



SHOREHAM HARBOUR REGENERATION

SUSTAINABILITY APPRAISAL



SHOREHAM HARBOUR
JOINT AREA ACTION PLAN

NOVEMBER 2016

Shoreham Harbour Joint Area Action Plan

Sustainability Appraisal

November 2016

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Introduction

1 BACKGROUND

- 1.1.1 The Shoreham Harbour Joint Area Action Plan (JAAP) is a local plan being prepared by the Shoreham Harbour Regeneration Partnership. This is made up of Adur District Council, Brighton & Hove City Council, Weste Sussex County Council and Shoreham Port Authority. Once adopted, it will set the framework for regeneration of the harbour over the next 15-20 years.
- 1.1.2 Sustainability appraisal (SA) is a mechanism for considering and communicating the likely effects of a draft plan, and alternatives, with a view to avoiding and mitigating adverse effects and maximising positives. SA is a legal requirement in the case of the JAAP.¹

2 SA EXPLAINED

- 2.1.1 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.²
- 2.1.2 The Regulations require that a report is published for consultation alongside the draft plan that identifies, describes and evaluates the likely significant effects of the plan, and reasonable alternatives. The report must then be taken into account, alongside consultation responses, when finalising the plan.
- 2.1.3 In-line with the Regulations the report - known here as **the 'SA Report'** – must essentially answer four questions:
1. What's the scope of the SA?
 2. What has Plan-making / SA involved up to this point?
 3. What are the appraisal findings at this current stage?
 4. What happens next?
- 2.1.4 These questions are derived from Schedule 2 of the Regulations, which present 'the information to be provided within the report. Table 2.1 explains the links between the regulatory requirements and the four SA questions.

3 STRUCTURE OF THIS SA REPORT

- 3.1.1 This document is the SA Report of the draft Shoreham Harbour JAAP, September 2016, and hence needs to answer all four of the questions listed above with a view to providing the information required by the Regulations. **Each of the four questions is answered in turn, below.**

¹ Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal alongside Local Plan (including AAP) 'making'. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (2012). The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' version of every Local Plan / AAP.

² Directive 2001/42/EC

Table 1: Questions that must be answered by the SA Report in order to meet Regulatory³ requirements

SA REPORT QUESTION		IN LINE WITH SCHEDULE II THE REPORT MUST INCLUDE...
What's the scope of the SA?	What's the plan seeking to achieve?	<ul style="list-style-type: none"> An outline of the objectives of the plan and relationship with other relevant plans and programmes
	What's the sustainability 'context'?	<ul style="list-style-type: none"> Relevant environmental protection objectives, established at international or national level Existing environmental problems which are relevant to the plan including those relating to areas of particular importance
	What's the sustainability 'baseline'?	<ul style="list-style-type: none"> Relevant aspects of the current state of the environment Environmental characteristics of areas likely to be significantly affected Existing environmental problems which are relevant to the plan including those relating to areas of particular importance
	What are the key issues & objectives that should be a focus?	<ul style="list-style-type: none"> Problems / issues / objectives that should be a focus of appraisal
What has plan-making / SA involved up to this point?		<ul style="list-style-type: none"> Outline reasons for selecting the alternatives dealt with (and thus an explanation of 'reasonableness') The likely significant effects associated with alternatives Outline reasons for selecting the preferred approach in-light of alternatives appraisal / a description of how environmental objectives and considerations are reflected in the draft plan.
What are the appraisal findings at this current stage?		<ul style="list-style-type: none"> The likely significant effects associated with the draft plan The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of the draft plan Likely evolution without implementation of the plan
What happens next?		<ul style="list-style-type: none"> A description of the monitoring measures envisaged

N.B. The right-hand column of Table 1 does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation.

³ Environmental Assessment of Plans and Programmes Regulations 2004

PART 1

WHAT IS THE SCOPE OF THE SA

4 INTRODUCTION (TO PART 1)

4.1.1 This is Part 1 of the SA Report, the aim of which is to introduce the reader to the scope of the SA. In particular, and as required by the Regulations⁴, this Part of the SA Report answers the following questions in turn:

- What's the plan seeking to achieve?
- What's the sustainability 'context'?
- What's the sustainability 'baseline'?
- What are the key issues and objectives that should be a focus of SA?

4.2 Consultation on the scope

4.2.1 The Regulations require that: "When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies". In England, the consultation bodies are Natural England, The Environment Agency and Historic England.⁵ As such, these authorities - and wider stakeholders - were consulted on the scope of the SA in 2012. The Scoping Report (which was amended subsequent to consultation) is available [on](#) the Shoreham Harbour Regeneration pages of the Adur & Worthing Councils website.

4.2.2 The 2012 Scoping Report provides an agreed 'basis' for appraisal; however, it is important to note that our understanding of the appropriate 'scope' for the appraisal has not remained entirely static since that time. This is appropriate given that understanding of sustainability problems/issues/objectives inevitably evolves over time.

⁴ Environmental Assessment of Plans and Programmes Regulations 2004

⁵ In-line with Article 6(3).of the SEA Directive, these consultation bodies were selected because '*by reason of their specific environmental responsibilities,[they] are likely to be concerned by the environmental effects of implementing plans and programme*'.

5 WHAT IS THE PLAN SEEKING TO ACHIEVE?

The SA Report must include...

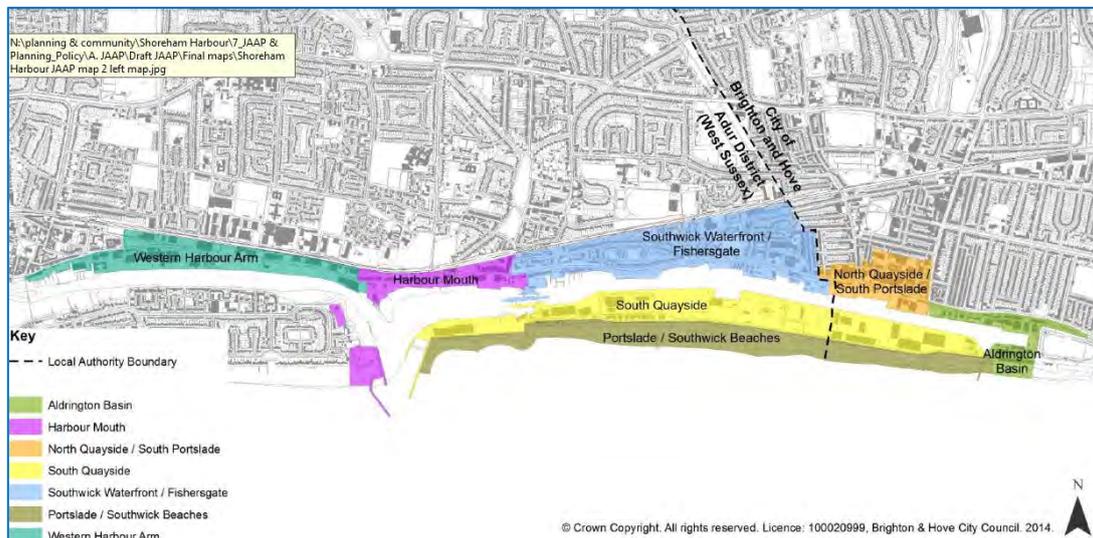
- Outline the main objectives of the plan and relationship with other relevant plans and programmes.

5.1.1 The JAAP, once adopted, will set a framework for the regeneration of the harbour over the next 15-20 years. It will identify a set of realistic, deliverable, locally supported and sustainable proposals for Shoreham Harbour and help to manage the impacts of development over time. The plan is 'joint' because it will be jointly adopted by Adur District Council (ADC), Brighton & Hove City Council (BHCC), and West Sussex County Council (WSCC).

5.1.2 Shoreham Harbour is located between the western end of Hove seafront and the Adur Estuary at Shoreham-by-Sea – benefitting from a natural coastal setting and accessible waterfront environment. The harbour stretches for five kilometres of waterfront, bounded by the A259, the West Coastway railway line and the coastal communities of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishersgate, South Portslade and Hove. The harbour straddles the local authority boundaries of Adur District Council (within West Sussex) to the west and the City of Brighton & Hove to the east.

5.1.3 The regeneration area has been broken down into seven distinct Character Areas, and there are four site allocations that have been identified as being critical to the realisation of the long term strategy for the harbour which are proposed to be the focus for delivery. These are: SS1 Aldrington Basin; SS2 South Portslade; SS3 Southwick Waterfront; and SS4 Western Harbour Arm. Allocation SS3 proposes new employment-based development only. Strategic Site Allocations SS1, SS2 and SS4 are all areas where new mixed use development is proposed. For these three areas development briefs have already been prepared and adopted by the councils in 2013. The JAAP will eventually replace these briefs once it is adopted.

5.1.4 **Figure 5.1: The seven character areas that comprise the JAAP area**



5.1.5 There have been various plans put forward for the harbour area in the past and some elements have since been delivered. The drivers of change have evolved over time, and will continue to change. The **aim of the plan** is to provide a flexible framework for future development that responds to local economic and social needs as well as environmental considerations.

5.2 How does the JAAP relate to other plans

5.2.1 Context for the JAAP is set by a raft of National, Regional and Local Policy. Key documents include:

- The plan must be in accordance with UK Government policy, and in particular that set out within the National Planning Policy Framework (NPPF 2012).
- The National Planning Policy Statement for Ports (2012) provides the framework for decisions on proposals for new port development.
- The Coastal West Sussex and Greater Brighton Local Strategic Statement (2013)⁶, produced on behalf of the Coastal West Sussex and Greater Brighton Strategic Planning Board, sets out the long term strategic objectives for the area over the period 2013 – 2031. Creating the conditions to deliver strategic employment and housing sites at Shoreham Harbour is a key priority.
- The South Inshore Marine Plan (in progress) will seek to manage the sustainable development of marine industries such as wind farms, shipping, marine aggregates and fishing alongside the need to conserve and protect marine species, habitats and leisure uses.
- Both the emerging Adur Local Plan and Brighton & Hove City Plan Part 1 identify the regeneration of the harbour in their strategic objectives and also contain a specific planning policy that identifies the harbour as a 'Broad Location' for future strategic development. This includes Policy 2 and Policy 4 of the Proposed Submission Adur Local Plan (2014) and Policy DA8 of the adopted Brighton & Hove City Plan (March 2016).
- Depending on which part of the harbour, proposals involving or impacting on waste and minerals operations should refer to: the WSCC Minerals Local Plan (adopted 2003), the West Sussex Waste Local Plan (2014), or the East Sussex, South Downs National Park Authority (SDNPA) and Brighton & Hove Waste and Minerals Plan (2013).
- Development Briefs have been adopted for key areas of change – Western Harbour Arm, South Portslade Industrial Estate and Aldrington Basin. Preparation of these briefs was informed by a large body of technical background work, public consultation and engagement, and Sustainability Appraisal.
- Shoreham Port Authority has produced a Port Masterplan (2010), which although not a statutory planning policy document, is reflective of the Port's future aspirations and should be taken into account when considering the future of land in the vicinity of Shoreham Port.
- A Flood Risk Management Guidance Supplementary Planning Document (SPD) (adopted March 2015) has been prepared for the harbour area. This identifies the requirements for new and improved flood defences and provides a guide to delivering integrated flood defence and mitigation measures.
- WSCC has prepared a Shoreham Harbour Transport Strategy for the harbour area. This identifies a package of sustainable transport measures and interventions which will be required to deliver the JAAP.
- The Shoreham Harbour Streetscape Guide (adopted May 2012) was prepared to help the councils and developers deliver cohesive and high quality public realm across the harbour area.
- A Green Infrastructure Strategy is currently being prepared for the harbour area. This sets out proposals for ecological enhancements as well as the creation of a green corridor.

⁶ Coastal West Sussex and Greater Brighton Local Strategic Statement Delivering Sustainable Growth 2013-31, October 2013, available to view here: http://www.brightonbusiness.co.uk/secure/assets/ni20140206.148678_52f3a2f71f58.pdf

5.3 Plan objectives

5.3.1 The nine over-arching strategic objectives are as follows:

- **SO1 Climate Change, energy and sustainable building: To minimise carbon emissions, address the challenges of climate change and create a renewable energy hub**
 - To ensure 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, biodiversity and green infrastructure, encourage uptake of low carbon modes of transport and support sustainable lifestyles in existing and new areas.
 - To maximise opportunities to deliver sustainability objectives through large-scale zero and low-carbon energy technologies to serve the Harbour and wider area; particularly those that take advantage of the Harbour's coastal location. Shoreham Port will be supported in becoming an important hub for renewable energy generation for the benefit of the sub-region as well as locally.
- **SO2 Shoreham Port: Support a growing, thriving port**
 - To facilitate the delivery of the adopted Port Masterplan, the provision of a modernised, consolidated and sustainable port and promote the important role of the port in the local and wider economy.
- **SO3 Economy and employment: Stimulate the local economy and provide new jobs**
 - To provide new, high quality employment floorspace and improve the business environment to support the needs of local employers. To equip local communities with the training and skills required to access existing and future employment opportunities
- **SO4 Housing and community**
 - To address shortfalls in local housing provision through delivering new homes of a range of sizes, tenures and types, including affordable and family homes as well as associated supporting community infrastructure.
- **SO5 Sustainable Travel: Improve connections and promote sustainable transport choices**
 - To promote sustainable transport choices through ensuring that new developments are well served by high quality, integrated and interconnected networks, improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.
- **SO6 Flood risk: Reduce the risk of flooding and adapt to climate change**
 - To ensure that development 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 appropriate and comprehensive flood infrastructure is delivered.
- **SO7 Natural environment, biodiversity and green infrastructure: To conserve and protect the natural environment, enhance biodiversity and create a green infrastructure network**
 - To conserve and improve the area's important environmental assets and wildlife habitats and to enhance the biodiversity of the area by creating new habitats. To minimise and mitigate impacts on the natural and local environment from soil, air, water or noise pollution.
 - To support the objectives of the Brighton & Lewes Downs Biosphere Management Strategy through the creation of green links within and beyond

the harbour area, changes in the design and management of spaces to create a functioning green infrastructure network, including green spaces and biodiverse green roofs and walls.

- **SO8 Recreation and leisure: To enhance and activate the harbour for leisure, recreation and tourism and encourage active, healthy lifestyles**
 - To create places that promote healthy and enjoyable living by improving existing and providing new green infrastructure; including open spaces and green links as well as leisure and recreation opportunities. To improve connections to and use of the waterfront, coast and beaches as attractive destinations for both locals and visitors.
- **SO9: Place making and design quality: Promote high design quality and improve townscape**
 - To promote developments of high design quality that maximise the waterfront setting, respect local character and form and enhance key gateways and public spaces. To protect and enhance the area's historic assets including the Scheduled Monument at Shoreham Fort, listed buildings and conservation areas.

5.3.2 The regeneration area has been broken down into seven distinct character areas. The JAAP identifies specific priorities and proposals for each of these areas. The character areas are:

1. South Quayside (policy SH10)
2. Aldrington Basin (policy SH11)
3. North Quayside and South Portslade (policy SH12)
4. Portslade and Southwick Beaches (policy SH13)
5. Fishersgate and Southwick (policy SH14)
6. Harbour Mouth (policy SH15)
7. Western Harbour Arm (policy SH16)

5.3.3 The JAAP also contains ten area-wide policies covering a range of issues as set out in the Strategic Objectives as follows:

1. Climate change, energy and sustainable building (policy SH1)
2. Shoreham Port (policy SH2)
3. Economy and employment (policy SH3)
4. Housing and community (policy SH4)
5. Sustainable travel (policy SH5)
6. Flood risk (policy SH6)
7. Natural environment, biodiversity and green infrastructure (policy SH7)
8. Recreation and leisure (policy SH8)
9. Place making and design quality (policy SH9)
10. Infrastructure requirements (policy SH17)

5.4 What's the plan not trying to achieve?

5.4.1 It is important to emphasise that the plan will be strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these can be addressed further down the line (through the planning application process). The strategic nature of the plan is reflected in the scope of the SA.

The SA Report must include...

- Relevant sustainability objectives, established at international / national level; and
- Existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance.

6.1 Introduction

6.1.1 An important step when seeking to establish the appropriate scope of an SA involves reviewing context messages in relation to: broad problems / issues and objectives. The JAAP SA Scoping Report (2012) identified key messages from relevant Plans, Policies, Programmes, Strategies and Initiatives (PPPSIs). A brief summary of key context messages is presented below. A full review of the Plans, Policies, Programmes, Strategies and Initiatives was presented in the Sustainability Appraisal Scoping Report 2012.

6.2 Environmental context

6.2.1 Protection and enhancement of **biodiversity** is promoted through several pieces of EU legislation, which include the EU Habitats Directive 92/43/EEC and the EU Wild Birds Directive 2009/147/EC. The importance is further emphasised by the EU Biodiversity Strategy, adopted May 2011, which aims to deliver on the established Europe-wide target to 'halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020'. Within the England the NPPF requires planning authorities to plan positively for the creation, protection, enhancement and management of ecological networks and 'green infrastructure'. Supplementary to this the Natural Environment White Paper (NEWP) emphasises the importance of a healthy natural environment to sustained economic growth, prospering communities and personal well-being.

6.2.2 At a local level, policies 32 in the Adur Local Plan and CP10 in the Brighton & Hove City Plan Part 1 require development to ensure the protection, conservation and, where possible, enhancement of biodiversity. The Sussex Biodiversity Action Plan (BAP) identifies species and habitats most under threat, and sets out an agenda for action. The Brighton & Hove Local Biodiversity Action Plan (LBAP) aims to integrate biodiversity into decision-making, to involve local communities in developing and progressing biodiversity conservation. Shoreham Harbour falls within the recently designated Brighton & Hove and Lewes UNESCO Biosphere area which promotes world class management of the environment. This includes the objective to improve important local wildlife habitats and species, and precious environmental resources such as water, through better downland and floodplain management, enhanced landscapes and urban spaces, and new marine conservation initiatives.

6.2.3 The avoidance and reduction of **flood risk** is championed by the EU Floods Directive 2007/60/EC. This requires Member States to assess all water courses and coastlines for risk and to plan adequate measures to reduce the risk. In England the NPPF suggests that development in areas of high flood risk should be avoided, and that where new development is permitted it should be made safe without increasing flood risk elsewhere. Locally, policies 37 in the Adur Local Plan and CP 11 in the Brighton & Hove City Plan seek to reduce local flood risk.

6.2.4 The River Adur Catchment Flood Management Plan identifies long-term policies for managing flood risks from the river over the next 100 years to ensure a more sustainable approach to flood management. The plan considers likely future impacts of climate change and the implications of further urban development within the catchment area.

- 6.2.5 The Rivers Arun to Adur Flood and Erosion Management Strategy aims to establish a sustainable policy for the management of coastal defences between the Rivers Arun and Adur over a 50 year period. The Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy looks in detail at this length of coast and how it will accommodate any significant human and natural factors that will influence it, identifying what kind of defensive measures are suitable and affordable over the next 100 years.
- 6.2.6 The EU Waste Framework Directive 2008/98/EC requires that the **waste** hierarchy is observed and is a material consideration in determining individual planning applications. The Government Review of Waste Policy in England also contains actions and commitments, including for local authorities, to work towards a zero waste economy. At a local level the Adur and Worthing Sustainability Strategy considers waste and recycling as one of the six key central areas, establishing targets and an action plan for improvement. The Brighton & Hove Sustainability Action Plan, uses the One Planet Framework which sets ten guiding sustainable principles on how we can live and work within a fair share of our planet's resources, including reducing waste, the use of sustainable materials, local food, and water use to help foster sustainable values that benefit the local economy, and the communities health and happiness.
- 6.2.7 The protection and enhancement of **water** quality and quantity is driven by the Water Framework Directive (2000/60/EC), which requires a catchment-based approach to water management. The Framework Directive defines water protection as relating to both surface waters and groundwater, and requires that Member States achieve 'good status' for all waters by an assigned deadline. The Bathing Water Directive (2006/7/EC) protects public health while offering an opportunity to improve management practices at bathing waters through an information dissemination classification system for the public with more stringent water quality standards. The directive aims to ensure all bathing waters meet a good mandatory standard.
- 6.2.8 At the national level, the NPPF requires that planning decisions prevent existing and proposed development from contributing to or being at unacceptable risk from water pollution. The NPPF also emphasises the important role that can be played by Sustainable Drainage Systems (SuDS) and water efficiency design measures. Locally, policies 37 in the Adur Local Plan and CP11 in the Brighton & Hove City Plan Part One require development to incorporate SuDS in order to mitigate the risk of pollution to groundwater sources and to reduce the risks of surface water flooding. Policies 36 in the Adur Local Plan and CP8 in the Brighton & Hove City Plan require development to increase water efficiency and avoid unacceptable impact on the quality and potential yield of local water resources and the water environment.
- 6.2.9 The objective of promoting **energy efficiency and renewable energy** production has been the focus of EU legislation including EU Directive 2009/28/EC on promotion of use of energy from renewable sources and the EU Directive 2010/31/EC on the Energy Performance of Buildings. In the UK the Climate Change Act 2008 has set legally binding targets on reducing greenhouse gas emissions in the UK by at least 80% by 2050 and 34% by 2020 against the 1990 baseline. The NPPF highlights the important role planning can have in achieving substantial reductions in greenhouse gas emissions and supporting the delivery of low carbon and renewable energy.

- 6.2.10 Locally, policies 18 to 20 in the Adur Local Plan and CP8 in the Brighton & Hove City Plan Part One require development to reduce energy demand, increase efficiency and encourage the local generation of energy from renewable sources. Adur and Worthing Councils Sustainability Strategy considers energy and the associated carbon dioxide equivalent emissions as another one of the six key central areas, again setting targets and an action plan for improvement. The Brighton & Hove Sustainability Action Plan sets sustainable principles to make buildings more energy efficient, with the production of energy to be through renewable technologies. Brighton & Hove's Climate Change Strategy aims to reduce carbon emissions and is linked to the Sustainable Community Strategy⁷.
- 6.2.11 **Air quality** improvements are the focus of the EU Thematic Strategy on Air Pollution, which aims to cut the annual number of premature deaths from air pollution-related diseases by 40% by 2020 (using 2000 as the base year). In addition to this the EU Air Quality Directive 2007/50/EC places stringent air quality monitoring requirements upon member states. Nationally, the NPPF presents a clear message for the planning system to prevent new and existing developments contributing unacceptable levels of air pollution, whilst suggesting Plans should contribute towards national objectives for pollutants, taking into account the presence of Air Quality Management Areas.
- 6.2.12 In addition to this the Environment Act 1996 and the Air Quality Regulations as amended require Local Authorities to assess air quality and where necessary declare Air quality Management Areas and produce Air Quality Action Plans. As such the Adur District Council Air Quality Action Plan 2007 details necessary steps to improve air quality within the two identified Air Quality Management Areas (AQMAs) identified. An AQMA management plan presents actions that could be carried out to reduce air pollution. The Brighton & Hove Air Quality Action Plan includes a comprehensive set of measures and recommendations aimed at improving air quality in the city by proposing measures such as travel planning, increasing cycling and walking networks, and road infrastructure changes.
- 6.2.13 **Noise** is an issue that is related to air quality, given that problems are driven by traffic and also industrial operations. Noise guidance provided by the World Health Organization states that "general daytime outdoor noise levels of less than 55 decibels adjusted (dBA) are desirable to prevent any significant community annoyance" The Noise Policy Statement for England addresses the effective management and control of environmental noise, neighbour and neighbourhood noise to be considered alongside other relevant sustainable development issues at the appropriate time. The Noise Action Plan for the Brighton Agglomeration addresses the management of noise issues arising from road, railway, aviation and industrial sources, setting long term strategies to manage noise and its impacts, while safeguarding quieter areas of the agglomeration.
- 6.2.14 The need to minimise travel and improve access to **sustainable modes of transport** is emphasised in England by the National Planning Policy Framework (NPPF). Under the NPPF local plans are encouraged to minimise journey lengths for all activities such as employment, shopping and leisure. Policies 29 in the Adur Local Plan and CP9 in the Brighton & Hove City Plan address this requirement. Additionally the local transport system should be balanced to favour sustainable transport modes (including walking, cycling and public transport). Effective planning for sustainable transport will also bring other sustainability benefits such as achieving health objectives.

⁷ Brighton & Hove - The Connected City (2014)

<http://www.bhconnected.org.uk/sites/bhconnected/files/Introduction%20to%20SCS%20doc..pdf>

- 6.2.15 Locally the West Sussex Transport Plan 2011-2026 sets out to increase the use of sustainable modes of transport, improve network efficiency in order to reduce emissions and delays, minimise the impact of HGVs on the local community, improve safety for all road users and reduce traffic emissions. The Brighton & Hove Local Transport Plan sets a long term policy strategy that underpins a short term delivery programme of transport schemes to be implemented. The Shoreham Harbour Transport Strategy sets out a package of measures that will need to be put in place to support new development at the harbour. The Transport Strategy seeks through a series of interventions to achieve outcomes, which complement the objectives of the Joint Area Action Plan, such as reduced levels of congestion, strengthened sustainable transport mode share, improved connectivity, a safe and attractive environment, and adequate parking provision and controls.
- 6.2.16 The prevention of new and existing development from being adversely affected by the presence of ‘unacceptable levels’ of **soil pollution** is emphasised in the National Planning Policy Framework, whereby the remediation and mitigation of despoiled, degraded, derelict, contaminated and unstable land must be undertaken where appropriate. In *Safeguarding our Soils: A strategy for England*⁸ preventing the pollution of soils and addressing the historic legacy of contaminated land is addressed, recognising that changing demands on our soils need to be better understood ensuring that ‘appropriate consideration is given to soils in the planning process’. The Brighton & Hove City Council Contaminated Land Strategy sets measures to identify and keep a register of contaminated sites, and consult on, and formally require, appropriate action when contaminated land has been found.

6.3 Socio-economic context messages

- 6.3.1 The NPPF seeks to ensure a wide choice of high quality **homes**, with more opportunities for home ownership, in order to create sustainable, mixed communities. There is a need to plan for a mix of housing based on the local demography and the needs of the different groups within the local community. The Adur and Worthing Housing Strategy 2012-2017 outlines a list of priorities for the local area. This includes balancing the local housing market, meeting the need for affordable homes, preventing homelessness, providing housing support and promoting a healthy private sector. The Brighton & Hove Housing Strategy (2015) identifies the main housing issues for the city that the council and its partners are working to address. Additional strategies have been produced on Student Housing, Homelessness, Supporting People and Temporary Accommodation, Older People’s Housing Strategy and LGBT (Lesbian Gay Bisexual and Trans) People’s Housing Strategy to address the needs of particular communities in the city. Housing is addressed through policies 3 in the Adur Local Plan and CP1 in the Brighton & Hove City Plan Part One. Both plans identify Shoreham Harbour as a ‘broad location’ for housing development.
- 6.3.2 The NPPF outlines the Government’s commitment to ensuring **sustainable economic growth**. As such planning policies are encouraged not to overburden investment in business but to address potential barriers to investment such as lack of infrastructure and housing. Plans are also encouraged to avoid long term protection of sites for employment use if they are not likely to be used for this purpose. The Adur and Worthing Council Corporate Priorities 2011-2014 document has five core aims, one of which relates to supporting and improving the local economy.

⁸ Defra (2009) Safeguarding our Soils: A strategy for England [online] available at: <http://archive.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf>

- 6.3.3 An Economic Strategy for West Sussex 2012-2020 has supported the establishment of the Coast to Capital Local Enterprise Partnership (LEP), which has identified aims to create an outward facing, high performing international business economy, with a reputation for being a good place to do business. The LEP is to take a coordination and leadership role on a range of issues including spatial regeneration projects such as Shoreham Harbour. The importance of Shoreham Harbour as a significant transport route for cargo is emphasised in the economic strategy. The Adur & Worthing Economic Plan provides a local economic priority focus which prioritise the supporting of business, the development of growth, the enhancement of the business environment, the advancement of local skills, the encouragement of sustainability, and the promotion of health and wellbeing.⁹ Economic growth is addressed through policies 4 in the Adur Local Plan and CP2 in the Brighton & Hove City Plan Part One. Both plans identify Shoreham Harbour as a 'broad location' for economic development.
- 6.3.4 **Social inclusion** is promoted in the EU through the Renewed European Sustainable Development Strategy and is considered one of the seven key challenges for the EU within the strategy. Locally the West Sussex Sustainable Community for 2008-2020 highlights essential areas for improvement which include reducing West Sussex contribution to climate change, improving access to high quality education, reducing the difference in life expectancy between different demographics and increasing safety in West Sussex. The Sustainable Community Strategy for Worthing & Adur¹⁰ is set around four priorities for change, which reflect the evidence and the views and needs of residents in Adur and Worthing, namely a better place to live, work and enjoy; better health and wellbeing for all; Learning, training and employment opportunities for all; and staying and feeling safe. The sustainable Community Strategy for Brighton & Hove¹¹ sets guiding principles to improve equality for the city at large by supporting and promoting initiatives that reduce inequality and financial exclusion, commends the benefits of a healthy lifestyle and improve the lives of the most vulnerable through greater engagement with communities.
- 6.3.5 The NPPF outlines the social role the planning system plays in supporting the **Health & wellbeing** of communities through the promotion and retention of community services, the setting of strategic policy to deliver health facilities, and providing access to high quality open spaces and opportunities for sport and recreation. A key message of the NPPF is to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. The Marmot Review's *Fair Society, Healthy Lives*¹² sets key policy actions that fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality.

⁹ Adur & Worthing Council (2013) Adur & Worthing Economic Plan 2013 – 2023 [online] available at: http://www.adur-worthing.gov.uk/media/media_117748_en.pdf (accessed 10/14)

¹⁰ Adur in Partnership and Worthing Together (2010) Waves Ahead: Sustainable Community Strategy Worthing and Adur 2010 – 2026 [online] available at: <http://www.wavesahead.org.uk/wp-content/uploads/2013/01/wa-SCS120110.pdf>

¹¹ Brighton & Hove – the connected city (2014): An introduction to the Sustainable Community Strategy for Brighton & Hove available at: <http://www.bhconnected.org.uk/>

¹² The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at: <http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf> (accessed 04/13)

6.3.6

The prioritising of policies and interventions that both reduce health inequalities and mitigate climate change include improving active travel; improving open and green spaces; improving the quality of food in local areas; and improving the energy efficiency of housing. The TCPA report *Planning Healthier Places* notes that there needs to be new engagement between planners, developers and communities to identify how the evidence-based health benefits of investing for the long term can be factored-in.¹³ Policies 34 in the Adur Local Plan and CP18 in the Brighton & Hove City Plan Part One address the issue of health and wellbeing. Health & Equalities Impact Assessments (HEQIA) carried out on the Adur Local Plan and Brighton & Hove City Plan Part One, recommended how to improve the policies to ensure beneficial health impacts were maximised and to reduce or avoid adverse impacts on sensitive communities. The HEQIA of plans at local level identifies potential health outcomes that can be responded to through amendments to the plan promoting positive effects while offsetting negative effects of the health and wellbeing of whole communities.

¹³ TCPA (2013) *Planning Healthier Places* [online] available at: http://www.tcpa.org.uk/data/files/Planning_Healthier_Places.pdf (accessed 02/14)

The SA Report must include...

- Relevant aspects of the current state of the sustainability baseline and the likely evolution thereof without implementation of the plan;
- Characteristics of areas / populations etc. likely to be significantly affected; and
- Existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance.

7.1.1 The baseline review is about tailoring and developing the problems/issues identified through context review so that they are locally specific. A detailed understanding of the baseline can aid the identification and evaluation of 'likely significant effects' associated with the plan / alternatives.

7.1.2 The JAAP SA Scoping Report (2012) presents a detailed review, and key messages are presented below updated as appropriate. The full Baseline Review can be found in the Scoping Report.

7.2 Introduction to the area

7.2.1 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 Dover is about 100km to the east.

7.2.2 From the mouth of the River Adur, the harbour's Western Arm extends around 2km 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.

7.2.3 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 to Portslade in Brighton & Hove, and includes Shoreham Port. The port is the closest Channel port to London, and lies within 25km of the principal sea shipping lanes along the English Channel. Shoreham Port is the largest commercial port between Southampton and Dover, and although most of the port's activities service the local area, and the south east of England, some commodities such as timber are distributed further afield. Shoreham Port Authority has a statutory duty to improve, maintain and develop the port.

7.2.4 As well as the operational port, the regeneration area includes housing, employment, and shopping areas. Shoreham Harbour is an area with an interesting and varied character and heritage. Whilst parts of the harbour are attractive, 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.

7.3 The environmental baseline

Ecological Footprint

7.3.1 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.

- 7.3.2 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. Further analysis of the data shows that housing and food have the largest impacts on the EF; followed by transportation and then 'manufactured durables and consumables'.

Climate change

- 7.3.3 The UK Climate Impacts Programme 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); overall increase in temperature and rainfall variability; and more frequent and extreme heatwaves and very wet winters.
- 7.3.4 Adur's greenhouse gas footprint (measured by tonnes of carbon dioxide (CO₂) equivalent per capita) is 4.5. This is below both the regional and England average of 6.3 and 6.7 respectively. Brighton & Hove's greenhouse gas footprint is 4.3.
- 7.3.5 Domestic consumption of energy is responsible for 43% of carbon dioxide emissions in Adur, and 43% in Brighton & Hove. Road transport is responsible for 33% of CO₂ emissions in Adur and 24% in Brighton & Hove (2013).
- 7.3.6 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 CO₂ reduction in new development through planning policy. Brighton & Hove's Sustainability Action Plan also aims to reduce the council's carbon footprint by 4% each year, and commits the council to producing a City CO₂ Reduction Plan in order to facilitate energy reduction across the city.

