoping Report<sup>18</sup> and Scoping Report (Update), a considerable amount of data relating to the regeneration area, and the local authority areas in which it is located, was collected by reviewing a range of documents and data sources or through the commissioning of studies.
- 3.2.06 The baseline data and the review of relevant plans and policies were used to identify the sustainability issues facing Shoreham Harbour. This includes environmental, economic and social issues. The sustainability issues informed the development of the SA Framework against which the options, policies and proposals outlined in the Draft Development Brief have been assessed.
- 3.2.07 The SA objectives identified for the *Brighton & Hove Draft City Plan Part One* (2012) and the *Draft Adur Local Plan* (2012) were also considered during this stage. The 22 SA objectives are therefore consistent with the emerging development plans of both local planning authorities. Indicators to measure the impact of policies and proposals were devised by officers of Shoreham Harbour Regeneration, working with the partner local authorities and drawing on the expertise of key stakeholders.

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<sup>18</sup> *Scoping Report: Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) for the Shoreham Harbour Joint Area Action Plan DPD* (Shoreham Harbour Regeneration: 2012)

- 3.2.08 The majority of indicators have been drawn from those already being used to monitor progress and are the subject of constant review, particularly as monitoring obligations for local authorities change.
- 3.2.09 Section 5 describes Shoreham Harbour and the surrounding areas and presents a summary of the findings of the baseline analysis.
- 3.2.10 Section 6 summarises the sustainability problems and issues to be addressed.
- 3.2.11 The SA Framework can be found in Section 7.
- 3.2.12 Appendix 2 of the Scoping Report (Update) includes the full baseline data arranged by objectives and indicators.

#### Task A5

- 3.2.13 This is to consult on the scope of the SA. Shoreham Harbour Regeneration Partnership prepared a Draft Scoping Report for the SA of the JAAP in December 2011. This built on and updated a number of previous SAs and Scoping Reports, including:
- *Draft Sustainability Appraisal and Environmental Report on Shoreham Harbour Joint Area Action Plan* (Bell Cornwell Environmental: 2009)
  - *Sustainability Appraisal of the Brighton & Hove Core Strategy Proposed Submission Document* (BHCC: 2010)

- *Scoping Report and Strategic Environmental Assessment (SEA) for the Adur District Council Core Strategy DPD* (ADC: 2011)

3.2.14 Following consultation with partner organisations, statutory authorities and stakeholders the Scoping Report was published in February 2012<sup>19</sup>. The report:

- Identifies relevant plans, programmes, policies, strategies and initiatives (PPPSIs)
- Collects available baseline information for the Shoreham Harbour Regeneration Area
- Identifies Sustainability Issues and Problems
- Develops the SA Framework against which policies and proposals are assessed
- Assesses the compatibility of SA Objectives
- Tests the JAAP Strategic Objectives against the Sustainability Objectives.

3.2.15 Following the introduction of the NPPF and the revised Town and Country Planning (Local Planning) (England) Regulations (2012), Shoreham Harbour Regeneration prepared an amended Draft Scoping Report (Update).

3.2.16 That report broadened the scope of the SA/SEA process to encompass the whole regeneration project, including the JAAP, Development Briefs and any other planning policy documents produced as part of the Shoreham Harbour Regeneration Project. The report also incorporates a number of amendments to reflect the following reports:

- *Sustainability Appraisal of Brighton & Hove Draft City Plan Part One* (BHCC: 2012)
- *Sustainability Appraisal of the Draft Adur Local Plan* (ADC: 2012).

3.2.17 The list of relevant PPPSIs was updated to reflect legislative and regulatory changes and the introduction of the NPPF.

3.2.18 The baseline information was updated. Several indicators were added. A number of indicators were modified to better reflect the sustainability objectives and data availability. Other indicators were amended to ensure greater consistency between this SA and the SAs of the emerging Adur Local Plan and Brighton & Hove City Plan.

3.2.19 In accordance with the Article 5.4 of the SEA Directive (2001), the Planning and Compulsory Purchase Act (2004) and the Environmental Assessment of Plans and Programmes Regulations (2004) the report was subject to a five-week period of consultation with the statutory authorities during November and December 2012. These authorities are:

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<sup>19</sup> *Scoping Report: Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) for the Shoreham Harbour Joint Area Action Plan DPD* (Shoreham Harbour Regeneration: 2012)

- Environment Agency
- Natural England
- English Heritage

3.2.20 The Draft Scoping Report (Update) was subject to peer review by officers of each of the partner authorities.

3.2.21 The Scoping Report (Update) was published in December 2012. This report will act as the scoping stage for all planning policy documents produced as part of the Shoreham Harbour Regeneration Project. It is available from [www.adur-worthing.gov.uk/shoreham-harbour-regeneration/sa-sea](http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration/sa-sea).

### 3.3 Stage B

3.3.01 Stage B involves developing and refining alternatives and assessing the effects.

#### Task B1

3.3.02 Task B1 is to test the plan or programme objectives against the SA objectives

3.3.03 The 9 Strategic Objectives of the JAAP were tested against the SA Framework to identify any areas of potential conflict and to ensure the JAAP is meeting the aims of sustainable development. The results of this assessment are presented in Section 8.

3.3.04 Overall, most of the objectives were found to be compatible. Recommendations for mitigation were made where conflicts were identified. These were found to be covered by the remaining objectives.

#### Task B2

3.3.05 This task involves developing strategic alternatives

3.3.06 In June 2012 a consultant team were commissioned to produce Development Briefs for key areas of change within the regeneration area. These are Aldrington Basin and South Portslade Industrial Estate (in Brighton & Hove) and the Western Harbour Arm (in Adur).

3.3.07 In order to develop proposals for the Development Briefs, the consultant team reviewed the existing body of technical and supporting evidence. They also identified the opportunities and constraints for each of the areas of change. This included:

- Policy Position
- Land Use
- Access
- Transport and Highways
- Property Market Analysis
- Historic assets
- Site Topography
- Flooding
- Technical Constraints
- Port Operation

3.3.08 The consultant team facilitated a design workshop for stakeholders, including community and residents' groups, representatives of local businesses and officers and members of each of the partner local authorities. Participants identified and proposed key issues, themes, principles and projects for each of the areas of change.

3.3.09 Landowners, businesses and developers were invited to attend an exhibition and discuss the regeneration project and aspirations for existing sites and businesses with members of the consultant team and officers of Shoreham Harbour Regeneration Partnership. This exhibition took place over four days at Hove Town Hall and Adur Civic Centre.

3.3.10 These consultation and engagement activities and the review of evidence, opportunities and constraints informed the preparation of an Options Report in September 2012<sup>20</sup>. The report identified two alternative scenarios for each area of change. These were presented to the Shoreham Harbour Project Board and Shoreham Harbour Leaders' Board. They were also circulated to officers within each of the partner local authorities and to stakeholders such as the EA for comment.

3.3.11 The next stage was the production of an Emerging Proposals Report in October 2012<sup>21</sup>. This set out the scenarios identified for each area of change. Commentary included analysis of impacts on:

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<sup>20</sup> *Shoreham Harbour Development Briefs Options Report* (AMUP, 2012)

<sup>21</sup> *Shoreham Harbour Development Briefs Background and Emerging Proposals* (AMUP: 2012)






- Highways and movement
- Regeneration and economic development
- Viability and deliverability
- Flooding
- Townscape considerations

3.3.12 The report also outlined the direction of travel and progress towards a preferred option for each area of change.

3.3.13 The Emerging Proposals Report was subject to a period of consultation with the partner authorities, stakeholders, local businesses, landowners, developers and community and residents' groups.

3.3.14 The report was also subject to initial appraisal as part of the SA process. The emerging proposals were assessed by a panel of officers drawn from a range of disciplines and representing Shoreham Harbour Regeneration, each of the partner local authorities and the EA.

3.3.15 The SA Panel assessed the proposals against each of the SA Objectives. The panel evaluated the likely impacts of the emerging proposals and assigned a score. The scoring method used is as follows:

Positive impacts:	
Mixed impacts:	
Negative impacts:	
Uncertain impacts:	
No impacts	

3.3.16 For comparison, the panel also considered the likely evolution of existing conditions without the preparation of Development Briefs for the areas of change.

3.3.17 The panel made a number of general recommendations for the Development Briefs. It also made specific recommendations relating to each of the SA Objectives. The panel's findings were subject to peer review by officers of Shoreham Harbour Regeneration Partnership, BHCC and ADC.

3.3.18 Representations made during the consultation period and the recommendations of the SA Panel have subsequently informed the preparation of the Draft Development Briefs.

### Tasks B3, B4 and B5

3.3.19 These tasks are to predict and evaluate effects and mitigate adverse effects.

## Task B6

- 3.3.20 This SA assesses the proposals in the Draft Development Brief for South Portslade Industrial Estate and Aldrington Basin. A separate SA of the Draft Development Brief for the Western Harbour Arm has also been prepared.
- 3.3.21 The effects, both individual and cumulative, of the proposals have been predicted and evaluated by officers of Shoreham Harbour Regeneration Partnership, drawing on the expertise of the partner authorities and key stakeholders as required.
- 3.3.22 An amended score has been assigned for each of the SA Objectives using the same scoring method as for the emerging proposals. The appraisal also includes recommendations for mitigating adverse effects and suggested amendments to the proposals.
- 3.3.23 The results of this stage of the SA are included in Section 9.
- 3.3.24 This task is to propose measures to monitor the environmental effects of the plan
- 3.3.25 Section 10 outlines the proposed monitoring indicators for the regeneration project, including the Development Brief. This builds on work carried out in preparing the Scoping Report and Scoping Report (Update). Some indicators have been modified, whilst a number of additional indicators have been included. This is intended to better reflect targets and data availability, and to ensure greater consistency with the monitoring proposals for the Brighton & Hove City Plan and Adur Local Plan.

### **3.4 Stages C and D**

- 3.4.01 These stages involve preparing and consulting on the SA Report
- 3.4.02 This SA Report accompanies the Draft Development Brief for South Portslade Industrial Estate and Aldrington Basin. It has been prepared in accordance with statutory guidance. It is currently subject to a period of public consultation and is publicly available.
- 3.4.03 Following public consultation a revised version of this report will be produced. This will take account of consultation responses received at this stage. Once the Development Brief is adopted, a statement will be produced summarising how sustainability considerations have been integrated into the brief
- 3.4.04 The next phase of the SA process will be the production of a report to accompany the JAAP Issues and Proposals Consultation Report. This is planned for 2013.

### **3.5 Strategic Environmental Assessment**

- 3.5.01 SEA involves the systematic evaluation of the environmental impacts of a plan or programme. The requirement for SEA is set out in the European Directive 2001/42/EC adopted into UK law as the Environmental Assessment of Plans or Programmes Regulations 2004.
- 3.5.02 The SEA process is very similar to the SA process, with more prescriptive guidance and tasks that need to be followed in order to meet the SEA Directive's requirements. Government guidance suggests incorporating the SEA process into the SA and considering economic and social effects alongside the environmental effects considered through SEA. This is the approach that has been taken in the preparation of this report. For simplification, the report is referred to as the SA throughout, although this incorporates the SEA requirements.
- 3.5.03 The SEA Directive sets out a legal assessment process that must be followed. Table 3.1 indicates how the SEA Directive's requirements have been met during the SA work undertaken so far.



## **3.6 Consultation and Implementation**

- 3.6.01 An important part of the SEA and SA processes is consultation with statutory environmental bodies (English Heritage, Environment Agency and Natural England), wider statutory consultees, as defined in the partner local authorities' adopted Statements of Community Involvement (SCIs), and members of the community.
- 3.6.02 This report is currently subject to a 6 week period of public consultation. Results of this consultation will inform future iterations of the Development Briefs, JAAP, Local Plan and accompanying SA reports.
- 3.6.03 The SEA Directive makes a number of requirements regarding consultation on the report. Table 3.2 indicates how these requirements have been, or will be, met. Shoreham Harbour Regeneration Partnership is therefore satisfied that this report is compliant with the SEA Directive and SA guidance.
- 3.6.04 A number of requirements are only applicable at implementation stage, so Shoreham Harbour Regeneration Partnership and the partner local authorities will act on those at the appropriate time.

**Table 3.1: SEA Directive Requirements**

<b>SEA Directive Requirements</b>	<b>Where covered in the SA process</b>
1. An outline of the contents, main objectives of the plan or programme.	In this report, the background to the regeneration project and the vision for the regeneration area are included in Section 2. The SA objectives and strategic objectives are included in Sections 7 and 8. The contents of the Draft Development Brief are summarised in the appraisal in Section 9. See also the Draft Development Brief document.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Baseline information collected during the scoping stage is included in Section 5 of this report and Section 5 and Appendix 2 of the Scoping Report (Update). The likely evolution of existing conditions is outlined in the appraisal in Sections 9.
3. The environmental characteristics of areas likely to be significantly affected.	Baseline information collected during the scoping stage is included in Section 5 of this report and Section 5 and Appendix 2 of the Scoping Report (Update).
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	Section 6 of this report outlines the sustainability problems and issues affecting the regeneration area. This includes environmental problems.
5. The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 4 of this report includes a summary list of PPSIs relevant to the Shoreham Harbour Regeneration Project. The full list is included in Appendix 1 of the Scoping Report (Update).
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	An appraisal of the likely significant effects of the proposals in the Draft Development Brief is included in Section 9 of this report.
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Mitigation measures are discussed in the appraisal in Sections 9 of this report.

<b>SEA Directive Requirements</b>	<b>Where covered in the SA process</b>
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	The process of producing the Development Briefs, selecting alternatives and carrying out the assessment is outlined in Section 3 of this report. The appraisal in Section 9 includes the recommendations made by the appraisal panel on the Emerging Proposals. This indicates how the panel's recommendations have been addressed in the Draft Development Brief.
9. A description of measures envisaged concerning monitoring in accordance with Article 10.	The proposed indicators to monitor the effects of the plan are set out in Section 7 of this report. Proposed monitoring arrangements are outlined in Section 10.
10. A non-technical summary of the information provided under the above headings.	This is provided in a separate document.

**Table 3.2: SEA Consultation Requirements**

<b>The SEA Directive's Requirements</b>	<b>Where covered in the SA process</b>
1. Authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report.	This was undertaken through the Scoping Report and Scoping Report (Update), consulted upon and published in 2012.
2. Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme.	This report accompanies the Draft Development Briefs for South Portslade Industrial Estate and Aldrington Basin A separate SA accompanies the Draft Development Brief for the Western Harbour Arm. All are currently subject to a six week period of formal public consultation. This has been carried out in accordance with the adopted SCIs of BHCC and ADC.
3. Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country.	Not applicable.
4. Taking the environmental report and the results of the consultations into account in decision-making.	As described in Section 9 of this report, the appraisal panel's findings have informed the content of the Draft Development Brief. All comments received during the consultation on this report will be taken into account in preparing the Development Brief for adoption by BHCC. The SA will directly inform future iterations of the JAAP, Brighton & Hove City Plan and Adur Local Plan and their accompanying SAs.
5. When the plan or programme is adopted, the public and any countries consulted shall be informed and the following made available to those so informed: <ul style="list-style-type: none"> <li>• The plan or programme as adopted</li> <li>• A statement summarising how environmental considerations have been integrated into the plan or programme</li> <li>• The measures decided concerning monitoring.</li> </ul>	These requirements will be considered and acted upon when the Development Brief is adopted.
6. Monitoring of the significant environmental effects of the plan's or programme's implementation.	The significant effects of the Development Brief will be monitored when adopted. The proposed monitoring arrangements are outlined in Section 10. These are currently subject to consultation and may be amended accordingly.

## 4 Task A1 – Identifying relevant PPPSIs

- 4.1.01 Task A1 of the SA process requires the identification and review of relevant PPPSIs that will affect or influence the plan or programme.
- 4.1.02 The SEA Directive requires an analysis of the “main objectives of the plan or programme and relationship with other relevant plans and programmes” and “the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those have been taken into account during its preparation”.
- 4.1.03 The JAAP, Development Briefs and other planning policy documents should be developed within the context of a broad range of policies on different levels. Therefore, a comprehensive review of all relevant PPPSIs has been carried out as part of the scoping process. This builds upon work previously undertaken for the SA and Scoping Reports for the JAAP, Adur Local Plan and Brighton and Hove City Plan.
- 4.1.04 The Scoping Report of February 2012 included an extensive list of PPPSIs. This was updated for the consultation draft of this report.
- 4.1.05 Following feedback from the partner authorities, and in line with current best practice<sup>22</sup> this list has been reduced to concentrate on those plans, policies and strategies which are likely to directly influence, or be influenced by the regeneration of Shoreham Harbour.
- 4.1.06 Plans, policies and strategies are often in a hierarchy, with the same issue covered in increasing detail from international down to local level documents. In general, local level plans, policies and strategies have been given greater emphasis in this report as these apply most directly to the regeneration area.
- 4.1.07 Please note that work on the PPPSIs is on-going. A number of emerging documents have been included, as although not formally adopted they provide an indication of the direction future policy is likely to take. It is important to keep track of changes in the policy framework, keeping the process iterative and current.
- 4.1.08 A summary of the PPPSIs relevant to Shoreham Harbour Regeneration is presented below.
- 4.1.09 The full list of PPPSI included in Appendix 1 of the Scoping report (Update). The analysis includes a commentary on each of the plans, policies and strategies.

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<sup>22</sup> *Strategic Environmental Assessment and Sustainability Appraisal* (RTPI: 2012); *Sustainability Appraisals: Current and Emerging Issues* (RTPI: 2012)

**Table 4.1: Summary list of relevant programmes, policies, plans, strategies & initiatives**

<b>Title</b>	<b>Author</b>	<b>Date</b>
<b>Sustainable Development</b>		
<i>Securing the Future: Delivering UK Sustainable Development Strategy</i>	UK Government	2005
<i>Mainstreaming Sustainable Development – The Government’s vision and what this means in practice</i>	DEFRA	2011
<b>Environment and Sustainability</b>		
<i>Working Together for a Better Future: The Sustainable Community Strategy for West Sussex</i>	WSSP	2008
<i>West Sussex Environment Strategy: Identifying desirable outcomes for the environment of West Sussex over the next 10 years</i>	WSCC	2008
<i>Transforming Futures Together: Performance Framework 2012/15</i>	WSCC	2012
<i>Building a sustainable future: A strategy for delivering the corporate priority</i>	WSCC	2012
<i>Adur and Worthing Councils Sustainability Strategy</i>	AWC	2010
<i>Waves Ahead Sustainable Community Strategy</i>	Waves Ahead	2010
<i>Environmental Policy</i>	BHCC	2010
<i>Creating the City of Opportunities: A Sustainable Community Strategy for the City of Brighton &amp; Hove</i>	BHCC	2010
<i>Brighton &amp; Hove Climate Change Strategy</i>	BHSP	2011
Brighton & Hove One Planet Living Sustainability Action Plan	City Sustainability Partnership	emerging
<b>National and Regional Planning Policy</b>		
<i>National Planning Policy Framework</i>	DCLG	2012
<i>The South East Plan: Regional Spatial Strategy for the South East of England</i>	GOSE	2009
<b>Adur Planning Policy</b>		
<i>Adur District Local Plan</i>	ADC	1996
Adur Local Development Framework	ADC	emerging
Adur Local Plan	ADC	emerging
Supplementary Planning Documents and Guidance	ADC	various
<i>A Strategy for Shoreham Renaissance</i>	ADC	2006

<b>Brighton &amp; Hove Planning Policy</b>		
<i>Brighton &amp; Hove Local Plan</i>	BHCC	2005
Brighton & Hove Local Development Framework	BHCC	emerging
Brighton & Hove City Plan	BHCC	emerging
Supplementary Planning Documents and Guidance	BHCC	various
<b>Joint Planning Policy</b>		
<i>Shoreham Harbour Interim Planning Guidance (IPG)</i>	Shoreham Harbour Regeneration	2011
<i>Shoreham Harbour Joint Area Action Plan (JAAP)</i>	Shoreham Harbour Regeneration	emerging
<b>Shoreham Port</b>		
<i>Shoreham Port Masterplan</i>	SPA	2010
<b>Air Quality</b>		
<i>Adur Air Quality Action Plan</i>	ADC	2007
<i>Brighton &amp; Hove Air Quality Action Plan</i>	BHCC	2011
<b>Biodiversity, Habitats and Green Infrastructure</b>		
<i>From Rio to Sussex: Action for Biodiversity</i>	Sussex Biodiversity Partnership	1998
<i>Brighton &amp; Hove Draft Local Biodiversity Action Plan</i>	BHCC	2012
<i>Shoreham Beach Local Nature Reserve Management Plan</i>	Julian Morgan	2006
<b>Climate Change</b>		
<b>Cultural Heritage and Landscape</b>		
<i>Adur and Worthing Public Art Strategy</i>	AWC	2011
Brighton & Hove Public Realm Strategy	BHCC	various
<i>Shoreham Harbour Streetscape Guide</i>	Shoreham Harbour Regeneration	2012
<b>Employment and Economic Development</b>		
<i>Supporting Economic Growth in West Sussex: An Economic Strategy for West Sussex 2012 – 2020</i>	WSCC	2012
<i>Raising our Game: Brighton &amp; Hove Economic Strategy 2008 – 2016</i>	BHEP	2008
<i>Better Skills, Better Jobs, Better Lives: Brighton &amp; Hove City Employment and Skills Plan 2011 – 2014</i>	BHCC	2011
<i>Adur and Worthing Economic Action Plan</i>	AWC	emerging