Flood risk

- 7.3.7 Parts of the regeneration area are at a high risk of flooding due to the proximity to the coastline and the River Adur, exacerbated by the low lying topography of some sites. This is especially true for the Western Harbour Arm, parts of Aldrington Basin, Southwick and Portslade beaches as well as the port operational area.
- 7.3.8 Tidal Flood Risk is a particular issue. 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.
- 7.3.9 Brighton & Hove City Council, in partnership with Adur District Council and the EA, has produced the Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy Review. This examines how the stretch of coastline between Brighton Marina and the River Adur (up to the lock gates in Southwick and including the Canal) will change over the next 100 years. This includes investigating erosion and flood mitigation measures that need to be delivered over this period. A similar strategy, The Rivers Arun to Adur Flood and Erosion Management Strategy (2010) has already been adopted by Department for Environment Food and Rural Affairs. This strategy includes a large part of the River Adur.

Air quality

- 7.3.10 Road vehicles are the greatest contributing factor to poor air quality in Adur and Brighton & Hove, with vehicles emitting a variety of pollutants including carbon monoxide, nitrogen oxides, volatile organic compounds and particulate matters.

7.3.11 There are two Air Quality Management Areas (AQMAs) that lie partly within the regeneration area, designated due to non-compliance with the Nitrogen Dioxide air quality objective. Brighton & Hove AQMA includes Kingsway and Wellington Road (A259), Church Road (B2193) and Boundary Road / Station Road (B2194). 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.

7.3.12 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. Another concern in respect to air quality is the open storage of aggregates and woodchip in the port causing dust and air pollution. Air Quality Action Plans (AQAPs) will continue to play a key role in helping to manage issues of localised air pollution.

Noise

7.3.13 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. Rail related noise is also an issue around the Western Harbour Arm and Southwick areas (between 55-65dBa in some locations). Some of the industrial and port-related land uses in the regeneration area also generate high levels of noise.

Transport

7.3.14 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). 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.

7.3.15 In terms of public transport, the railway stations of Shoreham-by-Sea, Southwick, Fishersgate and Portslade are all within walking distance. There are also frequent buses along the A259, although north-south movements are limited due to the road layout and severance created by the A259 and roads running under the railway line. In addition, there is scope to improve public perception of the bus network.

7.3.16 Shoreham Harbour is well served by pedestrian infrastructure; however the environment for pedestrians is considered to be poor and unattractive in places, and may not encourage short walking trips. In places the network is narrow, in poor condition, close to road traffic or poorly lit. The railway line and A259 both act as barriers to pedestrian movements causing severance.

7.3.17 A national cycle route (NCN2 from Dover to Penzance) runs through the harbour area from Hove Lagoon in the east, along Basin Road South (the South Quayside area), across the canal locks, at which point the route takes a more inland course away from the JAAP area and re-emerges in Shoreham. Here it crosses over Adur Ferry Bridge and carries on to the seafront to the west. This route links Brighton in the east and Worthing in the west.

7.3.18 The Shoreham Harbour Transport Strategy is being developed alongside the JAAP to support regeneration and development at Shoreham Harbour. It takes a balanced view of transport provision in the JAAP area focusing on improvements to the existing road network and measures to encourage the use of sustainable modes of transport. Five key outcomes are identified in the draft transport strategy:

- Reduced levels of congestion
- Strengthened sustainable transport mode share

- Improved connectivity
- A safe and attractive environment
- Adequate parking provision and controls

Water resources

- 7.3.19 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.
- 7.3.20 Household per capita consumption of water in the Sussex Coast Water Resource Zone is 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. 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.
- 7.3.21 The overall groundwater quality of the Brighton Chalk Aquifer is currently classified as “poor”. The quantitative status of the aquifer is “poor”, and the chemical status is classified as “poor”. The overall water quality of the Adur Estuary is classified as “moderate”, the ecological quality is also “moderate” and the chemical quality is “good”.
- 7.3.22 The EA monitors the quality of bathing water at Southwick Beach. Since 2009 water at this location has achieved “excellent” status. This means that bathing water meets the criteria for the stricter guideline standards of the revised European Bathing Water Directive (2006/7/EC).

Biodiversity

- 7.3.23 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.
- 7.3.24 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). Shoreham Beach SNCI and Adur Estuary SSSI (together with Widewater Lagoon SNCI) form the Shoreham Estuary and Beach Biodiversity Opportunity Area (BOA). Basin Road South SNCI forms part of the Brighton & Hove Urban Green Network BOA.
- 7.3.25 There is also an exceptional population of common lizards, and a good population of slow worms, on the coastal grassland at Southwick Waterfront. This site, on the northern edge of Shoreham Harbour’s Eastern Arm, south of the A259, is also important for breeding birds. All sites are particularly vulnerable to trampling, recreational disturbance and dog interference.
- 7.3.26 Other protected areas nearby include the chalk downland at the Beeding Hill to Newtimber Hill SSSI, located 4.2km north of the JAAP area, the Waterhall (SNCI) as well as the Mill Hill SNCI and LNR, located 1.8km north. Furthermore, the recent addition of the Brighton and Lewes Downs to UNESCO’s World Network of Biosphere Reserves further reflects the importance of the area in terms of supporting a balanced relationship between people and nature.

7.3.27 There are no Special Areas of Conservation (SAC) or Special Protected Areas (SPA) within the JAAP boundary. The approximate distances to SACs or SPAs within 20 miles of a central point within the JAAP boundary are shown on the following table. Consideration of impacts on SACs and SPAs has been through the Appropriate Assessments of the Adur Local Plan and Brighton & Hove City Plan.

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

Cultural Heritage

7.3.28 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". 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 Sussex Yacht Club site. 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. Outside the regeneration area there are two additional Conservation Areas in close proximity.

7.3.29 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; and Kingston Lighthouse, Brighton Road. Also present is the Old Fort on Shoreham Beach, a military fort built in 1857 and classified as a Scheduled Monument.

7.4 The socio-economic baseline

Gross Value Added

7.4.1 In 2013 Gross Value Added (GVA) per head in Brighton & Hove was estimated at £22,972. This is lower than the average for England (£24,091 per head) and the regional average for the South East (£25,843 per head). GVA data is not available for Adur, but was estimated at £24,165 across West Sussex as a whole.

7.4.2 The trend over time is notable. In 1999, GVA per head in Brighton was 10% below the English average, but it had increased to 2% above the English average by 2003, and remained at around this level until 2009. Since then it has fallen to below the English average. 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. Since then it has risen and is now comparable with the English average.

Employment

7.4.3 As of 2013, Adur had a job density of 0.62. 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 England as a whole (0.80). At 0.79 Brighton & Hove's job density was slightly lower than the national average.

7.4.4 As of 2013, 59.5% of the resident population of Adur were of working age (16-64) which is lower than the English average of 63.5%. For Brighton & Hove the figure was higher at 70.4%.

- 7.4.5 In 2014/15, 75.9% of Brighton & Hove's working age population was economically active. This is slightly less than the UK average at 77.7%. The figure in Adur is higher at 80.1%.
- 7.4.6 Providing around 1,400 jobs, Shoreham 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. The development of the harbour area is a long-term aspiration. A preliminary Economic Impact Assessment (GL Hearn, 2013) has been undertaken which has indicated that there is the potential for a significant net increase in employment and additional economic output. There is the potential for increased supply chain influence, i.e. the potential to support indirect job creation in the local economy. Priorities include: Renewing older and poor quality industrial stock and delivering quality workshop and industrial space to meet the needs of emerging sectors; expanding Adur's under-developed office market; and providing an opportunity to deliver small, affordable, start-up office space.

Earnings

- 7.4.7 In 2015, median weekly workplace earnings for full-time workers in Adur were £460, 13% lower than the average for the UK of £529. Since 2008 weekly workplace earnings in Adur have fluctuated from a low of £402 in 2009 to a high of £465 in 2011. In Brighton & Hove, median weekly workplace earnings were £514, 3% below the English average.
- 7.4.8 Residential analysis of earnings data for 2015 show that median full-time weekly earnings for *Brighton & Hove's* inhabitants were £546, compared with £529 for the UK. This is higher than the workplace based figure of £514. This is an indicative of significant out-commuting to higher-paid jobs elsewhere. Over time earning in Brighton & Hove have generally been slightly higher than for the UK as a whole. Median full-time weekly earnings for *Adur's* residents were £500. This is higher than the workplace based figure of £460. The trend over time is also notable: In 2002 residents weekly earnings were equivalent to the English average, but 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 2011 down to 6% below average in 2015.

Deprivation

- 7.4.9 The Indices of Multiple Deprivation show that there is some degree of localised deprivation in the two local authority areas. As of 2015, Brighton & Hove was ranked 109 and Adur was ranked 150 in the Index of Multiple Deprivation (Rank of Average Rank (Areas), out of 354 authorities – 1 being the most deprived). This indicates a trend of an overall reduction in relative deprivation across the area/city.
- 7.4.10 Overall deprivation in the vicinity of the regeneration area is particularly acute in parts of the Eastbrook ward in Adur. Within this ward, some small areas, known as Super Output Areas (SOAs), fall within the 20% most deprived areas in the country for overall deprivation. In addition, some of the LSOAs within the St Mary's ward fall within the 30% most deprived in the country.
- 7.4.11 In Eastbrook Ward, there are two SOAs that lie within the regeneration area. Both of these LSOAs are within the 20% most deprived in the Income domain and the Education domain; one is within the 20% most deprived in the Crime domain.
- 7.4.12 In St Marys, one of the SOAs lies within the regeneration area. This is within the 20% most deprived in the Education & Skills and the Living Environment domain.
- 7.4.13 In South Portslade, there is one SOA that lies partly within the regeneration area. This is within the 50% most deprived for overall Deprivation. It is within the 10% most deprived in the Living Environment domain.

Out-of-Work Benefits

- 7.4.14 As of December 2015, in Brighton & Hove, 1.5% of the working age population claim Job Seeker's Allowance (JSA). This is the same as the rate for the UK (1.5%), but higher than the rate for Adur, at 1.1% and the South East at 0.9%. At the ward level, the claimant rate varies across the regeneration area. It is highest in South Portslade (2.2%). In St Mary's, Southwick Green and Wish the rate is 1.4%.

Education and Skills

- 7.4.15 In 2015, 59.7% of GCSE students in Brighton & Hove achieved 5 or more A* to C grades including English and Mathematics. In West Sussex 59.4% of students achieved this. This compares with the South East average of 59% and the English national average of 52.8%.
- 7.4.16 Education, skills and training related deprivation are a particular issue in parts of the regeneration area. Some LSOAs within the Eastbrook and St Mary's wards fall within the 20% most deprived areas in the country for this issue. Certain wards within the regeneration area are also 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.

Housing

- 7.4.17 There is a high demand for all types of housing, including affordable housing in both the Adur district and Brighton & Hove. In Adur, in 2011 there were 1069 households classified as having priority needs on the housing register. In Brighton & Hove the Objectively Assessed Need for Housing (2015) indicated that 30,120 dwellings would need to be delivered by 2030 in order to meet demand. The need for housing exceeds supply in both areas.
- 7.4.18 In terms of supplying future housing sites, both Adur and Brighton & Hove are geographically constrained by the sea and by the South Downs National Park to the north. As a result, there is a limited supply of sites where new homes can be built and therefore development mainly consists of building on previously developed (brownfield) sites and small scale infill sites. Housing needs assessments for both Adur and Brighton & Hove have identified a shortfall in housing provision in relation to need, in particular affordable and family sized homes.

Health

- 7.4.19 According to the Census 2011, Brighton & Hove has equivalent or slightly lower proportion of residents with bad or very bad health in comparison to the English average. The proportion of residents with a limiting long term illness or disability is lower than the English average. However all are higher than the regional average. Adur has equal or higher percentages than the national and regional averages for each of these health indicators.
- 7.4.20 Overall, Brighton & Hove wards in the regeneration area have a lower percentage of citizens with bad or very bad health with Wish at 5.1% and South Portslade at 5.4%. Adur wards tend to have significantly higher percentages at 5.7%, 6.2% and 7.8% for Eastbrook, Southwick Green and St Mary's. (Census 2011).

The SA Report must include...

- Key problems / issues and objectives that should be a focus of / provide a framework for appraisal

8.1 Introduction

8.1.1 Drawing on the review of the sustainability context and baseline, the SA Scoping Report (2012) was able to identify a range of sustainability problems / issues that should be a particular focus of SA, ensuring it remains focused. These issues were then refined further into a more discrete list of sustainability 'objectives'.

8.2 Sustainability issues

8.2.1 The following is a summary of the issues listed within the 2012 Scoping Report. All issues are still considered to be of relevance.

Environmental

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

Socio-economic

- There are specific needs in terms of employment floorspace, but there is a lack of demand for employment floorspace in parts of the JAAP area. Adur is not perceived as an office location.
- High levels of congestion on the A259 hinder economic growth, as does low skill levels.
- Various issues indicate some degree of relative deprivation / social exclusion associated with the regeneration area and nearby communities.
- There are identified deficiencies in terms of access to services, community infrastructure, housing and education / skills training.
- There is a high degree of housing need, and a shortage of affordable housing provision.
- There is an ageing population with increasing demands on health and social care. Climate change will impact on the elderly. The working age population has remained fairly static over the last 20 years in Adur, compared to a steady increase in Brighton & Hove.

8.3 Sustainability objectives

8.3.1 The following is a concise list of sustainability objectives that reflects the sustainability issues established through context and baseline review. The list of objectives provides a methodological 'framework' for appraisal, ensuring that it remains focused and concise. The objectives were identified at Scoping Stage, however have been reviewed at this stage to ensure they remain consistent with national policy changes. This is of particular relevance to objective 1.

Sustainability Objectives
1. Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design and encourage use of established standards for new and existing development. ¹⁴
2. Encourage the sustainable use of water.
3. Improve land-use efficiency through re-use of previously developed land, buildings and materials.
4. Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
5. Maintain local distinctiveness and protect and enhance the historic environment; including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
6. Protect, enhance and improve the accessibility of public open space and green infrastructure.
7. Reduce the risk and levels of air and noise pollution.
8. Reduce pollution and the risk of pollution to land.
9. Reduce pollution and the risk of pollution to water.
10. Ensure that all developments have taken into account the changing climate and adaptable and resilient to extreme weather events.
11. Improve health and wellbeing and reduce inequalities in health.
12. Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
13. Promote sustainable transport and reduce the use of the private car.
14. Reduce poverty, social exclusion and social inequalities and narrow the gap between the most and least deprived areas so that no one is seriously disadvantaged by where they live.
15. Meet the need for housing, including affordable housing and ensure that all groups have access to decent and appropriate housing.
16. Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
17. Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
18. Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
19. Improve the range, quality and accessibility of services and facilities and improve the integrated transport links with them.
20. Create places and spaces that work well, wear well and look good.
21. Raise educational and skills levels to enable people to remain in work, and access good quality

¹⁴ The former objective 1 referred to encouraging development to meet high levels of Code for Sustainable Homes or BREEAM. This has been removed following publication of the Written Ministerial Statement in March 2015 that withdrew the Code for Sustainable Homes scheme.

jobs.

22.Reduce waste generation and increase material efficiency and reuse of discarded material by supporting and encouraging development, business and initiatives that promote these and similar issues.

Part 2

What has plan-making / SA involved up to this point

The SA Report must include...

- An outline of the reasons for selecting the alternatives dealt with;
- The likely significant effects on the environment associated with alternatives; and
- An outline of the reasons for selecting the preferred approach in-light of alternatives appraisal (and hence, by proxy, a description of how environmental objectives are reflected in the draft plan).

9.1.1 The aim of this Part of the SA Report is to explain the ‘story’ of plan-making / SA up to this point. Specifically, in-line with Regulations¹⁵, it is the aim of this Part of the SA Report to present information about the ‘**reasonable alternatives**’ that have been subjected to SA, and how this work has fed-into the JAAP.

9.1.2 Plan-making has been on-going for a number of years, and there have been various stages of alternatives appraised through-out that time. At the current time – which is an advanced stage in the plan-making process – the SA helps to identify significant effects and may result in slight changes to policy wording, rather than carries out an assessment of alternatives.

¹⁵ In-line with Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations (2004), there is a need to present an appraisal of “reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme” whilst in-line with Schedule 2(8) there is a need to explain “the reasons for selecting the alternatives dealt with”.

10 OVERVIEW OF PLAN-MAKING / SA WORK UNDERTAKEN PRIOR TO 2016

10.1 Introduction

10.1.1 As discussed above, it is appropriate to present an overview of the plan-making / SA work undertaken. Detailed information is not presented, however, as it would represent a distraction at the current time (which is an advanced stage in the plan-making process). More detailed information remains available, and is sign-posted as appropriate.

10.2 Concepts considered in the 1990s

10.2.1 The long-term regeneration of the Shoreham Harbour area has been an objective of the three partner authorities – ADC, BHCC and WSCC – and of the Port and a number of other organisations for a number of years. This desire has been driven by:

- The challenge of finding strategic land for housing and economic growth given the physical and environmental constraints of the sub-region
- An underperforming coastal economy
- Pockets of worsening deprivation
- The need for port consolidation and modernisation
- Underutilised land in and around the port.

10.2.2 In the late 1990s, the Shoreham Maritime project proposed the regeneration of the harbour 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 and delivery.

10.3 Work driven by SEEDA and the South East Plan (2006 – 2009)

10.3.1 In 2006, a reappraisal of the Shoreham Maritime Project by the South East England Development Agency (SEEDA) proposed that a comprehensive mixed-use scheme covering a wider area than just the port itself and potentially accommodating up to 10,000 homes and 8,000 jobs could be deliverable (supported by substantial government funding). In 2007 SEEDA commissioned a Development and Implementation Strategy that sought to explore this potential scale of development. These transformational aspirations for the area were identified in the, now revoked, South East Plan (2009).

10.3.2 The preparation of a Joint Area Action Plan (JAAP) was proposed for taking forward proposals for the area and a Steering Group was established in 2008. A series of detailed studies were then undertaken to explore the deliverability, viability and potential impacts arising from a c.10,000 home scheme. This culminated in the preparation of a 'Draft Preferred Option Masterplan' in 2008/2009. Ultimately, this plan was never completed or subject to formal public consultation, but lessons were learned from plan-making / SA work undertaken. SA work focused on the appraisal of the following alternative strategies:

1. The development of 10,000 new homes and 7,750 new jobs with a new link road linking the A259 with the A270
2. The development of 10,000 new homes and 7,750 new jobs without a new link road
3. The development of 7,750 new homes and 6,000 new jobs with a new link road linking the A259 with the A270
4. The development of 10,000 new homes and 6,000 new jobs without a new link road

- 10.3.3 The SA demonstrated a weight of preference in favour of the larger scale options, and therefore served to highlight the imperative of taking a comprehensive approach to addressing key infrastructural constraints, including those relating to flood risk management and transport. Having said this, the SA did also demonstrate that a smaller scale scheme would be preferable in terms of water quality, concern over water supply, biodiversity, countryside amenity and the potential overcrowding of open spaces.
- 10.3.4 The SA also lent support for a Link Road; however, SA findings were somewhat contradicted by transport modelling which showed that the Link Road might transfer congestion, rather than solve the problem. Thus, the relative benefits and adverse impacts of the Link Road were identified at the time as requiring further analysis.
- 10.3.5 A second phase of the SA was begun by the SEEDA appointed JAAP team. This assessed options relating to the following issues :
- Transport
 - Economy
 - Housing
 - Open space and outdoor recreation
 - Port development
 - Retail
 - Community Facilities
 - Waste and Energy (Sustainable Living)
- 10.3.6 The proposals assumed a comprehensive land purchase and site assembly approach via a public sector-led 'special purpose vehicle' so that private sites could be prepared and brought ready to the market. However, given the complexities of land ownerships and the range of different circumstances and aspirations of land owners it was difficult to make assumptions about the realistic costs and logistical implications (for example in terms of time delays) of this approach. Therefore the site assembly costs were difficult to determine upfront and in reality could have significantly increased the already large funding gap (due to infrastructure provision and land reclamation). Much of the burden of this significant cost would have been borne by public sector funders in the early phases of development as opposed to being staged throughout the 25yr development therefore increasing the upfront risk.
- 10.3.7 A viability analysis was commissioned to demonstrate how the proposals could come forward. However, subsequent concerns about some of the assumptions led BHCC to commission an independent assessment of the viability work to inform the preparation of its Local Development Framework. The report concluded that there was a viability gap of approximately £300 million to deliver the masterplan proposals based on the information available at the time.
- 10.3.8 Key outcomes of the study included:
- The study questioned the approach to the costly large scale relocation of harbour activities on to reclaimed land which meant that the end value of the sites may be less than the cost of preparing them.
 - The most significant cost areas included the proposed car parking solution which included high volumes of underground car parking at a total cost of £175 million and land reclamation and sea defences at £132 million.

- Careful consideration was advised in relation to the 360,000 sq ft of retail space proposed and the impact of this on the already established town centre and other retailing areas.
- Recommended to undertake further work to determine which sites should fall within the masterplan boundary and be subject to a proactive land assembly approach.
- Advised to undertake further testing to highlight the cost items that contribute significantly towards the viability gap and once these are highlighted, solutions can be sought to reduce cost, time delay and risk.
- Further analysis should be undertaken of the quantum, mix of uses, development densities and building types to assist in improving viability. In particular the viability of delivering over 1 million sq ft of new office development was questioned. Market analysis was recommended to position the employment element correctly for the location.

10.3.9 Shoreham Harbour was also subsequently designated as a **Growth Point** in 2009 under the government's Growth Points programme and as such attracted further funding to prepare technical studies.

10.3.10 All of the studies during this period were commissioned specifically to consider the potential impacts of 10,000 new dwellings at Shoreham Harbour. The key conclusions of these technical assessments were as follows:

- The amount of land required to accommodate 10,000 new dwellings (plus new commercial and retailing floorspace whilst retaining the operational port areas) would be dependent on substantial land reclamation from the sea. The costs of this reclamation were found to be prohibitive in the short to medium term.
- Concerns were raised about the ability to mitigate the environmental impacts (including impacts on wider coastal erosion processes and flood risk) from the proposed land reclamation on the seaward side of the port.
- Significant concerns were raised by local councillors on behalf of the local community about the height, bulk and scale of new developments (and thus impact on the character of the local area) within the Preferred Option Masterplan that would be required to achieve the 10,000 target.
- Concern was also raised about the ability to provide and maintain sufficient supporting community services, facilities and open space within the local area to support this level of additional population.
- Initial transport modelling and assessment concluded that further work would be required to determine the impact of this level of new development on the already constrained local transport network and how these impacts could be sufficiently mitigated, in particular parking provision.
- The Preferred Option Masterplan was dependent on the large scale relocation of existing active harbour businesses to alternate employment sites in the local area. Concerns were raised as to the impact this would have on future employment land supply and the logistical implications of finding a large amount of employment land suitable for industrial uses in the local area.
- A Strategic Housing Land Availability Assessment considered that the rate of delivery and take-up that would be required to fund the development was unlikely to be achievable and even assuming the land reclamation and relocations were feasible a significantly lower target of around 5500 new homes would still be a challenging upper limit.

- A Viability Assessment (DTZ: 2009) raised concerns about the ability to deliver the 1.1 million sq ft of commercial office space identified in the Preferred Option Masterplan and the costly car parking solution that would be required to support it. It also raised concerns about the impacts of the proposed 360,000 sq ft of new retail space on local existing retailing locations in neighbouring town centres.

10.3.11 Despite these findings, the studies suggested that it was worthwhile carrying on with the project but with a reduced scale.

10.3.12 The partnership submitted a bid for Shoreham Harbour to be considered for funding under the second wave of the previous government's **Eco-Towns** programme. This was successful and led to a specific bid in March 2010 for funding to aid the planning process and for an Eco-Demonstration project. The Eco-Towns award highlights the commitment of the authorities to deliver sustainable development at the harbour in line with the Eco-Town PPS standards (where achievable).

10.3.13 For the reasons of capacity, viability and deliverability outlined above the scale of development proposed in the SEEDA Masterplan has been ruled out and is no longer considered a reasonable strategic option.

10.4 Progress subsequent to the change of Government (2010 – 2012)

10.4.1 Following the initial period of technical work, significant economic and political change has taken place that has impacted on the approach to the harbour. The global financial crisis and changes in government policy have resulted in the abolition of the Regional Development Agencies (including SEEDA) and a significant reduction in funding available to support large scale regeneration projects and indeed local authorities in general. Furthermore, as part of the Localism Act 2011, the government revoked the Regional Spatial Strategies and the housing targets within them (including the 10,000 dwelling target for Shoreham Harbour).

10.4.2 In-light of the Localism Agenda promoted by the new Government, the three local authorities agreed to take the lead on delivering the regeneration project, buying-in to the original vision. As a first step, a Capacity and Viability Study was commissioned to assess options around the quantity of new housing and employment floorspace that could be delivered in a cost-effective way. Key outcomes of the study included:

- Based on physical capacity, the harbour has the potential to provide up to 2,000 new homes and up to 3000 (net) new jobs if mixed-use schemes can be promoted.
- Comprehensive land assembly led by the public sector is not advised. There are few sites in public ownership and therefore the ability to raise revenue from land sales is limited.
- The key barrier to unlocking sites is the cost of flood defences. Bringing forward piecemeal approaches to flood defences is undesirable in viability and design terms.
- It is not possible, in physical and viability terms, to meet the Eco-Towns criteria wholesale; but specific sustainability measures will be achievable.
- Further technical work should be undertaken around smaller area masterplans, promoting early-win catalyst sites, and modelling to ascertain further detail of infrastructure requirements and costs, in particular flooding and transport.
- Clear planning policy for the harbour is essential, including interim policy in advance of the JAAP.
- Accessing the gap funding is one challenge however the other is ensuring the right governance structure is in place to deliver the project. This is critical.

10.5 Development Briefs

10.5.1 Consultants were commissioned in 2012 to prepare development briefs for the Western Harbour Arm, South Portslade Industrial Estate and Aldrington Basin areas of the harbour which were identified as facing most development pressure in the short term and where it was recognised that there was a need for interim guidance in advance of the JAAP.

Workshop and exhibitions

10.5.2 Central to the consultants work was 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 options for each of the areas of change. Landowners, businesses and developers were also invited to attend an exhibition and discuss the 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 Adur Civic Centre and Hove Town Hall.

Options Report

10.5.3 These consultation and engagement activities and the review of evidence, opportunities and constraints informed the preparation of an **Options Report** in September 2012. The report identified two alternative scenarios for each area of change.

- For the Western Harbour Arm – both envisaged the long term redevelopment of the area as a predominately residential neighbourhood. **Option 1** suggested a courtyard structure with improved access to the waterfront and employment uses at ground floor level. This approach retained the existing Brighton Road (A259) on its current alignment. **Option 2** proposed a more radical approach, realigning the A259 to run along the waterfront.
- For South Portslade Industrial Estate – both options envisaged the redevelopment as a residential-led mixed use development. **Option 1** proposed the comprehensive redevelopment of the area as a residential neighbourhood, whilst **Option 2** proposed a more incremental approach leading to a mixed use scenario.
- For Aldrington Basin - **Option 1** proposed a mixture of commercial uses alongside existing employment and port uses, whilst **Option 2** proposed the introduction of residential uses to certain sites.

10.5.4 These options were presented to the Shoreham Harbour Project Board and Shoreham Harbour Leaders' Board. The options were also circulated to officers within each of the partner local authorities and to stakeholders such as the EA for comment. Although the options were not subject to formal SA at this stage, much of the feedback from partners and stakeholders reflected established sustainability issues.

10.5.5 Ultimately none of these options was taken forward as originally proposed because of concerns raised during consultation with stakeholders. However, the consideration of options did feed directly into the preparation of the Development Briefs.

Emerging Proposals Report

10.5.6 The next stage was the production of an Emerging Proposals Report in October 2012. This outlined a 'direction of travel' for each area of change:

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

- For South Portslade - the need to retain employment space ruled out 'comprehensive redevelopment' as an option. Instead it was suggested that a limited number of specific sites should be released from employment use.
- In Aldrington Basin - the need to retain port-operational and other employment uses ruled out the wider introduction of residential development, i.e. this is not a reasonable option. The report suggested a limited amount of residential development fronting Kingsway and a mixture of commercial uses on specific sites.

10.5.7 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.

10.5.8 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. The appraisal made a number of recommendations in relation to sustainability, the majority of which were included in the Development Briefs and have subsequently been incorporated into the draft JAAP.

Finalising the development briefs

10.5.9 Draft development briefs were subject to public consultation from January to March 2013. The partnership also discussed the proposals with other council departments, including Environmental Health, Ecology and Sustainability teams. The consultation responses and feedback from stakeholders were taken into account in preparing the final Development Briefs. The final briefs were accompanied by Statements outlining how the SA recommendations had been incorporated.

10.6 Work to progress the draft JAAP 2013-2016

10.6.1 Much of the content of the Development Briefs was incorporated into the Draft JAAP, published in March 2014. As such, their development and the accompanying SA process are considered to meet the requirement for consideration of reasonable alternatives in the preparation of the JAAP.

10.6.2 The Draft JAAP was also informed by the Shoreham Harbour policies in both the emerging Adur Local Plan and Brighton & Hove City Plan, both of which have also been subject to SA process.

10.6.3 The draft JAAP 2014 was subject to SA, which involved, at this later stage of plan-making, an assessment of the draft policies and the identification of the likely effects of the JAAP. The SA resulted in some revisions to policy text.

10.6.4 Following consultation on the draft JAAP in 2014, consultants URS were commissioned by Adur District Council to carry out a Sustainability Appraisal incorporating an independent review on the emerging JAAP. This resulted in a change in format and presentation of the SA report to help improve its presentation, which has been carried through in this report.

10.6.5 Analysis of consultation comments received on the draft JAAP 2014, as well as changes to national policy, resulted in numerous changes to the draft JAAP that was published in 2014. This has resulted in the need for further revisions to the JAAP and a further round of consultation on the draft JAAP, prior to publication stage which is now anticipated for summer 2017.

10.6.6 An interim internal draft JAAP was published in March 2016. This was subject to internal sustainability appraisal, the results of which have been incorporated within this report. Further changes were then made to the JAAP with a final draft JAAP being published in September 2016. This draft JAAP September 2016 has been subject to further SA, the results of which are presented in Parts 3 and Appendix C of this report.

10.6.7 The draft JAAP does not present any alternative options for development, as it is considered that the alternatives discussed above have been thoroughly explored in the past and ruled out on the grounds of capacity, viability and deliverability, rather than as part of the SA process. There are, therefore no reasonable alternative options at this stage. The production of a JAAP is not a statutory requirement and this is therefore a reasonable and legitimate option.

Part 3

What are the appraisal findings at this current stage

11 INTRODUCTION (TO PART 3)

The report must include...

- The likely significant effects associated with the draft plan; and
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects.

11.1.1 The aim of Part 3 is to present appraisal findings and recommendations in relation to the Draft JAAP. Part 3 is structured as follows:

- Section 12 discusses the methodological approach taken to appraisal
- Section 13 presents an appraisal of the Strategic Objectives of the Draft JAAP against the sustainability appraisal objectives.
- Sections 14-32 present an appraisal of the Draft JAAP under the sustainability objective headings
- Section 33 discusses recommendations and conclusions at this current stage

12 METHODOLOGY

12.1.1 The appraisal identifies and evaluates 'likely significant effects' of the preferred approach on the baseline, drawing on the sustainability objectives and issues identified through scoping (see Part 1) as a methodological framework.

12.1.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the policy approaches under consideration, and limited understanding of the baseline.¹⁶

12.1.3 Assumptions are made cautiously, and explained within the text.¹⁷ The aim is to strike a balance between comprehensiveness and conciseness/accessibility to the non-specialist. In many instances, given reasonable assumptions, it is not possible to predict significant effects, but it is possible to comment on merits (or otherwise) in more general terms.

12.1.4 It is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations.¹⁸ So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered. These effect 'characteristics' are described within the appraisal as appropriate.

Added structure

12.1.5 Although, under each theme heading, there is a need to focus on the effects of the AAP 'as a whole', it is helpful to break-up the appraisal with the following sub-headings:

- Character areas
- Across the harbour area
- The AAP 'as a whole'

12.1.6 The "AAP as a whole" section considers mitigation. Full appraisal tables for each policy (see Appendix C) also consider mitigation in more detail.

¹⁶ The implication being that it is difficult, if not impossible, to identify a 'cause-effect relationship' with any certainty.

¹⁷ As stated by Government Guidance (The Plan Making Manual, see <http://www.pas.gov.uk/pas/core/page.do?pagelid=156210>): "Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification."

¹⁸ Environmental Assessment of Plans and Programmes Regulations 2004

- 13.1.1 Some of the strategic objectives of the JAAP have been amended and therefore it is important for the SA to carry out an appraisal of the revised objectives to help identify any conflicts. The Strategic Objectives are set out in full in section 5 of this report and the Sustainability Appraisal Objectives are set out in section 8.

SA Objectives	1: Energy Efficiency	+								
	2: Water use	+			-					
	3: Land efficiency		+	+	+					+
	4: Biodiversity	+	-	-	-			+	+	+
	5: Local distinctiveness								+	+
	6: Open space	+						+	+	+
	7: Air and noise pollution	+	-	-	-	+		+	+	
	8: Land pollution		+					+		
	9: Water pollution		+				+	+	+	
	10: Adapting to climate change	+	+				+	+	+	+
	11: Improve health	+		+	+	+	+	+	+	+
	12: Reduce crime				+					+
	13: Sustainable transport	+				+				
	14: Reduce inequalities	+	+	+	+	+				
	15: Housing need				+					
	16: Vibrant communities			+	+	+			+	+
	17: Economic development		+	+		+				
	18: Flood risk	+	+				+	+	+	
	19: Access to services				+	+			+	
	20: Places and spaces	+						+	+	+
	21: Education		+	+	+					
	22: Reduce waste	+			-					
	1: Climate Change , energy & sustainable buildings									
	2: Shoreham Port									
	3: Economy & Employment									
	4:Housing & Community									
	5:Sustainable travel									
	6: Managing flood risk									
	7: Natural environment, biodiversity & green infrastructure									
	8: Recreation and leisure									
	9:Place making & Design									
	Strategic Objectives									

- 13.1.2 The assessment 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.
- 13.1.3 Whilst the harbour is predominantly a developed brownfield industrial site the regeneration area also borders or contains environmentally sensitive designations. It is considered that increased development of various types 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. However it could be considered that development which aims to increase habitats / biodiversity would be a positive improvement in the area
- 13.1.4 There could also be conflict between further expansion of the Port, increased employment space and increased housing provision and the need to reduce air pollution. This is based on the sensitivity and current issues with air quality in the area, as well as port operational activities which add to air quality issues, as well as the potential for private car journeys to increase due to the increased amount of development.
- 13.1.5 Conflicts between competing concerns and land uses such as new development and the protection of the environment are always likely to arise. Further detailed assessments at planning application stage should help to ensure that these concerns are adequately balanced.

APPRAISAL OF JAAP POLICIES

14 ENERGY EFFICIENCY

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
1: Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design and encourage use of established standards for new and existing development.	<ul style="list-style-type: none"> • Will the plan promote low/zero carbon development? • Will the plan encourage changes to increase energy efficiency of new and existing buildings? • Will the plan encourage the use of renewable energy sources? • Will the plan encourage passive design for new and existing development? • Will the plan encourage use of established standards?

Table to show impacts on this objective across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
1	+	+	+/-	+/-						+	+/-	+/-		+/-		+/-	

Character Areas

- 14.1.1 Although impacts for this objective are broadly mixed, the policies for character areas present an opportunity to improve the energy efficiency of buildings, to incorporate renewable energy generation and passive design measures in new residential and employment areas, and enabling the delivery of and connection to a district heating network.
- 14.1.2 South Quayside is promoted as a renewable energy hub, and includes a commitment to pursue a district heat network.
- 14.1.3 Development in the Aldrington Basin, South Portslade & North Quayside, Fishersgate & Southwick, and Western Harbour Arm Character Areas is all expected to incorporate low and zero carbon decentralised energy generation and enable development to connect to an existing network or design systems to be compatible with a future heat network.

Across the Harbour

- 14.1.4 Policy SH1 Climate Change, Energy and Sustainable Buildings specifically aims to address energy efficiency through zero carbon decentralised energy opportunities and the design of buildings that include the incorporation of passive design measures and low and zero-carbon technologies; as well as through energy efficiency measures that reduce the consumption of energy, and through the requirement that development is ready to connect to any future district heat network or connects where a district heating network exists. The policy also sets BREEAM standards for non-residential development to be achieved as a minimum.
- 14.1.5 Policy SH2 Shoreham Port encourages proposals for uses that support the Port's 'Eco-Port' status and in becoming a hub for renewable energy generation. It also supports the upgrade and refurbishment of sites to become more resource efficient.

The AAP 'as a whole'

- 14.1.6 The appraisal notes the amount of residential and employment based development proposed to be delivered across the plan area has potential for an increase in energy consumption locally. However, the plan is considered to contain policies that will help to ensure improvements in energy efficiency in the area, and encourages the use of established standards for new and existing development. The plan also strongly encourages the use of renewable energy sources, committing to the establishment of a decentralised energy and heat network originating in the South Quayside Character Area.
- 14.1.7 SA recommendations from the Draft JAAP February 2014 have been implemented to strengthen Policy SH1 to specifically refer to the locally required BREEAM standards, reflecting standards in the Adur Local Plan and Brighton & Hove City Plan.
- 14.1.8 Overall, it is likely that the plan will result in **significant positive effects** for energy efficiency in Shoreham Harbour in the long-term, however the appraisal notes that there is a risk that energy consumption across the area will increase as a result of development. The potential for adverse impacts are considered to be mitigated through the implementation of policies in the JAAP.

15 WATER

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
2: Encourage the sustainable use of water.	<ul style="list-style-type: none"> Will the plan encourage greater efficiency in the use of water? Will the plan encourage adoption of BREEAM for non-residential developments? Will the plan promote use of SuDS?
9: Reduce pollution and risk of pollution to water.	<ul style="list-style-type: none"> Will the plan affect surface watercourses, groundwater protection zones or bathing water quality? Will the plan minimise/reduce pollution to water. Will the plan facilitate necessary upgrades to infrastructure associated with foul and surface water? 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?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
2	+		+/-	+/-							+/-	+/-		+/-		+/-	
9	+/-	+/-		+	+					+/-	+/-	+/-		+/-		+	

Character Areas

- 15.1.1 The policies for character areas broadly speaking are likely to deliver new development that can lead to increased consumption of water, making further demands on the heavily exploited Brighton Chalk Aquifer. However, new development also presents an opportunity to incorporate water efficiency measures and therefore minimise the future increase in water consumption.

- 15.1.2 Ground and surface water in the South Quayside, Aldrington Basin, South Portslade, Southwick Waterfront and the Western Harbour Arm is likely to be polluted through land contamination from former and current uses. Redevelopment supported by Policies SH10 South Quayside, SH11 Aldrington Basin, SH12 South Portslade and North Quayside, SH14 Fishersgate & Southwick and SH16 Western Harbour Arm will provide opportunities for remediation. However, there is also a risk that disturbing these contaminants may introduce further pollution to these waters.
- 15.1.3 Policies SH11, SH12, SH14 include specific requirements for SUDS, either as a measure to directly control pollution when surface water discharges straight into the river, or as a flood prevention measure, which will help to minimise water pollution. In addition, policy SH16 should ensure that piling does not lead to contamination of groundwater.
- 15.1.4 Policy SH10 states that the local planning authorities and Shoreham Port Authority will work closely with Southern Water to ensure that Waste Water Treatment infrastructure is safeguarded can accommodate future population changes.

Across the Harbour

- 15.1.5 Policy SH1 Climate Change, Energy and Sustainable Buildings - seeks to achieve high standards of water efficiency through the design of buildings, including requiring residential development to meet water efficiency standards of 110l/p/day and non-residential development to achieve BREEAM excellent standards.
- 15.1.6 Policy SH7 Natural Environment, Biodiversity and Green Infrastructure has specific requirements that should minimise water pollution, including the requirement to protect water resources and incorporate SUDS.

The AAP 'as a whole'

- 15.1.7 Ground and surface water in the Shoreham Harbour area has the potential to be polluted by contaminants resulting from current and former land uses. The redevelopment of this area offers opportunities for remediation of contaminated land. However there is a risk that disturbing these contaminants may introduce further pollution to these waters. The plan however responds **positively** hitherto by incorporating opportunities to promote SuDS, as well as encourages the sustainable use of water. Overall it is likely that water consumption will increase as a result of the amount of development delivered, however the achievement of 110l/p/day in residential development and the achievement of BREEAM excellent standards in other development will ensure that this increase is minimised as far as possible.

16 LAND

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
3: Improve land-use efficiency by encouraging the re-use of previously developed land, buildings and materials.	<ul style="list-style-type: none"> Will the plan direct development to brownfield areas before Greenfield?
8: Reduce pollution and the risk of pollution to land.	<ul style="list-style-type: none"> Will the plan minimise/reduce pollution to land? Will the plan facilitate the re-use of contaminated land?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
3		+	+	+	+					+	+	+		+	+	+	
8			+	+			+			+/-	+	+		+		+	

Character Areas

- 16.1.1 Policy SH10 – South Quayside - safeguards South Quayside as a focus for commercial port activity. The consolidation of port-related activities in this area will also enable the release of previously developed waterfront sites for alternative uses in other areas of the harbour, such as the Western Harbour Arm which should improve land use efficiency.
- 16.1.2 Aldrington Basin is located on previously developed land and includes a number of under-used and vacant sites. Policy SH11 - Aldrington Basin - states that the Partnership will work with developers to deliver approximately 300 new homes and 7,500m² of new employment floorspace (across both Aldrington Basin and South Portslade). This is likely to improve the efficiency of land use in these areas.
- 16.1.3 South Portslade is located on previously developed land and includes a number of under-used and vacant sites. Policy SH12 - South Portslade and North Quayside - states that the Partnership will work with developers to deliver approximately 300 new homes and 7,500m² of new employment floorspace (across both Aldrington Basin and South Portslade). This is likely to improve the efficiency of land use in these areas.
- 16.1.4 The Fishersgate and Southwick area is located on previously developed land and includes a number of under-used and vacant sites. Policy 14 - Southwick and Fishersgate - proposes the delivery of approximately 4,000 m² of employment floorspace and improved marina facilities.
- 16.1.5 The Western Harbour Arm is located on previously developed land and includes a number of under-used and vacant sites. Policy SH16 - Western Harbour Arm - states that the Partnership will work with developers to deliver approximately 1,100 new homes and 12,000m² of new employment floorspace as well as incorporating active uses along the waterfront.
- 16.1.6 Current and former land uses in South Quayside, Aldrington Basin, South Portslade & North Quayside, Southwick and the Western Harbour Arm are likely to have caused contamination to the land. Redevelopment supported by Policies SH11, (Aldrington Basin), SH12 (South Portslade and North Quayside), SH14 (Southwick and Fishersgate) and SH16 (Western Harbour Arm) will provide opportunities for the remediation of the land. Opportunities to remediate contaminated land in the South Quayside area may not be provided due to the consolidation of Port related activities in this area.

Across the Harbour

- 16.1.7 Policy SH2 - Shoreham Port - states that development proposals will be assessed against the Shoreham Port Masterplan. This includes the consolidation of port-related activities along the Eastern Harbour Arm and Canal Basin. This will enable the release of previously developed waterfront sites for alternative uses in other areas of the harbour, such as the Western Harbour Arm.
- 16.1.8 Policy SH3 – Economy and Employment - promotes the delivery of approximately 23,500m² of new employment floorspace on previously developed land. Large parts of the Shoreham Harbour area are potentially contaminated. The redevelopment of this area offers opportunities for the remediation of contaminated land.
- 16.1.9 Policy SH4 – Housing and Community - proposes the delivery of approximately 1,400 new homes across the JAAP area on previously developed land. Large parts of the Shoreham Harbour area are potentially contaminated, the redevelopment of this area also offers opportunities for the remediation of contaminated land.
- 16.1.10 Policy SH7 – Natural Environment, Biodiversity and Green Infrastructure requires a risk assessment to be undertaken for development within a 10 metre radius of a potentially contaminated site.

The AAP 'as a whole'

- 16.1.11 The plan is likely to have **significant positive effects** in the harbour area by developing on previously developed land, facilitating the re-use and remediation of contaminated land and increasing land use efficiency. The delivery of a significant quantum of residential and commercial development offers significant opportunities for the remediation of contaminated land.

17 BIODIVERSITY

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
4: Conserve, protect and enhance biodiversity (flora and fauna) and habitats.	<ul style="list-style-type: none"> • Will the plan achieve a net gain in biodiversity? • Will the plan protect biodiversity and habitats? • Will the plan maintain and enhance existing biodiversity and habitats? • Will the plan allow the adaptation of biodiversity to a changing climate? • Will the plan contribute to any of the Biodiversity Opportunity Areas?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
4			+/-		+	+	+				+	+	+	+	+	+	

Character Areas

- 17.1.1 The Character Area policies present an opportunity to increase biodiversity, through requirements relating to green infrastructure.
- 17.1.2 Policy SH11 – Aldrington Basin, Policy SH12 – South Portslade and North Quayside, Policy SH14 – Fishersgate and Southwick, and Policy SH16 – Western Harbour Arm all require ecological and landscape improvements forming part of the green corridor and require development to integrate biodiverse green infrastructure such as green roofs and green walls.
- 17.1.3 Policy SH13 - Portslade & Southwick Beaches - supports the remediation and improved interpretation of the Basin Road South SNCI, and safeguards the site from future disturbance. The beach areas and adjacent public spaces will be safeguarded for the protection of coastal processes, marine habitats and the enjoyment of local communities and visitors.
- 17.1.4 Policy SH15 - Harbour Mouth – includes the requirement to protect the Shoreham Beach Local Nature Reserve and promotes opportunities to interpret the marine environment.
- 17.1.5 Policy SH16 - Western Harbour Arm – Transport section - requires the incorporation of SuDS features such as suitable trees and vegetation into the waterfront route. This, and new areas of public open space have the potential to enhance the biodiversity of the area. Policy SH16 also requires development to incorporate enhancements to the riverine environment to promote biodiversity, with the provision of compensatory habitat, particularly intertidal habitat, to mitigate any loss or degradation of habitats that may occur due to the land-raising required as part of flood defence work.

Across the Harbour

17.1.6 Policy SH7 – Natural Environment, Biodiversity and Green Infrastructure – sets provision for all development to support the objectives of the Biosphere, to conserve the area’s environmental assets and to seek a net gain in biodiversity by creating new habitats. It seeks to deliver an improved green infrastructure network which includes a green corridor, creation of new areas of vegetated shingle, intertidal habitat creation and green roofs and walls. In particular, development must seek a net increase of habitats of principal importance, particularly those that may be disturbed indirectly through increased recreational activity in the area. Measures to mitigate against such disturbances and enhance biodiversity include landscaping of locally native species, SuDS, and creating, restoring or enhancing off-site habitats.

The AAP ‘as a whole’

17.1.7 The Aldrington Basin character area is adjacent to the Basin Road South SNCI, a site of vegetated shingle that supports sensitive habitats and species, which may be sensitive to increased residential disturbance resulting from new residential development in the area. The Western Harbour Arm policy includes land-raising to form flood defence and this could disturb or result in loss of intertidal habitat. However, measures outlined in Policies SH11, SH13, SH15, SH16 and SH7 have the potential to safeguard, maintain and enhance biodiversity and habitats in line with increased development and recreational activity in the harbour and are considered to mitigate adverse effects. The plan is considered therefore to have the potential to have **positive effects** on biodiversity in a coastal area that has shared boundaries between sensitive habitats and increasing development pressures of the harbour. See also Section 19.

18 CULTURAL HERITAGE & LANDSCAPE

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
5: Maintain local distinctiveness and protect and enhance the historic environment; including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.	<ul style="list-style-type: none"> • Will the plan maintain and enhance local distinctiveness? • Will the plan protect and enhance heritage assets? • Will the plan protect and enhance important views including those from and to the South Downs National Park?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
5						+	+				+	+	+	+	+	+	+

Character Areas

18.1.1 The Character Area policies present an opportunity to maintain or improve local distinctiveness.

18.1.2 Policy SH11 - Aldrington Basin – seeks to support development with appropriate mass and scale that responds to the maritime brightness and street environment along Kingsway. On the South side of the Kingsway, in order to protect the amenity of the West Hove townscape, development is not to exceed the height of the recently built Vega flats.

- 18.1.3 Parts of the South Portslade and North Quayside Area are characterised by poor quality buildings and an unattractive streetscape. New development, including measures which will result in development of an appropriate scale and height, as well as transport measures outlined in Policy SH12 South Portslade and North Quayside are likely to have a positive impact on the local streetscape.
- 18.1.4 Policy SH13 - Portslade & Southwick Beaches - includes improvements to the route along Basin Road South, including lighting, landscaping and signage, and to the area around Carats Café
- 18.1.5 Policy SH14 – Fishersgate & Southwick - proposes the redevelopment of Lady Bee Marina, public realm improvements and a waterfront route for cyclists and pedestrians. The Southwick Waterfront includes the Riverside Section of the Southwick Conservation Area and the Grade II listed Royal Sussex Yacht Club.
- 18.1.6 Policy SH15 - Harbour Mouth - proposes improvements to the Kingston Beach area. It also proposes the conservation of Shoreham Fort, improving public realm, parking and access for both areas.
- 18.1.7 Policy SH16 - Western Harbour Arm - protects views of St Mary de Haura Church. It also prohibits development from prejudicing future development to the north of Brighton Road (A259). The policy should also result in townscape improvements around key junctions and has specific requirements relating to building heights.

Across the Harbour

- 18.1.8 Policy SH8 – Recreation and leisure – supports the development of public open space and green infrastructure, which will help enhance character.
- 18.1.9 Policy SH9 - Place making and design quality - supports the development of high quality places that are sensitive to their surroundings, the character of the marine environment, historic features, and to strategic views of the waterfront and surrounding landscape. Development is to be of a suitable scale and massing in relation to housing type and local context, including townscape character and historic environment.

The AAP ‘as a whole’

- 18.1.10 The plan is likely to have **significant positive effects** in enhancing the local distinctiveness of the harbour area by responding to the maritime setting of the built and natural environment, improving streetscapes and public realm, protecting views, restoring heritage assets, and delivering increased access to the waterfront through a dedicated pedestrian and cycling route. The delivery of high quality residential and commercial development offers significant opportunities for the enhancement of landscape and cultural heritage in the plan area.

19 OPEN SPACES

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
6: Protect, enhance and improve the accessibility of public open space and green infrastructure.	<ul style="list-style-type: none"> • Will the plan prevent inappropriate development on accessible public open space and other key areas of green infrastructure? • Will the plan facilitate a green infrastructure network? • Will the plan provide multifunctional green space including open green space, sustainable drainage and biodiversity? • Will the plan improve access to green infrastructure? • Will the plan protect playing fields and indoor and outdoor sports facilities? • Will the plan enhance biodiversity through the provision of green infrastructure?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
					+	+	+	+	+	+	+	+	+	+	+	+	+

Character Areas

- 19.1.1 The Character Area policies present an opportunity to improve open space, or access to open space, including the beach areas where relevant through support for the England Coastal Path.
- 19.1.2 Policy SH10 - South Quayside - states that improvements will be sought to the pedestrian and cyclist crossing over the lock gates, the existing NCN and PROW, and to access to the beach.
- 19.1.3 Aldington Basin is situated between the important open spaces of Portslade Beach and Hove Lagoon and seafront. Policy SH11 - Aldrington Basin states that opportunities will be sought to improve connections with the lagoon and to improve the cycle route along Basin Road South, as well as seeking the creation and enhancement of open space and green infrastructure, including the green corridor.
- 19.1.4 Policy SH12 South Portslade and North Quayside seeks to deliver high quality, multi-functional open space, as well as seeking the creation and enhancement of open space and green infrastructure, including the green corridor.
- 19.1.5 Policy SH13 Portslade & Southwick Beaches safeguards the beach areas and promotes improvements to the pedestrian and cyclist route along Basin Road South which will improve access to these areas and connections to adjacent areas.
- 19.1.6 Policy SH14 Fishersgate & Southwick proposes a waterfront route for pedestrians and cyclists, improved connections from Kingston Beach, through Lady Bee Marina and the North Canal Bank on to Fishersgate Recreation Ground and beyond. The policy also seeks the creation and enhancement of open space and green infrastructure, including the green corridor
- 19.1.7 Policy SH15 Harbour Mouth supports improvements to the open spaces of Kingston Beach, Shoreham Fort and the easternmost part of Shoreham Beach. It also supports planting as part of the green corridor.
- 19.1.8 Policy SH16 Western Harbour Arm requires new development to provide high quality, multi-functional public open space, as well as seeking the creation and enhancement of open space and green infrastructure, including the green corridor. The policy also seeks the provision of a new waterfront route improving connections between open spaces.

Across the Harbour

- 19.1.9 Policy SH5 – Sustainable Travel – will result in increased access and connectivity, including access to green infrastructure and open space.
- 19.1.10 Policy SH6 - Flood risk - requires development to incorporate open space, planting green walls and roofs.
- 19.1.11 Policy SH7 – Natural Environment, Biodiversity and Green Infrastructure – requires development to deliver various types of green infrastructure and supports provision of new areas of high quality public open space and improved linkages to existing spaces.
- 19.1.12 Policy SH8 - Recreation and Leisure – requires development to provide open space or improve nearby open space.
- 19.1.13 Policy SH9 - Place making and Design Quality – supports development proposals that improve the quality, accessibility, security and legibility of public spaces.

The AAP 'as a whole'

- 19.1.14 The plan has the potential to have **significant positive effects** on the protection and enhancement of existing open space and the increased accessibility of new public open space and green infrastructure within the harbour. The delivery of housing and employment space presents the opportunity to facilitate a new green infrastructure waterfront route, and a new green corridor, improving connections throughout the area as well as to adjacent areas and open spaces of Kingston Beach, Shoreham Fort and the easternmost part of Shoreham Beach. New development is to include provision for multifunctional open space, green infrastructure and sustainable drainage. The increase in green infrastructure is also likely to enhance biodiversity in the harbour area.

20 AIR & NOISE

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
7: Reduce the risk and levels of air and noise pollution.	<ul style="list-style-type: none"> • Will the plan minimise/reduce air, pollution? • Have areas currently affected by air quality issues been adequately reflected in the plan? • Will the plan help reduce levels of noise, vibration and light pollution? • Will the plan contribute to a reduction in greenhouse gas emissions?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
7			+/-	+/-	+		+	+		+/-	+/-	+/-		+/-		+/-	

Character Areas

- 20.1.1 The policies for character areas broadly speaking are likely to deliver new development that can lead to increased vehicle movements, having potential for adverse air and noise impacts. However, the policies also include measures that should reduce impacts.
- 20.1.2 Policy SH11 Aldrington Basin supports the delivery of residential development which is likely to generate less air and noise pollution than industrial uses. However an increase in residential development can increase the number of journeys made. The policy does also include employment uses, which could generate transport movements, including B8, however these tend to be located at the Basin level. The policy seeks to deliver transport measures for Aldrington Basin, including the reconfiguration of Basin Road North to improve Port access which will have localised improvements in the Hove lagoon area. Mitigation will be provided by the transport requirements in the policy itself and also Policy SH5 Sustainable Travel.
- 20.1.3 Policy SH12 South Portslade and North Quayside supports the delivery of residential development which is likely to generate less air and noise pollution than industrial uses. An increase in residential development can however increase the number of journeys made in the area and levels of congestion, particularly during peak hours. The policy does also include employment uses, which could generate transport movements, including industrial uses, which could generate noise nuisance. Mitigation will be provided by the policy itself, including the requirement for a set back from the road to prevent a canyon effect, and also Policy SH5 Sustainable Travel.
- 20.1.4 Policy SH14 Fishersgate and Southwick supports delivery of new employment floorspace including B8, which could generate noise nuisance as well as increased journeys. Mitigation will be provided by the transport requirements in the policy itself and also Policy SH5 Sustainable Travel.

20.1.5 Policy SH16 Western Harbour Arm supports the delivery of residential development which can increase the number of journeys made. It also supports delivery of employment uses (B1) which could also increase the number of journeys, although is unlikely to generate noise nuisance. Mitigation is provided by the transport requirements in the policy itself, including the requirement for a set back from the road to prevent a canyon effect, and also Policy SH5 Sustainable Travel.

Across the Harbour

20.1.6 Policy SH5 Sustainable Travel aims to encourage the use of alternatives to the car which have the potential to have a significant impact on reducing air and noise pollution and includes a number of sustainable transport measures.

20.1.7 Policy SH7 Natural Environment, Biodiversity and Green Infrastructure includes sections on air quality and noise and requires air quality and noise impacts to be considered at an early stage of the design process and for appropriate mitigation measures to be incorporated. In addition, SH7 and Policy SH8 Recreation and Leisure both support the delivery of green infrastructure which can help to mitigate air quality impacts through natural absorption of particulates and nitrogen oxides.

The AAP 'as a whole'

20.1.8 The JAAP area includes parts of two AQMAs and is in close proximity to a third AQMA. New housing and employment floorspace both have the potential to exacerbate vehicle-related air quality and noise issues, particularly through increased vehicle movements. Employment uses within the Harbour itself could generate noise nuisance. New employment in the area could potentially reduce out-commuting which could offset such impacts to some degree and the coordinated approach to the location of various uses across the harbour area should minimise the impacts of noise from employment uses on residential amenity. The transport measures set out in various policies should mitigate impacts to some degree.

20.1.9 Policies in the plan set measures that have the potential to have **positive effects** on air and noise quality by promoting sustainable travel and incorporating noise and air quality considerations and mitigation measures within development design. However, the risk remains that air and noise quality could **worsen** as an indirect result of increased levels of development and the traffic it generates throughout the area.

21 CLIMATE CHANGE & FLOOD RISK

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
10: Ensure that all developments have taken into account the changing climate and adaptable and resilient to extreme weather events.	<ul style="list-style-type: none"> • Will the plan minimise/reduce air, pollution? • Will the plan encourage new residential and non-residential development to occur outside areas at risk of flooding? • Will the plan encourage the incorporation of green walls and/or green roofs in developments? • Will the Plan encourage adaptation techniques?
18: Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.	<ul style="list-style-type: none"> • Will the plan help to facilitate the improvement of coastal defences? • Will the plan promote a sequential approach to avoid development in areas at risk of flooding? • Will the plan promote use of SuDS? • Will the plan affect coastal erosion? • Will the plan work with natural processes and have regard to biodiversity?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
10	+	+				+	+	+			+/-	+/-		+/-		+/-	
18			+/-	+/-		+	+	+		+	+/-	+/-		+/-		+/-	+/-

Character Areas

- 21.1.1 The Character Areas with Site Allocations now contain specific flood risk requirements in accordance with the Flood Risk Management SPD. The Character Areas all have the potential for mixed impacts based on the risk of flooding in these areas combined with the positive measures outlined in the individual policies, as set out in more detail below.
- 21.1.2 Policy SH11 - Aldrington Basin has specific requirements to reduce flood risk including specific finished floor levels for residential development and requirements ensuring non-residential development is safe for the life of the development. SUDS must also be included as part of development proposals, as should green infrastructure, both of which will help adaptation to climate change and reduce flood risk. New development is also likely to be significantly more resilient to climate change and extreme weather events than existing buildings.
- 21.1.3 Policy SH12 - South Portslade and North Quayside supports residential development proposed to the north of Wellington Road, an area situated on higher ground and at less risk of flooding. As with SH11, SUDS and green infrastructure must be included as part of development proposals.
- 21.1.4 Policy SH14 - Fishersgate and Southwick supports employment-based development which is a less vulnerable use. The policy includes specific requirements which ensure the development will be safe for its lifetime. As with SH11 and SH12, SUDS and green infrastructure must be included as part of development proposals.
- 21.1.5 Policy SH16 - Western Harbour Arm includes many sites at risk of flooding. A comprehensive flood defence solution is required for the area. The policy has specific requirements which includes delivery of defences such as land-raising, requirement of a set-back from the waterfront, specific finished floor levels for residential development and requirements ensuring non-residential development is safe for the life of the development. As with SH11, SH12 and SH14, SUDS and green infrastructure must be included as part of development proposals.

Across the Harbour

- 21.1.6 Policy SH1 Climate Change, Energy and Sustainable Buildings requires all development to reduce demand for water and therefore help adapt to climate change.
- 21.1.7 Policy SH2 Shoreham Port encourages proposals for uses that support the Port's 'Eco-Port' status and in becoming a hub for renewable energy generation. It also supports the upgrade and refurbishment of sites to become more resource efficient.
- 21.1.8 Policy SH6 Flood Risk requires development to incorporate open space, SuDS, and the planting of green infrastructure. It also seeks to ensure that where new development in areas at risk of flooding cannot be avoided, that it is appropriately flood resilient and resistant and safe for its lifetime.
- 21.1.9 Policy SH7 Natural Environment, Biodiversity & Green Infrastructure and Policy SH8 Recreation and Leisure both support the delivery of green infrastructure which can help with climate change adaptation through temperature regulation.

The AAP 'as a whole

- 21.1.10 The JAAP performs well in terms of encouraging sustainable building standards, ensuring that development can adapt to climate change as well as mitigate the impacts of climate change, such as through increased energy infrastructure and the support for renewable energy proposals within the 'Eco-Port'. Flood risk policy has been strengthened throughout and has specific requirements to reduce flood risk throughout all of the Strategic Site Allocations. Policies include the promotion of SuDS and natural processes such as green walls and roofs and other green infrastructure, ensuring that existing and future built environment are appropriately flood resilient. Policy requirements are therefore considered to mitigate the potential for adverse impacts. Overall, the plan performs well and is likely to have **significant positive effects** in avoiding, reducing and managing the changing climate and extreme weather events, and all sources of flood risk to the built environment of the harbour.

22 HEALTH AND WELLBEING

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
11: Improve health and wellbeing and reduce inequalities in health.	<ul style="list-style-type: none"> • Will the plan facilitate healthy lifestyles? • Will the plan help secure necessary health related infrastructure, including for the elderly? • Will the plan help to increase participation in sport

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
11	+		+/-	+/-	+	+	+	+			+/-	+/-	+	+	+	+/-	+

Character Areas

- 22.1.1 Policies SH11 Aldrington Basin, SH12 North Quayside & South Portslade, SH14 Fishersgate & Southwick and SH16 Western Harbour Arm seek to address the wider determinants of health through the provision of housing, employment opportunities, improved quality and access to existing open space and to other local connections and leisure opportunities.
- 22.1.2 Policies SH11 Aldrington Basin, SH12 North Quayside & South Portslade, SH14 Fishersgate & Southwick and SH16 Western Harbour Arm all seek to deliver a package of transport measures as set out in the Shoreham Harbour Transport Strategy (2014) that include improvements to bus stops, the A259 cycle facility, the public realm, and crossing points which should facilitate travel by sustainable means and potentially support improvements to air quality. In addition, a set-back from the road to prevent the canyon effect is required.
- 22.1.3 Policy SH13 Portslade & Southwick Beaches supports improvements to the route along Basin Road South to encourage greater use of the open spaces of the beaches and the route for walking and cycling.
- 22.1.4 Policy SH14 Fishersgate & Southwick supports improvements to Fishersgate Recreation Ground. The provision of a new waterfront route for pedestrians and cyclists is also likely to increase usage of these facilities and promote more active lifestyles.
- 22.1.5 Policy SH15 Harbour Mouth supports improvements to Kingston Beach and improved connections with other areas to encourage greater use of this open space and the walking and cycling route. Improvements to the Kingston Beach and Shoreham Fort areas are likely to encourage greater footfall through the area, increasing the opportunities for natural surveillance.

Across the Harbour

- 22.1.6 Policy SH1 Climate Change, Energy and Sustainable Buildings requires all development to consider low and zero carbon energy opportunities, including the development of district energy and heat networks, which could reduce heating costs for residents.
- 22.1.7 Policies SH3 Economy and Employment and SH11 Housing and Community support the wider determinants of health and wellbeing by providing employment and residential opportunities in the area, including a mixture of tenures and affordable housing. Residential development will be required to contribute to improved social and community infrastructure.
- 22.1.8 Policy SH5 Sustainable Travel requires development to contribute to improvements which will allow more sustainable travel, including cycle and pedestrian facilities which will increase the opportunity for exercise. Measures to encourage the use of alternatives to the car could also have a significant impact on reducing air and noise pollution.
- 22.1.9 Policy SH6 Flood Risk seeks to ensure that where new development in areas at risk of flooding cannot be avoided, that it is appropriately flood resilient and resistant and safe for its lifetime.
- 22.1.10 Policy SH7 Natural Environment, Biodiversity & Green Infrastructure supports increasing biodiversity and green infrastructure in the plan area, as well as reducing various forms of pollutants, all of which have the potential to contribute to health and wellbeing.
- 22.1.11 Policy SH8 Recreation and Leisure supports the provision of new areas of public open space that has the potential to encourage more active lifestyles and make the area more attractive.
- 22.1.12 Policy SH9 Place making and design quality supports the provision of a high quality public realm providing appropriate amenity and other public space.

The AAP 'as a whole'

- 22.1.13 The plan performs well in terms of all 'community and wellbeing' related sustainability issues. The plan performs well with **significant positive effects** predicted in terms of facilitating healthy lifestyles in creating opportunities to improve cycle and pedestrian facilities, delivery of green infrastructure, providing new areas of public open space, generally encouraging more active lifestyles in an attractive urban realm. Access improvements to Kingston Beach and Shoreham Fort also encourage greater use of the harbour's natural and built heritage.
- 22.1.14 Within the character areas air quality is currently an issue which may **worsen** as a result of the traffic impacts of development, potentially bringing about negative impacts on health. The sensitive location and design of development has the potential to mitigate against a decrease in air quality. Amendments to policy have been implemented to reduce the potential of a canyon effect on streets. In addition, transport measures which support sustainable modes of transport will help to mitigate impacts.

23 CRIME

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
12: Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.	<ul style="list-style-type: none"> Will the plan improve community safety? Will the plan help to ensure crime prevention measures are incorporated into new and existing development?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
12		+							+		+	+	+	+	+	+	+

Character Areas

- 23.1.1 Policies SH11 Aldrington Basin, SH12 North Quayside & South Portslade, SH14 Fishersgate & Southwick and SH16 Western Harbour Arm support improvements to sustainable transport, the streetscape and public realm, and key gateway routes to the area.
- 23.1.2 Policy SH13 Portslade & Southwick Beaches supports improvements to the route along Basin Road South to encourage greater footfall through the area. The Partnership will promote opportunities to improve the quality of public access areas connected to the beaches including: improving fencing, general graffiti removal, better beach maintenance regime, signage and lighting.
- 23.1.3 Policy SH14 Fishersgate and Southwick supports improvements to Fishersgate Recreation Ground and the provision of a new waterfront route for pedestrians and cyclists are likely to increase usage of these facilities. This increases the opportunity for natural surveillance in these areas.
- 23.1.4 Policy SH15 Harbour Mouth supports improvements to the Kingston Beach and Shoreham Fort areas to encourage greater footfall through the area. This would increase the opportunities for natural surveillance.

Across the Harbour

- 23.1.5 Policy SH2 Shoreham Port requires development proposals to consider the security implications.
- 23.1.6 Policy SH4 Housing and Community requires development to incorporate principles of Lifetime Neighbourhoods, which includes consideration of safety.
- 23.1.7 Policy SH9 Place Making and Design Quality supports the incorporation of the features to improve safety and security particularly in public streets and spaces.
- 23.1.8 Policy SH17 Infrastructure Requirements will enable the provision of social and community facilities which may help to reduce crime and antisocial behaviour.

The AAP 'as a whole'

- 23.1.9 The plan has the potential to have **significant positive effects** in increasing natural surveillance across the harbour by improving access points, providing cycling and pedestrian routes, enhancing streetscape and public realm, signage and lighting. Development is also to ensure crime prevention measures are incorporated into new and existing development through the implementation of the features and principles of Lifetime Neighbourhoods.