<b>Flood Risk and Coastal Erosion</b>		
<i>Coastal Defence Strategy: Rivers Arun to Adur</i>	EA, Arun District Council, WBC and ADC	2000
<i>Coastal Defence Strategy: River Adur to Brighton Marina</i>	EA, ADC and BHCC	2000
<i>Beachey Head to Selsey Bill Shoreline Management Plan</i>	South Downs Coastal Group	2006
<i>Rivers Arun to Adur Flood and Erosion Management Strategy</i>	EA, Arun District Council WBC, ADC	2010
<i>River Adur to Brighton Marina Flood and Erosion Management</i>	EA, ADC, BHCC	emerging
<i>River Adur Catchment Flood Management Plan</i>	EA	2007
<b>Housing</b>		
<i>Housing Strategy 2009-2014: healthy homes, healthy lives, healthy city</i>	BHCC and BHSP	2009
<i>Adur District Council Housing Strategy 2005-10 &amp; Action Plan - Update</i>	ADC	2009
<i>Draft Adur and Worthing Councils Housing Strategy 2012 – 2017</i>	AWC	emerging
<b>Noise</b>		
<i>Noise Action Plan: Brighton Agglomeration</i>	DEFRA	2010
<b>Contaminated Land</b>		
<i>Contaminated Land Strategy for Adur</i>	ADC	2001
<i>Brighton &amp; Hove's Contaminated Land Strategy</i>	BHCC	2005
<b>Transport</b>		
<i>Local Transport Plan 2011</i>	BHCC	2011
<i>West Sussex Transport Plan 2011-2026</i>	WSCC	2011
<i>Shoreham Harbour Transport Strategy</i>	WSCC	emerging
<b>Minerals and Waste</b>		
<i>West Sussex Minerals Local Plan</i>	WSCC	2003
<i>West Sussex Minerals Local Plan</i>	WSCC and SDNPA	emerging
<i>West Sussex Waste Local Plan: Revised Deposit Draft</i>	WSCC	2004
<i>West Sussex Waste Local Plan</i>	WSCC and SDNPA	emerging
<i>East Sussex and Brighton &amp; Hove Minerals Local Plan</i>	ESCC and BHCC	1999
<i>East Sussex and Brighton &amp; Hove Waste Local Plan</i>	ESCC and BHCC	2006
<i>East Sussex, South Downs and Brighton &amp; Hove Waste and Minerals Plan</i>	ESCC, SDNPA and BHCC	emerging



<b>Water</b>		
<i>Adur and Ouse Catchment Abstraction Management Strategy</i>	EA	2005
<i>Water for Life and Livelihoods: River Basin Management Plan: South East River Basin District</i>	DEFRA and EA	2009
Water Resources Management Plan 2010–2035	Southern Water	2009
<i>Drought Plan: Our plan to safeguard water supplies at times of drought</i>	Southern Water	2008

## 5 Task A2 – Collecting Baseline Data

### 5.1 The Baseline Situation at Shoreham Harbour

- 5.1.01 Task A2 of the SA process requires the collection of relevant environmental, economic and social baseline information. Such information provides the basis for prediction and monitoring of environmental and sustainability effects and helps identify problems and ways of dealing with them. A detailed list of baseline data is included in Appendix 2 of the Scoping Report (Update).
- 5.1.02 In order to make an assessment of how sustainable the planning policy documents are, it is necessary to have a clear picture of the current state of the Shoreham Harbour area. By providing a profile of the regeneration area, it is possible to identify the key sustainability issues affecting Shoreham Harbour. This in turn informs the development of the SA Framework, against which the planning policy documents are assessed.
- 5.1.03 The information below applies to the whole regeneration area. It should be noted that due to the geographic extent of the regeneration area, there is not a readily available set of statistics that perfectly fits the boundary. Most data has been provided at local authority level, although where possible and appropriate alternative geographic areas have been included.

### 5.2 The Regeneration Area

- 5.2.01 As illustrated in Map 5.1, Shoreham Harbour is located on the south coast of England; roughly midway between Worthing and Brighton. It is about 80km south of London, and 50km south of Gatwick Airport. Portsmouth is about 50km to the west and Folkestone and Dover are about 100km to the east.
- 5.2.02 From the mouth of the River Adur, the harbour's Western Arm extends around 2 km to the west as far as the footbridge across the river connecting Shoreham-by-Sea town centre to Shoreham Beach. To the east, the harbour stretches around 4km to Aldrington Basin. This includes the tidal Eastern Arm and the Shoreham Harbour Canal, an impounded dock accessed by locks at Southwick.
- 5.2.03 The regeneration area is characterised by a continuous strip of coastal communities stretching from the town of Shoreham-by-Sea in the west through Southwick and Fishersgate in West Sussex to Portslade in the City of Brighton & Hove. The harbour straddles the administrative boundaries of West Sussex County Council and Adur District Council in the west with a smaller section to the east falling within the jurisdiction of Brighton & Hove City Council.
- 5.2.04 In Adur, the regeneration area includes parts of three electoral wards: St Mary's, Southwick Green and Eastbrook. In Brighton & Hove, the regeneration area includes parts of two electoral wards: South Portslade and Wish.

Map 5.1: Location of Shoreham Harbour



- 5.2.05 The regeneration area includes Shoreham Port. It is the closest Channel port to London, and lies within 25km of the principal sea shipping lanes along the English Channel. It is a Trust Port, first established in 1760, and operated and managed by Shoreham Port Authority. The Port Authority has a statutory duty to “improve, maintain and develop the port for the benefit of the Kingdom”. Most of the Port’s activities service the local area, and the south east of England, although some commodities such as timber are distributed further afield. The Port itself is an important part of the wider area’s economy. Commodities (mainly timber, steel and aggregates) for the area’s construction and building firms are imported, whilst scrap metal for recycling and timber are the main exports.
- 5.2.06 As well as the operational port, the regeneration area includes housing, employment, and shopping areas. With its waterfront location active port, mix of business, leisure activities and homes, Shoreham Harbour is an area with an interesting and varied character and heritage. Whilst parts of the harbour are attractive and interesting, other parts are rather run down. Large areas are in Port-related or industrial use, characterised by a range of business and storage buildings of varying quality. There are also areas of unused or underused land, which could be better utilised to provide new homes, jobs and facilities to meet the needs of local people and the wider area.

## 5.3 Environmental Information

### Ecological Footprint

- 5.3.01 Ecological Footprinting is measured in global hectares per person (gha/person). This indicates how many hectares each person needs to provide them with all the resources and commodities that they are currently using. The South East of England has the highest Ecological Footprint (EF) of any region in the UK at an estimated 5.63 global hectares per person (gha/person). This is higher than the national average of 5.30 gha/person<sup>23</sup>.
- 5.3.02 At 5.36 gha/person, Adur’s EF is lower than the regional average and roughly equal to the national average. At 5.72 gha/person, Brighton & Hove’s EF exceeds both the regional and national averages. Of the 20 cities ranked in the 2010 Sustainable Cities Index, Brighton had the worst score for its EF, although it scored more highly on other criteria<sup>24</sup>. As illustrated in Figure 5.1, EF data for Adur and Brighton & Hove shows that:

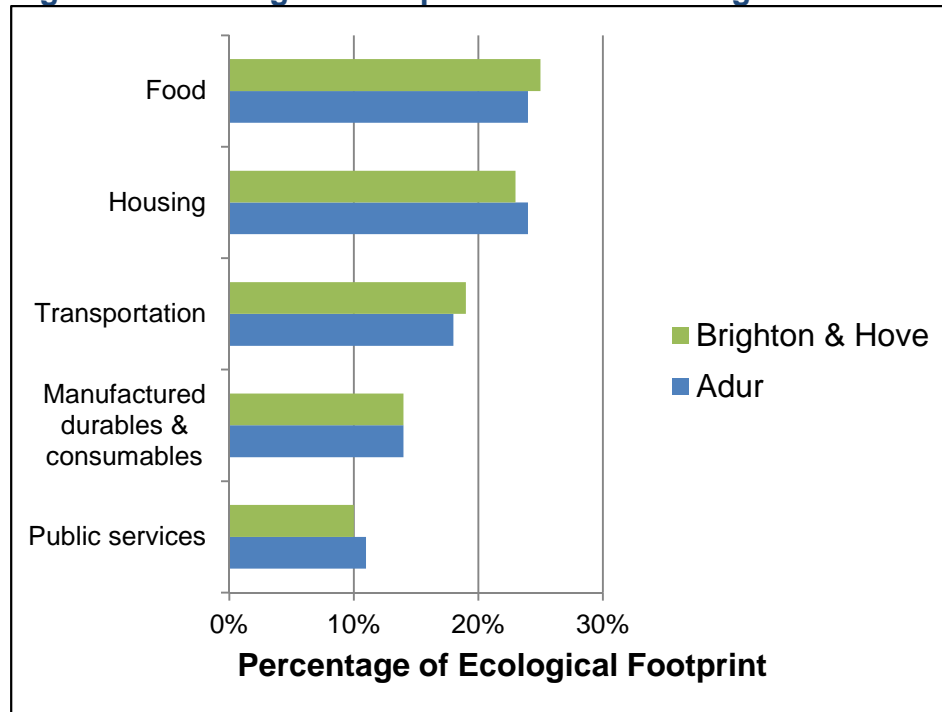
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<sup>23</sup> *Ecological Footprint Data for the South East* (Stockholm Environment Institute: 2008)

<sup>24</sup> *Sustainable Cities Index* (Forum for the Future: 2010)

- Housing and food have the largest impacts on the EF (24% share each of the total EF for Adur; 23% and 25% respectively in Brighton & Hove)
- Transportation is responsible for 18% of total EF in Adur and 19% in Brighton & Hove
- Manufactured durables and consumables contribute 14% of total EF in both districts
- Public services account for 11% of total EF in Adur and 10% in Brighton & Hove.

**Figure 5.1: Ecological Footprint in Adur and Brighton & Hove**



Source: Sustainable Cities Index (Forum for the Future: 2010)

5.3.03 The Brighton & Hove Sustainable Community Strategy aims to achieve a reduction to 2.5 gha/person by 2020. Consumption and resource use will need to reduce to achieve this target.

### Climate Change

5.3.04 Mitigating and adapting to climate change has been identified as one of the key challenges facing the UK. Impacts of climate change in the UK are likely to include: changes in annual and seasonal average temperatures; rising sea levels, and increased frequency of extreme conditions. This may lead to more flooding, subsidence, droughts and heatwaves. These will have different effects on different regions and are likely to have an impact on the following: water resources, water quality, biodiversity, health, buildings and infrastructure, soils and the economy.

5.3.05 The UK Climate Impacts Programme<sup>25</sup> predicts that by the 2050s South East England will see:

- Average summer temperatures increasing by 2.8°C
- Winter rainfall increase of 16%
- Summer rainfall decrease of 19%
- Up to 76cm sea level rise (by 2095)

<sup>25</sup> Climate Change Predictions (Climate South East: 2009)

- Overall increase in temperature and rainfall variability
- More frequent and extreme summer heatwaves and very wet winters.

5.3.06 There is a widely accepted body of scientific evidence that indicates that human activity, particularly the emission of carbon dioxide and other greenhouse gasses, is responsible for changes to the global and local climate.

5.3.07 Adur's greenhouse gas footprint (measured by tonnes of CO<sub>2</sub> equivalent per capita) is 16.41<sup>26</sup>. This is below the regional average for the South East of 17.28, but just above the national average of 16.34. Energy use in household (24%), transportation (22%), food related energy use (17%) and consumer items (13%) and public services (13%) are the predominant sources of greenhouse gas emissions.

5.3.08 Brighton & Hove's greenhouse gas footprint is 17.44; higher than both the regional and national averages. Energy use for transportation (24%), housing (23%), food related use (18%), consumer items (13%) and public services (12%) are the predominant sources of greenhouse gas emissions.

5.3.09 Figures for 2009 show that Adur emitted a total of 306 kilo-tonnes of carbon dioxide in 2009, equivalent to 5.0 tonnes per capita. Brighton & Hove emitted 1,231 kilo-tonnes of carbon dioxide, equivalent to 4.8 tonnes per capita. The national average for the England was 6.5 tonnes per capita. There have been year-on-year reductions in both authorities since 2005<sup>27</sup>.

5.3.10 Domestic consumption of energy is responsible for 40% of carbon dioxide emissions in Adur, and 42% in Brighton & Hove. Road transport is responsible for 32% of carbon dioxide emissions in Adur and 26% in Brighton & Hove. Industry and commerce account for 29% of carbon dioxide emissions in Adur and 32% in Brighton & Hove.

5.3.11 Adur and Worthing Councils' Sustainability Strategy aims to reduce the carbon footprint from electricity usage by 5% against the 2008 and 2009 average and to drive CO<sub>2</sub> reduction in new development through planning policy<sup>28</sup>.

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<sup>26</sup> *Greenhouse Gas Footprint Data for the South East* (Stockholm Environment Institute: 2008)

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<sup>27</sup> *Local and Regional CO<sub>2</sub> Emissions Estimates* (DECC: 2009)

<sup>28</sup> *Adur and Worthing Councils Sustainability Strategy* (AWC: 2010)

5.3.12 Brighton & Hove's Sustainable Community Strategy sets a target for reducing carbon emissions by 42% between 2010 and 2020<sup>29</sup>. The Climate Change Strategy draws together the council's various commitments and targets for reducing its carbon footprint.<sup>30</sup>

### Flood Risk

5.3.13 As coastal districts, tidal flooding and erosion are issues for both Adur and Brighton & Hove. This places a potential constraint on the location of new development. Strategic Flood Risk Assessments (SFRAs) for Brighton & Hove<sup>31</sup> and Adur and Worthing<sup>32</sup> were completed in 2012 to assess the nature and extent of flood risk in the districts. The key findings relevant to the regeneration area are as follows:

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<sup>29</sup> *Creating the City of Opportunity: A Sustainable Community Strategy for the City of Brighton & Hove* (Brighton & Hove Strategic Partnership: 2010)

<sup>30</sup> *Brighton & Hove City Climate Change Strategy* (Brighton & Hove Strategic Partnership: 2011)

<sup>31</sup> *Brighton & Hove Strategic Flood Risk Assessment* (JBA: 2012)

<sup>32</sup> *Adur and Worthing Strategic Flood Risk Assessment* (JBA: 2012)

- **Fluvial Flood Risk** – The River Adur is the largest watercourse in the area. Although the river is tidally influenced at Shoreham Harbour small parts of the regeneration area are at risk of fluvial flooding.
- **Tidal Flood Risk** – A significant amount of land within the regeneration area is subject to tidal flooding due to the presence of the River Adur and the area's coastal location. Approximately 25% of the regeneration area is located within Flood Zone 3a (high probability). A further 9% is located within Flood Zone 2 (medium probability). Certain areas in the Western Harbour Arm have the same level of risk as flood zone 3b (functional floodplain). However, since they do not have a flood storage capacity they have been delineated in the SFRA as non-functional flood zone 3b. This means that although the sites are technically developable they will require a higher level of flood mitigation and/or avoidance measures than would be required if the site were located in flood zone 3a.
- **Surface Water Flooding** – Across the regeneration area there are pockets of flooding, some deep, associated with the 1 in 30 year event. The flooding is more extensive and deeper in the 1 in 200 year event.

- **Groundwater Flood Risk** – Although there are no reported instances of ground water flooding, the regeneration area may be susceptible to groundwater emergence. Between 25% and 50% of the South Quayside and Aldrington Basin areas are susceptible to ground water flooding. This increases to between 50 % and 75% in the Southwick Waterfront area and to over 75% in Shoreham and the Western Harbour Arm.
- **Sewer Flood Risk** – Sewer flooding is shown to have been experienced within the Shoreham Harbour area.
- **Residual Risk** – Although much of the area is protected by flood defences, there remains a risk that the defences could fail or be overtopped during a flood event. In particular, the coastal frontage of the site is at risk of inundation as a result of wave overtopping in both the 1 in 20 and 1 in 200 year events.

5.3.14 The SFRAs recommend that the allocation of land uses should be made on a sequential risk basis and suitable mitigation measures incorporated to manage these risks. The effect of climate change should be considered for all new development. At present it is shown that the risk of flooding will increase in the future if the current defences remain unchanged.

## Air Quality

- 5.3.15 Road vehicles are the greatest contributing factor to poor air quality in Adur<sup>33</sup> and Brighton & Hove<sup>34</sup>, with vehicles emitting a variety of pollutants including carbon monoxide, nitrogen oxides, volatile organic compounds and particulate matters.
- 5.3.16 There are two Air Quality Management Areas (AQMAs) that lie partly within the regeneration area. Brighton AQMA encompasses much of southern Brighton & Hove including the South Portslade and Aldrington Basin areas. Shoreham AQMA runs along Shoreham High Street (A259) from Norfolk Bridge to Surry Street. Nearby, there is also an AQMA in Southwick on the A270 between Kingston Lane and Southview Close.
- 5.3.17 It is likely that any increase in traffic in the regeneration area will have an impact on these AQMAs, although it should be noted that this largely depends on the types of vehicles being added to the network. Diesel vehicles, HGVs, buses and older vehicles have a greater impact than newer vehicles.
- 5.3.18 Another concern in respect to air quality is the open storage of aggregates and woodchip in the port causing dust and air pollution.

<sup>33</sup> *Air Quality Action Plan* (ADC: 2007)

<sup>34</sup> *State of the Local Environment* (BHCSF: 2011)



## Noise

- 5.3.19 Noise can be a significant issue in built up urban areas, and can act as both a disturbance and a threat to human health. Effects can include sleep disturbance; cardiovascular effects; damage to work and school performance; and hearing impairment including tinnitus. Noise guidance provided by the World Health Organization states that “general daytime outdoor noise levels of less than 55 decibels are desirable to prevent any significant community annoyance”<sup>35</sup>
- 5.3.20 The main generator of background noise at Shoreham Harbour is road traffic. DEFRA has undertaken a comprehensive noise mapping study, the results of which indicate that there are parts of the regeneration area where road traffic noise exceeds WHO guidelines. The A259 has high levels of noise pollution related to traffic movements (in some instances up to 75dBa) with noise levels decreasing with distance from the road<sup>36</sup>.
- 5.3.21 Rail related noise is also an issue around the Western Harbour Arm and Southwick areas (between 55-65dBa in some locations) again with noise levels decreasing with distance from the railway line.

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<sup>35</sup> *Environmental Health Criteria 12: Noise* (WHO: 1980)

<sup>36</sup> *Noise Mapping England* (DEFRA: 2007)

## Transport

- 5.3.22 The way that people travel varies according to a number of factors, including age, health and financial situation. People need transport to access basic activities such as work, education, health and food, and it is one of the factors that contribute to the wider quality of people’s lives. A lack of accessible transport has been proven to be linked with social exclusion<sup>37</sup>.
- 5.3.23 A good local transport system is needed to meet the needs of all residents and a balance between competing modes of transport must be sought. However, as road traffic is responsible for producing 32% of Adur’s and 26% of Brighton & Hove’s carbon emissions and is also the main source of nitrogen oxides and particulate matters, sustainable transport and reducing the need to travel is imperative.
- 5.3.24 In addition to climate change and poor air quality, high levels of road traffic also lead to congestion which can be detrimental in a number of ways. This includes causing delays to emergency service vehicles, bus services and goods deliveries, causing increased noise pollution and increased severance of communities. Congestion can also have a negative impact on the economy.

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<sup>37</sup> *Social Exclusion and the Provision of Public Transport* (DfT: 2000)

- 5.3.25 It can also lead to frustration and stress for motorists, who may seek to use alternative but less suitable routes to reach their destinations. It can also act as a deterrent to people who would like to use more sustainable modes such as walking or cycling.
- 5.3.26 Shoreham Harbour is well connected to the strategic road and rail networks between London and the south coast, with Gatwick Airport in relatively close proximity (approximately 50km).
- 5.3.27 The regeneration area is relatively well served by public transport. The railway stations of Shoreham-by-Sea, Southwick, Fishersgate and Portslade are all within walking distance of the area, a regular coastal bus service which travels along the A259 through the area. Despite this, congestion on parts of the A259 is an issue, as is the movement of Heavy Goods Vehicles (HGVs) through the area with the associated issues of noise and pollution.
- 5.3.28 A significant number of Adur's residents commute to work outside of the district. Although there are no up-to-date figures regarding out-commuting, at the time of the 2001 Census only 43.7% of economically active residents actually worked in the district. The majority of those commuting out of the district were mainly travelling to Brighton & Hove and Worthing<sup>38</sup>.