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
13: Promote sustainable transport and reduce the use of the private car.	<ul style="list-style-type: none"> Will the plan help reduce the need to travel? Will the plan's strategic spatial policies help to establish a more sustainable pattern of settlements? Will the plan adequately integrate land uses, transport infrastructure and public transport? Will the plan increase the carbon efficiency of transport networks? Will the plan promote compact and balanced mixed use, and higher density development, which has adequate public transport infrastructure?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
13			+/-	+/-	+					+/-	+/-	+/-	+	+/-	+/-	+/-	+

Character Areas

- 24.1.1 The policies for character areas broadly speaking are likely to deliver new development that can lead to increased vehicle movements, having potential for adverse transport impacts. However, the policies also include measures that should reduce impacts.
- 24.1.2 Policy SH10 South Quayside states that improvements will be sought to the pedestrian and cyclist crossing over the lock gates as well as to the NCN and PROW routes.
- 24.1.3 Policy SH11 Aldrington Basin sets out the transport measures that will be pursued such as junction improvements, improvements to bus stops and the A259 cycle route and PROW. In addition, it supports delivery of the upgrade of Basin Road North and associated junctions to allow for re-routing of HGV traffic.
- 24.1.4 Policy SH12 North Quayside and South Portslade sets out the transport measures that will be pursued such as junction improvements, improvements to bus stops and the A259 cycle route and PROW.
- 24.1.5 Policy SH13 Portslade & Southwick Beaches supports improvements to the route along Basin Road South to encourage greater use of the route for walking and cycling.
- 24.1.6 Policies SH14 Fishersgate & Southwick and SH16 Western Harbour Arm support key interventions that will be promoted through the Transport Strategy to serve both Southwick Waterfront, Fishersgate and the Western Harbour Arm, including: A259 bus stop improvements and bus priority measures; creation of a new high-quality cycle and pedestrian route along the waterfront, improvements to the NCN2 cycle route across the lock gates; A259 cycle facility; improved formal and informal cycle and pedestrian crossing points; delivery of infrastructure to support and encourage sustainable modes of transport including electric vehicle charging points; and, waterside public realm and pedestrian / cycle link from the public right of way to the west to the expanded marina site to the east and beyond.

Across the Harbour

- 24.1.7 Policy SH5 Sustainable Travel has the potential to improve transport access and connectivity to the waterfront, coastline and beyond. The policy specifically aims to promote sustainable transport and requires development to contribute to an area wide “behaviour-change” programme to encourage the use of alternatives to the car, which would help to reduce congestion, air and noise pollution. The policy and the Transport Strategy to which they refer, set out clearly how this objective can be achieved by reducing the need to travel, improving connections, minimising on-street parking and leading to improvements to public transport, cycle and pedestrian facilities.
- 24.1.8 Policy SH8 Recreation & Leisure supports the provision of improved facilities for boat users such as additional moorings, floating pontoons/docks and slipways where appropriate and in discussion with Shoreham Port Authority.
- 24.1.9 Policy SH17 Infrastructure Requirements will enable the provision of transport infrastructure, including highways improvements, public transport and waterfront routes for pedestrians and cyclists.

The AAP ‘as a whole’

- 24.1.10 New development in the plan area is likely to increase the number of journeys made in and to the harbour, particularly during peak hours. The policies have been strengthened with references to the Transport Strategy, with measures identified to mitigate the negative impacts of increased journeys made in the area or to promote alternative modes of transport.
- 24.1.11 As the JAAP area includes parts of two AQMAs, the provision of employment and residential land has potential to reduce the need for travel out of the harbour, establishing a more sustainable pattern of sustainable transport, improving the health and wellbeing of those living and working in the immediate area.
- 24.1.12 Overall the plan has the potential to have **positive effects** in promoting sustainable transport and reducing private car use through the delivery of infrastructure to support and encourage sustainable modes of transport, however the risk remains that there could be an **increase** in transport movements as a result of development having associated impacts on congestion and air quality.

25 SOCIAL EXCLUSION

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
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.	<ul style="list-style-type: none"> Will the plan avoid discrimination related to age, gender disability, race, faith, location and income?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
14	+		+	+							+	+		+		+	

Character Areas

- 25.1.1 Policies SH11 Aldrington Basin, SH12 North Quayside and South Portslade, SH14 Southwick & Fishersgate and SH16 Western Harbour Arm support the development of new homes and/or jobs in the character areas. The provision of new residential development in these locations will provide the opportunity to create and sustain a vibrant community, while providing affordable housing.
- 25.1.2 Policies SH11 Aldrington Basin and SH12 North Quayside and South Portslade supports provision of 300 new homes which will provide the opportunity to create and sustain a vibrant community. The provision of approximately 7,500m² of new employment floorspace across the two character areas has the potential to create new jobs while improving the environment for businesses in the area.
- 25.1.3 Policy SH14 Fishersgate & Southwick supports the delivery of approximately 4,000m² employment floorspace, small business units suitable for marine-related industries, and a possible location for the Sea Cadets and Nautical Training Corps. All of these development measures support the provision of new jobs in the area. In addition, SH5 seeks to support Action Eastbrook Partnership and local service providers to deliver improvements and harness benefits arising for harbour-side communities. Priorities include: enhancing Fishersgate Recreation ground; supporting and enhancing local community facilities.
- 25.1.4 Policy SH16 Western Harbour Arm supports the delivery of approximately 12,000m² of new employment floorspace which has the potential to create new jobs, while improving the environment for businesses in the area. The development of 1,100 new homes in the Western Arm area will provide the opportunity to create and sustain a vibrant community.

Across the Harbour

- 25.1.5 Policy SH1 Climate Change, Energy and Sustainable Buildings supports the development of district energy and heat networks. This could reduce costs for residents in relation to fuel poverty and deprivation. High standards of energy efficiency should also reduce the risk of future fuel poverty in these dwellings.
- 25.1.6 Policy SH3 Economy and Employment includes a proactive approach to the provision of a significant amount of new employment generating floorspace in the Shoreham Harbour area, which will help increase job opportunities.
- 25.1.7 Policy SH4 Housing and Community proposes the delivery of approximately 1,400 new homes across the JAAP area. This will include a mixture of tenures and affordable housing. Residential development will be required to contribute to improved social and community infrastructure to meet the needs of various groups within the community.
- 25.1.8 Policy SH5 Sustainable Travel promotes a more sustainable transport system with improved integrated public transport links, pedestrian and cycling facilities which would support economic development and improve access to services and facilities.
- 25.1.9 Policy SH8 Recreation and Leisure supports provision of facilities such as open spaces and play equipment that can help make local communities more vibrant.
- 25.1.10 Policy SH9 Place Making and Design Quality seeks to ensure that housing provided is decent and of a high standard. Delivery of a high quality public realm is also likely to encourage greater use of public spaces and streets.
- 25.1.11 Policy SH17 Infrastructure Requirements will enable the provision of social and community facilities (including education) which may help to tackle social exclusion and inequalities and deliver more vibrant communities.

The AAP 'as a whole'

25.1.12 The plan performs well in terms of delivering employment and housing opportunities, an improved urban realm, the development of district energy and heat networks, and an integrated public transport links within the harbour and to the wider area. The plan has the potential to have a **significant positive effect** on the creation of vibrant mixed communities, reducing poverty, social exclusion and social inequalities.

26 HOUSING

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
15: Meet the need for housing, including affordable housing and ensure that all groups have access to decent and appropriate housing.	<ul style="list-style-type: none"> Will the plan facilitate delivery of housing, including affordable housing?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
15				+					+		+	+			+	+	

Character Areas

26.1.1 Policy SH11 Aldrington Basin and Policy SH12 North Quayside and South Portslade support the provision of approximately 300 new homes (between Aldrington basin and South Portslade) which will include an element of affordable housing.

26.1.2 Policy SH15 Harbour Mouth supports Adur Homes to redevelop some of its existing housing sites, potentially making better use of land and increasing housing provision.

26.1.3 Policy SH16 Western Harbour Arm supports the provision of approximately 1,100 new homes on the south-side of the A259 within the plan period (with up to a further 500 on the north-side in the longer term).

Across the Harbour

26.1.4 Policy SH4 Housing and Community proposes the delivery of approximately 1,400 new homes across the JAAP area. This will include a mixture of dwelling types, sizes and tenures. Affordable housing will be provided in accordance with Local/City Plan policies.

26.1.5 Policy SH9 Place Making and Design Quality seeks to ensure that housing provided is decent and of a high standard.

The AAP 'as a whole'

26.1.6 The plan will have a **significant positive effect** in the delivery of housing in the plan area, including an element of affordable housing, with developments to be of a high quality and lifetime standard.

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
16: Create and sustain vibrant communities which recognise the needs and contributions of all individuals.	<ul style="list-style-type: none"> • Will the plan encourage mixed communities? • Will the plan seek to secure the necessary infrastructure to support communities?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
16			+	+				+	+		+	+		+		+	+

Character Areas

- 27.1.1 Policy SH11 Aldrington Basin and Policy SH12 North Quayside and South Portslade support the provision of approximately 300 new homes (between Aldrington basin and South Portslade) and new employment floorspace, which will provide the opportunity to create and sustain a vibrant community.
- 27.1.2 Policy SH14 Fishersgate and Southwick includes public realm and street scene improvements, enhancing Fishersgate Recreation Ground and supporting local community facilities. The provision of approximately 4,000m² of new employment floorspace is likely to help create job opportunities needed to sustain a vibrant community, with improvements to the streetscape likely to improve the environment for businesses in the area.
- 27.1.3 Policy SH15 Harbour Mouth safeguards existing port uses ensuring existing community employment through the securing of port infrastructure.
- 27.1.4 Policy SH16 Western Harbour Arm supports the provision of new residential development and employment floorspace at the Western Harbour Arm, which will provide the opportunity to create and sustain a vibrant community. The provision of approximately 12,000m² of new employment floorspace is likely to create new jobs, with improvements to the streetscape likely to improve the environment for businesses in the area.
- 27.1.5 Policy SH16 also includes public realm improvements, the provision of a waterfront route, additional moorings and the provision of active uses such as play areas and cafés along the waterfront.

Across the Harbour

- 27.1.6 Policy SH2 Shoreham Port supports the consolidation of port-related activities along the Eastern Harbour Arm and Canal Basin, which will assist in facilitating the Port Masterplan and retaining current levels of port based employment.
- 27.1.7 Policy SH3 Economy and Employment supports the development of new employment floorspace which would lead to increased employment opportunities in and around the harbour. This would contribute to sustaining vibrant communities. New employment floorspace could also benefit the vitality and viability of existing town and district centres, particularly Shoreham-by-Sea and Boundary Road/Station Road through increased footfall. The policy also proposes ancillary retail uses to enliven and activate new developments.

- 27.1.8 Policy SH4 Housing and Community supports the provision of new residential development which has the potential to provide the opportunity to create and sustain a vibrant community. New housing could benefit the vitality and viability of existing town and district centres, particularly Shoreham-by-Sea and Boundary Road/Station Road through increased footfall. New development will also contribute to the provision of social and community infrastructure to meet the needs of various groups within the community.
- 27.1.9 Policy SH5 Sustainable Travel supports a more sustainable transport system with improved public transport, pedestrian and cycling facilities, which would support access to services and facilities, provide better integrated transport links, and increase economic development over time by improving access.
- 27.1.10 Policy SH8 Recreation and Leisure supports the provision of facilities such as open spaces and play equipment which can help make local communities more vibrant. Both policies support the provision of high quality public open space and improved facilities for boat users.
- 27.1.11 Policy SH9 Place Making and Design Quality supports the delivery of a high quality public realm, which is likely to encourage greater use of public spaces and streets.
- 27.1.12 Policy SH17 Infrastructure Requirements will enable the provision of social and community facilities, including education and improved transport infrastructure, which may encourage more vibrant communities.

The AAP ‘as a whole’

- 27.1.13 The plan has the potential to have **significant positive effects** on the creation of sustainable and vibrant mixed communities, supported by necessary infrastructure in terms of housing, employment floorspace and streets with retail frontage, public transport, waterfront route and improved public realm. However, the reconfiguration of certain sites for residential uses has the potential to reduce the amount of employment land in the area. Residential uses are also more sensitive to noise and air quality issues and this may limit the activities of businesses in the area.

28 ECONOMIC GROWTH

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
17: Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.	<ul style="list-style-type: none"> • Will the plan provide a focus on achieving the renaissance of town centres and deprived areas? • Is the delivery of development linked to the provision of adequate transport and other infrastructure? • Will the plan help facilitate a sustainable visitor economy? • Will the plan meet the needs of new employment opportunities and take account of the needs of existing local residents and businesses?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
17		+	+	+/-	+			+		+	+	+/-		+	+	+/-	

Character Areas

- 28.1.1 Policy SH10 South Quayside supports the safeguarding of the area for port-related activities and supports the consolidation of port-related activities in South Quayside to support Shoreham Port Authority in improving operational efficiency and developing new trade. It will allow for the release waterfront sites in other areas of the harbour, such as the Western Harbour Arm, for alternative uses, including employment floorspace.

- 28.1.2 Policy SH11 Aldrington Basin and Policy SH12 North Quayside and South Portslade support the provision of approximately 7,500m² of new employment floorspace (between Aldrington Basin and South Portslade) for the creation of new jobs, with improvements to the streetscape likely to improve the environment for businesses in the area. The policy also safeguards the North Quayside area as a focus for commercial port activities. However this policy also supports release of employment sites for other uses. Impacts however for policy SH3 are also mixed due to the anticipated release of employment sites for other uses.
- 28.1.3 Policy SH14 Fishersgate and Southwick supports the provision of approximately 4,500m² of new employment floorspace, with additional improvements to the streetscape likely to improve the environment for businesses in the area. The policy also safeguards port operational areas for future commercial port activities.
- 28.1.4 Policy SH15 Harbour Mouth safeguards existing port areas for future commercial Port activity.
- 28.1.5 Policy SH16 Western Harbour Arm supports the provision of approximately 12,000m² of new employment floorspace, with additional improvements to the streetscape likely to improve the environment for businesses in the area. However this policy also supports release of employment sites for other uses.

Across the Harbour

- 28.1.6 Policy SH2 Shoreham Port states that development proposals will be assessed against the Shoreham Port Masterplan. This includes the consolidation of port-related activities along the Eastern Harbour Arm and Canal Basin. This will assist in facilitating the Port Masterplan.
- 28.1.7 Policy SH3 Economy and Employment supports delivery of 23,500sqm of employment generating floorspace in the harbour area, increasing job opportunities and supporting economic growth.
- 28.1.8 Policy SH5 Sustainable Travel supports a more sustainable transport system with improved public transport, pedestrian and cycling facilities which have the potential to support economic development over time by improving access.
- 28.1.9 Policy SH8 Recreation and Leisure supports the delivery of new waterfront facilities encouraging and enabling boat visitors to the harbour.

The AAP 'as a whole'

- 28.1.10 Overall the impacts are likely to be **positive**. However, the appraisal notes that the release of certain sites for residential uses will reduce the amount of employment land in the area. The continued economic growth for the harbour area is driven by the release of land for residential development that enables new employment floorspace, while taking account of the needs of existing local residents and businesses. Promoting sustainable economic development with supporting infrastructure to ensure high and stable levels of employment in a diverse economy is reliant on balancing land use reconfigurations for the release of land for new residential and commercial development while safeguarding necessary existing port facilities. The current policy approach is likely to yield **significant positive effects** in increasing economic growth in the JAAP. The appraisal notes that certain areas within the JAAP area have moderately high levels of employment based deprivation. The supporting text of policy SH3 refers to securing training or employment for local people, however the policy does not set out a mechanism for this. It is recommended that the policy includes a reference to this. See recommendations.

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
19: Improve the range, quality and accessibility of services and facilities and improve the integrated transport links with them.	<ul style="list-style-type: none"> • Will the plan help to improve accessibility to existing services/facilities? • Will the plan secure new infrastructure and/or encourage better use of existing infrastructure?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
19			+	+	+		+	+		+	+	+	+	+	+	+	+

Character Areas

- 29.1.1 The Character Areas include a range of measures that will improve access.
- 29.1.2 Policy SH10 South Quayside supports improvements to existing pedestrian and cycle facilities, including the lock gates, NCN route and PROW.
- 29.1.3 Policy SH11 Aldrington Basin supports delivery of a range of transport measures that will improve access. It also supports improvements to existing pedestrian and cycle facilities, including the lock gates, NCN route and PROW.
- 29.1.4 Policy SH12 South Portslade & North Quayside supports delivery of a range of transport measures that will improve access. It also supports delivery of a A259 cycle facility and improvements to pedestrian and cycle crossing points and connections. It also supports public realm improvements.
- 29.1.5 Policy SH13 Portslade & Southwick Beaches supports improvements to the NCN and PROW.
- 29.1.6 Policy SH14 Fishersgate and Southwick supports delivery of a range of transport measures that will improve access. It supports delivery of a waterfront cycle/pedestrian access road linking to the east of the JAAP area, and includes public realm improvements, enhancing Fishersgate Recreation Ground and supporting local community facilities.
- 29.1.7 Policy SH15 Harbour Mouth supports public realm improvements to the Shoreham Fort area, including improved parking.
- 29.1.8 Policy SH16 Western Harbour Arm supports delivery of a range of transport measures that will improve access, includes public realm improvements, the provision of a pedestrian/cycle waterfront route, improved bus connections, additional moorings, and the provision of active uses such as play areas and cafés along the waterfront.

Across the Harbour

- 29.1.9 Policy SH3 Economy and Employment supports new employment floorspace that could benefit the vitality and viability of existing town and district centres, particularly Shoreham-by-Sea and Boundary Road/Station Road through increased footfall. It also proposes ancillary retail uses to enliven and activate new developments. However, larger scale retail will require an impact test.
- 29.1.10 Policy SH4 Housing & Community supports the delivery of new housing which could benefit the vitality and viability of existing town and district centres, particularly Shoreham-by-Sea and Boundary Road/Station Road through increased footfall. New development will also contribute to the provision of social and community infrastructure.

29.1.11 Policy SH5 Sustainable Travel promotes a more sustainable transport system with improved public transport, pedestrian and cycling facilities in addition to a range of measures that should improve the highway network.

29.1.12 Policy SH17 Infrastructure Requirements promotes the use of developer contributions to enable the provision of social and community facilities and improved transport infrastructure, as well as requires development to deliver infrastructure.

The AAP ‘as a whole’

29.1.13 Overall, the plan has the potential to have a **significant positive effect** in improving the range, quality and accessibility of services and facilities in the area. The plan encourages better use of existing infrastructure by delivering new residential and mixed use schemes, with necessary services and facilities. The implementation of policy will also improve integrated transport links to services.

30 URBAN DESIGN

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
20: Create places and spaces that work well, wear well and look good.	<ul style="list-style-type: none"> Will the plan promote high standards of design?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
20			+	+				+	+	+	+	+	+	+	+	+	=

Character Areas

30.1.1 Policy SH10 South Quayside seeks improvements for pedestrian and cyclists crossing over the lock gates. Improvements are also to be sought to boundaries, surfacing, way finding and access to the beach.

30.1.2 Policies SH11 Aldrington Basin and Policy SH12 North Quayside & South Portslade includes specific requirements relating to height, orientation and positioning which should result in improvements to the townscape / streetscape in this area. High quality design will be required of new development, with provision of multi-functional open.

30.1.3 Policy SH13 Portslade & Southwick Beaches supports improvements to the route along Basin Road South, including lighting, landscaping and signage, and to the area around Carats Café. The policy promotes improvements to the pedestrian and cyclist route along Basin Road South which will improve access to these areas and connections to adjacent areas.

30.1.4 Policy SH14 Fishersgate & Southwick supports the redevelopment of Lady Bee Marina, the creation of a new waterfront route, public realm improvements and the enhancement of Fishersgate Recreation Ground. The policy supports improving connections from Kingston Beach, through Lady Bee Marina and the North Canal Bank on to Fishersgate Recreation Ground and beyond.

30.1.5 Policy SH15 Harbour Mouth supports key urban design improvements to the open spaces of Kingston Beach and Shoreham Fort areas. Improved public realm, parking and access for both areas are also included.

30.1.6 Policy SH16 Western Harbour Arm promotes the provision of a new high quality active waterfront route, public realm and streetscape improvements and new public open spaces. Views to St Mary de Haura Church are protected. New development is to provide high quality, multi-functional public open space in accordance with local standards in the Adur Local Plan.

[Across the Harbour](#)

30.1.7 Policy SH4 Housing and Community requires development to consider Lifetime Neighbourhoods which includes the objective of achieving a strong identity and sense of place.

30.1.8 Policy SH6 Flood Risk requires development to incorporate open space, planting green walls and roofs.

30.1.9 Policy SH7 Natural Environment, Biodiversity and Green Infrastructure promotes measures such as the provision of green walls and roofs, appropriate planting schemes and areas of vegetated shingle to make the area attractive, climate change resilient, while increasing biodiversity in the area.

30.1.10 Policy SH8 Recreation and Leisure supports the provision of new areas of high quality public open space that contribute to making the urban environment attractive and distinctive.

30.1.11 Policy SH9 Place Making and Design Quality supports the development of high quality places that are sensitive to their surroundings and historic features. This policy specifically aims to set a variety of requirements for new development in relation to urban design and public spaces.

30.1.12 Policy SH17 Infrastructure Requirements supports the provision of new areas of high quality public open space.

[The AAP 'as a whole'](#)

30.1.13 The policy approach to the creation of places and spaces that work well, wear well and look good draws upon the opportunities the delivery of the JAAP present in terms of new waterfront route, public open spaces, residential and commercial streets, and how the built and natural environment can adapt to climate change and to attract biodiversity through green infrastructure features. The plan overall has the potential to have **significant positive effects** on the provision of high quality public realm, with measures set out to improve the permeability and connection of adjacent areas, street legibility and enhancement of protected areas of cultural heritage.

31 EDUCATION & SKILLED WORKFORCE

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
21: Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.	<ul style="list-style-type: none"> • Will the plan help to improve accessibility to existing educational facilities? • Will the plan facilitate the provision of new educational facilities?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
21			?													?	+

Character Areas

31.1.1 Policy SH16 Western Harbour Arm includes a reference in the supporting text to identify a suitable approach to increasing school places throughout the area, however it is noted that this is an issue that is addressed at a district level and not necessarily through the JAAP.

Across the Harbour

31.1.2 Policy SH3 Economy & Employment refers to providing opportunities to secure apprenticeships, training and job opportunities. However this is not reflected as an actual policy requirement.

31.1.3 Policy SH17 Infrastructure requires developers to provide or contribute to the provision of infrastructure made necessary by development, which will include social and community facilities, including education.

The AAP 'as a whole'

31.1.4 The provision of education facilities will be required as a result of the increase in residents across the area. At this stage it is not certain whether such facilities will be located on or off site and will be addressed in the District/City Plans. The appraisal notes that some areas within the JAAP area suffer from education and skills based deprivation. There is some scope to improve this, potentially through local labour schemes, and this has been recommended for policy SH10. Overall, the effect of the JAAP on raising educational achievement and skills is **uncertain**.

32 SUSTAINABLE WASTE MANAGEMENT

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
22: Reduce waste generation and increase material efficiency and reuse of discarded material by supporting and encouraging development, business and initiatives that promote these and other sustainability issues.	<ul style="list-style-type: none"> • Will the plan minimise waste disposal to landfill? • Will the Plan help to improve accessibility to recycling and other waste management facilities? • Will the Plan support and encourage development and business initiatives that promote this objective?

Table to show impacts across JAAP policies

	SH1	SH2	SH3	SH4	SH5	SH6	SH7	SH8	SH9	SH10	SH11	SH12	SH13	SH14	SH15	SH16	SH17
22							+				+/-	+/-		+/-		+/-	

Character Areas

32.1.1 An increase in development is likely to lead to an increase in the production of waste both during the construction phase and during the lifetime of the buildings. However new development provides the opportunity and potential to minimise waste and increase the recycling and reuse of materials.

Across the Harbour

32.1.2 Policy SH7 Natural Environment, Biodiversity & Green Infrastructure requires development to incorporate facilities to encourage high rates of recycling and reuse of materials, and requires development to reduce waste throughout all phases of development.

The AAP 'as a whole'

- 32.1.3 All development proposals are required to have a Site Waste Management Plan in accordance with local plans. This should help to minimise the waste produced at construction stage. All new development will be required to demonstrate that waste is minimised both during the lifetime of the building which should help to move waste up the waste hierarchy. The plan has the potential to have **positive effects** on reducing waste generation and encouraging high rates of recycling and re-use of waste and materials within development proposals.

33 CONCLUSIONS AND RECOMMENDATIONS

- 33.1.1 The appraisal presented above highlights that the draft plan performs well in terms of the majority of sustainability issues/objectives, with 'significant positive' and "positive" effects identified within many issues appraised. However, this is based on the assumption that planning policies (both the JAAP and relevant Local Plan/City Plan) are fully implemented to ensure any potential adverse effects are mitigated, as outlined in each of the summaries.

Positive Impacts

- Provision of energy infrastructure and district heating network
- Measures to reduce water consumption
- Delivery of SUDS to minimise risk of water pollution
- Remediation of contaminated land
- Improved land use efficiency
- Safeguarding of sites of biodiversity value
- Increase in green infrastructure including creation of green corridor
- Enhancement of historic assets
- Improved access to existing open space
- Delivery of new open space
- Measures to promote sustainable travel
- Improvements in flood defence
- Delivery of the wider determinants of health, including increased opportunities for active lifestyles
- Opportunities to reduce deprivation
- Delivery of housing
- Delivery of employment opportunities
- Improved and increased access to a range of services and facilities
- Improved streetscapes and public realm

Risk of Adverse Impacts

- Increased energy consumption
- Increased water consumption
- Pollution of water
- Loss of intertidal habitats
- Risk of flooding in certain locations
- Worsening of air quality
- Increased congestion
- Increased waste generation

Recommendations at this current stage (September 2016)

- 33.1.2 Whilst the plan generally performs well, there could potentially be opportunities to further strengthen the performance of the plan. The following recommendations have been put forward at this stage.

Recommendations

1. **SH3: Economy & Employment.** Currently the supporting text refers to encouraging proposals that incorporate opportunities which will secure training or job opportunities for local people however the policy itself does not have any reference to this. It is recommended that this is specifically included in the policy itself. This would result in a more positive impact for Objective 21 and further strengthen the positive impact awarded for Objective 14. See also recommendation under Policy SH14 and SH16.
2. **SH4: Housing & Community.** The policy is entitled Housing and Community and is strongly linked to the Strategic Objective 4. However although the supporting text includes a section on social and community infrastructure this is not reflected in the policy with there not being any specific requirement to provide infrastructure in the policy itself. Recommend adding new policy point which links to JAAP Policy 17, or as follows “Development will be required to contribute towards provision of community and social infrastructure, in accordance with the relevant Infrastructure Delivery Plan.” Or, remove “community” from title of policy and place relevant supporting text within Policy 17.
3. **SH14: Fishersgate & Southwick.** There could be further scope for the policy to have a greater positive impact on objective 14 (deprivation) and a positive impact on objective 21 (education & skills) by encouraging developers to enter into training place agreements to secure training for local people. This could contribute towards addressing education and skills deprivation, which is particularly significant within the Fishersgate SOA in this Character Area. This could form a requirement in the policy itself, or through an overarching requirement in Policy SH3 Economy and Employment.
4. **SH16: Western Harbour Arm.** There could be further scope for the policy to have a greater positive impact on objective 14 (deprivation) and a positive impact on objective 21 (education & skills) by encouraging developers to enter into training place agreements to secure training for local people. This could contribute towards addressing education and skills deprivation. This could form a requirement in the policy itself, or through an overarching requirement in Policy SH3 Economy and Employment.

34 LIKELY EVOLUTION WITHOUT IMPLEMENTATION OF THE PLAN

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

Part 4

What are the next steps?

The SA Report must include...

- A description of the measures envisaged concerning monitoring.

35.1.1 This Part of the SA Report explains the next steps that will be taken as part of the plan-making / SA process, including in relation to monitoring.

36 PLAN FINALISATION

36.1.1 The draft JAAP will be subject to further consultation under Regulation 18 of the Town & Country Planning (Local Planning) Regulations 2012. Any consultation responses submitted will be analysed and further changes may be made to the JAAP. The publication stage JAAP and accompanying Sustainability Appraisal will then be produced, circulated for consultation on the soundness of the Plan and then submitted to the government for Examination.

36.1.2 A planning Inspector will consider the submitted Plan alongside the SA Report and representations received through the consultation on the pre-submission/publication stage version. The Inspector will then oversee an 'Examination in Public' where those who made representations through the consultation will have an opportunity to influence the Plan.

36.1.3 After having heard representations the Inspector will either report back on the Plan's soundness or identify modifications that are necessary in order for the Plan to be sound. If the Inspector identifies the need for modifications to the Plan these will be prepared and then subjected to consultation. An SA Report Addendum may be published for consultation alongside the modifications if they are significant in nature.

36.1.4 Once found to be 'sound' the Plan will be formally adopted by the Council. At the time of Adoption a 'Statement' will be published that sets out (amongst other things) *'the measures decided concerning monitoring'*.

37 MONITORING

37.1.1 At the current stage – i.e. in the SA Report - there is a need to present *'a description of the measures envisaged concerning monitoring'* only. These monitoring indicators will be finalised and confirmed in the SA/SEA Post Adoption Statement.