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<sup>38</sup> *Census of England and Wales* (ONS: 2001)

- 5.3.29 In 2001 approximately 68% of Brighton & Hove's employed residents work within the city boundary. However, the city is a net exporter of commuters, with approximately 33,000 people commuting out of the city, while 28,000 people commute into the city to work<sup>39</sup>.

### Water Resources

- 5.3.30 Southern Water provides water to the regeneration area. Much of Adur and Brighton & Hove overlie the Brighton Chalk Aquifer. This is an important and heavily exploited groundwater resource supplying water for public consumption.
- 5.3.31 Household per capita consumption of water in the Sussex Coast Water Resource Zone was 160 litres per person per day. This is slightly higher than the average for the Southern Water area of 157 litres per person per day<sup>40</sup>.
- 5.3.32 The EA has classified the location as falling within an area of serious water stress, where demand for water is high and resource availability is low<sup>41</sup>.

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<sup>39</sup> *Brighton & Hove Local Transport Plan* (BHCC: 2011)

<sup>40</sup> *Domestic Water Consumption Data* (Southern Water: 2012)

<sup>41</sup> *Areas of Water Stress: Final Classification* (Environment Agency: 2007)

- 5.3.33 The requirements of the Water Framework Directive mean that all bodies of water (including surface water, coastal waters and groundwater) will need to achieve “good” status by 2015 and the quality of all water resources needs to be protected.
- 5.3.34 The overall groundwater quality of the Brighton Chalk Aquifer is currently classified as “poor”<sup>42</sup>. The quantitative status of the aquifer is “poor”, and the chemical status is classified as “good (deteriorating)”.
- 5.3.35 The overall water quality of the Adur Estuary is classified as “moderate”. The ecological quality is also “moderate” and the chemical quality is “good”.
- 5.3.36 The EA monitors the quality of bathing water at Southwick Beach. Since 2009 water at this location has achieved “higher” status. This means that bathing water meets the criteria for the stricter guideline standards of the revised European Bathing Water Directive (2006/7/EC).

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<sup>42</sup> *South East River Basin Management Plan* (EA: 2009)

## **Biodiversity, Fauna and Flora**

- 5.3.37 The distribution and types of species found in an area is a good indicator of the state of the wider environment. Even in urban area, where natural habitats are often highly modified and fragmented, the presence of a range of beneficial species can be a good indicator of environmental quality.
- 5.3.38 As a result of its sheltered nature, the Shoreham Harbour area is a regionally important site for passage bird species and is of county importance for wintering birds. The area is also of local importance for breeding birds<sup>43</sup>.
- 5.3.39 The regeneration area is adjacent to the Adur Estuary, a Site of Special Scientific Interest (SSSI), just to the west of the JAAP boundary. It has particular ecological significance because of its inter-tidal mudflats. It also contains one of the few saltmarsh habitats in Sussex. The Adur Estuary is an important habitat for a range of species, particularly wading birds. Furthermore, the site is considered to be of national importance for the Ringed Plover.

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<sup>43</sup> *Review of the Birds of Shoreham Harbour* (The Ecology Consultancy: 2009)

5.3.40 There are two Sites of Nature Conservation Importance (SNCIs) within the regeneration area at Shoreham Beach and Basin Road South. The Shoreham Beach site extends outside of the JAAP area, heading west along the coast and also includes a Local Nature Reserve (LNR). Comprised of nationally rare coastal vegetated shingle, both sites are considered to be of high ecological value locally and are important habitats for a diverse range of plants that are rare within Sussex. They are also known to contain several reptile species, including the protected Slow-worm and Viviparous Lizard (common lizard)<sup>44</sup>.

5.3.41 There is an exceptional population of common lizards and a good population of slow worms on the coastal grassland at Southwick Waterfront<sup>45</sup>. This site, on the northern edge of Shoreham Harbour's Eastern Arm, south of the A259, is also important for breeding birds.

## Cultural Heritage

5.3.42 There are two conservation areas partly within the regeneration area. These are defined as "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance".

5.3.43

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<sup>44</sup> *Shoreham JAAP Vegetated Shingle Survey Report* (Halcrow: 2009)

<sup>45</sup> *Shoreham JAAP Reptile Survey Report* (Halcrow: 2009)

5.3.44 The Shoreham-by-Sea Conservation Area covers much of the town centre including the river frontage downstream of Norfolk Bridge. Within the regeneration area this includes the riverside areas between Shoreham Harbour footbridge in the west, and the former Parcel Force site in the east.

5.3.45 The Riverside section of the Southwick Conservation Area is located in the centre of the regeneration area, encompassing a riverside area with frontages onto Albion Street.

5.3.46 Outside the regeneration area there are two additional Conservation Areas in close proximity. The Kingston Buci Conservation Area lies to the north of the harbour mouth on the northern side of the railway line. The Portslade Conservation Area is located on the northern edge of the South Portslade Ward. This Conservation Area contains several Listed Buildings.

5.3.47 There are 3 Grade II Listed Buildings within regeneration area. These are:

- Royal Sussex Yacht Club, Riverside, Southwick
- Sussex Arms Public House, Fishersgate Terrace, Fishersgate
- Kingston Lighthouse, Brighton Road.

5.3.48 The JAAP boundary also includes the Old Fort on Shoreham Beach, a military fort built in 1857 and classified as a Scheduled Ancient Monument.

## Contaminated Land

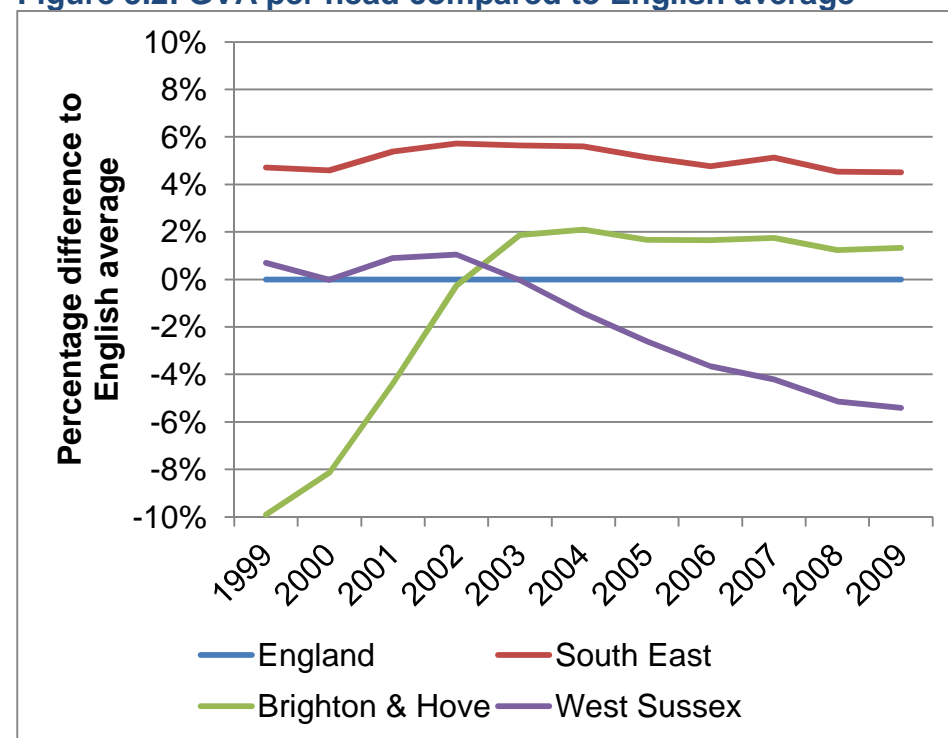
- 5.3.49 Shoreham Harbour facilitates industrial activity and there are a wide range of former and current land uses that have had the potential to contaminate the underlying land and groundwater in different ways.
- 5.3.50 Former land uses have included Portslade Gas Works, oil storage, and coal & timber yards. Current uses also include coal and timber yards, as well as a power station, aggregate sorting and storage sites, garages, oil and petrol storage areas, a waste water treatment facility and other waste uses. There are also historic landfills present at the eastern side of the site. Consequently, significant risks of pollutant linkages have been found on the site and in general the regeneration area is at a very high risk of being contaminated<sup>46</sup>.

<sup>46</sup> Shoreham Harbour Contaminated Land Study (WSP Environmental: 2009)

## 5.4 Economic Information

- 5.4.01 In 2009 Gross Value Added (GVA) per head in Brighton & Hove was estimated at £20,611. This is higher than the average for England (£20,498 per head), but lower than the regional average for the South East (£21,257 per head). GVA data is not available for Adur, but was estimated at £19,241 across West Sussex as a whole<sup>47</sup>.

Figure 5.2: GVA per head compared to English average



Source: Adapted from *NUTS 3 Regional GVA Data* (ONS: 2011)

<sup>47</sup> *NUTS 3 Regional GVA Data* (ONS: 2011)

- 5.4.02 Figure 5.2 illustrates GVA per head between 1999 and 2009 compared to the average for England. GVA per head was consistently between 4% and 6% higher in South East England. In 1999, GVA per head in Brighton was 10% below the English average. It had increased to 2% above the English average by 2003, and remained at around this level until 2009. The trend in West Sussex is quite different. GVA per head fell from 1% above the English average in 2002 to 5% below in 2009.
- 5.4.03 In 2007, there were 1,800 VAT registered businesses in Adur<sup>48</sup>. In Brighton & Hove there were 9,625 VAT registered businesses in the same year. The majority of firms in both districts are small businesses employing 1 to 10 people<sup>49</sup>.
- 5.4.04 New business formation rates are markedly different in the two districts. For Brighton & Hove, business start-ups were 56 per 10,000 in 2010. This is substantially higher than both the regional and national rates. Adur had a relatively low company start-up rate of 36 businesses per 10,000 residents. This compares with the regional and national rates of 43 and 38 per 10,000 residents respectively<sup>50</sup>.

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<sup>48</sup> *VAT Registered Businesses* (BERR: 2007)

<sup>49</sup> *Local Authority Labour Market Statistics* (NOMIS: 2012)

<sup>50</sup> *Business Demography* (ONS: 2010); *Mid-Year Population Estimates* (ONS: 2010)

- 5.4.05 Adur District as a whole contains 41% of the industrial floorspace, 25% of the warehouse floorspace but just 6% of the office floorspace within the Adur, Brighton & Hove and Worthing sub-region<sup>51</sup>.

### Shoreham Port

- 5.4.06 Providing around 1,400 jobs, Shoreham Port is the largest commercial port between Southampton and Dover. The port supports a range of employers and industries, including large national companies such as Texaco and Travis Perkins, as well as small to medium sized companies including mechanic repairs, furniture making and carpentry, and office based employers<sup>52</sup>. Whilst Shoreham Harbour is a well-established business area, there is a scarcity of readily available land for new economic development in the wider area.
- 5.4.07 Shoreham Port experiences approximately 700-900 ship arrivals per year, which results in a trading throughput of roughly 1.8 million tonnes per year. The main commodities that are imported and exported at the port are aggregates, timber, scrap metal, cereals, oil and increasingly steel.

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<sup>51</sup> *Adur District Employment Land Review Update* (GL Hearn: 2011)

<sup>52</sup> *Shoreham Port Masterplan* (SPA: 2010)

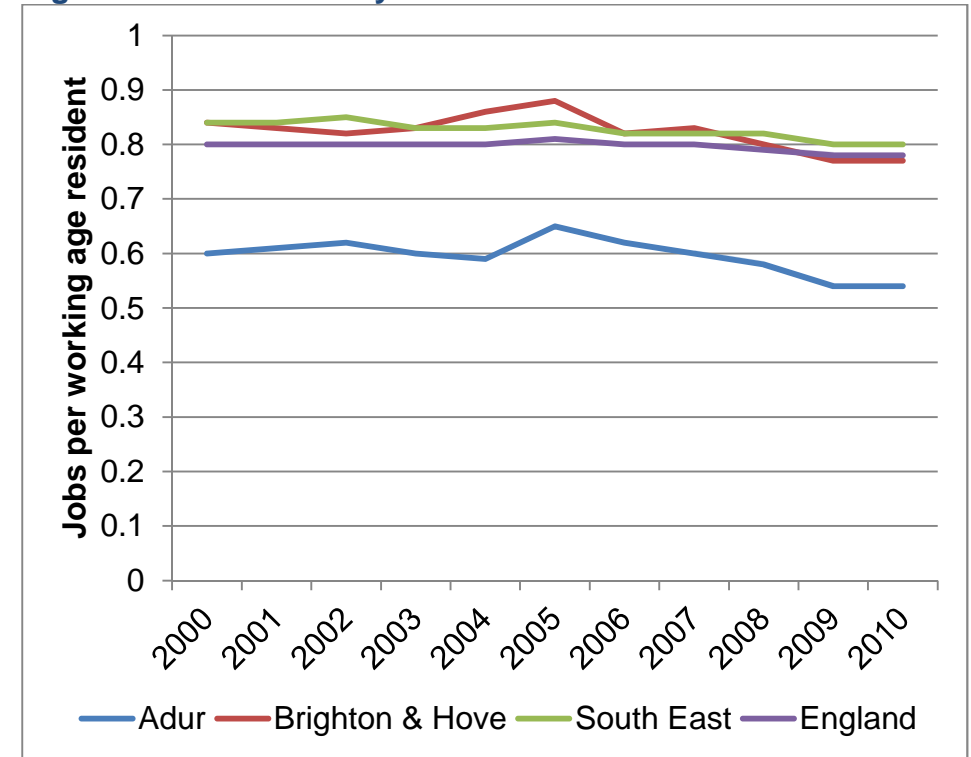
## Employment

- 5.4.08 As of 2010, Adur had a job density of 0.54. This figure represents the ratio of the number of total jobs per resident of working age in the district. This density is significantly lower than that of the South East (0.80) and Great Britain as a whole (0.78). At 0.77 Brighton & Hove's job density was slightly lower than both the regional and national averages<sup>53</sup>.
- 5.4.09 As illustrated in Figure 5.3, the jobs densities of Brighton & Hove, the South East region and England were broadly similar in each year between 2000 and 2010. All have seen a slight decrease during this period. Adur's jobs density was substantially lower in each year. It fell each year from a high of 0.65 in 2005.
- 5.4.10 As of 2010, 61% of the resident population of Adur were of working age which is lower than both the regional average of 64% and the national average which is 65%. For Brighton & Hove the figure was higher than both the regional and national average at 70%<sup>54</sup>.

<sup>53</sup> *Jobs Density* (ONS: 2010)

<sup>54</sup> *Mid-Year Population Estimates* (ONS: 2010)

Figure 5.3: Jobs Density

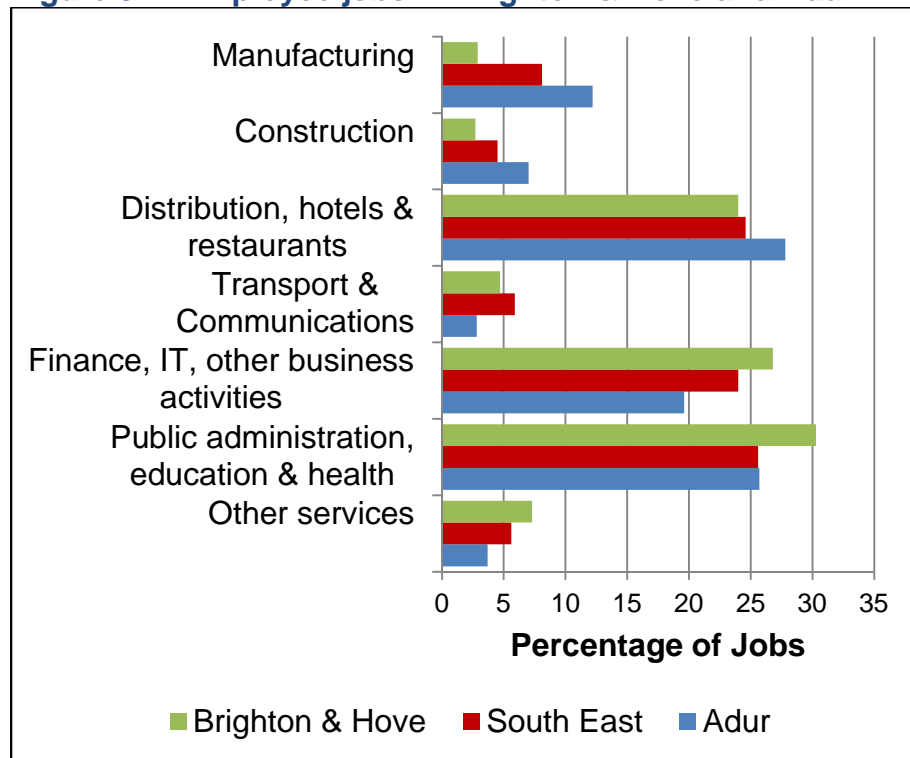


Source: Adapted from *Jobs Density* (ONS: 2010)

- 5.4.11 In 2011, 78.1% of Adur's working age population were economically active, compared with 73.7% in Brighton & Hove. Both figures are lower than the South East figure of 79.2% whilst Adur has a higher figure than the national rate of 76.2%<sup>55</sup>.

<sup>55</sup> *Annual Population Survey* (ONS: 2011)

**Figure 5.4: Employee jobs in Brighton & Hove and Adur**



Source: Adapted from *Annual Business Enquiry* (ONS: 2008)

5.4.12 As illustrated in Figure 5.4, the jobs profiles of Brighton & Hove and Adur are quite different, both from each other and from the regional average.

5.4.13 In Brighton & Hove 30.3% of jobs are in public administration, education or health. This is significantly higher than the figures of 25.7% in Adur and 25.6% across the South East. Finance, IT and business account for 26.8% of Brighton & Hove's jobs. This compares with 19.6% in Adur and 24% regionally.

5.4.14 In Adur, 27.8% of jobs are in distribution, hotels and restaurants. This compares with 24.0% in Brighton & Hove and 24.6% across the South East. Adur also has significantly higher percentages of jobs in manufacturing and construction (12.2% and 7.0%). Comparable figures for Brighton & Hove are 2.9% and 2.7%. Regionally the figures are 8.1% and 4.5%<sup>56</sup>.

5.4.15 Across the South East of England around 69% of jobs are full-time and 31% part-time. In Brighton & Hove, part-time jobs are more common than the regional average at 35.4%. Adur is slightly below the regional average at 30.5%.

<sup>56</sup> *Annual Business Enquiry* (ONS: 2008)

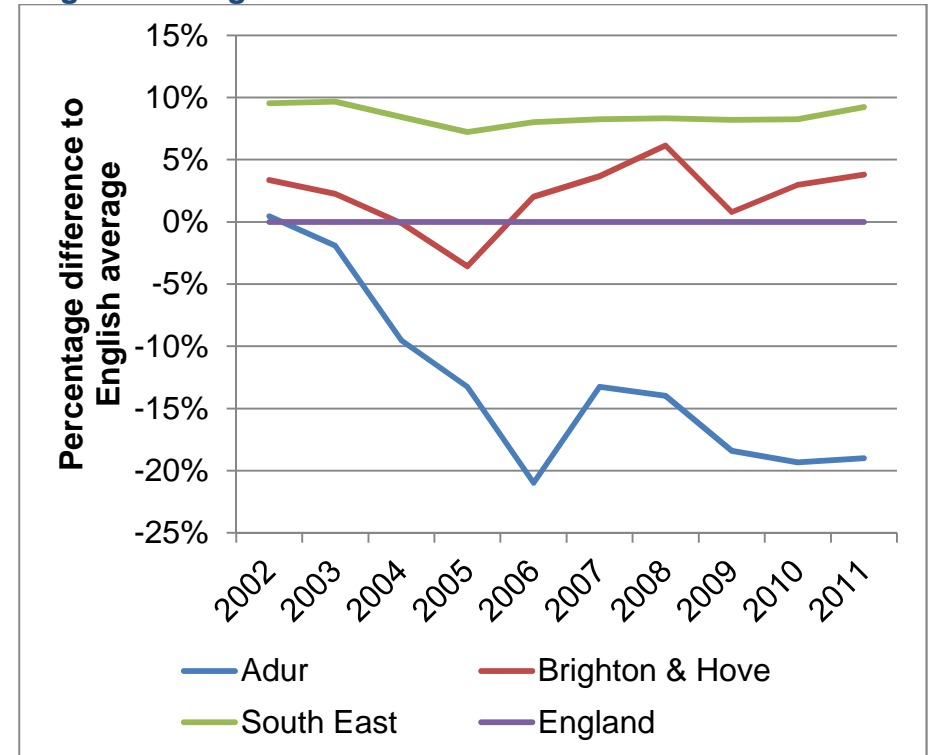


## Earnings

- 5.4.16 Median weekly workplace earnings for full-time workers in Brighton & Hove were £460 in 2011; 13% lower than the South East regional average of £528 and 9% lower than the national average for England of £507. In 2002, median weekly workplace earnings were £378, 10% lower than the regional average of £420, and 5% lower than the national average for England of £397<sup>57</sup>.
- 5.4.17 Weekly workplace earnings in Adur in 2011 were £474, 10% lower than the regional average and 7% lower than the English national average. In 2002, workplace earnings in the district were £433, 3% higher than the regional average and 9% higher than the national average of £392.
- 5.4.18 Residential analysis of earnings data for 2011 show that median full-time weekly earnings for Brighton & Hove's inhabitants were £527. This is substantially higher than the workplace based figure of £460. This is an indicative of significant out-commuting to higher-paid jobs elsewhere.
- 5.4.19 Median full-time weekly earnings for Adur's residents were £411. This is substantially lower than the workplace based figure of £474. Given Adur's low jobs density, this may indicate out-commuting to lower-paid jobs elsewhere.

<sup>57</sup> Annual Survey of Hours and Earnings (ONS: 2011)

**Figure 5.5: Residents' median weekly earnings compared to English average**



Source: Adapted from Annual Survey of Hours and Earnings (ONS: 2011)

- 5.4.20 As illustrated in Figure 5.5, residents' median weekly earnings in Brighton & Hove have varied in relation to the English average, but in most years have been higher.

5.4.21 In Adur the trend is quite different. In 2002 residents weekly earnings were equivalent to the English average. By 2006, they were 21% below the English average. Since then they have varied between 13% below average in 2007 and 19% below average in 2010 and 2011.

### Tourism

5.4.22 There is not a particularly strong tourism market in the regeneration area, despite being located so close to the seaside resorts of Brighton and Worthing. In Brighton & Hove 11.9% of jobs are tourism-related. In Adur 6.2% of jobs are tourism related. This compares with 8.2% across the South East region<sup>58</sup>.

5.4.23 Brighton & Hove's hotel and guesthouse supply is significant, with 160 establishments offering a total of 4,293 rooms. Towards the outskirts of the City this supply is dispersed, although there are several guesthouses along Kingsway, Hove, on the north side of Aldrington Basin.

5.4.24 Currently, there is very little serviced accommodation within Shoreham-by-Sea with only two small inns and a 4\* guesthouse within the town itself. The total current bedroom offer is 62 rooms in this area<sup>59</sup>.

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<sup>58</sup> *Annual Business Inquiry* (ONS: 2008)

<sup>59</sup> *Hotel and Visitor Study* (GVA Grimley: 2009)

## 5.5 Social Information

### Population and Settlement

5.5.01 Brighton & Hove is the most populous local authority in South East England, with an estimated residential population of 273,400<sup>60</sup>. This has increased by over 10% since 2001, when the city's population was 247,800<sup>61</sup>. Over the same period, the populations of England and the South East region grew by around 8%). Brighton & Hove is a tightly constrained, compact city situated between the South Downs National Park and the sea.

5.5.02 Adur, with a population of 61,200, is the least populous local authority in South East England. The population of the district has increase by approximately 3% since the Census of 2001. This was the smallest percentage change in South East England.

5.5.03 Adur's population is mostly concentrated in the towns of Shoreham-by-Sea and Southwick, which are contiguous with Brighton & Hove, and the neighbouring coastal town of Lancing. The northern area of the district is more sparsely populated, falling within the South Downs National Park.

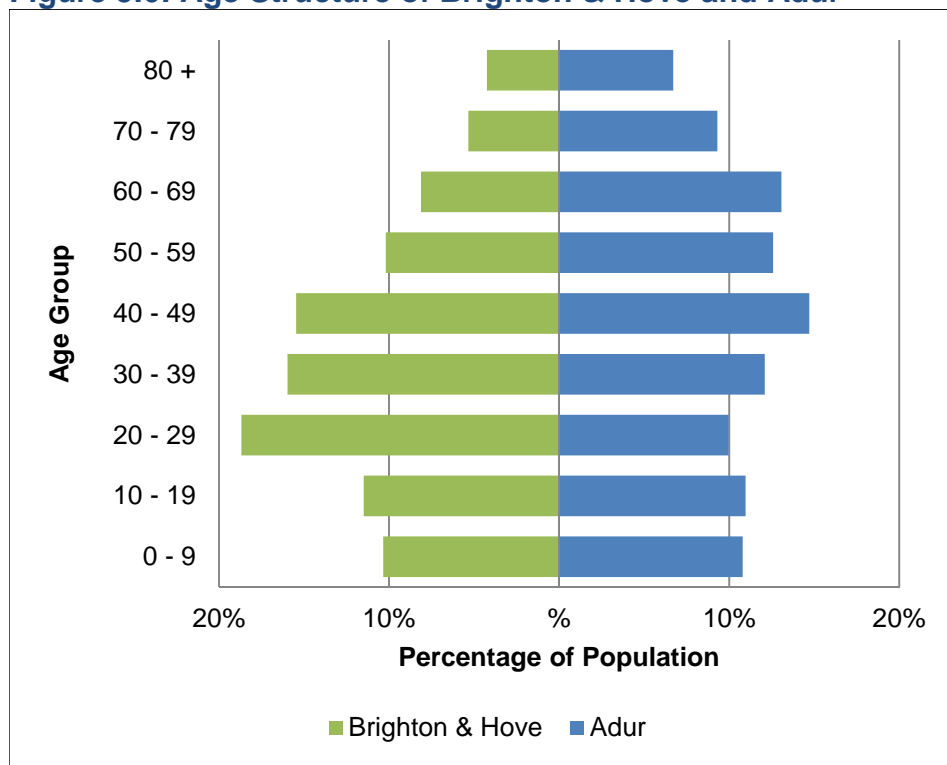
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<sup>60</sup> *Census of England and Wales* (ONS: 2011)

<sup>61</sup> *Census of England and Wales* (ONS: 2001)

5.5.04 In Brighton & Hove, the population of South Portslade ward is 6,100 and Wish is 5,600. In Adur, the population of St Mary's ward is 2,700, Southwick Green is 2,700 and Eastbrook is 2,800<sup>62</sup>.

**Figure 5.6: Age Structure of Brighton & Hove and Adur**



Source: Adapted from *Census of England and Wales* (ONS: 2010)

<sup>62</sup> *Mid-Year Population Estimates* (ONS: 2010)

5.5.05 As illustrated in Figure 5.6, Brighton & Hove and Adur have significantly different age structures. Generally, Brighton & Hove has a younger population; with around 19% of residents aged 20 – 29 and 16% aged 30-39. Around 10% of Adur's population is aged 20-29. 29% of Adur's residents are over 60, compared with 18% in Brighton & Hove<sup>63</sup>.

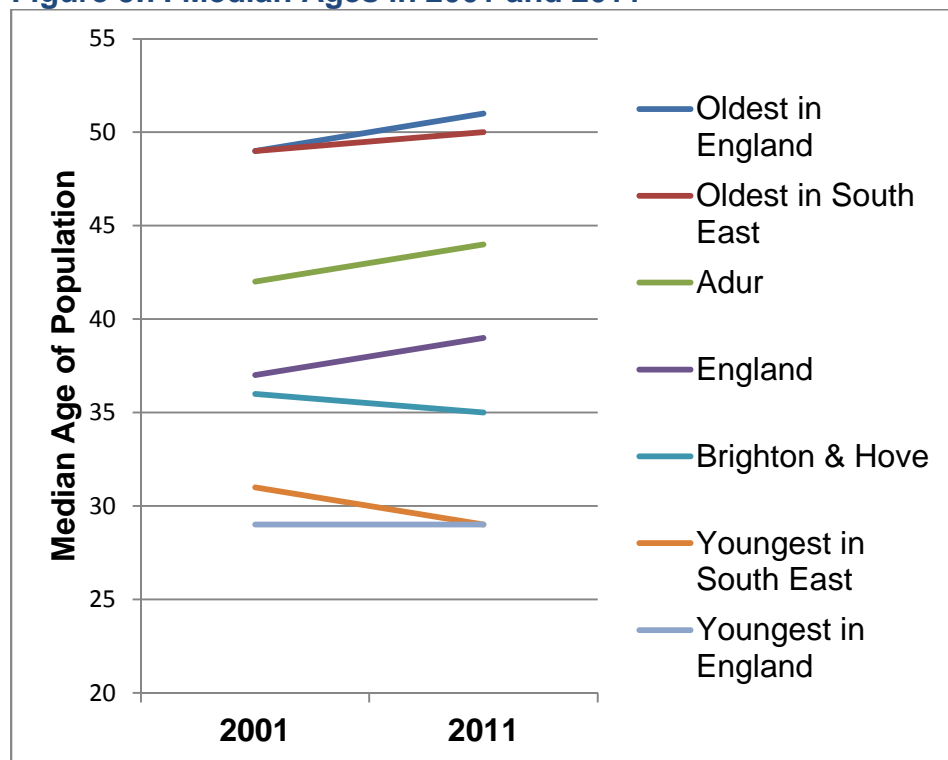
5.5.06 As illustrated in Figure 5.7, in 2011 the median age in Brighton & Hove was 35. This is a slight fall from 36 in 2001. Nationally the trend was reversed, with an increase from 37 in 2001 to 39 in 2011. In Adur the median age in 2011 was 44. This has increased from 42 in 2001. In both years the median age in Adur was 5 years older than the national average. Of the 67 local authorities in South East England, Adur is ranked 8 and Brighton and Hove is ranked 60, where 1 is the oldest median age and 67 is the youngest.

5.5.07 In Brighton & Hove there are 99 males for every 100 females. This is higher than the averages for England and the South East (97 and 96 respectively). It is lower in Adur where there are 93 males for every 100 females<sup>64</sup>.

<sup>63</sup> *Census of England and Wales* (ONS: 2011)

<sup>64</sup> *Census of England and Wales* (ONS: 2011)

**Figure 5.7: Median Ages in 2001 and 2011**



Source: Adapted from *Census of England and Wales* (ONS: 2001; 2011)

5.5.08 On average there are 2.2 persons per household in both Brighton & Hove and Adur. This is slightly lower than the average household size of 2.4 for both England and the South East<sup>65</sup>.

<sup>65</sup> *Census of England and Wales* (ONS: 2011)

5.5.09 In 2011, population density in Brighton & Hove was 3,307 persons per km<sup>2</sup>. This has increased by 11% from 3,023 persons per km<sup>2</sup> in 2001. The city is 6<sup>th</sup> densest of the 67 local authorities in South East England.

5.5.10 In 2011 Adur's population density was 1,463 persons per km<sup>2</sup>. This is an increase of 2% from 1,429 persons per km<sup>2</sup> in 2001. The district is 19<sup>th</sup> densest of the 67 local authorities in South East England<sup>66</sup>.

### Deprivation

5.5.11 The Indices of Multiple Deprivation shows that there is some degree of localised deprivation in the two local authority areas. As of 2010, Brighton & Hove was ranked 66 and Adur was ranked 135 and in the Index of Multiple Deprivation (out of 354 authorities – 1 being the most deprived)<sup>67</sup>.

5.5.12 Overall deprivation in the vicinity of the regeneration area is particularly acute in parts of the Eastbrook ward and the St Mary's ward in Adur, and the South Portslade Ward in Brighton & Hove.

<sup>66</sup> *Census of England and Wales* (ONS: 2011)

<sup>67</sup> *Index of Multiple Deprivation* (CLG: 2010)

5.5.13 Within these wards, some small areas, known as Super Output Areas (SOAs), fall within the top 20% most deprived areas in the country for overall deprivation. This is especially the case in eastern parts of the regeneration area, within Eastbrook ward and South Portslade Ward (around the Fishersgate / Portslade area).

### Out-of-Work Benefits

5.5.14 In Brighton & Hove, 3.5% of the working age population claim Job Seeker's Allowance (JSA). This is slightly below the rate for England as a whole (3.7%), but higher than the rate for the South East (2.5%). In Adur, 2.7% of the working age population claim JSA<sup>68</sup>. At the ward level, the claimant rate varies across the regeneration area. It is highest in Eastbrook (4%) and South Portslade (3.5%). In St Mary's, Southwick Green and Wish the rate is 2.9%.

5.5.15 The duration of JSA claims also varies across the regeneration area. In all wards, over half of claims last up to 6 months. In Brighton & Hove 19.4% of claims last over 12 months. This compares with 21.5% in Adur, 21.3% across the South East and 24.8% for England. At the ward level, Eastbrook has the highest incidence of claims over 12 months (25.4%). This is followed by 22.1% in St Mary's, 21.1% in South Portslade, 19.5% in Southwick Green and 18.6% in Wish.

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<sup>68</sup> JSA Claimant Count – May 2012 (DWP: 2012)

5.5.16 Figure 5.8 shows the percentage of the working age population claiming working-age benefits. The highest rate is in Eastbrook, where 19% receive benefits. 8.1% claim Employment Support Allowance (ESA) or incapacity benefits. St Mary's and Portslade also have relatively high rates of benefit claimants.

5.5.17 The lowest rate is in Southwick Green, where 10.8% receive benefits. 4.5% claim ESA or incapacity benefits. This is well below the average rate for England and comparable with the regional rate for the South East<sup>69</sup>.

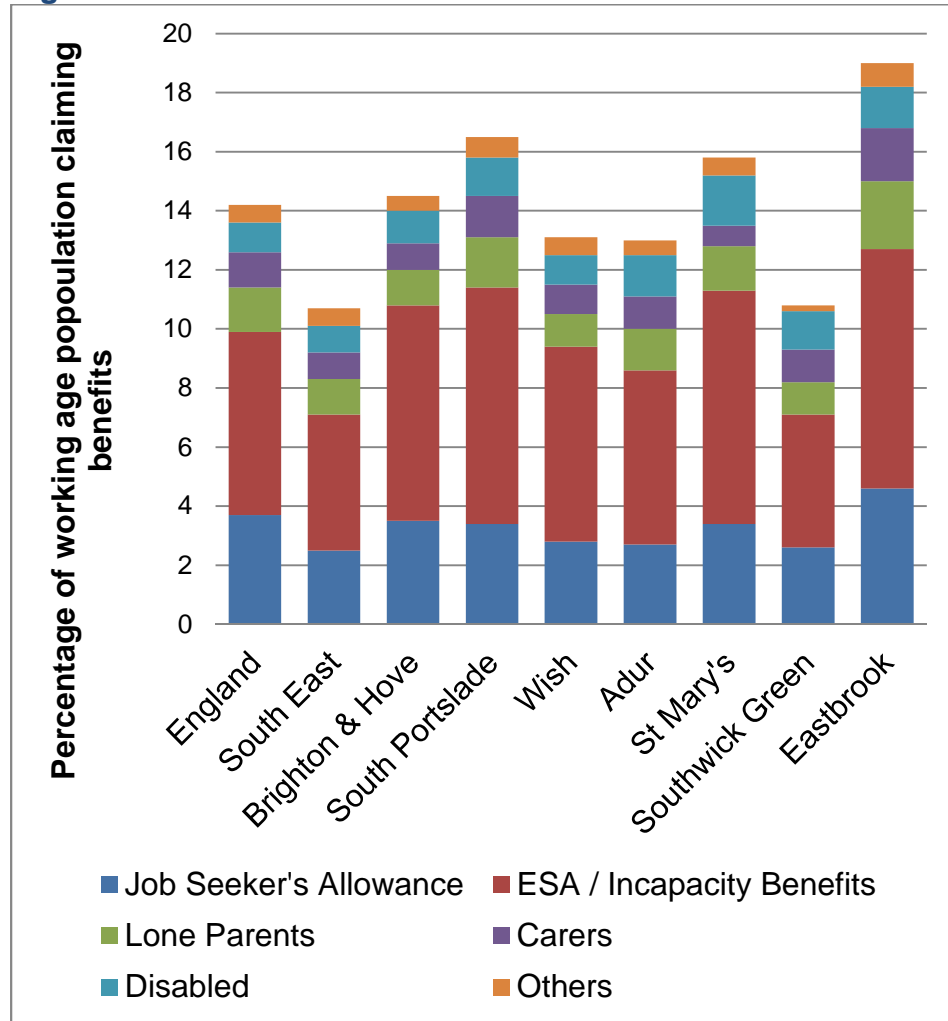
5.5.18 Figure 5.9 illustrates the working age benefit claimant rates between 2000 and 2011. There is a similar trend in all areas, with a relatively stable rate until 2007 and a rise between 2007 and 2009. In some areas this is followed by relative stability at the higher rate from 2009, in others, such as Wish ward, the rate has since been falling

5.5.19 The rate has consistently been highest in Eastbrook ward. It is lowest in Southwick Green ward, where the rate has been similar to the regional average throughout the period.

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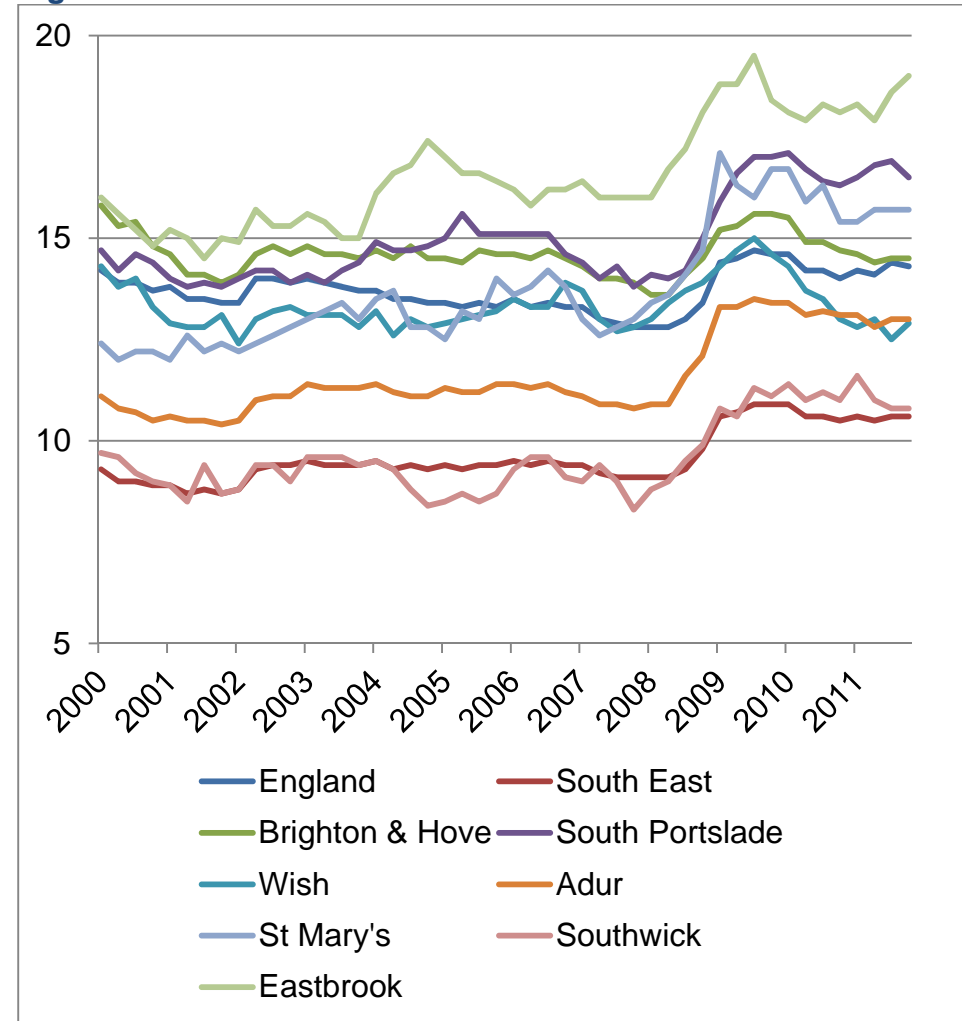
<sup>69</sup> Benefit Claimants – November 2011 (DWP: 2012)

Figure 5.8: DWP Benefit Claimants



Source: Adapted from *Benefit Claimants – November 2011* (DWP: 2012)

Figure 5.9: DWP Benefit Claimants 2000 – 2011



Source: Adapted from *Benefit Claimants – November 2011* (DWP: 2012)

## Education and Skills

- 5.5.20 In 2010, 49.0% of GCSE students in Brighton & Hove achieved 5 or more A\* to C grades including English and Maths. In Adur 43.1% of students achieved 5 or more A\*-C grades. Both figures are lower than the South East average of 57.5% and the English national average of 55.1%<sup>70</sup>. At the ward level, Wish (56.8%) and Southwick Green (54.4%) are comparable to the English and regional averages. The rate in South Portslade is (43.9%. Rates are lower in Eastbrook (37.1%) and St Mary's (34.1%).
- 5.5.21 Education, skills and training related deprivation are a particular issue in parts of the regeneration area. Some sections of Eastbrook ward fall within the 10% most deprived areas in the country for this issue.
- 5.5.22 Areas within St Mary's ward and South Portslade ward fall within the top 20% most deprived areas in the country for this issue. This situation is mirrored for Health and Disability related deprivation.
- 5.5.23 Certain wards within the regeneration area are characterised by higher than average levels of the population with no qualifications. In Eastbrook ward, 42% of the population have no qualifications compared to 35% nationwide.