Table: Proposed monitoring indicators

Strategic Objective	Target	Indicator
1. Climate Change, energy and sustainable buildings	All development proposals to be accompanied by a Sustainability Statement (ADC) or Sustainability Checklist (BHCC)	<ul style="list-style-type: none"> • % of proposals accompanied by a Sustainability Statement/Checklist
	All development to achieve zero-carbon status	<ul style="list-style-type: none"> • Number and % of homes achieving zero-carbon status
	Increase energy efficiency	<ul style="list-style-type: none"> • Energy efficiency rating of new developments • No. and % of new developments incorporating low/zero carbon technologies • No. & % of new developments incorporating passive design measures • No. and type of schemes to improve energy efficiency of existing building stock
	Increase the generation of renewable energy within the JAAP area (including Shoreham Port)	<ul style="list-style-type: none"> • No. and type of renewable energy developments/installations within the plan area • Amount of energy generated from renewable sources within the plan area
	Deliver linked district heating/power networks	<ul style="list-style-type: none"> • Number and type of district heating/power networks within the plan area
	All development to achieve high BREEAM standards	<ul style="list-style-type: none"> • Number and % of developments within JAAP area achieving each CSH level • Number and % of developments achieving each BREEAM level
	Increase water efficiency	<ul style="list-style-type: none"> • Water efficiency rating of new developments • Number and % of homes achieving 110l/p/day • No. and % of new developments incorporating measures to recycle, harvest and conserve water. • No. and % of new developments incorporating Sustainable Drainage Systems (SuDS)
2. Shoreham Port	Consolidate Shoreham Port operations in the eastern arm and canal	<ul style="list-style-type: none"> • Port-related operations relocated to the eastern arm/canal • New port-related development in the eastern arm/canal • Port-related operations remaining outside the eastern arm/canal
3. Economy and employment	Deliver 23,500m ² employment floorspace <ul style="list-style-type: none"> • 16,000m² in Adur • 7,500m² in Brighton & Hove 	<ul style="list-style-type: none"> • Employment floorspace delivered (location/type/size)

Strategic Objective	Target	Indicator
	Generate 1,500 – 1,700 new full time jobs <ul style="list-style-type: none"> • 620 – 870 net additional • 500 at the Port 	<ul style="list-style-type: none"> • New jobs generated • SOA/ward level median weekly earnings • New businesses established in the plan area (location/type/size) • Businesses relocated within or from the plan area
	Reduce unemployment, long-term unemployment and employment deprivation	<ul style="list-style-type: none"> • SOA/ward level unemployment rate • SOA/ward level long-term unemployment rate • SOA/ward level employment deprivation
	Increase educational attainment	<ul style="list-style-type: none"> • SOA/ward level proportion of students achieving 5 or more A*-C grades (including English and Maths) • SOA/ward level proportion of population with no qualifications • SOA/ward level proportion of population with NVQ level 4 or higher
	Increase the level of skills within communities in the plan area	<ul style="list-style-type: none"> • Developer contributions to employment/training opportunities • Training/skills initiatives within the plan area. • Proportion of the population with no qualifications
	Reduce education/skills/training deprivation	<ul style="list-style-type: none"> • SOA/ward level education/skills/training deprivation
	Provide ancillary retail uses within the plan area to complement existing town/district centres	<ul style="list-style-type: none"> • Retail floorspace delivered within the plan area • Vacancy rate of retail units in Shoreham-by-Sea and Southwick town centres and Boundary Road/Station Road district centre
4. Housing and community	Deliver 1,400 new homes <ul style="list-style-type: none"> • 1,100 in Western Harbour Arm • 300 in South Portslade and Aldrington Basin 	<ul style="list-style-type: none"> • New homes delivered (location/type/size/tenure)
	Deliver affordable housing according to local policy	<ul style="list-style-type: none"> • Affordable homes delivered (location/type/size/tenure/%of all new homes)
	Reduce housing deprivation	<ul style="list-style-type: none"> • SOA/ward level housing deprivation
	Deliver social and community infrastructure to support new development	<ul style="list-style-type: none"> • Social and community infrastructure delivered (location/type/distance to new development)
	Reduce overall deprivation	<ul style="list-style-type: none"> • SOA/ward level deprivation
	Reduce crime, fear of crime and antisocial behaviour	<ul style="list-style-type: none"> • Ward level crime rate • Number and % of developments incorporating Secured by Design features
	Improve health and wellbeing	<ul style="list-style-type: none"> • SOA/ward level life expectancy • SOA/ward level obesity rates • Other indicators to be determined • No and % of developments incorporating Lifetime Homes features

Strategic Objective	Target	Indicator
	Reduce health related deprivation	<ul style="list-style-type: none"> SOA/ward level health deprivation
5. Sustainable transport	Reduce the use of the private car	<ul style="list-style-type: none"> Travel Behaviour Change initiatives implemented
	Deliver new/improved routes for pedestrians and cyclists, including: <ul style="list-style-type: none"> New waterfront route (Western Harbour Arm) Improved east-west route (north of canal) Improved Monarch's Way/Basin Road South Improved lock gate crossing New bridge over railway (Dolphin Road to Brighton Road) 	<ul style="list-style-type: none"> New/improved routes for pedestrians and cyclist delivered Identified routes still to be delivered
	Deliver improved priority corridors and junction improvements <ul style="list-style-type: none"> A259 A283 Old Shoreham Road A293 Church Road –Trafalgar Road-Hangleton Link Road 	<ul style="list-style-type: none"> Improvements to priority corridors and junctions delivered Identified improvements still to be delivered
	Deliver improved access to port activities <ul style="list-style-type: none"> Southwick Waterfront access road Basin Road North 	<ul style="list-style-type: none"> Improvements to port access delivered Identified improvements still to be delivered
	Deliver improved access to the waterfront <ul style="list-style-type: none"> New waterfront route (Western Harbour Arm) New/improved public slipway 	<ul style="list-style-type: none"> Improvements to waterfront access delivered Identified improvements to be delivered
	Deliver improvements and improve interchange with public transport network	<ul style="list-style-type: none"> Improvements to bus services delivered Improvements to bus stops delivered Bus priority measures delivered Improvements to interchanges at railway stations delivered Identified improvements still to be delivered
	Deliver new/improved routes and facilities for pedestrians and cyclists, including: <ul style="list-style-type: none"> NCN2 New waterfront route (Western Harbour Arm) Improved east-west route (north of canal) Improved Monarch's Way/Basin Road South Improved lock gate crossing New bridge over railway (Dolphin Road to Brighton Road) 	<ul style="list-style-type: none"> New/improved routes and facilities for pedestrians and cyclist delivered Identified routes and facilities still to be delivered

Strategic Objective	Target	Indicator
6. Flood risk	Deliver new/upgraded flood defences <ul style="list-style-type: none"> • Sussex Yacht Club • Western Arm • Kingston Beach • Lock gates • Canal 	<ul style="list-style-type: none"> • New/upgraded flood defences delivered • Mitigation measures implemented as part of new development schemes • Developer contributions to flood defences • Identified improvements to flood defences still to be delivered. • Instances of flooding within the plan area
7. Natural environment, biodiversity and green infrastructure	All development to provide a net gain in biodiversity	<ul style="list-style-type: none"> • Number and type of new habitats delivered • Number and type of habitats lost • Mitigation measures implemented as part of new development schemes • Developer contributions to biodiversity improvements
	Protect and enhance designated and non-designated sites and species: <ul style="list-style-type: none"> • Adur Estuary SSSI • Widewater Lagoon SNCI • Shoreham Beach SNCI/LNR • Basin Road South SNCI • North Canal Bank 	<ul style="list-style-type: none"> • State or condition of nationally and locally designated sites • Number and type of schemes implemented to protect and enhance sites
	Improve the quality of groundwater (Brighton Chalk Block), water bodies (River Adur) and bathing water (Southwick Beach)	<ul style="list-style-type: none"> • Quality of groundwater, water bodies and bathing water. • Number of pollution incidents affecting groundwater, water bodies or bathing water.
	Improve air quality within the plan area and transport routes to the area (NO ₂ and PM10)	<ul style="list-style-type: none"> • Air quality at monitoring locations • Mitigation measures delivered as part of development proposals
	Reduce noise pollution in the plan area	<ul style="list-style-type: none"> • Noise complaints relating to new development in the plan area. • Road/industry related noise levels.
	Remediate contaminated land	<ul style="list-style-type: none"> • Contaminated land remediated
	Increase recycling	<ul style="list-style-type: none"> • Development incorporating recycling facilities.
8.Recreation and leisure	Improve access to the waterfront for boat users <ul style="list-style-type: none"> • Western Harbour Arm • Lady Bee Marina 	<ul style="list-style-type: none"> • No and type of waterfront access improvements delivered • Developer contributions to waterfront access improvements • New slipways delivered • Existing slipways/hards lost
9. Place making and design quality	Deliver high quality public realm (new and existing)	<ul style="list-style-type: none"> • Amount and type of new public realm delivered • Developer contributions to public realm improvements • Public realm improvements implemented
	Deliver high quality building design	<ul style="list-style-type: none"> • Feedback on development schemes (design panel/public/press) • Number of design awards nominated/won

Strategic Objective	Target	Indicator
Infrastructure	Deliver infrastructure made necessary by the development	<ul style="list-style-type: none"> • Amount and type of infrastructure delivered • Developer contributions to infrastructure

APPENDIX A: LEGAL AND POLICY BACKGROUND

SEA DIRECTIVE REQUIREMENTS

Information required in the Environment Report	Section in the SA Report
Preparation of an environmental report in which likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is:	This SA report and the SA reports for the Western Harbour Arm and South Portslade Industrial Estate and Aldrington Basin Development Briefs meet this requirement.
1. An outline of the contents, main objectives of the plan or programme.	The background to and vision of the regeneration project is included in Section 5. The Strategic Objectives are included in Section 5. The SA objectives are included in Section 8.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	A summary of baseline information collected during the scoping stage, as updated is included in Section 7. The likely evolution of existing conditions has been considered following the appraisal of policies and proposals in the Draft JAAP. These are included in Section 34.
3. The environmental characteristics of areas likely to be significantly affected.	Baseline information collected during the scoping stage is summarised in Section 7.
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 7 of this report outlines the sustainability problems and issues affecting the regeneration area. This includes environmental problems. In particular, biodiversity considerations can be found under section 7.3.23 onwards.
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 6 of this report outlines the policy context for the Draft JAAP.

Information required in the Environment Report	Section in the SA Report
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.	Sections 14-33 summarises the results of the appraisal of the JAAP. The full results are included in Appendix C.
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 throughout Sections 14-33 where relevant and in Appendix C.
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.	A description of alternatives considered is covered in Sections 9 and 10 of this report.
9. A description of measures envisaged concerning monitoring in accordance with Article 10.	The proposed indicators to monitor the effects are set out in Section 37.
10. A non-technical summary of the information provided under the above headings.	This will be provided in a separate document.

SEA CONSULTATION REQUIREMENTS

SEA Directive consultation requirements	Where covered in the SA process
1. Authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report.	Initial consultation was undertaken through Scoping Report, published in February 2012. The Scoping Report (Update) was subject to a five week consultation period with the statutory environmental bodies.
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 JAAP during a period of public consultation. Much of the content has previously been consulted on during the scoping stage and the preparation of the Development Briefs.
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.	All representations received during consultation will be taken into account in later stages of the preparation of the JAAP and SA. The SA recommendations have been taken into account at each stage of plan preparation.
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: 6. The plan or programme as adopted 7. A statement summarising how environmental considerations have been integrated into the plan or programme 8. The measures decided concerning monitoring.	These requirements will be considered and acted upon once the JAAP is adopted
9. Monitoring of the significant environmental effects of the plan's or programme's implementation.	The significant effects of the JAAP will be monitored when adopted. The proposed monitoring arrangements are outlined in Section 37. These are currently subject to consultation and may be amended accordingly.

APPENDIX B CONSULTATION RESPONSES TO DRAFT JAAP SUSTAINABILITY APPRAISAL 2014

NB: All representation numbers listed in column two, that are not accompanied by an organisational name in brackets, were submitted by private individuals.

Topic/Reference	Representation Number	Comment	Response
No section	3, 6, 47, 92, 111, 133, 148, 149, 172	General support	Noted. No change.
No section	46, 66, 95, 125,	Support for Lidl development – it would improve the area, be an asset for local people, would generate employment, and provide low cost food.	Noted. Representations relating to the Lidl development were shared with Development Management. The store is now operational. No change
No section	178 (Lidl UK)	No mention of food retail in SA. No analysis of how a range of convenience food can contribute towards reducing the ecological footprint. SA fails to take into account the Adur Retail Study 2013. No discount food retailer in the Shoreham area. Improved local convenience retailing would reduce leakage outside the area, create jobs and investment, and would reduce need for residents to travel outside the area. Consider the draft JAAP to be unsustainable. JAAP should be amended to positively consider the contribution retail can make to the regeneration of the area.	Noted. The JAAP proposes ancillary retail uses for the Western Harbour Arm. The Adur Retail Study 2013 is part of the evidence base for the JAAP and has informed the development of Policy SH10: Retail uses and Policy 28: Retail, Town Centres and Local Parades in the Adur Local Plan.
3.1.1 (Vision for Shoreham Harbour)	26, 41, 86, 59, 72, 104, 134	Support for Lidl development. Lidl store will have no impact on traffic on the A259; low cost retail should be prioritised by ADC; low cost retail would benefit low income shoppers; Lidl development would improve public realm, sustainable transport and highway improvements;	Noted. Representations relating to the Lidl development were shared with Development Management. The store is now operational. No change

		Lidl development would provide employment opportunities.	
3.1.1 (Vision)	40, 42, 52, 56, 86, 107, 108.	General support.	Noted
3.1.1 (Vision)	114	Delivery of critical infrastructure is lacking in Adur.	Noted. The JAAP addresses infrastructure requirements arising from proposed development. In particular transport improvements, flood defences, social and community facilities and green infrastructure.
3.2.4 (Strategic Objective SO3 – Economy and Employment)	12, 13, 14, 15, 18, 19, 21, 22, 23, 24, 25, 26, 31, 32, 38, 39, 45, 48, 49, 50, 51, 54, 63, 69, 70, 72, 80, 81, 85, 90, 91, 96, 98, 101, 103, 106, 112, 113, 118, 119, 126, 127, 128, 130, 132, 136, 141, 154, 155, 174 (Hansteen)	Support for Lidl development. Competition is healthy; provide employment opportunities; stimulate local economy; development of a vacant site; needed locally; will attract shoppers to the area; will reduce food shopping trips that are made out of area; concern that there should be a statement accepting that retail development is part of delivery of high quality employment and floorspace.	Noted. Representations relating to the Lidl development were shared with Development Management. The store is now operational. No change
3.2.4 (Strategic Objective SO3 – Economy and Employment)	16, 34, 56, 62, 64, 82, 87, 109, 166,	General support.	Noted. No change
4.2.9 (Local context- JAAP area)	44, 72, 124, 135	Support for Lidl development. Re-use run-down land; store would meet needs of local people; improve local area;	Noted. Representations relating to the Lidl development were shared with Development Management. The store is now operational. No change
4.2.9 (Local context – JAAP area)	174 (Hansteen)	Object to paragraph. Retail use would make better use of existing run down industrial areas. The assessment is not based on a good understanding of the local market and is therefore flawed.	Noted. The paragraph refers to homes, jobs and facilities. This does not exclude retail uses. Retail uses are addressed for the strategic sites and in Policy SH10.
4.3.23 (Local context – transport)	72, 105, 174 (Hansteen)	Support for Lidl development. Lidl would reduce food-shopping trips out of the	Noted. Representations relating to the Lidl development were shared with

issues)		area; reduce use of car and improve quality of life; amenities should be provided in the local area to contribute towards reducing the need to travel.	Development Management. The store is now operational. No change
4.3.33 – 4.3.36 (Local context – biodiversity)	88 (Shoreham District Ornithological Society)	Support the statement made re: the important biodiversity habitats. Must ensure sensitive areas are not detrimentally affected by adjacent development by human disturbance, traffic or noise.	Noted. No change
4.5.12 (Local context – deprivation)	72	Support for Lidl development. Store would provide food at lower cost supporting lower income households.	Noted. Representations relating to the Lidl development were shared with Development Management. The store is now operational. No change
5.1.13 (Summary of Environmental, Economic and Social Issues)	27, 28, 43, 65, 71, 72	Support for Lidl development. Lack of demand for industrial floorspace justifies change of use; Lidl won't lead to an increase in pollution on already heavily used road; would reduce food-related transport trips; would support surrounding deprived communities.	Noted. Representations relating to the Lidl development were shared with Development Management. The store is now operational. No change
5.1.13 (Summary of Environmental, Economic and Social Issues)	82	Need for awareness of land contamination issues.	Noted. The JAAP addresses potential land contamination (paragraphs 4.1.38 – 4.1.40 and Policy SH8. No change
5.2.2 (SA Appraisal Objectives)	12, 14, 22, 23, 25, 26, 31, 32, 38, 39, 46, 54, 63, 69, 71, 72, 80, 81, 85, 89, 95, 98, 99, 100, 104, 109, 118, 119, 122, 126, 130, 131, 132, 134, 136, 151, 154, 174 (Hansteen), 181.	Support for Lidl development. Lidl store would meet numerous SA objectives: improved range of quality; reduce poverty and deprivation; reduce car-journeys; aid regeneration of under-used site; meet community's needs; improve the range and accessibility of services; promote economic development; improve design/appearance in that location; increase choice; make good use of	Noted. Representations relating to the Lidl development were shared with Development Management. The store is now operational. No change

		previously developed land; SA has not included an individual appraisal of the Lidl development. Must have a car-park.	
5.2.2 (SA Appraisal Objectives)	16, 24, 34, 50, 55, 62, 97, 106, 112, 116	General support.	Noted. No change
8.2.4 (Positive impacts identified by the SA)	16	General support.	Noted. No change
8.2.4 (Positive impacts identified by the SA)	174 (Hansteen)	Object. SA not assessed the short and medium term development of land to the north of Brighton Road. Land has immediate development potential. Built in biases in the SA did not allow for an objective appraisal. SA is flawed.	Noted. The JAAP does not prevent alternative uses on the northern side of the A259 coming forward during the plan period as long as they are compatible with the regeneration vision. Applications on sites on the northern side of the A259 will be assessed on the same basis as those to the south and will have the potential to contribute to meeting the objectives identified. Previous studies have suggested that waterfront sites to the south are generally more likely to come forward earlier. However these are not considered separate areas and a separate appraisal is therefore not required. No change to SA. However JAAP has been amended so that it is clear that development is not being constrained on the northern side of A259.
8.2.4 (Positive impacts identified by the SA)	181	Support for Lidl development.	Noted. No change

APPENDIX C – POLICY APPRAISALS

JAAP Policy Appraisal

The policies in the Draft JAAP have been appraised against the 22 Sustainability Objectives according to the following criteria:

+	Positive impacts / consistent with Sustainability Objective
+ / -	Mixed impacts / potential for conflict with Sustainability Objective
-	Negative impacts / significant conflict with Sustainability Objective
?	Uncertain impacts / dependent on implementation
	No impact / issue addressed by other policies in the JAAP

Spatial Strategy

Previous policy name:

JAAP1: Spatial Strategy

The Sustainability Appraisal notes that the Spatial Strategy is no longer referred to as a policy within the JAAP. The Spatial Strategy sets the Vision for the area and sets out the Strategic Objectives. The SA has undertaken an appraisal of the Strategic Objectives in Section 13 and therefore no further appraisal is required.

Area-wide Policies

Policy SH1: Climate Change, Energy and Sustainable Buildings

Previous Policy Name:

Policy JAAP 13: Sustainable Design and Energy

Policy JAAP 14: Sustainable Use of Water (parts i-v)

SA recommendation (Draft JAAP February 2014)

- The policy should specifically refer to the locally required CSH and BREEAM standards..

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Policy named changed to
- New supporting text added for context relating to EU greenhouse gas reduction targets, renewable energy targets, the Climate Change Act 2008; NPPF, the Biosphere and the LEP
- New section added to supporting text on the creation of a renewable energy hub including sections on wind power and solar photovoltaics
- Additional supporting text added to Water section on water efficiency standards
- Policy SH1 – references to Code for Sustainable Homes removed throughout
- Policy SH1 (3) – development now required to “achieve” rather than “aspire to” zero carbon status
- Policy SH1.2 (1-5 – new clauses and more detail relating to decentralised energy and heating networks
- Policy SH1.3 (1) – Strategic Sites no longer required to achieve water neutrality but required to achieve high standards of water efficiency
- Policy SH1.3 (2) – requirement for all residential to achieve 110 litres/head/day and commercial to achieve BREEAM excellent
- Other sections of JAAP14 Sustainable Use of Water (parts vi to ix) moved to policy SH7 Natural Environment, Biodiversity and Green Infrastructure

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+	+								+	+			+								
Conclusion																					
+		The policies in this section strongly support the objectives concerned with energy, water, climate change, health and deprivation. The scores for objectives 11 (health and wellbeing) and 14 (deprivation, social exclusion and equality) are positive due to the indirect positive benefits that will arise from the delivery of district heating networks, such as reduced fuel poverty and improved health, particularly if it benefits more deprived communities.																			
Recommendation																					
No further recommendations.																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+	There are various requirements in the policy that specifically aim to address this objective. This will be achieved through the design of buildings, including the incorporation of passive design measures; as well as through energy efficiency measures that reduce the consumption of energy. It is noted the policy requires

	development to achieve zero carbon status. The policy requires development to incorporate low and zero-carbon technologies and supports the development of decentralised energy and heat networks. The policy refers to the Shoreham Harbour Heat Network Study and includes specific technical requirements relating to district heating, including the requirement for all buildings to be “connection ready”. Impacts are considered to be positive, direct and significant, span all timescales and be permanent in nature.
2	Encourage the sustainable use of water.
+	There are various requirements in the policy that specifically aim to address this objective. This will be achieved through the design of buildings, including meeting high water efficiency standards, such as achieving 110 l/p/day in residential development and BREEAM excellent for commercial developments, and measures to recycle, harvest and conserve water resources. It also requires all development to connect to onsite recycled water network. It is noted that the policy no longer requires development to achieve water neutrality, however the SA still anticipates the impacts resulting from this policy to be positive. Impacts are considered to be positive, direct and significant, span all timescales and be permanent in nature
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
	This objective is addressed by other objectives in the JAAP. However this appraisal notes that BREEAM awards additional credits for development on previously developed land and awards credits for re-use of materials.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
	This objective is primarily addressed by other objectives in the JAAP. The appraisal notes that BREEAM awards credits for incorporating measures to protect and enhance biodiversity.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
	This objective is addressed by other policies in the JAAP.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
	This objective is addressed by other policies in the JAAP.
7	Reduce the risk and levels of air and noise pollution.
	This objective is addressed by other policies in the JAAP.
8	Reduce pollution and the risk of pollution to land.
	This objective is addressed by other policies in the JAAP.
9	Reduce pollution and the risk of pollution to water.
	This objective is addressed by other policies in the JAAP.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+	The policy includes requirements that aim to address this objective. This includes measures that will help reduce water demand as well as measures to recycle and conserve water. Impacts are considered to be positive and direct, will span all timescales and be permanent in nature.
11	Improve health and wellbeing and reduce inequalities in health.
+	The appraisal notes that the policy supports the development of district energy and heat networks. This could reduce costs for residents and therefore have a positive impact in relation to fuel poverty and deprivation. In addition, highly efficient homes will help to address the potential for fuel poverty. This would assist in meeting this objective. Impacts are considered to be positive and indirect, could be significant and are likely to span all timescales. Deliver of energy infrastructure is considered to be permanent in nature.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
	This objective is addressed by other policies in the JAAP.
13	Promote sustainable transport and reduce the use of the private car.
	This objective is addressed mainly by other policies in the JAAP.
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.
+	Although this objective is addressed by other policies in the JAAP, the appraisal notes that the policy supports the development of district energy and heat networks. This could reduce costs for residents and therefore have a positive impact in relation to fuel poverty and deprivation. This would assist in meeting this objective. Impacts are considered to be positive and indirect, could be significant and are likely to span all timescales. Deliver of energy infrastructure is considered to be permanent in nature.

15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
	This objective is addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
	This objective is addressed by other policies in the JAAP.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
	This objective is addressed by other policies in the JAAP.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
	This objective is mainly addressed by other policies in the JAAP.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
	This objective is addressed by other policies in the JAAP.
20	Create places, spaces and buildings that work well, wear well and look good.
	This objective is addressed by other policies in the JAAP.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
	This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
	This objective is addressed by other policies in the JAAP.

Policy SH2: Shoreham Port

Previous Policy Name:

Policy JAAP 19: Shoreham Port Operations

SA recommendation (Draft JAAP February 2014)

- No recommended changes

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- New section in supporting text regarding the duty of the Port as a Statutory Harbour Authority
- New section in supporting text regarding adapting to climate change
- Updated section in supporting text regarding Minerals Wharfs
- Policy SH9 (8) – clause relating to consideration of climate change when planning port infrastructure
- Clause encouraging the supply links with the Rampion Wind Farm deleted

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+		+							+		+					+					
Conclusion																					
+	The policy scores positively in relation to 5 of the 22 sustainability objectives. These include land use efficiency, energy efficiency, climate change, economy and employment. The proposals will support the Port, which is a vital part of the local economy. The policy also reflects the Port's Eco-Port status and renewable energy hub, and now also requires the impacts of climate change to be a key consideration.																				
Recommendation																					
No recommended changes																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+	The policy encourages proposals for uses that support the Port's 'Eco-Port' status and in becoming a hub for renewable energy generation. It also supports the upgrade and refurbishment of sites to become more resource efficient. Impacts are considered to be positive, direct and significant. Impacts will span all timescales and be permanent in nature.
2	Encourage the sustainable use of water.
0	This objective is addressed by other policies in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	The policy states that development proposals will be assessed against the Shoreham Port Masterplan. This includes the consolidation of port-related activities along the Eastern Harbour Arm and Canal Basin. This will enable the release of previously developed waterfront sites for alternative uses in other areas of the harbour, such as the Western Harbour Arm. Impacts are considered to be positive, direct and significant. Impacts will span all timescales and be permanent in nature.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
0	This objective is addressed by other policies in the JAAP.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.

0	This objective is addressed by other policies in the JAAP.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
0	This objective is addressed by other policies in the JAAP.
7	Reduce the risk and levels of air and noise pollution.
0	This objective is addressed by other policies in the JAAP.
8	Reduce pollution and the risk of pollution to land.
0	This objective is addressed by other policies in the JAAP.
9	Reduce pollution and the risk of pollution to water.
0	This objective is addressed by other policies in the JAAP.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+	The policy encourages proposals for uses that support the Port's 'Eco-Port' status and in becoming a hub for renewable energy generation. It also supports the upgrade and refurbishment of sites to become more resource efficient. Impacts are considered to be positive, direct and significant. Impacts will span all timescales and be permanent in nature.
11	Improve health and wellbeing and reduce inequalities in health.
0	This objective is addressed by other policies in the JAAP.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	The policy requires development proposals to consider the security implications and to discuss these with Shoreham Port Authority. Impacts are considered to be positive and direct. Impacts will span all timescales.
13	Promote sustainable transport and reduce the use of the private car.
0	This objective is addressed by other policies in the JAAP.
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.
0	This objective is addressed by other policies in the JAAP.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
0	This objective is addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
0	This objective is addressed by other policies in the JAAP.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+	The policy states that development proposals will be assessed against the Shoreham Port Masterplan. This includes the consolidation of port-related activities along the Eastern Harbour Arm and Canal Basin. This will assist in facilitating the Port Masterplan. Overall the impacts are likely to be positive. However, this appraisal notes that the release of certain sites for residential uses will reduce the amount of employment land in the area. Residential uses are also more sensitive to noise and air quality issues and this may limit the activities of businesses in the area. Overall impacts are considered to be positive, direct and significant. Impacts are considered to span all timescales and be permanent in nature.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
0	This objective is addressed by other policies in the JAAP.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
0	This objective is addressed by other policies in the JAAP.
20	Create places, spaces and buildings that work well, wear well and look good.
0	This objective is addressed by other policies in the JAAP.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
0	This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
0	This objective is addressed by other policies in the JAAP.

Policy SH3: Economy and Employment

Previous Policy Name:

Policy JAAP 20: Employment sites

Policy JAAP 21: Retail uses

SA recommendation (Draft JAAP February 2014)

- It is recommended that the policy be amended to apply the BREEAM standards in the appropriate Local/City Plan.

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Updated supporting text regarding partnership working with the LEP and the local skills strategy
- Policy SH3 (1) – increase in employment floorspace figures to be delivered
- Policy SH3 (2) – amended from “prevent the displacement of employment floorspace” to “prevent the loss of employment floorspace”
- Former policy requirements (iii) and (v) relating to development proposals needing a relocation strategy and BREEAM requirements deleted

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+ / -	+ / -	+				+ / -	+	+ / -		+ / -		+ / -	+		+	+	+ / -	+	+	?	
Conclusion																					
<p>The policy scores well in relation to economy and employment, as well as land use efficiency, creating vibrant communities, improving accessibility and improving design. It will also have positive impacts in relation to a number of social objectives such as improving health and reducing deprivation. However there is potential conflict with some environmental objectives reflected in the mixed scores. It is considered that these potential impacts could be mitigated by other policies in the JAAP. The impacts on the increasing education and skills objective is considered to be uncertain. This is due to the reference in the supporting text which encourages opportunities to secure training, however there is no formal requirement in the policy relating to this. See recommendation. The SA of the Draft JAAP recommended that the policy be amended to apply the BREEAM standards in the appropriate Local/City Plan. This was considered unnecessary as the Sustainable Development section includes details on these standards.</p>																					
Recommendation																					
<p>Currently the supporting text refers to encouraging proposals that incorporate opportunities which will secure training or job opportunities for local people however the policy itself does not have any reference to this. It is recommended that this is specifically included in the policy itself. This would result in a more positive impact for Objective 21 and further strengthen the positive impact awarded for Objective 14. See also recommendation under Policy SH14 and SH16.</p>																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+ / -	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that new development (23,500sqm employment floorspace) is likely to lead to increased energy consumption. However, new development also presents an opportunity to improve the energy efficiency of buildings that they are replacing. Overall, impacts are considered to be mixed and indirect. Positive impacts could be significant. Mitigation would be provided by policy SH1 Climate Change, Energy and Sustainable Buildings.
2	Encourage the sustainable use of water.

+ / -	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that new development is likely to lead to increased water consumption. However, new development also presents an opportunity to improve the water efficiency of buildings that they are replacing. Overall, impacts are considered to be mixed and indirect. Positive impacts could be significant. Mitigation would be provided by policy SH1 Climate Change, Energy and Sustainable Buildings.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	The policy promotes the delivery of approximately 23,500m ² of new employment floorspace on previously developed land. Impacts are considered to be positive, direct and significant. Impacts are likely to span all timescales and will be permanent in nature.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
0	This objective is addressed by other policies in the JAAP.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
0	This objective is addressed by other policies in the JAAP.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
0	This objective is addressed by other policies in the JAAP.
7	Reduce the risk and levels of air and noise pollution.
+ / -	The JAAP area includes parts of two AQMAS. New employment floorspace has the potential to exacerbate vehicle-related air quality and noise issues, particularly through increased vehicle movements. However, new employment in the area could potentially reduce out-commuting which could offset such impacts to some degree. In addition, dust and noise nuisance could arise from certain industrial uses. Overall impacts are considered to be mixed and indirect. Impacts could be significant and will span all timescales and will depend upon when development is delivered. Mitigation would be provided by policy SH5 Sustainable Travel.
8	Reduce pollution and the risk of pollution to land.
+	Large parts of the Shoreham Harbour area are potentially contaminated. The redevelopment of this area offers opportunities for the remediation of contaminated land. Overall impacts are positive and indirect, will span all timescales and be permanent in nature.
9	Reduce pollution and the risk of pollution to water.
+ / -	Ground and surface water in the Shoreham Harbour area are potentially polluted by contaminated land. The redevelopment of this area offers opportunities for remediation of contaminated land. However there is a risk that disturbing these contaminants may introduce further pollution to these waters. Overall impacts are considered to be mixed and indirect. Impacts will span all timescales. Mitigation would be provided by policy SH14 Natural Environment, Biodiversity and Green Infrastructure.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
0	This objective is addressed by other policies in the JAAP.
11	Improve health and wellbeing and reduce inequalities in health.
+ / -	This objective is primarily addressed by other policies in the JAAP. However this appraisal notes that the provision of employment opportunities should help to bring about positive impacts, with employment one of the wider determinants of health. However, air quality is an issue at certain points across the JAAP area and air quality may worsen as a result of the traffic impacts of development, potentially bringing about negative impacts on health. This is reflected in the mixed score. This will be dependent on where and how sensitive development is situated and could be mitigated through careful design. However there may also be impacts on adjacent areas that already suffer from poor air quality and that do not have the capacity to change. Overall, impacts are mixed and indirect. Impacts could be significant and are likely to span all timescales.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
0	This objective is addressed by other policies in the JAAP.
13	Promote sustainable transport and reduce the use of the private car.
+ / -	New employment floorspace has the potential to exacerbate vehicle-related air quality and noise issues, particularly through increased car movements. However, new employment in the area could potentially reduce out-commuting which could offset such impacts to some degree. Overall impacts are considered to be mixed and indirect. Impacts could be significant and will span all timescales depending on when development is delivered. Mitigation would be provided by policy SH5 Sustainable Travel.
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.

+	The policy includes a proactive approach to the provision of a significant amount of new employment generating floorspace in the Shoreham Harbour area. This will help increase job opportunities and is, therefore, considered to have positive impacts for this objective. The policy now also refers to preventing the loss of employment opportunities and will aid any occupiers displaced with the regeneration, which should further help to protect existing jobs. The policy could be strengthened further by requiring development to incorporate opportunities for training local people, which could help reduce skills and employment based deprivation. This is currently only referred to in the supporting text and is not a policy requirement.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
0	This objective is addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	This objective is primarily addressed by other policies in the JAAP. However, the development of new employment floorspace would lead to increased employment opportunities in and around the harbour. This would contribute to sustaining vibrant communities. Impacts are considered to be positive and indirect, would span all timescales and be permanent in nature.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+	The policy takes a proactive approach to the providing a significant amount of new employment generating floorspace in the harbour area. This will increase job opportunities and have a positive impact in relation to this objective. The policy is also considered to have strong requirements to ensure employment floorspace and jobs are not lost through regeneration and that displaced occupiers will be supported to relocate within the JAAP area. Impacts are considered to be positive, direct and significant, will span all timescales and be permanent in nature.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+ / -	Although this objective is primarily addressed by other objectives in the JAAP, this appraisal notes that new employment floorspace will be provided on land which has significant flood risk issues. However, both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. It should also be noted that employment is a 'less vulnerable' use in relation to flood risk. Impacts are considered to be mixed and indirect. Impacts will span all timescales and become more significant in the longer term (beyond plan period). Mitigation will be provided by policy SH13 Flood Risk Management.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	New employment floorspace could benefit the vitality and viability of existing town and district centres, particularly Shoreham-by-Sea and Boundary Road/Station Road through increased footfall. The policy requires new development to contribute to highway and public realm improvements which will improve access. The policy proposes ancillary retail uses to enliven and activate new developments. However, larger scale retail will require an impact test.
20	Create places, spaces and buildings that work well, wear well and look good.
+	The policy requires new development to contribute to highway and public realm improvements which will improve access. This will have positive impacts on this objective.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
?	The appraisal notes that the supporting text refers to encouraging proposals which provide opportunities to secure apprenticeships, training and job opportunities, However this is not reflected in the policy itself and therefore it is questioned whether the policy will actually achieve this. The policy could be strengthened by making this a policy requirement. See recommendation.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
0	This objective is addressed by other policies in the JAAP.