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<sup>70</sup> GCSE Results Data (BHLIS/WSCC: 2011)

- 5.5.24 In addition, some areas have lower proportions of residents with higher level qualifications (Eastbrook ward 11%; Portslade South ward: 13.7%; compared to 20% nationwide)<sup>71</sup>.

## Housing

- 5.5.25 In Brighton & Hove, 84% of the housing stock is owner occupied or privately rented. In Adur, 87% of the dwelling stock is owner occupied or privately rented. This compares with 86% across the south East and the national average of 82%<sup>72</sup>.
- 5.5.26 There is a high demand for affordable housing in the Adur district which significantly exceeds supply. The net annual affordable housing need is between 226 – 258 dwellings up to 2026<sup>73</sup>. There are currently 1069 households classified as having priority needs on the housing register<sup>74</sup> (ADC May 2011).
- 5.5.27 There is also a high demand for affordable housing in Brighton & Hove. The Housing Needs Survey 2005 found a net shortfall of 1200 affordable homes per annum.

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<sup>71</sup> *Census of England and Wales* (ONS: 2001)

<sup>72</sup> *Housing Tenure* (ONS: 2009)

<sup>73</sup> *Strategic Housing Market Assessment* (ADC: 2009)

<sup>74</sup> *Housing Register* (ADC: 2011)

5.5.28 Varying levels of affordable housing will be required from developments providing 5 or more dwellings in the future. In 2009 there were around 10,600 households on the housing register, 2,000 of which were in the highest categories of need<sup>75</sup>.

5.5.29 An updated SHMA for Adur will be published in the near future. These figures will be amended accordingly.

### Life Expectancy

5.5.30 Life expectancy at birth ranges from 76.7 in St Mary's, through to 78.6 in South Portslade and 78.9 in Eastbrook, to 79.7 in Southwick Green and 79.8 in Wish. This compares with the regional average of 79.4 for South East England and the English national average of 78.6<sup>76</sup>.

5.5.31 In 2007, the Directly Age Standardised Death Rates per 1000 population were significantly higher for St Mary's ward. Age-standardized death rates are used to compare the mortality rates of places without being skewed by the difference in age distributions from place to place. For Adur, the rate is 12.78 which is higher than the West Sussex figure of 11.54. For St Mary's ward this figure was significantly higher at 22.09<sup>77</sup>.

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<sup>75</sup> *Sustainable Community Strategy* (BHSP: 2010)

<sup>76</sup> *Life Expectancy Data* (NHS West Sussex: 2010; BHLIS: 2011)

<sup>77</sup> *Standardised Death Rates* (NHS West Sussex: 2007)

### Crime

5.5.32 The majority of crime in the regeneration area is related to antisocial behaviour<sup>78</sup>. For most wards in the regeneration area, the level of crime is comparable with the average for England and Wales.

5.5.33 The number of crimes per 1,000 population for Southwick Green ward is 13.55; for Eastbrook is 11.12; for South Portslade is 10.25. The only area where crime is above average is for the southern section of St Mary's ward which has a crime rate of 21.54. The rate in Wish is significantly below average at 6.86.

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<sup>78</sup> *Crime Data (March 2012)* (Police UK: 2012)



## 6 Task A3 – Identifying Sustainability Problems and Issues

### 6.1 Sustainability Problems and Issues

6.1.01 Task A3 of the SA process is to identify the environmental and other sustainability problems of the plan area. The Scoping Report identified sustainability problems and issues to be addressed in the regeneration area. The following information provides an update to this information. Sustainability problems and issues have been identified from a number of sources, including:

- A review of the plans, policies, programmes, strategies, initiatives and guidance influencing the JAAP
- Reviews of the Scoping Reports and subsequent SAs of the Brighton & Hove Draft City Plan and Draft Adur Local Plan
- Collection and analysis of baseline data.

6.1.02 The problems that face the JAAP area and the resulting issues to be addressed are outlined below. These are structured under the over-arching headings of environmental, economic and social issues. Evidently some of the topics can cross over into more than one of the overarching headings. For example, a high quality environment can be a significant factor in attracting businesses to a locality and hence supporting a thriving economy.

6.1.03 This list is intended as a summary and many of these problems and issues are applicable not only to the JAAP area but also to surrounding areas and neighbourhoods.

### 6.2 Environmental problems

- Climate change, sea level rise and more frequent and extreme weather events including flooding and droughts through increased emissions of greenhouse gases. Of these, flooding in particular puts a significant amount of the regeneration area at risk, particularly in respect of tidal flooding on the western side of Shoreham Harbour.
- High water stress with limited water supply due to high per capita use and relatively high population density is an issue for the area.
- The River Adur estuary is a water body that is currently failing to achieve good ecological status as defined by the Water Framework Directive.
- Poor air quality on High Street, Shoreham, Old Shoreham Road, Southwick and the Hove lagoon areas (all designated Air Quality Management Areas). Poor air quality associated with transport along the A259 – particularly those associated with more polluting vehicles and levels of NO<sub>2</sub> and PM<sub>10</sub>. Dust is also an issue in the area.
- Noise pollution is an issue in relation to the A259 running through the JAAP area and for some industrial locations, including those on the Port.
- Potential for environmental damage to sensitive areas from industry and visitors.
- There is significant potential for land contamination in the industrial areas of the JAAP.

### 6.3 Issues to be addressed

- Ensuring that biodiversity and the habitats that support it are protected and, where possible, enhanced and that capacity exists to allow adaptation to a changing climate.
- Addressing climate change as a major issue impacting on not only the environment, but also on economic and social aspects of life in the Shoreham Harbour area. Also addressing the issue of sea level rises that may affect communities residing along the coastal strip and adjacent to the river Adur.
- Addressing pressures on water supply caused by climate change, an increase in usage and new development.
- Ensuring that provision for waste is adequate for the current and future development needs, bearing in mind that the land available to dispose of this waste (landfill sites) is reducing.
- Maintaining and enhancing the natural / built environment including public realm and ensuring that it is enhanced through new development.
- Preserving and enhancing the distinctive historic and built heritage and ensuring that this is not adversely affected by new development.
- Reducing traffic, and therefore air and noise pollution, and easing congestion along main road networks.
- Ensuring that increased and concentrated industrial development mitigates against noise, dust and air pollution issues.
- Ensuring that opportunities to remediate contamination are taken through the redevelopment of brownfield sites.
- Ensuring that waterbodies in the district achieve at least good ecological status or good ecological potential by 2015.
- Contribute to reducing the ecological footprint of the area.
- Ensuring the provision of an interconnected network of multi-functional public open spaces and green infrastructure that sits within a strategic framework

#### 6.4 Economic problems

- Shortage of good quality unconstrained employment land.
- Lack of move-on accommodation and high quality business units.
- General lack of demand for employment floorspace in the western part of the regeneration area - Adur is not perceived as an office location.
- Rental levels and yields associated with premises in the South Portslade Industrial Area are not particularly strong.
- High levels of congestion on the A259.
- Low skills levels.
- Low average incomes.

#### 6.5 Issues to be addressed

- Maintaining a healthy, vibrant and diverse economy into the future, supporting the retention and modernisation of existing businesses and ensuring the provision of infrastructure, services and facilities essential to support the business community.
- Addressing traffic volumes and promoting alternative modes of transport to the car.
- Addressing poor education attainment rates and meeting a growing demand for the provision of childcare within the district.
- Ensuring the adequate provision of skills/training facilities

## 6.6 Social problems

- Low educational attainment and pockets of educational related deprivation.
- Low level of skills.
- Poor Higher Education provision.
- Small areas of crime and antisocial behaviour.
- Shortage of affordable housing.
- Health related deprivation.
- Poor living environment.
- An ageing population.
- Higher than average levels of benefit claimants

## 6.7 Issues to be addressed

- Ensuring a sufficient supply and mix of homes including affordable homes to meet current and future needs.
- Tackling deprivation and social exclusion in areas where access to services, housing and education is poor.
- Helping to promote healthy lifestyles through access to recreation, leisure and open space as well as access to formal health facilities.
- Addressing the needs of an ageing population with increasing demands on health and social care. This should include ensuring the harmful impacts of climate change on the elderly are adequately mitigated.
- Attracting younger people to live and work in the area
- Ensuring the adequate provision of skills/training facilities

## 7 Task A4 – Developing the Sustainability Appraisal Framework

- 7.1.01 Task A4 of the SA process requires an SA Framework to be developed, consisting of the sustainability objectives, indicators and targets. The SA Framework provides a way in which sustainability effects can be described, analysed and compared. Its purpose is to:
- Provide the direction and scope of the SA
  - Give a structure to the appraisal
  - Help identify relevant indicators.
- 7.1.02 During the scoping stage of the SA process, 22 SA Objectives were developed. These took account of the relevant PPSIs, baseline analysis and identified sustainability issues.
- 7.1.03 The SA Objectives for the Shoreham Harbour Regeneration Project have also been developed to reflect the SA Objectives of the emerging Adur Local Plan and the emerging Brighton & Hove City Plan. An exercise was undertaken to compare and where applicable combine objectives. The results of this can be found in the Scoping Report (Update). Because the regeneration area is more limited in size / scope than the Adur Local Plan and Brighton & Hove City Plan, some objectives were removed as it was felt that the regeneration project would have no or little influence on them.
- 7.1.04 Developing and refining the SA Objectives has been an iterative process. Some objectives have been reworded or amended following consultation on the Scoping Report and Scoping Report (Update). Table 7.1 sets out the revised SA Objectives, indicators and supporting criteria.
- 7.1.05 The numbers of social, environmental and economic objectives are not evenly matched as they reflect the key issues affecting Shoreham Harbour. Objectives cannot always be grouped into purely social, economic or environmental categories as many are overlapping and do not have distinct impacts on only one category. For example, the climate change and flooding objective has social, economic and environmental effects.
- 7.1.06 The criteria that support the SA Objectives are intended as a reference to the potential effects that a given objective may have. They are not intended to be used as a checklist against which all strategies/policies/sites will be judged. Ultimately the aim of the SA is to help identify potential significant effects (both positive and negative) and suggest mitigation and enhancement.

**Table 7.1: Sustainability Objectives and Indicators**

Sustainability Objectives	Indicators	Supporting Criteria
<p>1. Increase energy efficiency; encourage the use of renewable energy sources; increase the take-up of passive design and encourage high levels of Code for Sustainable Homes / BREEAM standards for new and existing development.</p>	<ol style="list-style-type: none"> <li>1. Number of applications approved for renewable energy developments and installations.</li> <li>2. Amount of energy generated from renewable sources or efficient energy supply.</li> <li>3. Average annual domestic consumption of electricity</li> <li>4. Average annual domestic consumption of gas.</li> <li>5. Average annual consumption of electricity (commercial and industrial).</li> <li>6. Average annual consumption of gas (commercial and industrial).</li> <li>7. Number and percentage of new residential development meeting or exceeding Code for sustainable Homes Level 3.</li> <li>8. Number and percentage of new non-residential developments meeting or exceeding BREEAM 'Very Good' standard.</li> </ol>	<ul style="list-style-type: none"> <li>• Will the plan promote low/zero carbon development?</li> <li>• Will the plan encourage changes to increase energy efficiency of new and existing buildings?</li> <li>• Will the plan encourage the use of renewable energy sources?</li> <li>• Will the plan encourage passive design for new and existing development?</li> <li>• Will the plan encourage adoption of the Code for Sustainable Homes for all new dwellings and BREEAM for non-residential developments?</li> </ul>

Sustainability Objectives	Indicators	Supporting Criteria
2. Encourage the sustainable use of water.	9. Household per capita consumption of water. 10. Number and percentage of new residential developments meeting or exceeding Code for Sustainable Homes Level 3 in respect of water efficiency 11. Number and percentage of new developments incorporating Sustainable Drainage Systems (SuDS).	<ul style="list-style-type: none"> <li>• Will the plan encourage greater efficiency in the use of water?</li> <li>• Will the plan encourage adoption of the Code for Sustainable Homes for all new dwellings and BREEAM for non-residential developments?</li> <li>• Will the plan promote use of SuDS?</li> </ul>
3. Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.	12. Percentage of new homes built on previously developed land per annum. 13. Percentage of employment floorspace built on previously developed land per annum.	<ul style="list-style-type: none"> <li>• Will the plan direct development to brownfield areas before greenfield?</li> </ul>
4. Conserve, protect and enhance biodiversity (flora and fauna) and habitats.	14. Number and scale of developments commenced within designated sites and reserves or significantly affecting such sites 15. Number of developments which deliver a net gain in biodiversity and habitats 16. Number of developments commenced within BAP habitats. 17. Amount and net loss or gain in area of land identified as BAP habitat 18. State or condition of nationally or locally designated sites within or adjacent to the JAAP area.	<ul style="list-style-type: none"> <li>• Will the plan achieve a net gain in biodiversity?</li> <li>• Will the plan protect biodiversity and habitats?</li> <li>• Will the plan maintain and enhance existing biodiversity and habitats?</li> <li>• Will the plan allow the adaptation of biodiversity to a changing climate?</li> <li>• Will the plan contribute to any of the Biodiversity Opportunity Areas?</li> </ul>

Sustainability Objectives	Indicators	Supporting Criteria
<p>5. Maintain local distinctiveness and protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.</p>	<p>19. Number of demolitions of listed buildings and Scheduled Ancient Monuments (SAMs).  20. Number of listed buildings and SAMs at risk of decay.  21. Number of up-to-date conservation appraisals and management plans.  22. Number of conservation areas at risk.</p>	<ul style="list-style-type: none"> <li>• Will the plan maintain and enhance local distinctiveness?</li> <li>• Will the plan protect and enhance heritage assets?</li> <li>• Will the plan protect and enhance important views including those from and to the South Downs National Park?</li> </ul>
<p>6. Protect and enhance public open space / green infrastructure and accessibility to it</p>	<p>23. Amount and type of open space per 1,000 population.  24. Percentage of population within recommended distance of each open space typology.  25. Amount of green infrastructure delivered  26. Number of developments meeting Natural England Accessible Natural Greenspace Standard (ANGS)</p>	<ul style="list-style-type: none"> <li>• Will the plan prevent inappropriate development on accessible public open space and other key areas of green infrastructure?</li> <li>• Will the plan facilitate a green infrastructure network?</li> <li>• Will the plan provide multifunctional green space including open green space, sustainable drainage and biodiversity?</li> <li>• Will the plan improve access to green infrastructure?</li> <li>• Will the plan protect playing fields and indoor and outdoor sports facilities?</li> <li>• Will the plan enhance biodiversity through the provision of green infrastructure?</li> </ul>



Sustainability Objectives	Indicators	Supporting Criteria
7. Reduce the risk and levels of air and noise pollution.	27. Number and percentage of monitoring locations where the annual Air Quality Objective for NO <sub>2</sub> has been exceeded. 28. Number and percentage of monitoring locations where the annual Air Quality Objective for PM <sub>10</sub> has been exceeded. 29. Total CO <sub>2</sub> emissions per capita. 30. Number of noise complaints. 31. Noise levels.	<ul style="list-style-type: none"> <li>• Will the plan minimise/reduce air, pollution?</li> <li>• Have areas currently affected by air quality issues been adequately reflected in the plan?</li> <li>• Will the plan help reduce levels of noise, vibration and light pollution?</li> <li>• Will the plan contribute to a reduction in greenhouse gas emissions?</li> </ul>
8. Reduce pollution and the risk of pollution to land.	32. Number of planning permissions for developments that incorporate the remediation of contaminated land 33. Number of pollution incidents recorded by the EA / LAs. 34. The number of breaches of environmental permits recorded by the EA / LAs.	<ul style="list-style-type: none"> <li>• Will the plan minimise/reduce pollution to land?</li> <li>• Will the plan facilitate the re-use of contaminated land?</li> </ul>
9. Reduce pollution and the risk of pollution to water.	35. Classification of groundwater quality. 36. Status of waterbodies. 37. Quality of bathing water. 38. Number of pollution incidents recorded by the EA / LAs.	<ul style="list-style-type: none"> <li>• Will the plan affect surface watercourses, groundwater protection zones or bathing water quality?</li> <li>• Will the plan minimise/reduce pollution to water.</li> <li>• Will the plan facilitate necessary upgrades to infrastructure associated with foul and surface water?</li> <li>• Will the plan ensure no deterioration of waterbodies designated under the Water Framework Directive and Bathing Water Directive, and will it contribute to achieving good ecological status or potential?</li> </ul>

Sustainability Objectives	Indicators	Supporting Criteria
10. Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.	39. Number of residential properties granted planning permission in areas at risk of flooding. 40. Number of non-residential properties granted planning permission in areas at risk of flooding. 41. Number and percentage of development incorporating green walls and/or green roofs.	<ul style="list-style-type: none"> <li>• Will the plan encourage new residential and non-residential development to occur outside areas at risk of flooding?</li> <li>• Will the plan encourage the incorporation of green walls and/or green roofs in developments?</li> <li>• Will the Plan encourage adaptation techniques?</li> </ul> See also criteria relating to other SA objectives on water, energy efficiency, biodiversity etc.
11. Improve health and wellbeing and reduce inequalities in health.	42. Average life expectancy at birth. 43. Number of Super Output Areas in top 10% most deprived for health domain. 44. Number of Super Output Areas in top 20% most deprived for health domain	<ul style="list-style-type: none"> <li>• Will the plan facilitate healthy lifestyles?</li> <li>• Will the plan help secure necessary health related infrastructure, including for the elderly?</li> <li>• Will the plan help to increase participation in sport</li> </ul>
12. Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.	45. Number of crimes per 1,000 population. 46. Number of new developments incorporating Secured by Design features.	<ul style="list-style-type: none"> <li>• Will the plan improve community safety?</li> <li>• Will the plan help to ensure crime prevention measures are incorporated into new and existing development?</li> </ul>

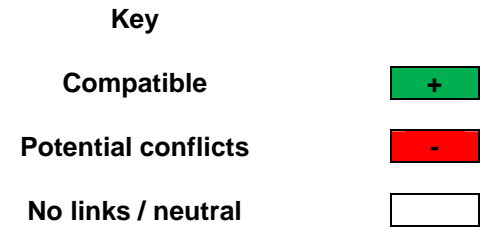
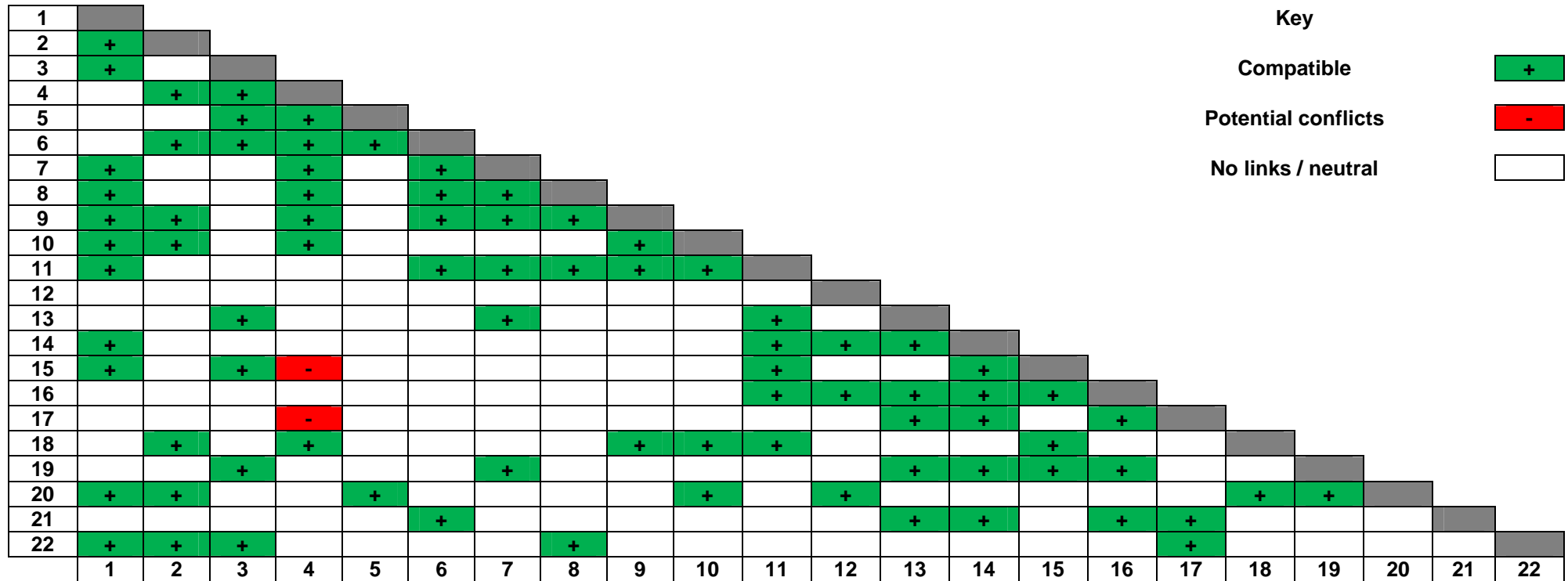
Sustainability Objectives	Indicators	Supporting Criteria
<p>13. Promote sustainable transport and reduce the use of the private car</p>	<p>47. Amount of new walking and cycling routes provided.</p> <p>48. Car users energy consumption (thousand tonnes of fuel).</p> <p>49. Percentage of the resident population who travel to work by:</p> <ul style="list-style-type: none"> <li>a. private motor vehicle (car, taxi or motorbike);</li> <li>b. public transport;</li> <li>c. on foot / cycle.</li> </ul>	<ul style="list-style-type: none"> <li>• Will the plan help reduce the need to travel?</li> <li>• Will the plan’s strategic spatial policies help to establish a more sustainable pattern of settlements?</li> <li>• Will the plan adequately integrate land uses, transport infrastructure and public transport?</li> <li>• Will the plan increase the carbon efficiency of transport networks?</li> <li>• Will the plan promote compact and balanced mixed use, and higher density development, which has adequate public transport infrastructure?</li> </ul>
<p>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.</p>	<p>50. Index of Multiple Deprivation ranking.</p>	<ul style="list-style-type: none"> <li>• Will the plan avoid discrimination related to age, gender disability, race, faith, location and income?</li> </ul>
<p>15. Meet the need for housing, including affordable housing and ensure that all groups have access to decent and appropriate housing.</p>	<p>51. Number of households on the housing register.</p> <p>52. Net dwelling completions.</p> <p>53. Gross affordable housing completions.</p> <p>54. House price to income ratio.</p>	<ul style="list-style-type: none"> <li>• Will the plan facilitate delivery of housing, including affordable housing?</li> </ul>
<p>16. Create and sustain vibrant communities which recognise the needs and contributions of all individuals.</p>	<p>This objective is difficult to monitor and there are no relevant indicators that could be clearly monitored. Achieving the targets set out for the other objectives would contribute to this objective.</p>	<ul style="list-style-type: none"> <li>• Will the plan encourage mixed communities?</li> <li>• Will the plan seek to secure the necessary infrastructure to support communities?</li> </ul>

Sustainability Objectives	Indicators	Supporting Criteria
<p>17. Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy</p>	<p>55. Gross additional employment floorspace by type per annum.            56. Number of VAT registered businesses.            57. Company Birth Rate per 10,000 residents            58. Percentage of working age population that are economically active.            59. Median full-time gross weekly earnings            60. Percentage of working age population who are employment deprived.</p>	<ul style="list-style-type: none"> <li>• Will the plan provide a focus on achieving the renaissance of town centres and deprived areas?</li> <li>• Is the delivery of development linked to the provision of adequate transport and other infrastructure?</li> <li>• Will the plan help facilitate a sustainable visitor economy?</li> <li>• Will the plan meet the needs of new employment opportunities and take account of the needs of existing local residents and businesses?</li> </ul>
<p>18. Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.</p>	<p>61. Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</p>	<ul style="list-style-type: none"> <li>• Will the plan help to facilitate the improvement of coastal defences?</li> <li>• Will the plan promote a sequential approach to avoid development in areas at risk of flooding?</li> <li>• Will the plan promote use of SuDS?</li> <li>• Will the plan affect coastal erosion?</li> <li>• Will the plan work with natural processes and have regard to biodiversity?</li> </ul>
<p>19. Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.</p>	<p>62. Amount of floorspace provided for 'town centre uses' per annum and the amount of this floorspace provided within town centres            63. New community facilities provided per annum</p>	<ul style="list-style-type: none"> <li>• Will the plan help to improve accessibility to existing services/facilities?</li> <li>• Will the plan secure new infrastructure and/or encourage better use of existing infrastructure?</li> </ul>
<p>20. Create places and spaces and buildings that work well, wear well and look good.</p>	<p>64. Number of design awards won</p>	<ul style="list-style-type: none"> <li>• Will the plan promote high standards of design?</li> </ul>

Sustainability Objectives	Indicators	Supporting Criteria
<p>21. Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.</p>	<p>65. Number of Lower Super Output Areas (LSOAs) within 10% most deprived in England in respect of education, skills and training.</p> <p>66. Number of Lower Super Output Areas (LSOAs) within 20% most deprived in England in respect of education, skills and training.</p> <p>67. Percentage of students achieving 5 or more A* - C grades including Maths and English at GCSE.</p>	<ul style="list-style-type: none"> <li>• Will the plan help to improve accessibility to existing educational facilities?</li> <li>• Will the plan facilitate the provision of new educational facilities?</li> </ul>
<p>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.</p>	<p>68. Percentage of municipal waste going to landfill per annum</p> <p>69. Percentage of municipal waste recycled.</p>	<ul style="list-style-type: none"> <li>• Will the plan minimise waste disposal to landfill?</li> <li>• Will the Plan help to improve accessibility to recycling and other waste management facilities?</li> <li>• Will the Plan support and encourage development and business initiatives that promote this objective?</li> </ul>

## 8 Task B1 – Testing the plan or programme objectives against the SA objectives

Figure 8.1: Compatibility of Sustainability Objectives



- 8.1.01 Figure 8.1 tests the 22 Sustainability Objectives against each other. This is carried out in order to identify any conflicts that may exist between the objectives. Upon identifying any conflicts the objectives can be modified, making them more compatible, or at least to ensure subsequent decisions are well informed and mitigation or alternatives are considered.
- 8.1.02 From examination of the matrix it can be seen that many of the objectives are compatible which means that they strengthen and support each other. However, some potential incompatibilities have been identified. These relate to the provision of new housing (objective 15) and employment (objective 17) and the conservation, protection and enhancement of biodiversity and habitats (objective 4).
- 8.1.03 Any impacts on biodiversity as a result of new development would need to be resolved in accordance with criteria set out in national, regional and local guidance. It should be noted however that it is unlikely that this is a major incompatibility at Shoreham Harbour given that the majority of its area is brownfield and currently well developed.
- 8.1.04 The first course of action should be to attain a 'win-win' or compromise situation so all the objectives can be achieved. For instance, this may be designing development to enhance biodiversity by using buffer zones. However, this kind of compromise may not always be feasible, and at this point choices and / or trade-offs may need to be made. If this is the case then these decisions must be transparent and documented.
- 8.1.05 Conflicts are always likely to arise between the provision of new development and the protection and enhancement of the environment. These have to be balanced and this is one of the main aims of Sustainability Appraisals as well as the Planning system. It has therefore been decided not to alter or remove the conflicting objectives, especially as in many cases the detrimental impacts of providing new development can be minimised through mitigation measures.
- 8.1.06 Nevertheless, it is important to recognise that the environmental requirements of the SEA must be fully met and not diluted by the inclusion of social and economic concerns. National law, international law and government guidance may hold precedence in some cases.

## 8.2 Compatibility of Strategic and Sustainability Objectives

Figure 8.2: Compatibility of Strategic Objectives and Sustainability Objectives

Sustainability Objectives	1	+							+	
	2	+					+		+	
	3	+	+	+	+				+	
	4	+	-	-	-			+	+	+
	5									+
	6							+	+	
	7	+				+		+		
	8	+	+		+					+
	9	+	+	+	+		+	+		+
	10	+	+	+	+		+			+
	11	+			+	+		+	+	+
	12				+					+
	13					+				
	14	+	+	+	+	+				
	15		+		+					
	16			+	+	+			+	+
	17		+	+		+				
	18	+	+				+			
	19					+				
	20	+							+	+
	21		+	+						
	22	+		+						
	1	2	3	4	5	6	7	8	9	
	Strategic Objectives									

8.2.01 Task B2 of the SA process requires the testing of the strategic objectives of the plan against the sustainability objectives. Figure 8.2 tests the 22 sustainability objectives against the 9 strategic objectives of the regeneration project. This is carried out in order to identify any conflicts that may exist between the objectives. Upon identifying any conflicts the objectives can be modified, making them more compatible, or at least to ensure subsequent decisions are well informed and mitigation or alternatives are considered.

8.2.02 The Sustainability Objectives are listed in Table 6.1. The JAAP objectives are listed below:

1. **Sustainable Development:** To ensure that all new developments use energy and water as efficiently as possible, use energy from renewable technologies, use sustainable materials, reduce waste, incorporate innovative approaches to open space and biodiversity, encourage uptake of low carbon modes of transport and support sustainable lifestyles in existing and new development. The Port will be supported in becoming an important location for renewable energy generation.



2. **Shoreham Port:** To facilitate the implementation of the Adopted Port Masterplan and the provision of a modernised and consolidated Port; to support and promote the important role of the Port within the local and wider economy.
3. **Economy and Employment:** To provide targeted additional new employment floorspace and to improve the business environment to support the needs of existing employers. To equip local communities with the training and skills required to access existing and future employment opportunities.
4. **Housing:** To address shortfalls in local housing provision through delivering new homes of a range of sizes, tenures and types, including affordable and family homes.
5. **Sustainable Transport:** To promote sustainable transport choices through ensuring that new developments are well served by high quality, integrated transport systems including improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.
6. **Flood Risk and Coastal Processes:** To ensure that development at Shoreham Harbour avoids and reduces the risks from flooding and impacts on coastal processes and that risks are not increased elsewhere as a result. To ensure that coastal defences accord with the relevant Shoreline Management Plan and the forthcoming Brighton Marina to River Adur Strategy Study for coastal defences.
7. **Local Environment:** To protect and enhance the area's important environmental assets and wildlife habitats including the Site of Special Scientific Interest, Local Nature Reserve and Village Green.
8. **Recreation and Leisure:** To create places that promote healthy and enjoyable living by improving existing and providing new open spaces, green links, leisure and recreation opportunities as well as improving access to the waterfront, coast and beaches.
9. **Place Making and Design Quality:** To promote development of a high design quality that maximises the waterfront setting and improves streetscape through improvements to key gateway routes such as the A259 and areas of public realm. To protect and enhance the area's historic assets including the Scheduled Ancient Monument at Shoreham Fort, the Lighthouse and conservation areas.

8.2.03 The compatibility assessment has identified that many of the objectives of the Shoreham Harbour Regeneration Project and the SA process are compatible, which means they strengthen and support each other.

8.2.04 It was initially considered that the Strategic Objectives 2: Shoreham Port; 3: Economy and Employment; and 4: Housing didn't conflict with SA Objective 4: Conserve, protect and enhance biodiversity (flora and fauna) and habitats. Generally, it would be assumed that under these three Strategic Objectives, there would be increased development activity in the port, potentially negatively impacting on local biodiversity and sensitive habitats.

8.2.05 Whilst the harbour is predominantly a developed brownfield industrial site it could be considered that development which aims to increase habitats / biodiversity would be a positive improvement in the area. However the regeneration area also borders or contains environmentally sensitive allocations and it was considered that increased development could potentially lead to increased visitor pressure, and potentially damage, to these sites. It is hard to determine exactly what the scale of this impact could be at this stage and whether it would be negative, but in taking a precautionary approach, the compatibility of these objectives was highlighted as an area of conflict.

8.2.06 As previously mentioned, conflicts between competing concerns such as new development and the protection of the environment are always likely to arise. It will be for the local plans, JAAP and Development Briefs to ensure that these concerns are adequately balanced.

### 8.3 Indicators

- 8.3.01 Relevant indicators were chosen for each of the SA Objectives to monitor progress towards delivering the objectives and therefore towards promoting sustainable development. The indicators were also used to guide the collection of baseline and monitoring information as detailed in Section 4 and Appendix 2 of the Scoping Report (Update).
- 8.3.02 For certain indicators, collecting current information and predicting the future baseline is difficult.
- 8.3.03 Indicators are quantified information and they help explain how things are changing over time. However, they do not explain why particular trends are occurring – there can often be a range of reasons – and also the secondary effects of any changes.
- 8.3.04 The indicators have been chosen to monitor particular objectives and refine the broader issues into a measurable figure. However, this measurement often only reflects a small component of the objective or simplifies it.
- 8.3.05 Much of the data is collected or collated by external bodies. Therefore, there is little control over the temporal and spatial scope of the data and whether collection methods may change in the future which would restrict reliable comparisons.
- 8.3.06 There are gaps in the data collected at a local or comparable level for recent time periods. In many cases, data is insufficient to identify a trend. After having consolidated the list of indicators, for the remaining indicators we will continue to investigate additional data and potential data sources.
- 8.3.07 It is important to recognise these limitations, particularly the last aspect. Focusing solely on quantified indicators as a measure of progress could lead to misrepresentation. Therefore, some qualitative information such as views from experts and local residents might still be necessary in some circumstances.
- 8.3.08 Consultation on the Scoping Report and Scoping Report (Update) included seeking the views of stakeholders on whether the chosen indicators were appropriate. A number of indicators were modified at this stage based on consultation responses.
- 8.3.09 Further modifications have also taken place during the review of baseline data undertaken in preparation of this report. The aim has been to ensure greater consistency between the draft local plans for Brighton & Hove and Adur, and the Shoreham Harbour Regeneration Project

## 9 Appraisal of Draft Development Brief

### 9.1 Emerging Proposals

#### Emerging Proposals

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+/-	-	?	0	?	0	-	?	?	?	?	?	-	?	+/-	?	?	+/-	?	?	?	-

#### No Development Brief

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
-	-	-	0	0	0	-	-	-	-	0	0	-	0	-	0	-	0	0	-	0	-

9.1.01 The Emerging Proposals Report was subject to appraisal by a panel of officers representing the partner local authorities and the EA. The panel evaluated the likely effects and assigned a score to the emerging proposals. The likely effects of not preparing a Development Brief for the Western Harbour Arm were also discussed and scored.

9.1.04 The impacts of the emerging proposals were considered uncertain for more than half of the objectives. Many of these objectives were not directly addressed in the report, and the panel was therefore unable to determine the likely impacts. Whether or not some of these objectives are likely to be achieved will depend on the implementation of these proposals.

9.1.02 The purpose of the appraisal at this stage was to ensure that the principle of sustainable development was incorporated into the Development Brief. As such, its role was to challenge the emerging proposals and seek the highest possible standards in relation to sustainability.

9.1.03 Although the emerging proposals did not score particularly highly in terms of meeting the SA objectives, the appraisal panel found that there were likely to be a number of significant positive impacts as a result of the proposals in the report. The alternative of not preparing a Development Brief scored far more negatively.

## 9.2 Summary Appraisal

### Draft Development Brief

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+	+/-	+/-	+/-	+	+	-	+	+/-	+/-	?	?	+/-	?	+	?	?	+/-	?	+	?	+/-

### No Development Brief

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
-	-	-	0	-	0	-	-	-	-	0	0	-	0	-	0	-	0	0	-	0	-

- 9.2.01 Sustainability is one of a number of considerations which must be taken into account. As the Draft Development Brief has been prepared, the findings and recommendations of the SA Panel have been considered against:
- The vision and strategic objectives of the Shoreham Harbour Regeneration Project.
  - The viability and deliverability issues that also need to be taken into account.
- 9.2.02 The panel made a number of general recommendations for the Draft Development Brief. Table 9.1 presents these recommendations, how they have been addressed in the Draft Development Brief and any further recommendations.
- 9.2.03 The panel considered it essential that the Development Brief directly address the SA objectives of the Shoreham Harbour Regeneration project. The panel felt that further detail and clarification might allow some of these appraisals to be reconsidered, and a more positive score awarded.

- 9.2.04 The panel also made specific recommendations in relation to each of the SA objectives. These are included in the full appraisals, below. As many of the panel's recommendations have been incorporated into the Draft Development Brief, some scores have been adjusted accordingly.
- 9.2.05 The impacts of adopting the proposals in the Draft Development Brief are likely to be more positive than the alternative option of not preparing Development Briefs. The alternative of not preparing Development Briefs is likely to result in little change to these areas. In relation to some objectives the panel considered that this would mean no significant impact. Where existing conditions are particularly problematic, the panel considered this a negative impact.

**Table 9.1: General Recommendations**

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
<p>The Development Brief will include a section on sustainability. This will directly address how the proposals in the brief contribute towards achieving the SA objectives identified for the Shoreham Harbour Regeneration Project.</p>	<p>Section 5.3 sets the guiding principle in relation to the environment. This includes a range of broader sustainability issues, as was recommended by the appraisal panel. The Draft Development Brief does not refer to the SA objectives identified for the Shoreham Harbour Regeneration Project.</p>	<p>This Development Brief should refer to the SA objectives identified for the Shoreham Harbour Regeneration Project and directly address how the proposals in the brief contribute towards achieving these objectives.</p>
<p>The Development Brief will include detailed sustainability requirements for proposed development as indicated in the specific objectives below.</p>	<p>Section 5: Guiding Principles includes detailed sustainability requirements for proposed development. See full appraisals below.</p>	<p>None</p>
<p>The Development Brief will refer to and apply relevant standards in the <i>Brighton &amp; Hove Draft City Plan Part One</i> as detailed in the full appraisals.</p>	<p>Section 5: Guiding Principles refers to and applies relevant standards in the <i>Brighton &amp; Hove Draft City Plan Part One</i>. See full appraisal below</p>	<p>None</p>
<p>In accordance with the adopted <i>Shoreham Harbour Interim Planning Guidance</i> all development proposals in the Brighton &amp; Hove parts of the regeneration area must be accompanied by a completed Sustainability Checklist. This should be reiterated in the Development Brief for South Portslade Industrial Estate and Aldrington Basin.</p>	<p>This is addressed in principle SPAB9: Sustainability</p>	<p>None</p>

<p>As many of these recommendations will be implemented through Development Management processes, it is essential that they are discussed with relevant officers at both councils to ensure that they are consistent with existing processes and do not impose an undue burden on officers or applicants.</p>	<p>This is not addressed in the <i>Draft Development Brief</i>.</p>	<p>Ensure that Development Management officers participate in the consultation on the <i>Draft Development Brief</i>.</p>
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## 9.2 Full Appraisals

### SA Objective 1

Increase energy efficiency, encourage the use of renewable energy sources, increase the take-up of passive design and encourage high levels of Code for Sustainable Homes / BREEAM standards for new and existing development.

Draft Development Brief:



No Development Brief:



### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All development proposals will be accompanied by an energy assessment which outlines how it will reduce energy use through the hierarchy of: <ol style="list-style-type: none"> <li>1. Demand reduction</li> <li>2. Efficient energy supply</li> <li>3. Renewable energy provision.</li> </ol>	This is addressed in principle SPAB10: Energy.	None
All new development will aspire to be zero-carbon. This will include the use of passive design; energy efficiency measures; and the incorporation of low and zero-carbon energy technologies and networks.	This is addressed in principle SPAB10: Energy	None
The energy efficiency standards in relation to Code for Sustainable Homes / BREEAM set out in <i>SPD08: Sustainable Building Design</i> and Policy CP8: Sustainable Buildings in the <i>Brighton &amp; Hove Draft City Plan (2012)</i> will be included in the Development Brief.	This is partially addressed in principle SPAB10: Energy	The energy efficiency standards in relation to Code for Sustainable Homes / BREEAM set out in <i>SPD08: Sustainable Building Design</i> and Policy CP8: Sustainable Buildings in the <i>Brighton &amp; Hove Draft City Plan (2012)</i> will be included in the Development Brief.



## Conclusions

Energy consumption, efficiency and generation were not directly addressed at the stage of the Emerging Proposals Report. Nor did the proposals set standards in terms of the Code for Sustainable Homes / BREEAM or similar. Existing requirements will apply until the adoption of the City Plan. These include SPD08 (Sustainable Building Design) and Local Plan policies SU2 (Efficiency of development in the use of energy, water and materials) and SU16 (Production of renewable energy). When adopted, the standards in City Plan policy CP8 (Sustainable buildings) will apply, along with any additional sustainability policies included in the JAAP.