Policy SH4: Housing and Community

Policy JAAP 22: Residential Development

Policy JAAP 23: Co-location of residential and employment uses

SA Recommendations (Draft JAAP February 2014)

- No recommended changes

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Section on affordability as an issue deleted from supporting text.
- Section in supporting text on social and community infrastructure amended; added references regarding reducing inequalities, meeting Lifetime Neighbourhoods principles; Age-Friendly City principles; cross-reference to Adur and Brighton & Hove's IDPs;
- Deletion of specific text regarding different types of infrastructure requirements including amount of school places, community and health services (as wider than JAAP issues)
- Deleted former policy section (JAAP 22: iii) which had specific requirements relating to achieving CSH/BREEAM standards
- Policy SH4 (1) – updated quantum of dwellings to be delivered (reduced from 1,450 to 1,400)
- Policy SH4 (4) – new clause regarding Lifetime Neighbourhoods and Age-Friendly City features

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+ / -	+ / -	+	+ / -			+ / -	+	+ / -		+ / -		+ / -	+	+	+	+ / -	+ / -	+	+		
Conclusion																					
+ / -	Generally the policy scores positively in relation to social objectives including reducing deprivation, meeting the housing need, delivering vibrant communities, and improving health although there is some conflict with the health objective due to possible impacts on air quality. There are a number of potential conflicts with economic objectives due to the change of use from land in employment uses to residential uses and the potential for conflicts between co-location, and the environmental objectives mainly resulting from development impacts including energy and water consumption, biodiversity, air pollution, water pollution, sustainable transport and flood risk. It is considered that these impacts can be mitigated by implementation of other policies in the JAAP.																				
Recommendation																					
The policy is entitled Housing and Community and is strongly linked to the Strategic Objective 4. However although the supporting text includes a section on social and community infrastructure this is not reflected in the policy with there not being any specific requirement to provide infrastructure in the policy itself. Recommend adding new policy point which links with JAAP Policy SH17 Infrastructure Requirements, or new policy point as follows "Development will be required to contribute towards provision of community and social infrastructure, in accordance with the relevant Infrastructure Delivery Plan." Or, remove "community" from title of policy.																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+ / -	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that new development is likely to lead to increased energy consumption. However, new development also presents an opportunity to improve the energy efficiency of buildings, and to incorporate renewable energy generation

	and passive design measures. The policy itself no longer includes a reference to requiring development to meet CSH/BREEAM, as this is covered under policy SH1 Climate Change & Sustainable Buildings. Overall, impacts of the policy are considered to be mixed and indirect. Impacts could be significant. Mitigation would be provided by policy SH8 Climate Change & Sustainable Buildings and the relevant Character Area policies which require various energy infrastructure to be provided.
2	Encourage the sustainable use of water.
+ / -	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that new development is likely to lead to increased water consumption. However, new development also presents an opportunity to improve the water efficiency of buildings. The policy itself no longer includes a reference to requiring development to meet CSH/BREEAM, as this is covered under policy SH8 Climate Change & Sustainable Buildings. Overall, impacts of the policy are considered to be mixed and indirect. Impacts could be significant. Mitigation would be provided by policy SH1 Climate Change, Energy & Sustainable Buildings.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	Policy SH4 proposes the delivery of approximately 1,500 new homes across the JAAP area on previously developed land. Impacts are considered to be positive, direct, significant, span all timescales and be permanent in nature.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+ / -	The JAAP area includes 2 SNCIs, an LNR and is adjacent to an SSSI. New residential development is likely to bring increased recreational usage which may have negative impacts in relation to this objective. However new development offers opportunities to enhance biodiversity through contributions and enhancement measures both on and off site. Overall, impacts of the policy are considered to be mixed and indirect. Adverse impacts could be significant and could be permanent due to the sensitivity of the environment. Mitigation would be provided by policy SH7 Natural Environment, Biodiversity & Green Infrastructure, and the relevant Character Area policies which have various biodiversity requirements.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
0	This objective is addressed by other policies in the JAAP.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
0	This objective is addressed by other policies in the JAAP.
7	Reduce the risk and levels of air and noise pollution.
+ / -	The JAAP area includes parts of two AQMAs within Adur District and Brighton & Hove. New housing has the potential to exacerbate vehicle-related air quality and noise issues, particularly through increased car and other vehicle movements. However, it is less likely to contribute to air quality and noise issues than existing employment and port-related uses. Impacts are considered to be mixed, indirect and could be significant given the sensitivity of the area and the amount of proposed development. Impacts are considered to span all timescales, however are not permanent in nature. Mitigation would be provided by policy SH7 Natural Environment, Biodiversity & Green Infrastructure and policy SH5 Transport and the relevant Character Area policies which have various transport requirements.
8	Reduce pollution and the risk of pollution to land.
+	Large parts of the Shoreham Harbour area are potentially contaminated. The redevelopment of this area offers opportunities for the remediation of contaminated land. Impacts are considered to be positive and indirect and could be significant. Impacts are considered to span all timescales and are likely to be permanent in nature.
9	Reduce pollution and the risk of pollution to water.
+ / -	Ground and surface water in the Shoreham Harbour area are potentially polluted by contaminated land. The redevelopment of this area offers opportunities for remediation of contaminated land. However there is a risk that disturbing these contaminants may introduce further pollution to these waters. Overall the impacts of considered to be mixed, direct and could be significant. Impacts are considered to span all timescales. The risk of adverse impacts is not considered to be permanent in nature. Mitigation will be provided by policies SH7 Natural Environment, Biodiversity and Green Infrastructure and SH6 Managing Flood Risk.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
0	This objective is addressed by other policies in the JAAP.
11	Improve health and wellbeing and reduce inequalities in health.
+ / -	This objective is primarily addressed by other policies in the JAAP. However this appraisal notes that the provision of new housing should help to bring about positive impacts, with being one of the wider determinants of health. It is noted that the policy now encourages development to work towards the principles of Lifetime Neighbourhoods and Age-Friendly Cities. The achievement of the principles of these schemes would have various positive benefits, including health benefits, for different communities, including those of protected characteristics under the Equalities Act. However, air quality is currently an issue in some parts of the JAAP area, and air quality may worsen as a result of the traffic impacts of development, potentially

	bringing about negative impacts on health. This is reflected in the mixed score. This will be dependent on where and how sensitive development is situated and could be mitigated through careful design. However there may also be impacts on adjacent areas that already suffer from poor air quality and that do not have the capacity to change. Overall, adverse impacts are considered to be indirect. Positive impacts are considered to be more direct and significant, will span all timescales and be permanent in nature.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	The policy now encourages development to work towards the principles of Lifetime Neighbourhoods and Age-Friendly Cities. The achievement of the principles of these schemes would have various positive benefits, and includes delivery of “safe” environments. Impacts are considered to be positive and direct, will span all timescales and be permanent in nature.
13	Promote sustainable transport and reduce the use of the private car.
+ / -	New residential development at the amount set out in the policy is likely to increase the number of journeys made in this area, particularly during peak hours. Overall the impact is considered to be mixed and direct. Colocation of residential and employment uses has the potential to reduce transport movements. Impacts are considered to span all timescales and could become more significant in the long-term based on patterns of traffic growth increasing. Measures identified within the policy and the Transport strategy, as well as Policy SH5 Sustainable Travel will contribute to mitigating negative impacts. Overall impacts are considered to be mixed and indirect. Impacts could be significant and will span all timescales depending on when development is delivered. Mitigation would be provided by policy SH5 Sustainable Transport.
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.
+	The policy proposes the delivery of approximately 1,400 new homes across the JAAP area. This will include a mixture of dwelling types, sizes and tenures, as well as a range of different types of affordable housing. The policy now encourages development to work towards the principles of Lifetime Neighbourhoods and Age-Friendly Cities. The achievement of the principles of these schemes would have various positive benefits for different communities, including those of protected characteristics under the Equalities Act, and thus help reduce social inequalities. Overall impacts are considered to be positive, direct, will span all timescales and be permanent in nature.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
+	The policy proposes the delivery of approximately 1,400 new homes across the JAAP area. This will include a mixture of dwelling types, sizes and tenures as well as affordable housing. Impacts are considered to be positive, direct and significant. Impacts are considered to span all timescales and will depend on when development comes forward. Impacts will be permanent in nature.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	The policy will lead to delivery of housing, across a range of types to meet the varying needs of different people. The policy also encourages developers to incorporate Lifetime Neighbourhoods and Age Friendly City principles. These will ensure that the needs of varying members, including those of protected characteristics are met, and will help to ensure mixed communities. Impacts are considered to be positive and direct, will span all timescales and be permanent in nature.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+ / -	The policy proposes residential development, some of which is on land currently used for employment or port-related uses. Residential development is more sensitive to air quality issues and noise nuisance than employment and this could cause conflict with employment uses. This may have negative impacts. It is noted that the policy encourages innovative solutions to mitigation to allow co-location to exist and to address this issue. In addition, residential development itself will provide employment opportunities. Overall impacts are considered to be mixed and direct. Adverse impacts associated with co-location could become significant. Mitigation is provided by the policy itself and through SH3 Economy and Employment which prevents the loss of employment floorspace and jobs and will support relocation within the JAAP area.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+ / -	Although his objective is primarily addressed by other objectives in the JAAP, this appraisal notes that new housing will be provided on land which has significant flood risk issues. However, both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. It should also be noted that although housing is a ‘more vulnerable’ use in relation to flood risk, it is possible to mitigate the risks. New development will also contribute to the provision of new flood defences. Impacts are considered to be mixed and indirect. Impacts will span all timescales and become more significant in the longer term (beyond plan period).
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	New housing could benefit the vitality and viability of existing town and district centres, particularly Shoreham-by-Sea and Boundary Road/Station Road through

	increased footfall. New development will also contribute to the provision of social and community infrastructure in accordance with Policy SH17 Infrastructure. This will have a positive impact in relation to this objective. Impacts are considered to be indirect, will span all timescales and be permanent in nature.
20	Create places, spaces and buildings that work well, wear well and look good.
+	This objective is addressed by other objectives in the JAAP. However the appraisal notes that one of the objectives of the Lifetime Neighbourhoods scheme is to achieve an environment that is aesthetically pleasing and this could have positive impacts on this objective. Impacts are considered to be positive and direct, will span all timescales and be permanent in nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
0	This objective is addressed by other objectives in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
0	This objective is addressed by other objectives in the JAAP.

Policy SH5: Sustainable Travel

Previous Policy Name:

Policy JAAP 24: Promoting Sustainable Travel Behaviour

Policy JAAP 25: Improving Transport Infrastructure

Policy JAAP 26: Parking Provision

SA Recommendations (Draft JAAP February 2014)

- No recommended changes

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Policy SH5 (10) – new clause regarding commercial car parking provision

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
		+			+	+				+		+				+		+			
Conclusion																					
+	Generally the policies in this section score positively in relation to transport and access issues. This is likely to have a number of secondary benefits including a reduction in noise and air pollution, health benefits and economic development.																				
Recommendation																					
No recommended changes																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
0	This objective is addressed by other objectives in the JAAP.
2	Encourage the sustainable use of water.
0	This objective is addressed by other objectives in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	Promotion of a sustainable transport system may help to regenerate areas of land which are currently vacant or under-used. Impacts are considered to be positive and indirect. Impacts will span all timescales and be permanent in nature.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
0	This objective is addressed by other objectives in the JAAP.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
0	This objective is addressed by other objectives in the JAAP.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The proposals in the policy will result in improved transport access and connectivity including to the waterfront, coastline and beyond. Impacts are considered to be positive and direct, will span all timescales and will be permanent in nature.
7	Reduce the risk and levels of air and noise pollution.

+	Road traffic is the biggest contributor to air and noise pollution in the JAAP area. The policy specifically aims to encourage the use of alternatives to the car. This could have a significant impact on reducing air and noise pollution. Impacts are considered to be positive, direct and could be significant. Impacts will span all timescales.
8	Reduce pollution and the risk of pollution to land.
0	This objective is addressed by other objectives in the JAAP.
9	Reduce pollution and the risk of pollution to water.
0	This objective is addressed by other objectives in the JAAP.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
0	This objective is addressed by other objectives in the JAAP.
11	Improve health and wellbeing and reduce inequalities in health.
+	The policies in this section should contribute to this objective in two key ways. Improvements in cycle and pedestrian facilities would increase the opportunity for exercise. Measures to encourage the use of alternatives to the car could have a significant impact on reducing air and noise pollution. This would improve health and wellbeing for residents. Impacts are considered to be positive, direct and could be significant. Impacts will span all timescales.
12	Reduce crime, the fear of crime and antisocial behavior through planning and design processes.
0	This objective is addressed by other objectives in the JAAP.
13	Promote sustainable transport and reduce the use of the private car.
+	The policies in this section specifically aim to promote sustainable transport and to encourage the use of alternatives to the car. The policies, and the Transport Strategy to which they refer, set out clearly how this objective can be achieved by reducing the need to travel and improvements to public transport, cycle and pedestrian facilities. It includes development to contribute towards an area wider behavior change and travel choice programme. As a result the policy should contribute positively to this objective. Impacts are considered to be positive, direct and significant, will span all timescales and be permanent in nature.
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.
0	This objective is addressed by other objectives in the JAAP.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
0	This objective is addressed by other objectives in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
0	This objective is addressed by other objectives in the JAAP.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+	A more sustainable transport system with improved public transport, pedestrian and cycling facilities would support economic development over time by improving access and reducing congestion, which can have adverse impacts on the economy. Impacts are considered to be positive, direct and significant. Impacts will span all timescales and be permanent in nature.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
0	This objective is addressed by other objectives in the JAAP.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	A more sustainable transport system with improved public transport, pedestrian and cycling facilities would improve access to services and facilities and provide better integrated transport links. Impacts are considered to be positive, direct and significant. Impacts will span all timescales and be permanent in nature.
20	Create places, spaces and buildings that work well, wear well and look good.
0	This objective is addressed by other objectives in the JAAP.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
0	This objective is addressed by other objectives in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
0	This objective is addressed by other objectives in the JAAP.

Policy SH6: Flood Risk

Previous Policy Name:

Policy JAAP 27: Managing flood risk

SA Recommendation (Draft JAAP February 2014)

- No recommended changes

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Supported text updated with reference to adopted Flood Risk SPD, including reference to flood defence improvements and cross-reference to other policies in the Plan which provide site specific solutions for strategic sites
- Policy SH6 (2) – clause amended to refer to requirements when flood flow routes are altered
- Policy SH6 (3) – clause updated to require SUDS to be applied to hard landscaping

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
			+		+			+	+	+							+				
Conclusion																					
+	This policy has the potential to have significant positive impacts in relation to flood risk, climate change adaptation and water pollution. The policy will also have additional benefits relating to biodiversity, open space and health.																				
Recommendation																					
No recommended changes.																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
0	This objective is addressed by other policies in the plan
2	Encourage the sustainable use of water.
0	This objective is addressed by other policies in the plan
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
0	This objective is addressed by other policies in the plan
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	Although this objective is addressed by other policies in the plan, the appraisal notes that the requirement for appropriate planting green roofs and green walls could have benefits for biodiversity. Impacts are considered to be positive, direct and span all timescales.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
0	This objective is addressed by other policies in the plan
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The policy requires development to incorporate open space, planting green walls and roofs. This would contribute positively to this objective. Impacts are considered to

	be positive, direct, will span all timescales and be permanent in nature.
7	Reduce the risk and levels of air and noise pollution.
0	This objective is addressed by other policies in the plan
8	Reduce pollution and the risk of pollution to land.
0	This objective is addressed by other policies in the plan
9	Reduce pollution and the risk of pollution to water.
+	SuDS can be effective in reducing the amount of pollution reaching groundwater and watercourses. The requirement that development should incorporate SuDS should contribute positively to achieving this objective. Impacts are considered to be positive, direct, and significant. Impacts will span all timescales and be permanent in nature.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+	The policy seeks to ensure that where new development in areas at risk of flooding cannot be avoided, that it is appropriately flood resilient and resistant and safe for its lifetime, therefore contributing to this objective. Impacts are considered to be positive, direct, and significant. Impacts will span all timescales and be permanent in nature.
11	Improve health and wellbeing and reduce inequalities in health.
+	Ensuring that new development is flood resilient and resistant, and does not worsen flood risk elsewhere will clearly contribute to the health and wellbeing of residents. Impacts are considered to be positive, direct, and significant. Impacts will span all timescales.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
0	This objective is addressed by other policies in the plan
13	Promote sustainable transport and reduce the use of the private car.
0	This objective is addressed by other policies in the plan
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.
0	This objective is addressed by other policies in the plan
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
0	This objective is addressed by other policies in the plan
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
0	This objective is addressed by other policies in the plan
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
0	This objective is addressed by other policies in the plan
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+	The policy has various requirements relating to flood risk, including complying with the Flood Risk Management technical guidance, measures to reduce surface water flood risk including SUDS, and the inclusion of various green infrastructure. In addition, the policy seeks to ensure that where new development in areas at risk of flooding cannot be avoided, that it is appropriately flood resilient and resistant and safe for its lifetime, therefore contributing to this objective. Impacts are considered to be positive, direct, and significant. Impacts will span all timescales and be permanent in nature.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
0	This objective is addressed by other policies in the plan
20	Create places, spaces and buildings that work well, wear well and look good.
0	This objective is addressed by other policies in the plan
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
0	This objective is addressed by other policies in the plan
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
0	This objective is addressed by other policies in the plan

Policy SH7: Natural Environment, Biodiversity and Green Infrastructure

Previous Policy Names:

- Policy JAAP 14: Sustainable Use of Water (part)
- Policy JAAP 15: Air quality
- Policy JAAP 16: Noise
- Policy JAAP 17: Contamination
- Policy JAAP 18: Waste and recycling
- Policy JAAP 28: Nature Conservation

SA Recommendation (Draft JAAP February 2014)

- No recommended changes

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Change of policy name to incorporate various issues
- Additional supporting text added regarding the Biosphere
- Additional supporting text referring to the Ecology and Green Infrastructure Study 2015 and its findings including greater detail on designated sites within and outside the JAAP area
- New section in supporting text added on green infrastructure and wildlife corridors, including reference to National Cycle Network Route 2, English Coast Path and Regional Cycle Route
- New section in supporting text on air quality (taken from policy JAAP 15)
- New section in supporting text on noise (taken from policy JAAP 16)
- New section in supporting text on contamination (taken from policy JAAP 17)
- New section in supporting text on water quality (taken from policy JAAP 14)
- Policy SH7.1 (1-3) – new clauses committing the preparation of a green infrastructure strategy for the area and improvements to existing and creation of new green infrastructure
- Policy SH7.2 (1-3) – some previous clauses deleted including consulting the Air Quality Officer and taking into account cumulative effects
- Policy SH7.3 (1-3) – previous requirement on consideration of the Noise Action Plan deleted
- Policy SH7.4 (1-2) – previous clauses referring to technical requirements on contamination assessment deleted
- Policy SH7.5 (1-3) – new clauses on waste and recycling, requiring submission of a Site Waste Management Plan

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
			+		+	+	+	+	+	+							+	+			+
Conclusion																					
+	This policy scores positively in relation to biodiversity, green infrastructure, air and noise quality, land pollution, water pollution, climate change adaptation, health and wellbeing, flood risk, accessibility and waste.																				
Recommendation																					
No recommended changes																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
0	This objective is addressed by other policies in the JAAP.
2	Encourage the sustainable use of water.
0	This objective is addressed by other policies in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
0	This objective is addressed by other policies in the JAAP.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	This policy specifically aims to address this objective and has various requirements such as improving the green infrastructure network including A259 green corridor and creation of coastal vegetated shingle habitat ensuring no net loss of biodiversity and incorporation of measures such as green walls, bird boxes and enhancements to off-site habitats. In addition, the use of SuDS and the pollution prevention techniques will have wider ecosystem benefits. It should therefore have significant positive impacts. Impacts are direct and will span all timescales.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
0	This objective is addressed by other policies in the JAAP.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	Measures such as the provision of green walls and roofs, appropriate planting schemes and areas of vegetated shingle should contribute positively to this objective. In addition, the policy requires the creation and enhancement of open space. Impacts are considered to be significant, direct and will span all timescales, and be permanent in nature.
7	Reduce the risk and levels of air and noise pollution.
+	There are various requirements in the policy that specifically aim to address this objective. This includes the requirement for air quality and noise impacts to be considered at an early stage of the design process and for appropriate mitigation measures to be incorporated. It is also recognised that green infrastructure and the natural environment contributes positively to reducing air pollutants e.g. through absorption of nitrogen oxides and particulate matter. Impacts are considered to be significant, positive and indirect. Impacts will span all timescales.
8	Reduce pollution and the risk of pollution to land.
+	There are various requirements in the policy that specifically aim to address this objective. The policy requires a risk assessment to be undertaken for development within a 10 metre radius of a potentially contaminated site. Impacts are considered to be positive, direct and significant, span all timescales and be permanent in nature.
9	Reduce pollution and the risk of pollution to water.
+	There are various requirements in the policy that specifically aim to address this objective. This includes the requirement for development to protect groundwater and river water quality and incorporation of pollution prevention techniques, such as SUDS. In addition the policy requires development to consider implications for sewerage. Impacts are considered to be positive, direct and significant, span all timescales and be permanent in nature.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+	The policy includes requirements that aim to address this objective. This includes requirements relating to SUDS that will help to mitigate flood risk and requirements relating to green infrastructure which can also mitigate flood risk and also help to reduce the urban heat island effect. Impacts are considered to be positive and indirect, will span all timescales and be permanent in nature.
11	Improve health and wellbeing and reduce inequalities in health.
+	Biodiversity and open space makes an important contribution to health and wellbeing. This policy is therefore likely to have positive impacts. Impacts are considered to be direct and will span all timescales.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
0	This objective is addressed by other policies in the JAAP.
13	Promote sustainable transport and reduce the use of the private car.
0	Although this objective is addressed mainly by other policies in the JAAP, the appraisal notes that the policy requires development which is within or adjacent to an AQMA, to contribute towards AQAP objectives, which could include sustainable transport improvements.

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.
0	This objective is addressed by other policies in the JAAP.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
0	This objective is addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
0	This objective is addressed by other policies in the JAAP.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
0	This objective is addressed by other policies in the JAAP.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+	This objective is mainly addressed by other policies in the JAAP. However the appraisal notes the requirement for SUDS, mainly relating to reducing risk of pollution, however this will also have benefits in terms of managing surface water flood risk, as will incorporation of green infrastructure. In addition, intertidal habitat creation, as part of flood defence works, is included within the range of green infrastructure measures to be delivered. Impacts are direct, will span all timescales and be permanent in nature.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	This objective is mainly addressed by other policies in the JAAP, however the appraisal notes that the green corridor along the A259 will connect sites along the roadside, potentially improving access between these sites. Impacts are positive and direct, will span all timescales and be permanent in nature.
20	Create places, spaces and buildings that work well, wear well and look good.
0	This objective is addressed by other policies in the JAAP.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
0	This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
+	The policy specifically aims to address this objective. Development will be required to incorporate facilities to encourage high rates of recycling and reuse of materials. Impacts are considered to be positive and direct, could be significant and are likely to span all timescales.

Policy SH8: Recreation and Leisure

Previous Policy Name:

Policy JAAP 29: Facilities for Boat-users

Policy JAAP 30: Public open space

SA Recommendation (Draft JAAP February 2014)

- It is recommended that the policy be amended to refer to the enhancement of existing open space where provision cannot be made onsite

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Additional supporting text added to slipways and hards section
- New supporting text sections on green infrastructure and open space added
- Policy SH8 (7) – new clause relating to new/improved slipways and consultation with relevant highway authority
- Policy SH8 (8) – new clause relating to waste and sewerage arising from new moorings

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
			+	+	+	+			+	+					+	+	+	+	+		
Conclusion																					
+																					
The policy has the potential to contribute to a range of objectives. This includes biodiversity, townscape, open space, air quality, climate change adaptation, health, vibrant communities, economic development, flood risk, accessibility and urban design.																					
Recommendation																					
No recommended changes																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
0	This objective is addressed by other policies in the JAAP.
2	Encourage the sustainable use of water.
0	This objective is addressed by other policies in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
0	This objective is addressed by other policies in the JAAP.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	The provision of new areas of high quality public open space would be likely to support this objective and could have benefits for biodiversity. Impacts are considered to be positive and direct, will span all timescales and be permanent in nature.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
+	The provision of new areas of high quality public open space would be likely to support this objective. Impacts are considered to be positive, direct, span all timescales and be permanent in nature.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The policy is clearly intended to contribute significantly to this objective. The provision of new areas of high quality public open space and improved linkages to existing spaces would support this objective. It is noted that the SA 2014 recommended the policy should refer to enhancing existing open space, particularly where onsite provision is not possible, and the appraisal notes this has now been incorporated into the policy.

	Impacts are considered to be positive, direct and significant, span all timescales and be permanent in nature.
7	Reduce the risk and levels of air and noise pollution.
+	This objective is mainly addressed by other policies in the JAAP, however it is recognised that green infrastructure contributes positively to reducing air pollutants e.g. through absorption of nitrogen oxides and particulate matter. Impacts are considered to be positive and indirect. Impacts will span all timescales.
8	Reduce pollution and the risk of pollution to land.
0	This objective is addressed by other policies in the JAAP.
9	Reduce pollution and the risk of pollution to water.
0	This objective is addressed by other policies in the JAAP.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+	This objective is mainly addressed by other policies in the JAAP, however the SA notes that provision of green infrastructure can help to reduce the urban heat island effect, which will become more important with future temperature increases.
11	Improve health and wellbeing and reduce inequalities in health.
+	The provision of new areas of public open space could encourage more active lifestyles and make the area more attractive. Both of these factors would contribute to this objective. Impacts are considered to be positive and direct. Impacts will span all timescales.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
0	This objective is addressed by other policies in the JAAP.
13	Promote sustainable transport and reduce the use of the private car.
0	Although this objective is mainly addressed by other policies in the JAAP, the appraisal notes that improved linkages could promote sustainable travel.
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.
0	This objective is addressed by other policies in the JAAP.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
0	This objective is addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	The provision of facilities such as open spaces and opportunities for recreation can help make local communities more vibrant. Impacts are considered to be positive, direct, will span all timescales and be permanent in nature.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+	This objective is mainly addressed by other policies in the JAAP, however the appraisal notes that provision of new waterfront facilities for boat users could help support the local economy by enabling visiting boats to use the harbor. This would have positive impacts. Impacts are considered to be positive, indirect and span all timescales depending on when development happens.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+	This objective is mainly addressed by other policies in the JAAP, however the appraisal notes that open space and green infrastructure can contribute towards reducing flood risk. Impacts are considered to be positive and indirect and will span all timescales.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	The policy supports the provision of improved facilities for boat users and the provision of new areas of high quality public open space, as well as improved links to and between open space. These are likely to have positive and direct impacts in relation to this objective.
20	Create places, spaces and buildings that work well, wear well and look good.
+	The types of open space covered by the policy will contribute to making an urban environment attractive and distinctive. The policy would therefore contribute to this objective. Impacts are considered to be positive, direct, will span all timescales and be permanent in nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
0	This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
0	This objective is addressed by other policies in the JAAP.

Policy SH9: Place Making and Design Quality

Previous Policy Name:

Policy JAAP 31: Place making and design quality

SA Recommendation (Draft JAAP February 2014)

- It is recommended that parts of point vi relating to suitable family accommodation and lifetime homes be moved as they relate to standards for residential development, and point vii of this policy be moved to as it relates to energy consumption.

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Policy point 6 amended as follows:
 - New clause regarding impacts of development on daylight/sunlight
 - Following clauses deleted from point 6: provision of family accommodation, compliance with Lifetime Homes standards, incorporation of secured by design features, avoidance of single aspect north facing dwellings.

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
				+						+	+			+	+				+		
Conclusion																					
+	This policy is likely to contribute to achieving a number of environmental and social objectives including townscape and urban design, health, crime, housing, and the creation of vibrant communities.																				
Recommendation																					
No recommended changes. It is noted that the recommendations made by the previous SA have been implemented.																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
0	This objective is addressed by other policies in the JAAP.
2	Encourage the sustainable use of water.
0	This objective is addressed by other policies in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
0	This objective is addressed by other policies in the JAAP.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
0	This objective is addressed by other policies in the JAAP.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
+	This policy supports the development of high quality places that are sensitive to their surroundings and historic features. It requires development to improve the public realm and deliver good urban design. As such it will contribute positively to this objective. Impacts are positive, direct and significant. Impacts will span all timescales and be permanent in nature.

6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	This objective is addressed mainly by other policies in the JAAP however the policy requires development to improve the quality, accessibility, security and legibility of public streets and spaces, which positively supports this objective. Impacts are direct and positive and will span all timescales and be permanent in nature.
7	Reduce the risk and levels of air and noise pollution.
0	This objective is addressed by other policies in the JAAP.
8	Reduce pollution and the risk of pollution to land.
0	This objective is addressed by other policies in the JAAP.
9	Reduce pollution and the risk of pollution to water.
0	This objective is addressed by other policies in the JAAP.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
0	This objective is addressed by other policies in the JAAP.
11	Improve health and wellbeing and reduce inequalities in health.
+	The provision of private amenity space is likely to increase the wellbeing of residents, as will delivery of a high quality public realm. Impacts are considered to be positive, indirect and will span all timescales.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	The policy supports the incorporation of features which improve safety, particularly within the public realm. This will contribute to positively to this objective. Impacts are considered to be positive, direct, will span all timescales and be permanent in nature.
13	Promote sustainable transport and reduce the use of the private car.
0	This objective is addressed by other policies in the JAAP.
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.
0	This objective is addressed by other policies in the JAAP.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
+	Although the policy will not contribute to housing provision, it will help to ensure that the housing provided has appropriate internal and external space standards and requires private amenity space for residential dwellings. Impacts are considered to be positive, direct, will span all timescales and be permanent in nature.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	The policy requires delivery of a high quality public realm and improved access particularly to the waterfront areas, which is likely to contribute to this objective. Impacts are considered to be positive, direct and significant and will span all timescales.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
0	This objective is addressed by other policies in the JAAP.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
0	This objective is addressed by other policies in the JAAP.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
0	This objective is addressed by other policies in the JAAP.
20	Create places, spaces and buildings that work well, wear well and look good.
+	This policy specifically aims to address this objective. It sets a variety of requirements for new development in relation to urban design and public spaces, including public art. The policy specifies that major developments may be subject to design review, which should also help to improve the standards of design. The policy is therefore likely to contribute positively to this objective. Impacts are considered to be positive, direct and significant. Impacts will span all timescales and be permanent in nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
0	This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
0	This objective is addressed by other policies in the JAAP.

Character Area Appraisals Policy SH10: South Quayside

Previous Policy Name:

Policy JAAP2: South Quayside

SA Recommendation (Draft JAAP February 2014):

- It is recommended that the policy be amended to refer to supporting proposals which contribute to the Port's objective of becoming a hub for renewable energy generation

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Character Area proposals map updated
- Removed text regarding Wharf Road from Area Priorities (as not in area)
- New supporting text added regarding district heating opportunities
- New supporting text added regarding planning permission granted for two wind turbines
- Policy SH10 (2) – new text regarding promoting the area as a hub for renewable energy
- Policy text regarding protection of dry dock moved to Policy SH14: Southwick and Fishersgate

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+		+			+	+ / -	+ / -	+ / -				+ / -				+	+	+	+		
Conclusion																					
+ / -	The policy does not have a direct impact on 12 of the 22 sustainability objectives. The policy scores positively in relation to renewable energy and energy efficiency, the re-use of previously developed land, improved access to open space, sustainable economic development, avoiding flood risk and creating spaces that work well. Impacts are likely to be more mixed in relation to pollution (land, water, air and noise) and sustainable transport, where there is some potential for conflict. It is considered that these impacts can be mitigated through implementation of other policies in the JAAP, such as the Natural Environment, Biodiversity & Green Infrastructure policy, and Sustainable Travel, and through the Development Management process.																				
Recommendations																					
No SA Recommendations.																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+	The area priorities for South Quayside refer to supporting Shoreham Port Authority in exploring opportunities for sustainable energy generation. The policy includes two new clauses; to promote the Character Area as a hub for renewable energy generation and to pursue a heat network. The impacts of the policy on this objective are considered to be positive, direct and significant. Impacts are considered to span various timescales and be of a permanent nature.
2	Encourage the sustainable use of water.
	No direct link. This objective is addressed by other policies in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.

+	The policy safeguards South Quayside as a focus for commercial port activity. The consolidation of port-related activities in this area will also enable the release of previously developed waterfront sites for alternative uses in other areas of the harbour, such as the Western Harbour Arm. The impacts of the policy on this objective are considered to be positive, direct and significant. Impacts are considered to span various timescales and be of a permanent nature.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
	No direct link. This objective is addressed by other policies in the JAAP. The appraisal notes however that South Quayside is adjacent to the Basin Road South SNCI, which could be effected by development in this location.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
	No direct link. This objective is addressed by other policies in the JAAP
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The policy states that improvements will be sought to the pedestrian and cyclist crossing over the lock gates and to access to the beach. The policy now also states that improvements will be sought to the Basin Road South NCN2 and Monarch's Way Public Right of Way. The impacts of the policy on this objective are considered to be positive and direct. Impacts are considered to span various timescales and be of a permanent nature.
7	Reduce the risk and levels of air and noise pollution.
+ / -	South Quayside already accommodates port operations as well as the existing Shoreham Power Station and a Waste Water Treatment Plant. Some of these activities may have negative impacts in terms of noise and air quality. The consolidation of port-related activities in this area has the potential to exacerbate these issues. Increased port activity in this area could also result in an increase in the amount of traffic, particularly HGVs, using Basin Road South to access these sites. This may be partially offset by improvements to air quality and reduced noise disturbance due to reduced HGV movements in other areas of the harbour, such as the Western Harbour Arm, where nearby residential uses are more sensitive and at a greater risk of adverse impact. The impacts of the policy on this objective are considered to be mixed, indirect and could be significant, particularly due to the sensitivity of nearby roads within air quality management areas. Impacts are considered to span various timescales but are not considered to be of a permanent nature. Mitigation would be provided by policies SH7 Natural Environment, Biodiversity & Green Infrastructure and SH12 Sustainable Travel.
8	Reduce pollution and the risk of pollution to land.
+ / -	Existing and current land uses in South Quayside are likely to have caused contamination to the land. The consolidation of port-related activities in this area may not provide the opportunity to remediate the land, although pollution could be contained and minimised. However the release of sites elsewhere in the harbour, such as the Western Harbour Arm, would provide significantly greater scope for remediation in those areas. The impacts of the policy on this objective are considered to be mixed, indirect and could be significant, due to the likely contamination issues. Impacts are considered to span various timescales. Mitigation would be provided by policy SH14 Natural Environment, Biodiversity & Green Infrastructure.
9	Reduce pollution and the risk of pollution to water.
+ / -	The Waste Water Treatment Plant plays an important role in improving water quality. The Policy states that waste water infrastructure is safeguarded to serve future population changes. However the consolidation of port-related activities in South Quayside, re-development of sites which are likely to be contaminated and the consequent redevelopment of waterfront sites elsewhere, such as the Western Harbour Arm, have the potential for water pollution to the River Adur. The impacts of the policy on this objective are considered to be mixed, indirect and could be significant, due to the likely contamination issues and sensitivity of local water courses. Impacts are considered to span various timescales and are not considered to be of a permanent nature. Mitigation would be provided by policy SH7 Natural Environment, Biodiversity & Green Infrastructure.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
	No direct link. This objective is addressed by other policies in the JAAP.
11	Improve health and wellbeing and reduce inequalities in health.
	There is a link between air and noise pollution and health, however the policy itself is not considered to have a direct link on this objective.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
	No direct link. This objective is addressed by other policies in the JAAP.
13	Promote sustainable transport and reduce the use of the private car.
+ / -	The policy states that improvements will be sought to the pedestrian and cyclist crossing over the lock gates, as well as to the NCN route and PROW, which will facilitate sustainable transport use. However, the consolidation of port-related activities in South Quayside could also result in an increase in the amount of traffic, particularly HGVs, using Basin Road South to access this area. The impacts of the policy on this objective are therefore considered to be mixed. The potential for

	adverse impacts could be significant, particularly due to the sensitivity of nearby roads within air quality and congestion issues. Impacts are considered to span various timescales. The positive impacts resulting from the improvement to the lock gates, NCN and PROW are considered to be of a permanent nature. Mitigation would be provided by policies SH7 Natural Environment, Biodiversity & Green Infrastructure, and SH5 Sustainable Travel.
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.
	No direct link. This objective is addressed by other policies in the JAAP.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
	No direct link. This objective is addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
	No direct link. This objective is addressed by other policies in the JAAP.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+	Consolidation of port-related activities in South Quayside will support Shoreham Port Authority in improving operational efficiency and developing new trade. The safeguarding of the area for port activities provides clarity over future uses. Consolidation will allow for the release of waterfront sites in other areas of the harbour, such as the Western Harbour Arm, for alternative uses, including employment floorspace. These measures are likely to have a positive impact in relation to this objective. The impacts of the policy on this objective are considered to be positive, direct and significant. Impacts are considered to span various timescales and be of a permanent nature.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+	The Shoreham Harbour Area as a whole includes areas within the flood zones 1, 2 and 3. Flood Risk from different sources including tidal, fluvial and surface water varies across the site and therefore a sequential approach should ensure that flood risk is minimised. Commercial port activities and the waste-water treatment works are considered to fall into the "less vulnerable" category of development and these types of uses are therefore considered to be suitable in flood zones 1, 2 and 3a. . The safeguarding of the Character Area for less vulnerable uses is considered to promote a sequential approach that avoids more vulnerable development being at risk of flooding and is therefore considered to have a positive impact on this objective. Any development within Flood Zones 2 and 3a would require a site-based Flood Risk Assessment which would identify any mitigation required. Impacts are considered to be positive, indirect and could be significant based on the flood risk in the area. Policy SH13 Managing Flood Risk should also ensure risks of flooding are reduced.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	The policy supports improvements to existing pedestrian and cycle facilities, including the lock gates, NCN route and PROW.
20	Create places, spaces and buildings that work well, wear well and look good.
+	Although this objective is primarily addressed by other policies in the JAAP, improvements to the pedestrian and cyclist crossing over the lock gates, and to the boundaries, surfacing, way finding and access to the beach are likely to have a positive impact in relation to this objective. Impacts are considered to be positive, direct but not of significance. Impacts are considered to span various timescales and be of a permanent nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
	No direct link. This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
	No direct link.