The appraisal panel suggested that the Development Brief should be more ambitious in terms of energy consumption, efficiency and generation than simply meeting the relevant national standards. As the Development Brief will be adopted as planning policy earlier than either the emerging Local Plan or JAAP, it was considered essential that it includes specific measures to increase energy efficiency and encourage the use of renewable energy.

An increased level of development is likely to lead to increased energy consumption. However it may also provide opportunities to increase energy efficiency. Any new development is likely to be significantly more efficient in terms of energy consumption than the existing buildings. Additionally, government targets for all new homes to be zero-carbon by 2016 and non-residential development to be zero-carbon by 2019 should also help to ensure high standards of energy efficiency.

In South Portslade Industrial Estate, the Draft Development Brief recommends that a limited number of sites are released from employment allocation and made available for residential development. It also suggests that a number of sites between Kingsway (A259) and Basin Road North are released from employment allocation and made available for residential development. Residential dwellings are likely to use less energy than the existing employment uses, although any localised reduction in energy consumption may be offset by the relocation of businesses elsewhere. Overall the redevelopment of this area is likely to provide the opportunity to substantially improve the energy efficiency of the area, provided that the recommendations are adopted and enforced.

There is likely to be an incremental improvement in energy efficiency, with each new development contributing to this improvement over time. The proposals have therefore been scored as having positive impacts, although these impacts will not become apparent until significant redevelopment has taken place.

If no Development Brief is adopted it is assumed that existing conditions in the area are likely to continue for the foreseeable future. The area would remain protected as employment land, although this allocation might be reviewed in the emerging City Plan or JAAP. Given that many of the buildings are likely to be relatively inefficient in terms of energy consumption, this scenario is considered likely to have negative impacts.

See also objectives 3, 7, 10 and 13

## SA Objective 2

### Encourage the sustainable use of water

Draft Development Brief:



No Development Brief:



### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development will aspire towards water neutrality <sup>79</sup> . This will include meeting high water efficiency standards and incorporating facilities to recycle, harvest and conserve water resources.	This is addressed in principle SPAB11: Ecology, biodiversity and water	None
All new development will incorporate SuDS and demonstrate how surface water run-off will be minimised.	This is addressed in principle SPAB11: Ecology, biodiversity and water	None
The water efficiency standards in relation to Code for Sustainable Homes / BREEAM set out in in Policy CP8 of the Draft City Plan or any subsequent update will apply from the adoption of the Development Brief.	This is partially addressed in principle WH12: Ecology, biodiversity and water	The water efficiency standards in relation to Code for Sustainable Homes / BREEAM set out in in Policy CP8 of the Draft City Plan or any subsequent update will apply from the adoption of the Development Brief.

<sup>79</sup> Water neutrality means that total water use after the development is equal to or less than total water us before the development.

## Conclusions

The sustainable use of water was not directly addressed at the stage of the Emerging Proposals Report. Nor did the proposals set standards in terms of the Code for Sustainable Homes / BREEAM or similar. Policy CP8 in the Draft City Plan sets the sustainability standards that development proposals must meet.

The appraisal panel suggested that the Development Brief should be more ambitious in terms of the sustainable use of water than simply meeting the relevant national standards. As the Development Brief will be adopted as planning policy earlier than either the City Plan or JAAP, it is essential that it includes specific measures to encourage the sustainable use of water.

The area is supplied by the Brighton Chalk Aquifer. An increased level of development is likely to lead to increased consumption of water, making further demands on this heavily exploited resource. However, new development also presents an opportunity to improve the efficiency and sustainability of water consumption. Provided that the recommendations are enforced and adopted, there are therefore likely to be mixed positive and negative impacts.

If no Development Brief is prepared it is assumed that existing conditions in the area are likely to continue for the foreseeable future. Given that many of the buildings are likely to be relatively inefficient in terms of water consumption, this scenario is considered likely to have negative impacts.

See also objectives 4, 6, 8, 9 and 10.

### SA Objective 3

#### Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials

Draft Development Brief:



No Development Brief:



#### Appraisal

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
Further analysis will determine whether the development density required in the Draft City Plan is appropriate in the area.	The Draft Development Brief does not stipulate a required development density.	Further analysis will determine whether the development density required in the Draft City Plan is appropriate in the area.
The Development Brief will clarify the suitability of Shoreham Harbour as a location for taller buildings.	The Draft Development Brief suggests that in general buildings should be a maximum of 4 storeys.	Further analysis will clarify the suitability of Shoreham Harbour as a location for taller buildings in the City Plan.
The Development Brief will define and justify appropriate density, height and massing for development sites in the area.	This is partially addressed in principles SPAB6: Development form and SPAB7: Building heights and townscape considerations.	None
Detailed appraisal will be undertaken to determine which sites are suitable for release from employment allocation. This will include the requirements of SA/SEA.	It is beyond the scope of the Development Brief to re-designate site allocations.	Detailed appraisal will be undertaken to determine which sites are suitable for release from employment allocation. This will include the requirements of SA/SEA.

## Conclusions

South Portslade Industrial Estate and Aldrington Basin are located on previously developed land. Although much of the Development Brief area is in active employment or port-related use, it also includes a number of under-used and vacant sites. The proposals in the Draft Development Brief are likely to improve the land use efficiency of these sites. Introducing new residential uses to the area could enable the delivery of new employment space as part of mixed-use schemes. However there is a risk of impacting on existing businesses. Given the limited supply of such employment space in the local area, this process of land use change would have to be carefully managed in discussion with land owners and businesses. Overall, there are likely to be mixed positive and negative impacts in relation to land use efficiency.

Without a Development Brief and the release of a number of employment sites for other uses, existing conditions in the area are likely to persist. Given the current relatively inefficient use of land and the high demand for employment space and housing both locally and nationally, this scenario is considered likely to have negative impacts.

Although the emerging proposals were likely to encourage a more efficient use of land than exists at present, the appraisal panel expressed some concern over the building heights - 2 to 4 storeys – and the density of development – 45 or 55 dwellings per hectare (dph) – proposed in the report. These are considered too low for this location. By way of comparison, the Urban Characterisation Study identifies densities of up to 70 dwellings per hectare (dph) in the Victorian terraced housing in parts of South Portslade.

Existing requirements will apply until the adoption of the City Plan. These include SPG15 (Tall Buildings) and Local Plan policies QD3 (Efficient and effective use of sites) and HO4 (Dwelling densities). These policies support higher development densities and, where appropriate, taller buildings in locations with good public transport accessibility that are close to a range of services and facilities. The Draft City Plan identifies the need to increase development density on existing brownfield land in a sustainable manner. Policy CP12 (Urban Design) states that this should be achieved through predominantly low to medium-rise development. However, it also identifies Shoreham Harbour as a suitable location for taller developments. Policy CP14 (Housing Density) states that the density of new residential development will be expected to achieve at least 100 dph on major development sites. This applies to the area identified in Policy DA8 (Shoreham Harbour), which includes South Portslade Industrial Estate.

See also objectives 6, 15, 16, 17, 19 and 20.

## SA Objective 4

### Conserve and enhance biodiversity (flora and fauna) and habitats

Draft Development Brief:

+/-

No Development Brief:

0

### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All development will aspire to provide net gains to biodiversity. This will include: contributing to conserving, protecting and enhancing the Basin Road South SNCI; incorporating appropriate planting schemes incorporating nectar-rich and berry-bearing plants; on-site features such as green roofs, green walls and the provision of bird nesting boxes and bat roosting boxes; and the creation or enhancement of other off-site habitats.	This is addressed in principle SPAB11: Ecology, biodiversity and water	None

## Conclusions

At present there is little biodiversity to conserve or protect in South Portslade Industrial Estate and Aldrington Basin, and the areas are largely devoid of significant wildlife habitats. However Aldrington Basin is adjacent to the Basin Road South SNCI. The panel noted the possibility that the vegetated shingle in this area, and the habitats and species which it supports might be sensitive to development in the area, including increased recreational pressure on Portslade Beach. Although redevelopment of sites may present significant opportunities to enhance biodiversity and habitats, the emerging proposals did not include any measures to achieve this. Without a Development Brief existing conditions are likely to persist.

Existing requirements will apply until the adoption of the City Plan. These include SPD11 (Nature conservation and development) and Local Plan policy QD17 (Protection and integration of nature conservation features). These require development schemes to integrate nature conservation features, including the creation of new habitats. Policy CP10 (Biodiversity) in the Draft City Plan states that development should provide net gains for biodiversity where possible.

Without a Development Brief for the area there is likely to be little change in the short to medium term. Longer term change is uncertain depending on the outcomes of the Adur Local Plan and the JAAP.

Provided that the requirement to provide net gains to biodiversity is adopted and enforced, there are likely to be positive impacts in relation to biodiversity and habitats. However, an increased population in the area could also have negative impacts. This might include disturbance to species and habitats as a result of increased recreational pressure on natural green spaces in the area. As such there are likely to be mixed effects overall. Both positive and negative effects are likely to be incremental and to become more pronounced over time.

See also Objective 6

## SA Objective 5

Maintain local distinctiveness and to protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes

Emerging Proposals:



No Development Brief:



### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development will be required to demonstrate that it enhances the local distinctiveness and townscape of the area.	This is addressed in principles SPAB6: Development form and SPAB7: Building heights and townscape considerations.	None
All new development will be required to contribute to enhancing the public realm in the area in accordance with the Shoreham Harbour Streetscape Guide and BHCC's Public Realm strategy.	This is addressed in principle SPAB8: Connections	None



## Conclusions

The Development Brief area does not include any conservation areas or listed buildings. However the panel noted that Aldrington Basin is a unique location with a distinct character and identity. In particular the panel noted the assets of the harbour itself, the beaches and the adjacent Hove Lagoon. Despite these assets parts of the area, such as Basin Road North, are characterised by poor quality buildings and an unattractive streetscape. South Portslade Industrial Estate's local distinctiveness is drawn from the historic street layout. This is maintained and enhanced in the Draft Development Brief. Whilst individual buildings contribute positively to the character of the area, the townscape is generally unattractive. The streetscape along Wellington Road (A259) is particularly stark.

Existing requirements will apply until the adoption of the City Plan. Local Plan policy QD1 (Design – quality of development and design statements) states that all proposals for new buildings must demonstrate a high standard of design and make a positive contribution to the visual quality of the environment. The Draft City Plan also requires that developments enhance the townscape and distinctiveness of the area. In particular, Policy DA8 (Shoreham Harbour) states that improvements will be sought to the townscape around key linkages. These include the Boundary Road/Station Road (B2194) district retailing centre, Church Road (B2193) and along Wellington Road (A259).

Redevelopment of sites may present a significant opportunity to enhance local distinctiveness and improve the townscape. However, poorly designed or generic development also carries the risk of having a negative impact on the built environment. The proposals in the Draft Development Brief will provide the opportunity for significant positive impacts. These will be incremental over time, as individual phases of development contribute to an improved townscape and public realm.

Without a Development Brief the area is unlikely to change significantly in the short term. In the longer term, some development may come forward, but this will be in a piecemeal fashion, and is therefore less likely to result in a distinctive, high quality environment.

See also objective 20.

## SA Objective 6

### Protect and enhance public open space / green infrastructure and accessibility to it

Emerging Proposals:

**+**

No Development Brief:

**0**

### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development will be required to contribute to the provision of and improve the quality, quantity, variety and accessibility of public open space to meet the needs it generates in accordance with the criteria and local standards set out in Policies CP16 and CP17 of the <i>Brighton &amp; Hove Draft City Plan</i> .	This is addressed in principle SPAB5: Open space.	None

## Conclusions

Aldrington Basin is adjacent to the open spaces of Hove Lagoon and the West Hove and Portslade Beaches. The harbour itself is also an important open space in the area. South Portslade Industrial Estate is relatively densely developed and does not have any significant public open space or green infrastructure assets. However the area is close to Vale Park which has been identified as a green buffer with potential for incidental improvement<sup>80</sup>. The harbour itself and the nearby public beaches are also important open spaces in the area.

Redevelopment of sites would present the opportunity to further improve the provision of open space and green infrastructure and enhance existing assets. In particular, measures that encourage improved access between West Hove promenade, the harbour waterfront and Portslade Beach will enable greater accessibility to open space and green infrastructure. Redevelopment of sites in South Portslade Industrial Estate will present the opportunity for improved provision of public open space. Increasing the permeability of the area may enable greater accessibility to open space and green infrastructure. Without a Development Brief existing conditions are likely to persist.

Local Plan policies QD15 (Landscape design) and QD20 (Urban open space) require the provision of accessible open space as part of development proposals. Draft City Plan policies CP16 (Open space) and CP17 (Sports provision) set out required standards for the provision of open space and sports facilities.

See also objectives 4 and 16.

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<sup>80</sup> *A Green Network for Brighton & Hove* (SWT, SEP and BHCC: 2008); *Shoreham Harbour Joint Area Action Plan – Assessment of Open Space and Recreation* (PMP: 2009).

## SA Objective 7

### To reduce the risk and levels of air and noise pollution

Emerging Proposals:

-

No Development Brief:

-

### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development proposals will take account of impacts on local air quality and improvements will be sought where possible.	This is addressed in principle SPAB12: Air quality.	None
All development proposals will be accompanied by a Noise Impact assessment. Developments will take account of noise impacts and demonstrate that adequate soundproofing measures have been incorporated.	This is partially addressed in principle SPAB13: Noise, which requires proposals to make reference to national and local policy on noise.	All development proposals will be accompanied by a Noise Impact assessment.
All development proposals will be required to demonstrate that sensitive receptors will be located away from sources of air and noise pollution.	This is not explicitly addressed in the <i>Draft Development Brief</i> although consideration of noise and air quality issues is required by principles SPAB13: Noise and SPAB14: Air quality.	All development proposals will be required to demonstrate that sensitive receptors will be located away from sources of air and noise pollution.

## Conclusions

The Development Brief area falls within the Brighton & Hove AQMA which was designated in 2008. Road traffic is the principal cause of air pollution in the area, especially along Kingsway/Wellington Road (A259), Church Road (B2193) and Boundary Road/Station Road (B2194). Residential development is likely to generate less air pollution than industrial uses. However it is also likely to increase the number of journeys made to the area and levels of congestion, particularly during peak hours. This is likely to negatively impact the air quality along these roads and in surrounding areas. Furthermore, residential uses are far more sensitive to air pollution, and the introduction of this type of development could expose new residents to noxious fumes.

The panel noted that any upgrade of Basin Road North to allow traffic including HGVs to enter the port from the junction with Station Road/Boundary Road would have mixed effects. Whilst there would be localised improvements in the area of Hove Lagoon, these would be offset by increased traffic on Basin Road North.

Local Plan policy SU9 (Pollution and nuisance control) requires that development incorporates measures to minimise air and noise pollution or nuisance. Draft City Plan policy CP8 (Sustainable buildings) requires development proposals to demonstrate how they will reduce air pollution.

Road traffic is also the main contributory factor to noise pollution in the area. Whilst residential development is likely to produce lower levels of noise than employment uses, it is also significantly more sensitive to noise nuisance. This might include industrial and port-related noise. The noises of everyday living can also become a nuisance to neighbouring residents, especially in higher density development. This can be mitigated through the use of suitable materials and the incorporation of appropriate soundproofing standards appropriate to these densities.

Without a Development Brief existing conditions are likely to persist. Given the high level of air and noise pollution in the area this is considered a negative impact.

See also objectives 1 and 13.

## SA Objective 8

To reduce pollution and the risk of pollution to land

Emerging Proposals:



No Development Brief:



### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development proposals will survey for levels of contamination and provide a scheme for safe remediation, treatment and/or containment of contamination to a level agreed by the council and the Environment Agency.	This is addressed in principle SPAB16: Contamination	None

## Conclusions

Existing and former land uses at Shoreham Harbour are likely to have caused contamination to the land. Redevelopment will provide opportunities for improvement. An incremental approach to development is likely to contain and minimise contamination rather than fully remediate the land. A more comprehensive approach to the redevelopment of the area would provide significantly greater scope for remediation.

The extent to which contaminated land in the area is remediated may be dependent on the approach taken to managing flood risk. Land-raising, for example, is more likely to contain the contamination rather than remove it. Residential uses are less polluting than the current employment and port-related uses.

Without a Development Brief existing conditions are likely to persist. Given the probable high levels of land contamination this is considered a negative impact.

Policy SU11 (Polluted land and buildings) requires developments to include detailed proposals for the treatment, containment and/or remediation of polluted land. Draft City Plan policy CP8 (Sustainable buildings) requires development proposals to demonstrate how they will reduce pollution.

See also objective 9

## SA Objective 9

To reduce pollution and the risk of pollution to water

Emerging Proposals:

+/-

No Development Brief:

-

### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new developments will demonstrate how they can reduce pollution to water directly from site activities and from storm water run-off.	This is addressed in principles SPAB11: Ecology, biodiversity and water, SPAB12: Flooding and SPAB16: Contamination	None



## Conclusions

Groundwater and surface water in and around Shoreham Harbour are likely to be polluted by contaminated land. Whilst remediation of contaminated land as part of redevelopment proposals offers the opportunity to reduce this pollution, there is also a risk that disturbing these contaminants may introduce further pollution to these waters.

The SFRA shows that some parts of the area are at significant risk of flooding, which can result in pollution to water.

The risk of water pollution can be reduced through more sustainable usage of water, including the introduction of SuDS and water capture and recycling. Provision of open space, appropriate planting, green roofs and green walls can reduce the level of surface water run-off and the consequent risk of pollution.

Without a Development Brief existing conditions are likely to persist. Given the high likelihood of water being polluted in the area this is considered a negative impact.

Local Plan policy SU9 (Pollution and nuisance control) requires that development incorporates measures to minimise water pollution. Draft City Plan policy CP8 (Sustainable buildings) requires development proposals to demonstrate how they will reduce water pollution.

See also objectives 2, 4, 6, 8, 10 and 18.

## SA Objective 10

To ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events

Emerging Proposals:

+/-

No Development Brief:

-

### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development will demonstrate that climate change adaptation and mitigation have been taken into account.	This is indirectly addressed in principles SPAB9: Sustainability, SPAB10: Energy, SPAB11: Ecology, biodiversity and water and SPAB12: Flooding.	None

## Conclusions

The potential impacts of climate change include an increase in both the frequency and severity of extreme weather events such as droughts, heavy rainfall and heatwaves. Although new development is generally more likely to be adaptable to climate change and resilient to climate change, the Development Brief could be more ambitious in pursuing this objective. Significant development could also contribute to exacerbating the heat island effect. Without a Development Brief existing conditions are likely to persist which means there is unlikely to be the opportunity for climate change adaptation and mitigation. This is considered a negative impact.

Draft Policy 18 (Sustainable design) sets standards for new development that will address climate change mitigation and adaptation.

See also objectives 1, 2, 3, 4, 6, 7, 8, 9, 13, 17, 18, 19, 20 and 22.

## SA Objective 11

### To improve health and wellbeing and reduce inequalities in health

Emerging Proposals:

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No Development Brief:

0

### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development will demonstrate how it maximises positive impacts on health within the development and in adjoining areas.	This is not addressed in the Draft Development Brief	All new development will demonstrate how it maximises positive impacts on health within the development and in adjoining areas.
All new development will demonstrate how it promotes healthy and active lifestyles, including for older people and children. This will include the provision of safe public open space, green infrastructure, access to leisure and recreation opportunities and facilities to encourage physically active modes of transport.	This is not addressed in the Draft Development Brief.	All new development will demonstrate how it promotes healthy and active lifestyles, including for older people and children.

## Conclusions

Health based deprivation varies widely within the South Portslade ward, ranging from being within the 6.6% most deprived LSOAs to the 47.1% most deprived LSOAs in the UK. Redevelopment of sites in the Development Brief area to include the provision of housing, employment opportunities, improved quality and access to existing open space and to other local connections and leisure opportunities should help bring about a positive impact, with all of these being wider determinants of health.

However, air pollution is currently an issue in this area, and air quality may worsen as a result of the traffic impacts of development, potentially bringing about negative impacts. This will be dependent on where and how sensitive development is situated and could be mitigated through careful design. There may also be impacts on adjacent areas that already suffer from poor air quality and do not have the capacity to change.

Although the Draft Development Brief does not directly refer to health and wellbeing, providing good quality, affordable housing and reducing the risk of fuel poverty through energy efficiency measures could have significant impacts, but this will depend on the implementation of the Development Brief. The emerging proposals are therefore considered to have uncertain impacts.

Without a Development Brief existing conditions are considered likely to persist.

Draft City Plan policy CP18 (Healthy city) requires larger developments<sup>81</sup> to demonstrate how they maximise positive impacts on health. It encourages development that promotes

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<sup>81</sup> Larger developments are those consisting of 10 or more residential units; other development over 1,000m<sup>2</sup>; or other development on a site of 0.5ha or more.

healthy and active lifestyles, including for older people and children. It also encourages development that promotes physically active modes of transport.

See also objectives 4, 6, 7, 8, 9, 12, 14, 15, 16, 19 and 21.

## SA Objective 12

To reduce crime, the fear of crime and antisocial behaviour through planning and design processes

Emerging Proposals:

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No Development Brief:

0

### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All development will aspire to enhance community safety and deter crime or disorder or the fear of crime.	This is not addressed in the Draft Development Brief.	All development will aspire to enhance community safety and deter crime or disorder or the fear of crime.
All development will incorporate the features and principles of Secured by Design or equivalent.	This is not addressed in the Draft Development Brief.	All development will incorporate the features and principles of Secured by Design or equivalent.
All development and any associated public realm, open space, services, facilities and transport infrastructure will maximise opportunities for natural surveillance.	This is not addressed in the Draft Development Brief.	All development will incorporate the features and principles of Secured by Design or equivalent.

## Conclusions

Although the crime rate in South Portslade ward is comparable with the average for England and Wales, it is significantly higher than in other, more affluent parts of the city. The majority of crime in the area is related to anti-social behaviour. The crime rate in Wish ward is significantly lower than the averages for Brighton & Hove and England and Wales. Planning and design processes, such as Secured by Design<sup>82</sup>, can improve community safety by encouraging development to incorporate features that design out crime or reduce fear of crime. Well-designed development and public realm can enhance public safety, and the perception of public safety, in an area by providing natural surveillance and defensible space. However, where these factors are not considered the reverse is also true.

Increased residential development is likely to increase the throughput of people in the area. Long with associated improvements to connectivity and permeability in the emerging proposals, this may have positive impacts. Redevelopment of parts of South Portslade Industrial Estate would also provide the opportunity to incorporate features that enhance community safety and reduce crime and the fear of crime and anti-social behaviour. However the emerging proposals do not mention crime or community safety and make no such requirements on development. As such the impacts of the proposals are considered uncertain.

Without a Development Brief existing conditions in the area are likely to persist.

Draft City Plan policy CP12 (Urban design) requires new development to incorporate design features which deter crime and disorder and the fear of crime.

See also objectives 3, 11, 13, 14, 16 and 20.

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<sup>82</sup> Secured by Design is the UK Police flagship initiative supporting the principles of designing out crime. It combines minimum standards of physical security and sets well-tested principles for natural surveillance and defensible space.

## SA Objective 13

To promote sustainable transport and reduce the use of the private car

Emerging Proposals:



No Development Brief:



### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All development will be required to submit a Transport Assessment in accordance with Draft City Plan policy CP9.	This is addressed in principle SPAB17: Transport improvements	None
All development will be required to demonstrate how it reduces the need to travel by car, reduces the environmental impacts of traffic and promotes sustainable transport behaviours.	This is addressed in principle SPAB17: Transport improvements	None
All new development proposals will be required to provide appropriate, secure cycle storage facilities.	This is addressed in principle SPAB17: Transport improvements	None
Pedestrians and cyclists will be given priority over vehicular traffic on residential streets within the Development Brief area.	This is not addressed in the Draft Development Brief.	None



SA Panel Recommendations	How addressed in the <i>Draft Development Brief</i>	Further Recommendations
<p>All development will be required to contribute towards providing the necessary facilities and infrastructure to enable sustainable transport behaviours and mitigation measures for additional traffic generated by the development. Contributions will be negotiated between the developer and the council in accordance with the BHCC Transport Strategy and the forthcoming Shoreham Harbour Transport Strategy. Specific measures will include:</p> <ul style="list-style-type: none"> <li>• Creating a comprehensive and well-integrated network for cyclists, pedestrians and public transport with strong linkages to town and district centres, the harbour waterfront, the coastline, the South Downs and surrounding access routes and neighbourhoods.</li> <li>• Providing the necessary transport and highways infrastructure required for the development and to mitigate its impacts.</li> <li>• An appropriate programme of traffic calming measures to be applied across South Portslade Industrial Estate and in adjacent areas.</li> </ul>	<p>This is addressed in principle SPAB17: Transport improvements</p>	<p>None</p>

## Conclusions

There are strong east-west links through the Shoreham Harbour area provided by the existing railway and road network, although the road network suffers from congestion. Links north-south are more constrained. Previous transport assessments have shown that there is limited capacity for the existing road network to absorb additional journeys in the area. Vehicular traffic travelling to and from the port travels through Aldrington Basin and enters the harbour from Kingsway (A259) onto Basin Road North and Basin Road South.

Public transport provision in the area is generally good, with frequent bus and train services close the Development Brief area. However, with the exception of the promenade running to central Brighton, and the National Cycle Route running West to Shoreham-by-Sea, provision for pedestrians and cyclists is poorer. The high volume of road traffic, in particular HGVs, discourages cycling and walking along the main roads. This is exacerbated by the harsh streetscape, lack of designated cycle routes, lack of safe pedestrian crossings, poor repair of pavements and high levels of traffic-related air and noise pollution.

The Draft Development Brief suggests introducing some residential development to the area. This additional development is likely to have some negative traffic impacts due to the increased number of journeys into and out of the area, in particular during peak hours. However it would also provide the opportunity to promote sustainable transport behaviours and reduce the use of the private car. The proposals suggest a number of measures that would be necessary to achieve this.

The panel considered that sustainable transport would be essential to the regeneration of the area. In particular the creation of appropriate cycle and pedestrian networks. Whilst the emerging proposals include a number of suggestions it was felt that the Development Brief needed to be more ambitious in relation to meeting this objective. As such the impacts are considered uncertain. The panel also expressed concern that encouraging greater use of Basin Road North to access the harbour might create a situation where development between this road and Kingsway was surrounded by two busy roads.

Without a Development Brief existing conditions are considered likely to persist. Given the high level of vehicular traffic in the area and the associated congestion and air and noise pollution, this is considered a negative impact.

Draft City Plan policy CP9 (Sustainable transport) sets out the council's approach to sustainable transport. This includes directing development to areas with good sustainable transport links. The area covered by Policy DA8 (Shoreham Harbour) is identified as such an area. The policy also requires major development schemes to submit a Transport Assessment to identify the likely effects of the demand for travel they create, and to include mitigation measures and make an appropriate contribution towards sustainable transport measures.

See also objectives 1, 3, 7, 10, 11, 16, 19 and 20.

## SA Objective 14

To reduce poverty, social exclusion and social inequalities and to narrow the gap between the most and least deprived areas so that no-one is seriously disadvantaged by where they live.

Emerging Proposals:

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No Development Brief:

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### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development will be required to demonstrate how it contributes to reducing poverty, social exclusion and social inequalities.	This is not addressed in the Draft Development Brief.	All new development will be required to demonstrate how it contributes to reducing poverty, social exclusion and social inequalities.

## Conclusions

Although deprivation in South Portslade ward varies widely, according to the IMD 2010 two LSOAs within the ward are within the 20% most deprived LSOAs in the UK for overall deprivation. Domains where LSOAs within the ward are in the 20% most deprived in the UK include income deprivation affecting older people, health, education and skills, children and young people, housing and living environment. Employment is also an issue in some LSOAs

Redevelopment of the area has potential to reduce deprivation among some of these domains and bring about benefits to the existing local communities. There is, however, the risk of creating a gentrified enclave that brings little wider benefit to the local area and its existing residents. The appraisal panel did not consider the emerging proposals sufficiently detailed with regard to meeting this objective. As such they are considered likely to have uncertain impacts.

Tackling the pockets of relative deprivation is one of the main drivers of the Shoreham Harbour regeneration Project, as indicated in Draft City Plan policy DA8 (Shoreham Harbour). Policy SA6 (Sustainable neighbourhoods) outlines several priorities for reducing inequalities between neighbourhoods. These include securing good quality employment and training opportunities, supporting improvements to the public realm, biodiversity and open space, supporting initiatives that aim to reduce health and learning inequalities between neighbourhoods and promote healthier lifestyles and wellbeing.

See also objectives 11, 12, 15, 16, 17, 19 and 21.

## SA Objective 15

To meet the need for housing, including affordable housing and ensure that all groups have access to decent and appropriate housing

Emerging Proposals:  
No Development Brief:

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### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
The Development Brief will define and justify the appropriate mix of housing sizes, types and tenures in accordance with identified local housing needs. This will include the requirements of specific groups such as families with children and older people.	This is addressed in principle SPAB2: Residential uses	None
All new residential development will be required to provide a range of housing sizes, types and tenures in order to meet these needs.	This is addressed in principle SPAB2: Residential uses	None
All proposals for residential development will meet current local space standards.	This is addressed in principle SPAB2: Residential uses	None
All new residential development will be required to meet the requirements for the provision of appropriate housing as set out in Draft City Plan policy CP20.	This is addressed in principle SPAB2: Residential uses	None

## Conclusions

The *Draft Development Brief* suggests the release of a number of sites from employment allocation and the introduction of residential and mixed-use development to parts of Shoreham Harbour. Whilst this is likely to have positive impacts in terms of providing some new housing, the appraisal panel expressed concern that the proposed density of development might be too low. This would reduce the amount of housing that could be provided and increase the amount of employment land that would need to be released. Lower density development might also be less viable, which could encourage developers to minimise their obligations in terms of providing affordable housing and meeting other sustainability objectives. The proposals are therefore considered likely to have mixed positive and negative impacts. Overall, however, the impacts are likely to be mostly positive, provided that the principles in the Draft Development Brief are adopted and enforced.

Draft City Plan policy DA8 (Shoreham Harbour) specifies the delivery of 400 residential units in the Brighton & Hove parts of the regeneration area. The panel considered it essential that there is a significant mixture of housing types, sizes and tenures in the area. This should include housing suitable for families with children and affordable housing. The panel were clear that

development consisting only of 1 or 2 bed flats would not be acceptable. Achieving this housing mix at a high density without lowering the quality of development would require developers to adopt innovative solutions, rather than allowing generic development to occur. The panel cited the Western harbour in Malmö and Accordia in Cambridge as examples of high quality, high density family housing.

Numerous policies in the Draft City Plan refer to housing. These include CP1 (Housing delivery), which sets the scale, distribution and rate of housing to be delivered – including 400 homes at Shoreham Harbour; CP14 (Housing density), which requires that new residential development at Shoreham Harbour achieve a minimum density of 100dph; CP19 (Housing mix) and CP20 (Affordable housing) which sets the requirement for 40% of housing to be affordable on sites of 15 or more dwellings.

Without a Development Brief the area would continue to be allocated as employment land, although this might be reviewed in the City Plan or JAAP. This is considered a negative impact in terms of meeting this objective.

See also objectives 3, 7, 11, 12, 14, 16 and 20.

## SA Objective 16

To create and sustain vibrant communities which recognise the needs and contributions of all individuals.

Emerging Proposals:

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No Development Brief:

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### Appraisal recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
None	This is not addressed in the Draft Development Brief.	None

## Conclusions

Whilst redevelopment of parts of Shoreham Harbour offers the opportunity to create and sustain vibrant communities, it could also lead to generic development that does not contribute to achieving this objective. There is also the risk of creating an enclave that does not relate to its surroundings. The panel considered it difficult to assess whether the emerging proposals would have positive impacts or not. As such the likely impacts are considered uncertain. However, the panel noted that achieving this objective would be closely connected with achieving several of the other objectives.

See also objectives 3, 5, 6, 7, 10, 11, 12, 13, 14, 15, 19, 20 and 21.



## SA Objective 17

To promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy

Emerging Proposals:  
No Development Brief:



### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
The Development Brief will define and justify the amount, size and type of employment floorspace to be provided on sites in the area.	This is addressed in principle SPAB3: Employment uses	None
The Development Brief will establish clear criteria for the release of sites allocated for employment uses.	This is partially addressed in SPAB3: Employment uses.	The JAAP will establish clear criteria for the release of sites allocated for employment uses.
All development proposals that include a retail element will be accompanied by a Retail Impact Assessment.	This is not addressed in the Draft Development Brief	All development proposals that include a retail element will be accompanied by a Retail Impact Assessment.

## Conclusions

Stimulating the local economy and providing new jobs are among the main drivers for the Shoreham Harbour Regeneration Project. The proposals in the *draft development Brief* could provide significant positive impacts, including the provision of a significant amount of new employment floorspace. However, there is also the possibility that some of the existing employment uses in the area would not be compatible with residential or mixed-use development. This could mean that existing businesses which could be considered a 'bad-neighbour' to new development. This might reduce the attractiveness of the new development, or lead to the restriction of the existing businesses activities. A proactive employment land strategy is required involving engagement and discussion with existing businesses to ensure their future needs and aspirations are fully taken in to account.

Whilst active uses were encouraged it was felt that retail uses might have negative impacts on the viability of the Boundary Road/Station Road district retail centre.

Draft City Plan policies CP2 (Sustainable economic development) and CP3 (Employment land) set out the council's approach to sustainable economic development and the provision of suitable land for employment. Policy DA8 (Shoreham Harbour) requires the provision of 7,500m<sup>2</sup> of new employment floorspace within the Brighton & Hove parts of the regeneration area. Much of this is likely to be delivered within the South Portslade Industrial Estate.

See also objectives 3, 7, 13, 20 and 21.

## SA Objective 18

To avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.

Emerging Proposals:

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No Development Brief:

### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All development will be required to demonstrate that flood risk has been taken into account and appropriate mitigation measures have been incorporated.	This is addressed in principle SPAB12: Flooding	None

## Conclusions

The SFRA 2012 identifies that much of the Aldrington Basin is situated within flood zones 3a and 3b. In addition the SFRA considers wave over-topping to be a significant risk in this area. As this has not been considered in the designation of flood zones, this might mean that a greater extent of the area could be at higher. The SFRA also found the area to be at increased risk of flooding due to climate change.

Whilst much of Shoreham Harbour is at risk of tidal and fluvial flooding, South Portslade Industrial Estate is situated on higher ground and is therefore at significantly lower risk. However there is a risk of groundwater and surface water flooding. This type of flooding could lead to water pollution incidents.

Redevelopment of the area could have positive impacts in terms of meeting this objective. However, this would be dependent on how the proposals are implemented. Incorporating SuDS, appropriate open space, planting, green roofs and green walls can reduce the level of surface water run-off and the consequent risk of flooding.

Draft City Plan policy CP11 (Managing flood risk) requires development to demonstrate that the issue has been taken into account and appropriate mitigation measures have been incorporated.

See also objectives 2, 4, 6, 8 and 9.

## SA Objective 19

To improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.

Emerging Proposals:  
No Development Brief:

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### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
The Development Brief will identify and justify the services, facilities and supporting infrastructure likely to be required by new development.	This is not addressed in the Draft Development Brief.	All new development will be required to identify and justify the services, facilities and supporting infrastructure likely to be required by the development and demonstrate how these requirements are met.
All new development will be required to contribute towards the provision of these services, facilities and supporting infrastructure.	This is addressed in principle SPAB19: Community and social infrastructure	None

## Conclusions

New development in the area will require a range of services, facilities and supporting infrastructure. Shoreham Harbour's relative accessibility and proximity to the Boundary Road/Station Road district retailing centre make it a suitable location for new development and for the provision of additional services and facilities. The impacts of the proposals in relation to this objective are likely to depend on the implementation.

See also objectives 3, 4, 6, 14, 15, 16, 17 and 21.

## SA Objective 20

To create places and spaces and buildings that work well, wear well and look good.

Emerging Proposals:



No Development Brief:



### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All new development will be subject to Design Review process at pre-application and application stage in order to ensure the highest quality of design.	This is not addressed in the Draft Development Brief although principle SPAB6: Development form addresses the design of development	None
All development will be required to take into account the <i>Shoreham Harbour Streetscape Guide</i> in designing scheme proposals.	This is addressed in principle SPAB8: Connections	None

## Conclusions

The quality of urban design and public realm in the area is generally low, and many parts of South Portslade Industrial Estate, in particular, appear neglected. Whilst redevelopment of parts of Shoreham Harbour would provide an opportunity for significant positive impacts in relation to this objective, there is also the risk of creating bland, generic development that has no local distinctiveness.

The appraisal panel felt that the Development Brief should be more ambitious in terms of setting a high standard. It should promote high quality design and improvements to the public realm. In particular the streetscape along Kingsway/Wellington Road (A259), Basin Road North and Basin Road South should be improved.

Draft City Plan policies CP12 (Urban design) and CP13 (Public streets and spaces) set out the council's approach to creating high quality places, spaces and buildings.

The panel also noted that achieving this objective would be closely connected to achieving a number of the other sustainability objectives.

See also objectives 3, 4, 5, 6, 10, 11, 12, 13, 16 and 19.



## SA Objective 21

To raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.

Emerging Proposals:

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No Development Brief:

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### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All development proposals will be required to demonstrate that they contribute to securing apprenticeships, training and job opportunities for local people.	This is not addressed in the Draft Development Brief.	All development proposals will be required to demonstrate that they contribute to securing apprenticeships, training and job opportunities for local people.

## Conclusions

Additional residential development may require additional provision of education and training facilities, although this is dependent on the demographic mix of new residents. The panel did not consider that the emerging proposals addressed education, skills and training; although it acknowledged that there might be indirect impacts.

See also objectives 11, 14, 15, 16, 17, 19 and 20

## SA Objective 22

To 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.

Emerging Proposals:

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No Development Brief:

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### Appraisal Recommendations

SA Panel Recommendations	How addressed in the Draft Development Brief	Further Recommendations
All development will be required to incorporate appropriate facilities that enable and encourage high rates of recycling and reuse of waste and materials.	This is addressed in principle SPAB18: Waste.	None
All development proposals will be accompanied by a Site Waste Management Plan.	This is addressed in principle SPAB18: Waste.	None
All new development will be required to demonstrate that waste is minimised both during the construction phase and the lifetime of the building.	This is addressed in principle SPAB18: Waste.	None

## Conclusions

In general an increase in development is likely to lead to an increase in the production of waste both at the construction phase and during the lifetime of the building. There may be opportunities to minimise waste and increase the recycling and reuse of waste and materials. As such there are likely to be mixed positive and negative impacts in relation to this objective.

See also objective 10.

## 10 Monitoring & Implementation

- 10.1.01 It is a requirement of the SEA Directive that the significant effects of the JAAP are monitored. This monitoring will also be applied to the Development Briefs. This will be achieved by using some of the indicators which are set out in Section 7 of this report. The current data is available in Appendix 2 of the Scoping Report (Update). Other indicators that have been developed whilst assessing the emerging policies will also be used to monitor the impacts on the environmental, economic and social aspects of the city.
- 10.1.02 The monitoring will be undertaken on an annual basis, where possible, and will be incorporated into the wider annual monitoring and presented in the Annual Monitoring Reports for ADC, BHCC and WSCC. There may be some indicators which cannot be measured annually, depending on the type and nature of the indicator, and these will be monitored according to the timescales which are possible.
- 10.1.03 It should be noted that final monitoring arrangements will be confirmed in the Sustainability Statement that will be produced after each document has been finally adopted.
- 10.1.04 Where relevant, when reported in the AMR, monitoring will show where a situation has improved, stayed the same, or become worse, compared to the previous year's data.

## 11 Next Steps

### 11.1 Consultation

- 11.1.01 This SA Report is now subject to a six-week period of formal public consultation, along with the Draft Development Briefs for South Portslade Industrial Estate and Aldrington Basin. A separate SA Report accompanies the Development Brief for the Western Harbour Arm.
- 11.1.02 Any comments on the contents of this document, including the findings of the appraisals should be sent to Shoreham Harbour Regeneration at one of the following addresses:
- Shoreham Harbour Regeneration  
Adur Civic Centre,  
Ham Road  
Shoreham-by-Sea,  
West Sussex, BN43 6PR  
(01273) 263000  
[consultation@shorehamharbour.com](mailto:consultation@shorehamharbour.com)

### 11.2 Further Information

- 11.2.01 Further information on the Shoreham Harbour Regeneration Project is available from the following websites:
- Shoreham Harbour Regeneration: [www.shorehamharbour.com](http://www.shorehamharbour.com)
  - Adur & Worthing Councils: [www.adur-worthing.gov.uk/shoreham-harbour-regeneration](http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration)
- 11.2.02 Further information on each council's LDF process is available on the following websites:
- Brighton & Hove City Plan: <http://www.brighton-hove.gov.uk/index.cfm?request=b1144784>
  - Adur Local Plan: <http://www.adur-worthing.gov.uk/adur-ldf/>
- Or, contact the following:
- Brighton & Hove City Council:  
Email: [ldf@brighton-hove.gov.uk](mailto:ldf@brighton-hove.gov.uk)  
Tel: 01273 290000
  - Adur District Council:  
Email: [planning.policy@adur-worthing.gov.uk](mailto:planning.policy@adur-worthing.gov.uk)  
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