Policy SH11: Aldrington Basin

Previous Policy Name:

Policy JAAP 3: Aldrington Basin (SS1)

Policy JAAP 4: Aldrington Basin (SS1) – Transport

SA Recommendation (Draft JAAP February 2014)

- No recommended changes

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Character area proposals map updated
- Further text regarding use classes added to Area Priorities
- Updated priority relating to flood risk to refer to Flood Risk Management SPD in Area Priorities
- New priority regarding biodiversity and green infrastructure added to Area Priorities
- New priority added to support the delivery of the England Coastal Path through the Character Area
- Additional supporting text section on movement and connections; refers to Transport Strategy; with sections on improved junctions; improved port access road; improving Basin Road South / Monarch's Way; improving connections with Hove Lagoon and Hove seafront
- Updated supporting text regarding Brighton & Hove AQMA (designated 2013)
- Additional supporting text section on flood risk; refers to flood resistance, resilience and SUDS
- New supporting text on green infrastructure improvement opportunities
- Supporting text regarding opportunities for leisure and ancillary retail deleted
- Policy S11 (1) – new clause designating strategic site allocation
- Policy S11 (2) – amended to 300 new dwellings in accordance with City Plan (previously 400)
- Policy SH11 (3) – added specific reference to use classes
- Policy SH11 (4) – added specific reference to use classes being acceptable on certain plots; new text added regarding improving the street-scene and the need for uses to be compatible with employment uses
- Policy SH11.1 – more requirements on flood risk added to reflect SPD including level of protection, design, SUDS and pollution control
- Policy SH11.2 – new requirements added regarding sustainable building and low/zero carbon energy
- Policy SH11.3 – new requirements added regarding green infrastructure and open space
- Policy SH11.4 – some new requirements including junction improvements, A259 cycle route, improving bus stops and support for delivery of the England Coastal Path

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+ / -	+ / -	+	+	+	+	+ / -	+	+ / -	+ / -	+ / -	+	+ / -	+	+	+	+	+ / -	+	+		+ / -
Conclusion																					
+ / -		The policy scores positively in relation to 11 of the 22 sustainability objectives. These include objectives relating to land-use efficiency, biodiversity, green infrastructure, housing, economy and employment, access and urban design. The policies have a mixed score in relation to 9 of the 22 sustainability objectives. These include objectives relating to energy and water consumption, flood risk, sustainable transport, pollution, climate change and health, as although the policy has various																			

	measures that will result in positive impacts for these objectives, there is some potential for conflict with adverse impacts likely to result from development. These matters are addressed by other policies in the JAAP and in many cases by measures set out in the policy itself. It is also considered that these impacts can be mitigated, and will need to be addressed through Development Management processes.
Recommendations	
No recommended changes.	

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+ / -	The policy includes development of 300 dwellings and 7,500sqm employment floorspace (in conjunction with policy SH12). Any new development is likely to lead to increased energy consumption. However the policy now includes a requirement to incorporate low/zero carbon energy technologies and consider future heat network connections which impacts positively on this objective and could mitigate adverse impacts. Overall, the impacts of the policy on this objective are considered to be mixed, direct and significant. The positive impacts resulting from energy infrastructure are considered to span various timescales and be of a permanent nature. Mitigation would be provided by policy SH1 Climate Change, Energy and Sustainable Buildings as well as through the policy itself.
2	Encourage the sustainable use of water.
+ / -	The policy includes development of 300 dwellings and 7,500sqm employment floorspace. Any new development is likely to lead to increased water consumption, making further demands on the heavily exploited Brighton Chalk Aquifer. The policy now includes a specific requirement for SUDS, which impacts positively on this objective. Overall, the impacts of the policy on this objective are considered to be mixed, direct and significant. The positive impacts resulting from SUDS infrastructure are considered to span various timescales and be of a permanent nature. Mitigation would be provided by policy SH1 Climate Change, Energy and Sustainable Buildings which requires certain standards relating to water efficiency to be met.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	Aldrington Basin is located on previously developed land and includes a number of under-used and vacant sites. The policy states that the Partnership will work with developers to deliver approximately 300 new homes and 7,500m ² of new employment floorspace (across both Aldrington Basin and South Portslade), including the redevelopment of existing sites. This is likely to improve the efficiency of land use in these areas. Also, the Policy clearly defines the building heights which will be considered acceptable in different locations, some of which include buildings of 6 storeys (above Basin Road North). This will also increase land-use efficiency. Overall, the impacts of the policy on this objective are considered to be positive, direct and significant, will span all timescales and be of a permanent nature.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	Aldrington Basin itself consists mainly of previously developed land and existing buildings with low biodiversity value. The policy now contains a section on Green Infrastructure & Open Space which sets out specific requirements including creation and enhancement of open space and green infrastructure, ecological and landscaping improvements as part of the green corridor, and integration of green infrastructure such as green roofs. All of these measures will have positive impacts for this objective. It is noted that Aldrington Basin is adjacent to the Basin Road South SNCI. The vegetated shingle, and the habitats and species which it supports, may be sensitive to increased residential disturbance resulting from new residential development in the area, however this is considered in the policy under Green Infrastructure & Open Space, and impacts should be mitigated by Policy SH7 Natural Environment, Biodiversity & Green Infrastructure. Overall, the impacts of the policy on this objective are considered to be positive and direct and will span all timescales.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
+	Aldrington Basin is a unique location with a distinct character and identity. However parts of the area, such as Basin Road North, are characterised by poor quality buildings and an unattractive streetscape. The policy has specific requirements relating to the development of the Kingsway sites, which should have a positive impact on streetscape and the character, including the protection of the openness of the area, the appropriate height of buildings, the scale of development, maintaining openness and views through the Harbour all of which should ensure that development has a positive impact on the street environment along Kingsway. Overall, the impacts of the policy on this objective are considered to be positive, direct and significant, will span all timescales and be of a permanent nature.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	Aldrington Basin is situated between the important open spaces of Portslade Beach and Hove Lagoon and seafront. The policy states that opportunities will be sought to

	improve connections with the lagoon and to improve the cycle route along Basin Road South which will have positive impacts on this objective. The policy now also supports delivery of the England Coastal Path which may help to improve access to and through the area. In addition, the policy now sets out specific requirements including creation and enhancement of open space and green infrastructure, and ecological and landscaping improvements as part of the green corridor, as well as indicating where contributions will be sought to improve open space outside the area. Overall, the impacts of the policy on this objective are considered to be positive, direct and will span all timescales.
7	Reduce the risk and levels of air and noise pollution.
+ / -	Kingsway (A259), Wharf Road and Basin Road North are within the Brighton & Hove AQMA. Residential development fronting Kingsway is likely to generate less air and noise pollution than industrial uses. However, it will also be more sensitive to these issues, particularly given the proximity of port-related activities and the policy now requires residential development to be able to demonstrate compatibility with employment uses. Residential and employment development are both likely to increase the number of journeys made in this area, particularly during peak hours. Reconfiguration of Basin Road North to improve access to the port is likely to have mixed impacts. Whilst there would be increased traffic, including HGVs, on this route, this would be offset by localised improvements in the vicinity of Hove Lagoon and a reduction in this kind of traffic along the section of Kingsway between Church Road/Trafalgar Road and Norman Road. Overall impacts are considered to be mixed, direct and are significant, particularly given the existing local air quality issues. Impacts are considered to span various timescales but are not considered to be of a permanent nature. Measures identified within the policy and the Transport strategy, as well as Policy SH7 Natural Environment, Biodiversity and Green Infrastructure, and Policy SH5 Sustainable Travel will contribute to mitigating negative impacts.
8	Reduce pollution and the risk of pollution to land.
+	Existing and former land uses in Aldrington Basin are likely to have caused contamination to the land. Redevelopment will provide opportunities for the remediation of the land, in accordance with policy SH1 Climate Change, Energy and Sustainable Buildings, which has specific requirements relating to contaminated land. Impacts are considered to be positive and indirect and could be significant. Impacts are considered to span all timescales and are likely to be permanent in nature.
9	Reduce pollution and the risk of pollution to water.
+ / -	Ground and surface water in the area could be polluted by contaminated land. Redevelopment will provide opportunities for remediation. However, there is also a risk that disturbing these contaminants may introduce further pollution to these waters. The policy now includes a specific requirement for SUDS and measures which control pollution when surface water run-off is discharging straight into the river, which will both have positive impacts for this objective. However, overall the impacts of considered to be mixed, direct and could be significant. Impacts are considered to span all timescales. The risk of adverse impacts are not considered to be permanent in nature. Mitigation will be provided by policies SH7 Natural Environment, Biodiversity and Green Infrastructure and SH6 Flood Risk.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+ / -	The SFRA identifies much of the Aldrington Basin area as being situated within flood zones 2 (medium probability) and 3a (high probability). Therefore, new development in this area is considered to have a significant risk of flooding. However, one of the Area Priorities is that development takes the findings and recommendations of the SFRA and the Flood Risk Management SPD into account. The policy also contains specific requirements relating to flood risk in the area including floor levels for residential development, ensuring non-residential development is protected for the life of the development, and the inclusion of appropriate SUDS. These requirements should mitigate the negative impacts of building in this area and ensure development is adaptable to climate change. Both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. It should also be noted that employment is a 'less vulnerable' use in relation to flood risk. Residential uses are only proposed fronting Kingsway which is on higher ground and within flood zone 1. New development is also likely to be significantly more resilient to climate change and extreme weather events than existing buildings. In addition, the policy requirements relating to open space and green infrastructure will also assist with climate change adaptation. Overall, impacts are considered to be mixed and direct. Adverse impacts could be significant given the level flood risk of the area. Impacts are considered to span all timescales, although are likely to become more significant in the long-term beyond the plan period due to climate change impacts. Measures identified in the policy, as well as SH1 Climate Change, Energy and Sustainable Buildings and SH6 Flood Risk will contribute towards mitigating negative impacts.
11	Improve health and wellbeing and reduce inequalities in health.
+ / -	The appraisal notes that the provision of housing, employment opportunities, improved quality and access to existing open space and to other local connections and leisure opportunities should help to bring about a positive impacts on this objective, all being wider determinants of health. However, air quality 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 on health. This is reflected in the mixed score. This will be dependent on where and how sensitive development is situated, and could be mitigated through

	<p>careful design. However there may also be impacts on adjacent areas that already suffer from poor air quality and that do not have the capacity to change. According to the IMD2015, the SOA within the Aldrington Basin Character Area is within the 40% most deprived in the domain of “living environment” (which includes air quality as a measure). However the adjacent two SOAs are within the most 10% and most 20% deprived under this domain. The SOAs either within the Character Area or immediately adjacent are in the 40% most deprived, 50% most deprived and 40% least deprived within the Health domain.</p> <p>Overall, impacts are considered to be mixed and indirect and are considered to span all timescales. Positive impacts associated with meeting the wider determinants of health are considered to be more permanent in nature, and adverse air quality impacts are considered to be less permanent. Measures identified within the policy and the Transport strategy, as well as Policy SH7 Natural Environment, Biodiversity and Green Infrastructure, and Policy SH5 Sustainable Travel will contribute to mitigating negative impacts.</p>
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that improvements to sustainable transport, improvements to the streetscape and public realm, and improvements to key gateway routes all have potential to bring about positive impacts. Overall impacts are considered to be positive and indirect. Impacts are considered to span all timescales and be permanent in nature.
13	Promote sustainable transport and reduce the use of the private car.
+ / -	The policy has strong links to the Transport Strategy and clearly sets out the transport measures that will be pursued in the area, including junction improvements, bus stop improvements, and improvements to the cycle route and PROW. In addition, the policy supports delivery of the England Coastal Path. However, new residential and employment-based development in the area is likely to increase the number of journeys made in this area, particularly during peak hours. Reconfiguration of Basin Road North to improve access to the port is likely to have mixed impacts. Whilst there would be increased traffic, including HGVs, on this route, this would be offset by localised improvements in the vicinity of Hove Lagoon and a reduction in this kind of traffic along this section of Kingsway.
	Overall the impact is considered to be mixed and direct. Impacts are considered to span all timescales and could become more significant in the long-term based on patterns of traffic growth increasing. Measures identified within the policy and the Transport strategy, as well as Policy SH5 Sustainable Travel will contribute to mitigating negative impacts.
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.
+	According to the IMD 2015, overall deprivation within the three SOAs that are either within or immediately adjacent to the Character Area varies enormously from being within the 30% least deprived (within Character Area) to within the most 40% and most 50% deprived. Although this objective is primarily addressed in other policies in the JAAP, this appraisal notes that new development will provide new homes and jobs in the area and this will have positive impacts for this objective. Impacts are considered to be positive and indirect. Impacts are considered to span all timescales and will become more significant as and when development is delivered.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
+	The provision of 300 new homes (in combination with Character Area 4) is likely to have positive impacts. Affordable housing is addressed by other policies in the JAAP. The appraisal notes that the amount of housing has reduced from the previous version, however delivery of 300 dwellings is still considered to make a significant positive contribution towards housing need. Impacts are considered to be positive and direct, and be permanent in nature. Delivery of 300 homes in this area will make a significant impact towards this objective, which will become more significant as and when development is delivered.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	This objective is mainly addressed by other policies in the JAAP. However this appraisal notes that the provision of new residential and employment-based development at Aldrington Basin will provide the opportunity to sustain a vibrant community. The delivery of various infrastructure, including green infrastructure and flood related infrastructure will also support delivery of vibrant communities. Impacts are considered to be positive and indirect. Impacts are considered to span all timescales.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+	The provision of approximately 7,500m ² of new employment floorspace (between Aldrington Basin and South Portslade) is likely to have positive impacts. New jobs will be created, and the improvements to the streetscape are likely to improve the environment for businesses in the area. Infrastructure is addressed mainly by other policies in the JAAP. Overall, impacts are considered to be positive, direct, permanent and significant, becoming more significant as and when development is delivered.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+ / -	The SFRA identifies much of the Aldrington Basin area as being situated within flood zones 2 (medium probability) and 3a (high probability). The SFRA also considers wave over-topping to be a significant risk in this area. Therefore, new development in this area is considered to have a significant risk of flooding. However, one of the

	<p>Area Priorities is that development takes the findings and recommendations of the SFRA into account and the policy itself refers to the findings of the Flood Risk Management SPD, having specific requirements for different types of development. In addition, Policy SH6 will also be applicable. These should mitigate the negative impacts of building in this area.</p> <p>Both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. It should also be noted that employment is a 'less vulnerable' use in relation to flood risk. Residential uses are only proposed fronting Kingsway. This area is situated on higher ground and is therefore at less risk of flooding.</p> <p>New development is also likely to be significantly more resilient to climate change and extreme weather events than existing buildings.</p> <p>Overall, impacts are considered to be mixed and direct. Positive impacts (e.g. measures such as SUDS and design considerations) are considered to be permanent and will span all timescales over the plan period. Adverse impacts could be significant if breaches occur, although would not be permanent.</p>
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	The policy will lead to transport improvements throughout the Character Area and delivery of new employment floorspace. This should have positive impacts on this objective. Overall impacts are considered to be positive and direct, will span all timescale and be permanent in nature.
20	Create places, spaces and buildings that work well, wear well and look good.
+	The policy includes specific requirements for certain plots within the Character Area, including scale, height, design, orientation and positioning, all of which should have positive impacts on townscape and streetscape in this area. High quality design will be required of new development. Also, green infrastructure requirements will also impact positively on this objective. Overall, impacts are considered to be positive, direct and have a significant influence, will span all timescale and be permanent.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
	This objective is addressed by other policies in the JAAP
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
+ / -	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that an increase in development is likely to lead to an increase in the production of waste both during the construction phase and during the lifetime of the buildings. However, there may be opportunities to minimise waste and increase the recycling and reuse of materials. As such there are likely to be mixed positive and negative impacts in relation to this objective. Impacts are considered to be indirect and will depend on delivery of development. Mitigation will be provided by Policy SH7 Natural Environment, Biodiversity & Green Infrastructure.

Policy SH12: South Portslade & North Quayside

Previous Policy Name:

Policy JAAP 5: South Portslade Industrial Estate (SS2)

Policy JAAP 6: North Quayside (Port operational)

SA Recommendation (Draft JAAP February 2014)

- No recommended changes

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Character area proposals map updated
- New text regarding revisions to the boundary of the South Portslade Industrial Estate
- New text regarding use classes added to Area Priorities
- New text regarding safeguarding North Quayside for port uses added to Area Priorities
- Additional reference regarding the findings of the Flood Risk SPD added to Area Priorities
- New text regarding biodiversity and green infrastructure added to Area Priorities
- Additional supporting text added to transport and connections section: Transport Strategy; improving key junctions; improving connections and streetscape
- Additional supporting text added to flood risk management section regarding flood resistance, resilience and SUDS
- New supporting text regarding green infrastructure
- Amended supporting text regarding development opportunities including extension to the Industrial Estate boundary to allow safeguarding of employment land and release of other sites to mixed use, and some development opportunities deleted. Some changes to the types of uses permitted on various plots.
- Policy SH12 (2) - new clause designating strategic site allocation
- Policy SH12 (3) – amended to 300 homes in accordance with City Plan (reduced from 400)
- Policy SH12 (4-10) – specific references to use classes added
- Policy SH12 (4-10) – new references to creation of proposed green corridor added
- Policy SH12.1 - new requirements added regarding flood risk management to reflect SPD
- Policy SH12.2 – new requirements added regarding sustainable buildings and low/zero carbon energy generation
- Policy SH12.3 – new requirements added regarding open space and green infrastructure, including ecological and landscape impacts
- Policy SH12.4 – new requirements added regarding transport and key transport-related interventions added, including junction improvements, A259 cycle route, pedestrian, cycle and bus stop improvements.

Summary Appraisal

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Conclusion																					
+ / -		The policy scores positively in relation to 11 of the 22 objectives. Positive impacts include biodiversity enhancements, improvements to the built environment, open space, opportunities to reduce land pollution, new housing, and increased land use efficiency. The policies have a mixed score in relation to 10 of the 22 sustainability objectives. These include objectives relating to energy and water consumption, flood risk, sustainable transport, air and water pollution, climate change and health, economic development as although the policy has various measures that will result in positive impacts for these objectives, there is some potential for conflict with																			

	adverse impacts likely to result from development. These matters are addressed either in the policy itself or in other policies in the JAAP. It is considered that these impacts can be mitigated, and will need to be addressed through Development Management processes.
Recommendation	
No recommended changes	

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+ / -	The policy includes development of 300 dwellings and 7,500sqm employment floorspace (in conjunction with policy SH11). Any new development is likely to lead to increased energy consumption, although re-development presents the opportunity improve the energy efficiency of existing buildings. The policy now includes a requirement to incorporate low/zero carbon energy technologies and consider future heat network connections which impacts positively on this objective and could mitigate adverse impacts. Overall, the impacts of the policy on this objective are considered to be mixed, direct and significant. The positive impacts resulting from energy infrastructure are considered to span various timescales and be of a permanent nature. Mitigation would be provided by policy SH1 Climate Change & Sustainable Buildings as well as through the policy itself.
2	Encourage the sustainable use of water.
+ / -	The policy includes development of 300 dwellings and 7,500sqm employment floorspace. Any new development is likely to lead to increased water consumption, making further demands on the heavily exploited Brighton Chalk Aquifer, although also present the opportunity to improve the efficiency and sustainability of water consumption. The policy now includes a specific requirement for SUDS, which impacts positively on this objective. Overall, the impacts of the policy on this objective are considered to be mixed, direct and significant. The positive impacts resulting from SUDS infrastructure are considered to span various timescales and be of a permanent nature. Mitigation would be provided by policy SH1 Climate Change & Sustainable Buildings which requires certain standards relating to water efficiency to be met.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	South Portslade is located on previously developed land and includes a number of under-used and vacant sites. The policy states that the Partnership will work with developers to deliver approximately 300 new homes and 7,500m2 of new employment floorspace (across both Aldrington Basin and South Portslade), including through the re-development of sites. This is likely to improve the efficiency of land use in these areas. Overall, the impacts of the policy on this objective are considered to be positive, direct and significant, will span all timescales and be of a permanent nature.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	The Character Area consists mainly of previously developed land and existing buildings, with low biodiversity value. The policy now contains a section on Green Infrastructure & Open Space which sets out specific requirements including creation and enhancement of open space and green infrastructure, ecological and landscaping improvements as part of the green corridor, and integration of green infrastructure such as green roofs. All of these measures will have positive impacts for this objective. Impacts are considered to be positive, direct and will span all timescales.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
+	Parts of the area are characterised by poor quality buildings and an unattractive streetscape. New development is likely to have a positive impact on the local streetscape. The policy has specific requirements relating to the development of the South Portslade sites, which should have a positive impact on streetscape and the character, including the appropriate height of buildings, the scale of development and improving connections with the local area which should ensure that development has a positive impact on the street environment. In addition, the policy requires improvements to local existing areas of open space, if on-site requirements can't be met. Overall impacts are considered to be positive, direct and significant, span all timescales and be permanent in nature.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The policy now sets out specific requirements including creation and enhancement of open space and green infrastructure, ecological and landscaping improvements as part of the green corridor, incorporation of green infrastructure on new development such as green walls, as well as indicating where contributions will be sought to improve open space outside the area. Overall, the impacts of the policy on this objective are considered to be positive, direct and will span all timescales.
7	Reduce the risk and levels of air and noise pollution.
+ / -	Wellington Road (A259), Boundary Road / Station Road and Church Road are within the Brighton & Hove AQMA. Residential development is likely to generate less air

	<p>and noise pollution than industrial uses. However, it will also be more sensitive to these issues, particularly given the proximity of port-related activities. Residential development is also likely to increase the number of journeys made in the area and add to levels of congestion, particularly during peak hours, as will employment-based development. This is likely to have a negative impact on this objective. There may also be impacts on adjacent areas that already suffer from poor air quality and do not have the capacity to change.</p> <p>Road traffic is also the main contributing 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 noise from industrial and port-related uses, particularly during the earlier part of the plan period prior to relocation of these uses.</p> <p>Relocation of industrial uses may reduce air and noise pollution related to HGV movements in this area. However these movements may be displaced to other areas of the harbour.</p> <p>Both air quality and noise issues can be exacerbated by a canyoning effect. The policy requires a set back from the road to prevent a canyoning effect which will mitigate some noise and air quality impacts.</p> <p>Reconfiguration of Basin Road North to improve access to the port is likely to lead to increased traffic, including HGVs, on this route. This is likely to have a negative impact on air quality and noise in the vicinity of the Wellington Road/Church Road junction. This may be partially offset by localised improvements in the vicinity of Hove Lagoon and a reduction in this kind of traffic along the A259. This appraisal also notes that residential uses are not proposed for sites adjacent to the Wellington Road/Church Road junction</p> <p>The policy has strong links to the Transport Strategy and sets out the interventions that will be promoted, some of which will have benefits for air and noise quality. However, overall the impact is considered to be mixed, direct and significant, particular given the location of the AQMA. Impacts are likely to span all timescale but are not considered to be permanent in nature. The measures identified in the policy itself, policy SH5 Sustainable Travel and the Transport strategy will contribute to mitigating negative impacts.</p>
8	Reduce pollution and the risk of pollution to land.
+	Existing and former land uses within the Character Area are likely to have caused contamination to the land. Redevelopment will provide opportunities for the remediation of the land, in accordance with policy SH7 Natural Environment, Biodiversity & Green Infrastructure, which has specific requirements relating to contaminated land. Impacts are considered to be positive and indirect and could be significant. Impacts are considered to span all timescales and are likely to be permanent in nature.
9	Reduce pollution and the risk of pollution to water.
+ / -	Ground and surface water in the area could be polluted by contaminated land. Redevelopment will provide opportunities for remediation. However, there is also a risk that disturbing these contaminants may introduce further pollution to these waters. The policy now includes a specific requirement for SUDS, which is more related to flood prevention, but will also have positive impacts for this objective. However, overall the impacts of considered to be mixed, direct and could be significant. Impacts are considered to span all timescales. The risk of adverse impacts is not considered to be permanent in nature. Mitigation will be provided by policies SH7 Natural Environment, Biodiversity and Green Infrastructure and SH6 Managing Flood Risk.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+ / -	<p>The SFRA identifies much of the North Quayside area as being situated within flood zones 2 (medium probability) and 3a (high probability). This area is therefore considered to have a significant risk of flooding, although the appraisal notes that this area is safeguarded for port operations and will not deliver any of the quantum of development set out in the policy. The South Portslade area (which will deliver all the anticipated development) is situated within flood zone 1, and is therefore not at risk of tidal or fluvial flooding, although some parts of the area are at risk of surface water flooding in both the 1 in 20 and 1 in 200 year events.</p> <p>One of the Area Priorities and policy requirements is that development takes the findings and recommendations of the SFRA and Flood Risk Management SPD into account.</p> <p>Both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. It should also be noted that employment is a 'less vulnerable' use in relation to flood risk. Residential uses are only proposed to the north of Wellington Road, where flood risk is reduced.</p> <p>New development is also likely to be significantly more resilient to climate change and extreme weather events than existing buildings. In addition, the policy requirements relating to open space and green infrastructure will also assist with climate change adaptation. Overall, impacts are considered to be mixed and direct. Impacts are considered to span all timescales, although are likely to become more significant in the long-term beyond the plan period due to climate change impacts. Measures identified in the policy, as well as SH7 Natural Environment, Biodiversity and Green Infrastructure, and SH6 Flood Risk will contribute towards mitigating negative impacts.</p>
11	Improve health and wellbeing and reduce inequalities in health.

+ / -	<p>This objective is primarily addressed by other policies in the JAAP. However this appraisal notes that the provision of housing, employment opportunities, improved quality and access to existing open space and to other local connections and leisure opportunities should help to bring about positive impacts, with all being wider determinants of health.</p> <p>However, air quality 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 on health. This is reflected in the mixed score. This will be dependent on where and how sensitive development is situated and could be mitigated through careful design. However there may also be impacts on adjacent areas that already suffer from poor air quality and that do not have the capacity to change.</p> <p>According to the IMD2015, the SOA within this Character Area is found within the 20% most deprived in the domain of “living environment” (which includes air quality as a measure). The SOA within the Character Area is within the 40% most deprived in the Health domain, although SOAs adjacent to it are found within the most 20% deprived (health domain).</p> <p>Overall, impacts are considered to be mixed and indirect and are considered to span all timescales. Positive impacts associated with meeting the wider determinants of health are considered to be more permanent in nature, and adverse air quality impacts are considered to be less permanent. Measures identified within the policy and the Transport strategy, as well as Policy SH7 Natural Environment, Biodiversity and Green Infrastructure and Policy SH5 Sustainable Travel will contribute to mitigating negative impacts.</p>
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	<p>Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that improvements to sustainable transport, improvements to the streetscape and public realm, and improvements to key gateway routes all have potential to bring about positive impacts. Overall impacts are considered to be positive and indirect. Impacts are considered to span all timescales and be permanent in nature.</p>
13	Promote sustainable transport and reduce the use of the private car.
+ / -	<p>The policy has strong links to the Transport Strategy and clearly sets out the transport measures that will be pursued in the area, including junction improvements, bus stop improvements, and improvements to the pedestrian and cycle route. However, new residential and employment-based development in the area is likely to increase the number of journeys made in this area, particularly during peak hours. Reconfiguration of Basin Road North to improve access to the port is likely to have mixed impacts. Whilst there would be increased traffic, including HGVs, on this route, this would be offset by localised improvements in the vicinity of Hove Lagoon and a reduction in this kind of traffic along Wellington Road/ Kingsway.</p> <p>Overall the impact is considered to be mixed and direct. Impacts are considered to span all timescales and could become more significant in the long-term based on patterns of traffic growth increasing. Measures identified within the policy and the Transport strategy, as well as Policy SH5 Sustainable Travel will contribute to mitigating negative impacts.</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>According to the IMD 2015, overall deprivation within the three SOAs that are either within or immediately adjacent to the Character Area varies from being within the 40% most deprived (within Character Area) to within the 20% most deprived in the adjacent SOAs. Although this objective is primarily addressed in other policies in the JAAP, this appraisal notes that new development will provide new homes and jobs in the area and this will have positive impacts for this objective. Impacts are considered to be positive and indirect. Impacts are considered to span all timescales and will become more significant as and when development is delivered.</p>
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
+	<p>The provision of approximately 300 new homes (between Aldrington Basin and South Portslade) is likely to have positive impacts. Affordable housing is addressed by other policies in the JAAP. The appraisal notes that the amount of housing has reduced from the previous version, however delivery of 300 dwellings is still considered to make a significant positive contribution towards housing need. Impacts are considered to be positive and direct, and be permanent in nature. Delivery of 300 homes in this area will make a significant impact towards this objective, which will become more significant as and when development is delivered.</p>
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	<p>This objective is addressed by other policies in the JAAP. However this appraisal notes that the provision of new residential and employment-based development throughout the area will provide the opportunity to sustain a vibrant community. The delivery of various infrastructure, including green infrastructure will also support delivery of vibrant communities. Impacts are considered to be positive and indirect. Impacts are considered to span all timescales.</p>
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+ / -	<p>The provision of approximately 7,500m² of new employment floorspace (between Aldrington Basin and South Portslade) is likely to have positive impacts. New jobs will be created, and the improvements to the streetscape are likely to improve the environment for businesses in the area. The policy also safeguards North Quayside as a focus for commercial port activities. However the release of land currently in employment uses to other uses will result in losses to employment land provision and the</p>

	development of residential areas in this location may conflict with employment uses. Infrastructure is addressed by other policies in the JAAP. Although the policy will result in gains to employment land, overall impacts are considered to be mixed, and will direct and significant, span all timescales and be permanent in nature.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+ / -	The SFRA identifies much of the North Quayside area as being situated within flood zones 2 (medium probability) and 3a (high probability). This area is therefore considered to have a significant risk of flooding, although the appraisal notes that this area is safeguarded for port operations and will not deliver any of the quantum of development set out in the policy. The South Portslade area (which will deliver all the anticipated development) is situated within flood zone 1, and is therefore not at risk of tidal or fluvial flooding, although some parts of the area are at risk of surface water flooding in both the 1 in 20 and 1 in 200 year events. One of the Area Priorities and policy requirements is that development takes the findings and recommendations of the SFRA and Flood Risk Management SPD into account. Both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. It should also be noted that employment is a 'less vulnerable' use in relation to flood risk. Residential uses are only proposed to the north of Wellington Road, where flood risk is reduced. Overall, impacts are considered to be mixed and direct. Impacts are considered to span all timescales. Measures identified in the policy, as well as SH7 Natural Environment, Biodiversity and Green Infrastructure and SH6 Flood Risk will contribute towards mitigating negative impacts.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	The policy will lead to transport improvements throughout the Character Area and will lead to an increase in the range and type of employment generating uses. The policy also supports delivery of a range of transport measures that will improve access. It also supports delivery of a A259 cycle facility and improvements to pedestrian and cycle crossing points and connections. This should have positive impacts on this objective. Overall impacts are considered to be positive and direct, will span all timescale and be permanent in nature.
20	Create places, spaces and buildings that work well, wear well and look good.
+	New development is likely to improve the quality of the built environment in this area. Additionally, improvements to the key linkages and junctions will have a positive impact. The policy includes specific requirements for certain plots within the Character Area, including height and possible amenity impacts. The policy also expects development to enhance townscape and connect with surrounding areas. This should have positive impacts on townscape and streetscape in this area. Also, green infrastructure requirements will also impact positively on this objective. Overall, impacts are considered to be positive, direct and have a significant influence, will span all timescales and be permanent in nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
0	This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
+ / -	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that an increase in development is likely to lead to an increase in the production of waste both during the construction phase and during the lifetime of the buildings. However, there may be opportunities to minimise waste and increase the recycling and reuse of materials. As such there are likely to be mixed positive and negative impacts in relation to this objective. Impacts are considered to be indirect and will depend on delivery of development. Mitigation will be provided by Policy SH7 Natural Environment, Biodiversity and Green Infrastructure.

Policy SH13: Portslade & Southwick Beaches

Previous Policy Name:

Policy JAAP 13: Portslade & Southwick Beaches

SA Recommendation (Draft JAAP February 2014):

- It is recommended that the policy specifically refer to remediation of the Basin Road South SNCI and protection from future disturbance.

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Character area proposals map updated
- New Area Priority supporting delivery of the England Coastal Path
- New Area Priority to support protection and enhancement of important habitats and species
- Updated supporting text regarding Basin Road South SNCI and vegetated shingle
- Policy SH13 (2) – new requirement regarding enhancement and creation of vegetated shingle habitats and compensatory habitat creation.
- Policy SH13 (5) – new requirement supporting delivery of the England Coastal Path.

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
			+	+	+					+	+	+						+	+		
Conclusion																					
+	This policy is not likely to have any direct impacts in relation to 15 of the 22 sustainability objectives. There are likely to be positive impacts in relation to the remaining 7 objectives. These include direct benefits in relation to public realm open space, biodiversity and sustainable transport and indirect benefits in relation to health and crime reduction.																				
Recommendation																					
No recommended changes																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
	This objective is addressed by other policies in the JAAP.
2	Encourage the sustainable use of water.
	This objective is addressed by other policies in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
	This objective is addressed by other policies in the JAAP.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	This objective is primarily addressed by other policies in the JAAP. However, this area includes the Basin Road South SNCI. This is an area of coastal vegetated shingle, an important and rare habitat for a number of species. The site has, however, been subject to recent disturbance. The policy includes enhancement and creation of vegetated shingle habitats in order to create a continuous corridor, and improved interpretation of the site which will have positive impacts. The policy also ensures that compensation will be sought for any loss or disturbance to existing habitats. Overall, the impact is positive, direct, significant and is considered to span all timescales.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.

+	The policy includes improvements to the route along Basin Road South, including lighting, landscaping and signage, and to the area around Carats Café. These are likely to have positive impacts. Impacts are also considered to be direct, span all timescales and be permanent in nature.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The policy safeguards the beach areas, promotes improvements to the pedestrian and cyclist route along Basin Road South which will improve access to these areas and connections to adjacent areas. The policy also supports the delivery of the England Coastal Path which will improve access to the coastal areas. Impacts are also considered to be positive, direct, span all timescales and be permanent in nature.
7	Reduce the risk and levels of air and noise pollution.
	This objective is addressed by other policies in the JAAP.
8	Reduce pollution and the risk of pollution to land.
	This objective is addressed by other policies in the JAAP.
9	Reduce pollution and the risk of pollution to water.
	This objective is addressed by other policies in the JAAP.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
	This objective is addressed by other policies in the JAAP.
11	Improve health and wellbeing and reduce inequalities in health.
+	Improvements to the route along Basin Road South are likely to encourage greater use of the open spaces of the beaches and may encourage greater use of the route for walking and cycling. These are likely to have positive impacts. Impacts are considered to be indirect and span all timescales.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	Improvements to the route along Basin Road South may encourage greater footfall through the area. This would increase the opportunities for natural surveillance and may have a positive impact. Impacts are considered to be direct and span all timescales.
13	Promote sustainable transport and reduce the use of the private car.
+	Improvements to the route along Basin Road South, as well as delivery of the England Coastal Path are likely to encourage greater use of the route for walking and cycling. This is likely to have positive impacts. Impacts are considered to be direct and span all timescales and be permanent in nature.
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.
	This objective is addressed by other policies in the JAAP.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
	This objective is addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
	This objective is addressed by other policies in the JAAP.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
	This objective is addressed by other policies in the JAAP.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
	This objective is addressed by other policies in the JAAP.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	The policy supports improvements to the NCN and PROW.
20	Create places, spaces and buildings that work well, wear well and look good.
+	The policy includes improvements to the route along Basin Road South, including lighting, landscaping and signage, and to the area around Carats Café. These are likely to have positive impacts. Impacts are considered to be direct, span all timescales and be permanent in nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
	This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
	This objective is addressed by other policies in the JAAP.

Policy SH14: Fishersgate & Southwick

Previous Policy Name:

Policy JAAP 8: Southwick Waterfront (SS3)

Policy JAAP 9: Fishersgate

SA Recommendation (Draft JAAP February 2014)

- It is recommended that the policy refer to the protection of the coastal grassland on the North Canal Bank, and that the proposals map is amended to reflect this.
- It is recommended that the policy refer to the safeguarding of port operational areas in Fishersgate.

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Policy name amended
- Rename of strategic site allocation from Ladybee Marina/Southwick Waterfront to Southwick Waterfront
- Character area proposals map updated
- New reference to safeguarding port operational areas within Area Priorities, including limited land reclamation and new access road
- New reference to comprehensive redevelopment of Southwick Waterfront to accommodate a range of A and B uses added to Area Priorities
- New reference regarding improving housing estates and community facilities within Area Priorities
- New reference regarding creation and improvement of green infrastructure within Area Priorities
- New reference regarding support for delivery of England Coastal Path added to Area Priorities
- Additional supporting text added to transport and connections section regarding to the Transport Strategy and measures proposed, including a reference to the England Coastal Path
- New section added to supporting text regarding flood risk, including flood resistance, resilience and SUDS
- New section added to supporting text regarding green infrastructure and open space
- Additional detailed added to supporting text regarding the allocation including quantum of employment floorspace, public right of way and improvements to the public realm
- Policy SH14 (1) – new clause designating Southwick Waterfront as a strategic site allocation
- Policy SH14 (2-3) – separation of Lady Bee Marina and Southwick Waterfront allocations
- Policy SH14 (4) – new clause regarding safeguarding of port operational areas
- Policy SH14.1 – new requirements on flood risk management and pollution control
- Policy SH14.2 – new requirements on sustainable buildings and low/zero carbon energy
- Policy SH14.3 – new requirements on community infrastructure improvements
- Policy SH14.4 – new clauses on green infrastructure, open space and biodiversity
- Policy SH14.5 – new clauses relating to measures set out in the Transport Strategy, including junction improvements, A259 cycle route, improvements to the pedestrian and cycle crossing points and support for the England Coastal Path

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
+ / -	+ / -	+	+	+	+	+ / -	+	+ / -	+ / -	+	+	+ / -	+		+	+	+ / -	+	+		+ / -
Conclusion																					
<p>The policy scores positively in relation to 12 of the 22 objectives. Positive impacts include improving land use efficiency, biodiversity enhancements, improved public realm, the built environment and open space, opportunities to reduce land pollution, improved health, and reduced crime and deprivation, the provision of employment floorspace and job opportunities, and improved access throughout the area. The policies have a mixed score in relation to 8 of the 22 objectives. These include objectives relating to energy and water consumption, air and water pollution, climate change, sustainable transport and flood risk, as although the policy has various measures that will result in positive impacts for these objectives, there is potential for conflict with adverse impacts likely to result from development or due to the nature of the location. These matters are addressed either in the policy itself or in other policies in the JAAP. It is considered that these impacts can be mitigated, and will need to be addressed through Development Management processes.</p>																					
Recommendations																					
<p>There could be further scope for the policy to have a greater positive impact on objective 14 (deprivation) and a positive impact on objective 21 (education & skills) by encouraging developers to enter into training place agreements to secure training for local people. This could contribute towards addressing education and skills deprivation, which is particularly significant within the Fishersgate SOA in this Character Area. This could form a requirement in the policy itself, or through an overarching requirement in Policy SH3 Economy and Employment.</p>																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+ / -	The policy includes development of 4,000sqm new employment floorspace and redevelopment/reconfiguration of existing sites. Any new development is likely to lead to increased energy consumption, although re-development presents the opportunity improve the energy efficiency of existing buildings. The policy now includes a requirement for development to incorporate low/zero carbon energy technologies and consider future heat network connections which impacts positively on this objective and could mitigate adverse impacts. Overall, the impacts of the policy on this objective are considered to be mixed, direct and significant. The positive impacts resulting from energy infrastructure are considered to span various timescales and be of a permanent nature. Mitigation would be provided by policy SH1 Climate Change, Energy & Sustainable Buildings as well as through the policy itself.
2	Encourage the sustainable use of water.
+ / -	The policy includes development of 4,000sqm new employment floorspace and redevelopment of existing sites. Any new development is likely to lead to increased water consumption, making further demands on the heavily exploited Brighton Chalk Aquifer, although also present the opportunity to improve the efficiency and sustainability of water consumption. The policy now includes a specific requirement for SUDS, which impacts positively on this objective. Overall, the impacts of the policy on this objective are considered to be mixed, direct and significant. The positive impacts resulting from SUDS infrastructure are considered to span various timescales and be of a permanent nature. Mitigation would be provided by policy SH1 Climate Change, Energy & Sustainable Buildings which requires new commercial buildings to meet BREEAM "excellent" standard.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	The Fishersgate and Southwick Character Area is located on previously developed land and includes a number of under-used and vacant sites. The policy proposes the delivery of approximately 4,000 m ² of employment floorspace, redevelopment of existing sites, and improved marina facilities. This will have positive impacts on this objective. Overall, the impacts of the policy on this objective are considered to be positive, direct and significant, will span all timescales and be of a permanent nature.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	The Supporting Text notes that the North Canal Bank is an area of coastal grassland which is an important habitat for common lizards and slow worms. SA of the Draft JAAP recommended that the policy be amended to refer to the protection of the coastal grassland on the North Canal Bank, and that the proposals map be amended to reflect this, however at the time this amendment was not carried forward. The policy now has specific clauses and requirements relating to green infrastructure and open space, based on the findings of the emerging Shoreham Harbour Green Infrastructure Strategy. The policy now requires the creation and enhancement of green infrastructure, including ecological enhancements to the frontage of housing

	estates, to the Fishersgate Recreation Ground, and to the North Canal Bank as part of the proposed green corridor. In addition, development is also required to incorporate green roofs, green walls and planting to enhance the green corridor. These requirements are considered to have positive impacts for this objective. Impacts are considered to be positive, direct and will span all timescales.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
+	Southwick Waterfront includes parts of the Riverside Conservation Area and the Grade II listed Royal Sussex Yacht Club. The policy proposes the redevelopment of Lady Bee Marina, public realm improvements and a waterfront route for cyclists and pedestrians. These are likely to have positive impacts on the local area
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The policy proposes a waterfront route for pedestrians and cyclists, proposes improved cycle and pedestrian crossing points, and requires improvements to the lock gates. In addition the policy supports delivery of the England Coastal Path. These proposals would have a positive impact on this objective, improving connections from Kingston Beach, through Lady Bee Marina and the North Canal Bank on to Fishersgate Recreation Ground and beyond. The policy now sets out specific requirements including creation and enhancement of open space and green infrastructure, ecological and landscaping improvements as part of the green corridor, incorporation of green infrastructure on new development such as green walls, as well as indicating where contributions will be sought to improve open space outside the area. Overall, the impacts of the policy on this objective are considered to be positive, direct, significant and will span all timescales.
7	Reduce the risk and levels of air and noise pollution.
+ / -	Although the Character Area is not situated directly within the Brighton & Hove AQMA or in either of the Shoreham AQMA's, it is located in close proximity to all three. Development of 4,000sqm new employment floorspace is likely to result in additional journeys to/from the area, which could impact on air quality, including on the quality of air in nearby locations which is currently poor. Road traffic is the main contributing factor to noise pollution in the area, however there may also be noise impacts resulting from new employment based development, although this appears to be separated from the existing residential development which would be sensitive to any noise impacts. The policy sets out specific requirements relating to the Transport Strategy which promote sustainable transport which would have positive effects on air quality. Overall, impacts are considered to be mixed and direct, and could be significant, given the proximity of the nearby AQMAs, all of which are on route to the Character Area. Impacts are likely to span all timescale but are not considered to be permanent in nature. The measures identified in the policy itself, policy SH5 Sustainable Travel and the Transport strategy, and SH7 Natural Environment, Biodiversity and Green Infrastructure will contribute to mitigating negative impacts.
8	Reduce pollution and the risk of pollution to land.
+	Existing and former land uses in the port operational areas are likely to have caused contamination to the land. Redevelopment will provide opportunities for the remediation of the land, in accordance with policy SH7 Natural Environment, Biodiversity and Green Infrastructure, which has specific requirements relating to contaminated land. Impacts are considered to be positive and indirect and could be significant. Impacts are considered to span all timescales and are likely to be permanent in nature.
9	Reduce pollution and the risk of pollution to water.
+ / -	Ground and surface water in the area could be polluted by contaminated land. Redevelopment will provide opportunities for remediation. However, there is also a risk that disturbing these contaminants may introduce further pollution to these waters. The policy now includes a specific requirement for SUDS, which is more related to flood prevention, but will also have positive impacts for this objective, as well as a requirement for pollution control measures to deal with surface water run-off where it discharges straight into a river. However, overall the impacts of considered to be mixed, direct and could be significant. Impacts are considered to span all timescales. The risk of adverse impacts is not considered to be permanent in nature. Mitigation will be provided by policies SH7 Natural Environment, Biodiversity and Green Infrastructure and SH6 Managing Flood Risk.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+ / -	The SFRA identifies much of the Southwick and Fishersgate area as being situated within flood zones 2 (medium probability) and 3a (high probability). The Flood Risk Management SPD indicates that with climate change, all of the Strategic Site Allocation 3 is at risk of tidal flooding. Therefore, new development in this area is considered to have a significant risk of flooding. Both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. It should also be noted that employment is a 'less vulnerable' use in relation to flood risk. Residential uses are not proposed on the site allocation. New development is also likely to be significantly more resilient to climate change and extreme weather events than existing buildings. The policy now includes specific requirements in relation to flood risk, including the requirement for a flood risk assessment, the requirement for development to be safe for its lifetime, and the need for

	appropriate SUDS. These requirements will assist with climate change adaptation. In addition, the policy requirements relating to open space and green infrastructure will also assist with climate change adaptation. Overall, impacts are considered to be mixed and direct. Impacts are considered to span all timescales, although are likely to become more significant in the long-term beyond the plan period due to climate change impacts. Measures identified in the policy, as well as SH7 Natural Environment, Biodiversity and Green Infrastructure Sustainable Buildings and SH6 Flood Risk will contribute towards mitigating negative impacts.
11	Improve health and wellbeing and reduce inequalities in health.
+	This objective is primarily addressed by other policies in the JAAP. However this appraisal notes that the provision of employment opportunities, improved quality and access to existing open space, including Fishersgate Recreation Ground and to other local connections, the provisions of a new waterfront route and leisure opportunities should help to bring about positive impacts, with all being linked to health. According to the IMD2015, the SOAs within this Character Area covering the Southwick and Fishersgate areas are both found within the 30% most deprived in the domain of "health". Any positive benefits arising from this policy could therefore help to reduce health-based deprivation. Overall, impacts are considered to be positive and indirect and are considered to span all timescales. Impacts are considered to be more permanent in nature.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	Improvements to Fishersgate Recreation Ground and the provision of a new waterfront route for pedestrians and cyclists are likely to increase usage of these facilities. This increases the opportunity for natural surveillance in these areas. Overall impacts are considered to be positive and indirect. Impacts are considered to span all timescales and be permanent in nature.
13	Promote sustainable transport and reduce the use of the private car.
+ / -	The policy now has strong links to the Transport Strategy and clearly sets out the transport measures that will be pursued in the area, including junction improvements, bus stop improvements, and improvements to pedestrian and cycle routes, including at the lock-gates crossing. In addition, delivery of the England Coastal Path will assist access to and through the area. However, new employment-based development, and re-development of existing sites in the area is likely to increase the number of journeys made in this area, particularly during peak hours. Overall the impact is considered to be mixed and direct. Impacts are considered to span all timescales and could become more significant in the long-term based on patterns of traffic growth increasing. Measures identified within the policy and the Transport strategy, as well as Policy SH5 Sustainable Travel will contribute to mitigating negative impacts.
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.
+	According to the IMD 2015, levels of overall deprivation within the two SOAs that are within the Character Area are within the 20% (Fishersgate area) and 30% (Southwick area) most deprived SOAs in the country. In the Education & Skills Domain, both SOAs are within the 20% most deprived. Although this objective is primarily addressed in other policies in the JAAP, this appraisal notes that new development will provide new jobs in the area and this will have positive impacts for this objective. In addition, any potential future district heating network could help address fuel poverty. Impacts are considered to be positive and indirect. Impacts are considered to span all timescales and will become more significant as and when development is delivered. There could be further scope for the policy to have greater positive impacts by encouraging developers to enter into training place agreements to secure training for local people, which could contribute towards addressing education and skills deprivation.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
	There is no quantum of housing associated with delivery of this policy. This objective is therefore addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	The policy includes public realm and street scene improvements, potential location for a youth sailing centre, enhancements to Fishersgate Recreation Ground and supporting and enhancing local community facilities. The delivery of various infrastructure will support delivery of vibrant communities. Impacts are considered to be positive, direct and will span all timescales.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+	Southwick Waterfront is designated as a strategic employment area. The provision of approximately 4,000m ² of new employment floorspace in this area is likely to have positive impacts, with new jobs being created as well as jobs in supporting ancillary (A) uses. The policy includes the reconfiguration of the Lady Bee Marina which will improve the marina facilities and possibly have economic benefits in terms of increased patronage. The policy now also includes the safeguarding of the port-operational areas for port related activities, which also has economic benefits. Jobs created in this location could help to reduce levels of local employment based deprivation. Improvements to the streetscape are also likely to improve the environment for businesses in the area. The policy sets out the requirements relating to flood infrastructure to ensure development in this location is safe for the lifetime of the development.

	Overall the impacts are considered to be positive, direct and significant. Impacts are considered to span all timescales and will be permanent in nature.
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>The SFRA identifies much of the Southwick & Fishersgate area as being situated within flood zones 2 (medium probability) and 3a (high probability). The Flood Risk Management SPD indicates that with climate change, all of the Strategic Site Allocation is at risk of tidal flooding. Therefore, new development in this area is considered to have a significant risk of flooding.</p> <p>Both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. It should also be noted that employment is a 'less vulnerable' use in relation to flood risk. Residential uses are not proposed in this area.</p> <p>The policy now includes specific requirements in relation to flood risk, including the requirement for a flood risk assessment, the requirement for development to be safe for its lifetime, and the need for appropriate SUDS. These requirements will assist with flood risk mitigation. In addition, the policy requirements relating to open space and green infrastructure will also assist with flood risk mitigation. Overall, impacts are considered to be mixed and direct. Impacts are considered to span all timescales, although are likely to become more significant in the long-term beyond the plan period due to climate change increasing the risk of flooding. Measures identified in the policy, as well as SH7 Natural Environment, Biodiversity and Green Infrastructure and SH6 Flood Risk will contribute towards mitigating negative impacts.</p>
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	The policy includes public realm improvements, enhancing Fishersgate Recreation Ground and supporting local community facilities. In addition, the policy includes various transport interventions such as improved waterfront access road, improved junction, bus stop improvements, and improved pedestrian and cycle crossings and routes, as well as supporting delivery of the England Coastal Path. All of these will have positive impacts. Impacts are considered to be positive and direct, will span all timescales and will be permanent in nature.
20	Create places, spaces and buildings that work well, wear well and look good.
+	The redevelopment of Lady Bee Marina, the creation of a new waterfront route, public realm improvements, the improvement of local housing estates, the enhancement of Fishersgate Recreation Ground, and the integration of various types of green infrastructure including green walls, green roofs as part of the green corridor are likely to have positive impacts on this objective. Impacts are considered to span all timescales and be permanent in nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
	The appraisal has noted (under Objective 14) that education and skills based deprivation is relatively high in the SOA that cover the Character Area, and there could be potential for the JAAP to help address skills levels this in this policy. See recommendation.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
+ / -	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that an increase in development is likely to lead to an increase in the production of waste both during the construction phase and during the lifetime of the buildings. However, there may be opportunities to minimise waste and increase the recycling and reuse of materials. As such there are likely to be mixed positive and negative impacts in relation to this objective. Impacts are considered to be indirect and will depend on delivery of development. Mitigation will be provided by Policy SH7 Natural Environment, Biodiversity and Green Infrastructure.

Policy SH15: Harbour Mouth

Previous Policy Name:

Policy JAAP 10: Harbour Mouth

SA Recommendation (Draft JAAP February 2014)

- It is recommended that the policy include reference to improved access between the car park at Shoreham Fort and Shoreham Beach.

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Character area proposals map updated
- Slight change in Area Priorities from “restoration of Shoreham Fort” to “conservation of Shoreham Fort”
- New Area Priority added regarding exploring options for future use of Albion Street Lorry Park
- New Area Priority added regarding supporting Adur Homes to explore options for development of some housing sites
- New supporting text added regarding biodiversity at Silver Sands beach
- New supporting text added regarding plans to improve public realm of the car park area at Shoreham Fort
- New development opportunities listed in the supporting text including options for the lorry park, redevelopment of older properties on Albion Street and exploring options to integrate the waterfront route with the village green
- Policy SH15 (2) – deletion of text that referred to restoring and replacing original barrack block; replaced by text which supports the conservation of the Fort
- Policy SH15 (2) – new clause regarding exploring the potential to provide a visitor centre/café
- Policy SH15 (3) – new clause regarding protection of the Shoreham Beach Local Nature Reserve
- Policy SH15 (5) – new clause regarding extension of the green corridor
- Policy SH15 (6) – new requirements regarding support for Adur Homes to maximise use of housing sites
- Policy SH15 (7) – new requirements regarding exploring options for alternative uses on the lorry park
- Policy SH15 (8) – new requirements regarding exploring options to deliver eastern extent of the waterfront route

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		
		+	+	+	+					+	+	+ / -		+		+		+	+				
Conclusion																							
<table border="1"> <tr> <td style="background-color: #008000; color: white; text-align: center; vertical-align: middle;">+</td> <td>This policy scores positively in relation to 9 of the 22 sustainability objectives. These include Improvements to historic assets, protection of biodiversity, improved open space and public realm, health, reduced crime, and economic development. There is also some potential for positive impacts on improving land use efficiency and housing delivery due to the potential redevelopment of certain sites within the Character Area. There is potential for mixed impacts in relation to sustainable transport as car park improvements could encourage the use of the private car.</td> </tr> </table>																						+	This policy scores positively in relation to 9 of the 22 sustainability objectives. These include Improvements to historic assets, protection of biodiversity, improved open space and public realm, health, reduced crime, and economic development. There is also some potential for positive impacts on improving land use efficiency and housing delivery due to the potential redevelopment of certain sites within the Character Area. There is potential for mixed impacts in relation to sustainable transport as car park improvements could encourage the use of the private car.
+	This policy scores positively in relation to 9 of the 22 sustainability objectives. These include Improvements to historic assets, protection of biodiversity, improved open space and public realm, health, reduced crime, and economic development. There is also some potential for positive impacts on improving land use efficiency and housing delivery due to the potential redevelopment of certain sites within the Character Area. There is potential for mixed impacts in relation to sustainable transport as car park improvements could encourage the use of the private car.																						
Recommendation																							
No recommended changes																							

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
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	This objective is addressed by other policies in the JAAP.
2	Encourage the sustainable use of water.
	This objective is addressed by other policies in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	This objective is mainly addressed by other policies in the JAAP. However the policy supports Adur Homes who are considering redeveloping some of its housing sites which could increase land use efficiency and have a positive impact on this objective. In addition, finding an alternative use for the lorry park could increase the land use efficiency of the site. However impacts will be dependent on these coming forward.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	The Harbour Mouth Character Area includes part of the Shoreham Beach LNR and SNCI. This is an area of vegetated shingle which is an important and rare habitat for a number of species. The policy now includes a requirement to protect the LNR/SNCI as well as promote opportunities for interpretation. In addition, the policy promotes planting along the Albion Street/Brighton Road, which could have benefits for biodiversity. Overall the impacts are considered to be positive and direct and will span all timescales.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
+	The Harbour Mouth includes the Grade II listed Kingston Buci Lighthouse and Shoreham Fort; a Scheduled Monument. The policy proposes improvements to the Kingston Beach area. The policy no longer proposes the restoration of Shoreham Fort and now proposes the conservation of the Fort. It is understood that this is because of financial viability. This is not considered to have a significant impact on the score, although will have an impact on the Fort itself. The policy also includes improved public realm, parking and access for both areas are also included. Impacts are considered to be positive, direct and significant, will span all timescales and be permanent in nature.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The Harbour Mouth area includes the open spaces of Kingston Beach Village Green, Shoreham Fort and the easternmost part of Shoreham Beach. The policy includes protection and improvements to these areas which will have positive impacts. The policy also includes exploring options to ensure the waterfront route is delivered which should increase access. In addition, the policy includes the promotion of planting as part of the green corridor, which will also have positive impacts. Impacts are considered to be positive, direct, will span all timescale and will be permanent in nature.
7	Reduce the risk and levels of air and noise pollution.
	This objective is addressed by other policies in the JAAP.
8	Reduce pollution and the risk of pollution to land.
	This objective is addressed by other policies in the JAAP.
9	Reduce pollution and the risk of pollution to water.
	This objective is addressed by other policies in the JAAP.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
	This objective is addressed by other policies in the JAAP.
11	Improve health and wellbeing and reduce inequalities in health.
+	Improvements to Kingston Beach and improved connections with other areas are likely to encourage greater use of this open space and may encourage greater use of the route for walking and cycling. These are likely to have positive impacts. Impacts are considered to be indirect and will span all timescales.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	Improvements to the Kingston Beach and Shoreham Fort areas are likely to encourage greater footfall through the area. This would increase the opportunities for natural surveillance. This is likely to have a positive impact. Impacts are considered to be indirect and will span all timescales
13	Promote sustainable transport and reduce the use of the private car.
+ / -	There are likely to be mixed impacts in relation to this objective. Whilst the policy promotes improved way-finding connections to the footbridge, it also supports improved car parking facilities at both Kingston Beach and Shoreham Fort. This might encourage increased car usage to visit these sites.
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.
	This objective is addressed by other policies in the JAAP.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.

+	This objective is mainly addressed by other policies in the JAAP. However it is recognised that the policy supports Adur Homes to maximise the use of its sites including redevelopment. This could increase housing provision in the area and have positive impacts.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
	This objective is addressed by other policies in the JAAP.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+	The policy safeguards existing port uses which will support this objective. In addition, the policy supports the potential for a new café/visitor centre around the Shoreham Fort, which could have economic benefits. Impacts are considered to be positive, direct, span all timescales and be permanent in nature.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
	This objective is addressed by other policies in the JAAP.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
	This objective is addressed by other policies in the JAAP.
20	Create places, spaces and buildings that work well, wear well and look good.
+	Improvements to the Kingston Beach and Shoreham Fort areas are likely to have a positive impact. In addition, street planting and green infrastructure will also have a positive impact. Impacts are considered to be direct and will span all timescales.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
	This objective is addressed by other policies in the JAAP.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
	This objective is addressed by other policies in the JAAP.

Policy SH16: Western Harbour Arm

Previous Policy Name:

Policy JAAP 11: Western Harbour Arm (SS4)

Policy JAAP 12: Western Harbour Arm (SS4) – Transport

SA Recommendation (Draft JAAP February 2014)

- It is recommended that the policy be amended to require a setback along Brighton Road to prevent a canyoning effect.
- It is recommended that the policy be amended to reflect the Area Priority of delivering an exemplar sustainable development.

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Character area proposals map updated
- Strategic Site Allocation renamed to Western Harbour Arm Riverside
- New references regarding use classes added to Area Priorities
- New reference regarding intensifying land use added to Area Priorities
- More detail added regarding the specific junctions/roads to improve to Area Priorities
- New reference regarding noise and air quality impacts to Area Priorities
- New reference to support delivery of England Coastal Path added to Area Priorities
- Additional supporting text to Flood Risk Management section regarding flood resistance, resilience and SUDS
- Additional support text added to Green Infrastructure section regarding green infrastructure, open space and biodiversity
- Amended supporting text regarding waterfront route: reference to route operating as a street removed and reference to bus route removed
- New supporting text in relation to waterfront features and facilities
- New supporting text in relation to social and community infrastructure including schools, libraries and health provision
- New supporting text added regarding the England Coastal Path
- Additional supporting text regarding development form and typology; new supporting text regarding housing mix
- Policy SH16 (1) – new clause designating strategic site allocation Western Harbour Arm Riverside
- Policy SH16 (2) – quantum of development increased to a minimum of 1,100 homes and 12,000sqm employment floorspace
- Text deleted referring to quantum anticipated to be delivered on the north side Brighton Road beyond the plan period
- Policy SH16 (5) – new clause added regarding minimum residential densities to be achieved and residential mix
- Policy SH16 (6) – new clause regarding building height and potential for taller buildings
- Policy SH16 (8) – further detail added regarding links and junctions that need townscape enhancement
- Policy SH16 (9) – new clause safeguarding a setback from the waterfront to accommodate pedestrian/cycle route;
- Policy SH16 (10) – new clause requiring development to be set back from the A259 to prevent a canyoning effect
- Policy SH16.1 (1-14) – section on Flood Risk Management extended and updated including requirements regarding contamination
- Policy SH16.2 (1-3) – new section on sustainable building including low/zero carbon and decentralised energy networks
- Policy SH16.3 (1-6) – new section on green infrastructure and open space
- Policy SH16.4 (1-3) – updated section on the marine environment, with references to incorporating ecological enhancements and compensatory habitats
- Policy SH16.5 (1-2) – updated section on transport; additional reference to Transport Strategy, and critical interventions/measures required

Summary Appraisal

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+/-	+ / -	+	+	+	+	+ / -	+	+	+ / -	+ / -	+	+ / -	+	+	+	+ / -	+ / -	+	+	?	+ / -
Conclusion																					
<p>The policy scores positively in relation to 13 of the 22 sustainability objectives. Positive impacts include land-use efficiency, biodiversity, the built environment, open space, opportunities to reduce land and water pollution, reduced crime and deprivation, provision of housing, access and urban design. The policies have a mixed score in relation to 8 of the 22 sustainability objectives. These include objectives relating to energy consumption, water consumption, air quality, climate change adaptation, flood risk, employment, sustainable transport, air pollution and health, as although the policy has various measures that will result in positive impacts for these objectives, there is some potential for conflict with adverse impacts likely to result from development or due to the nature of the location. These matters are addressed in either in the policy itself or through other policies in the JAAP. It is considered that these impacts can be mitigated, and will need to be addressed through Development Management processes.</p>																					
Recommendation																					
<p>There could be further scope for the policy to have a greater positive impact on objective 14 (deprivation) and a positive impact on objective 21 (education & skills) by encouraging developers to enter into training place agreements to secure training for local people. This could contribute towards addressing education and skills deprivation. This could form a requirement in the policy itself, or through an overarching requirement in Policy SH3 Economy and Employment.</p>																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
+/-	<p>The policy includes development of a minimum 1,100 residential units and 12,000sqm new employment floorspace. Any new development is likely to lead to increased energy consumption, although re-development presents the opportunity improve the energy efficiency of existing buildings. The policy now includes a requirement for development to incorporate low/zero carbon energy technologies and consider future heat network connections which impacts positively on this objective and could mitigate adverse impacts.</p> <p>One of the Area Priorities is to facilitate the delivery of an exemplar sustainable, mixed-use residential area. The Draft SA 2014 recommended that the policy refer to exemplar sustainable development, however the policy does not refer to this specifically and requirements for this Character Area do not appear to be any greater than those for other Character Areas.</p> <p>Overall, the impacts of the policy on this objective are considered to be mixed, direct and significant. The positive impacts resulting from energy infrastructure are considered to span various timescales and be of a permanent nature. Mitigation would be provided by policy SH1 Climate Change, Energy & Sustainable Buildings as well as through the policy itself.</p>
2	Encourage the sustainable use of water.
+ / -	<p>The policy includes development of a minimum 1,100 residential units and 12,000sqm new employment floorspace. Any new development is likely to lead to increased water consumption, making further demands on the heavily exploited Brighton Chalk Aquifer, although also present the opportunity to improve the efficiency and sustainability of water consumption. The policy now includes a specific requirement for SUDS, which impacts positively on this objective. Overall, the impacts of the policy on this objective are considered to be mixed, direct and significant. The positive impacts resulting from SUDS infrastructure are considered to span various timescales and be of a permanent nature. Mitigation would be provided by policy SH1 Climate Change, Energy & Sustainable Buildings which requires new residential and commercial development to meet various standards relating to water efficiency.</p>
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
+	<p>The Western Harbour Arm is located on previously developed land and includes a number of under-used and vacant sites. The policy states that the Partnership will work with developers to deliver a minimum of 1,100 new homes and 12,000m² of new employment floorspace as well as incorporating active uses along the waterfront. This is likely to improve the efficiency of land use in these areas. In addition, the policy supports increasing land use efficiency through delivery of taller buildings in certain locations. Impacts are considered to be positive, direct and significant. Impacts are likely to span all timescales and be permanent in nature.</p>
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
+	<p>The Western Harbour Arm is adjacent to the Adur Estuary SSSI (an area of inter-tidal mudflats which is an important habitat for a range of species, such as wading</p>

	birds) and is within the Natural England Impact Risk Zone. It is also close to Shoreham Beach LNR and SNCI (an area of vegetated shingle which is an important and rare habitat for a number of species). Both sites are potentially vulnerable to disturbance and it is, therefore, important that development take account of the impacts on these sites. The policy has various requirements that should be beneficial for biodiversity, including the creation of open space and green infrastructure, ecological and landscaping improvements, incorporation of green roofs and green walls and biodiverse SUDS features along the waterfront route. The policy also requires ecological enhancements to the marine/estuarine environment, where appropriate. Overall, the impacts of this policy are considered to be positive and direct. Impacts are considered to span all timescales.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
+	Parts of the area are characterised by poor quality buildings and an unattractive streetscape. However the Western Harbour Arm also includes parts of the Shoreham-by Sea Conservation Area. The policy has various requirements that should ensure new development has a positive impact on the local streetscape such as townscape improvements around key junctions, and requirements relating to building heights in certain areas. In addition, the policy protects views of St Mary de Haura Church. It also prohibits development from prejudicing future development to the north of Brighton Road (A259). The high-quality waterfront route will also contribute to achieving this objective. Overall, impacts are considered to be positive, direct and significant, will span all timescale and be permanent in nature.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	The policy requires new development to provide high quality, multi-functional public open space in accordance with local standards in the Adur Local Plan. The policy requires the provision of a new waterfront route, including active uses such as parks and squares, and which will also improve connections between open spaces. In addition, delivery of the England Coastal Path will assist access to and through the area. The policy includes a new section on green infrastructure and open space which includes ecological and landscape improvements along the waterfront and A259 to extend the green corridor, requires development to incorporate green roofs and green walls, and requires SUDS features along the waterfront route incorporating vegetation. The policy now has clear requirements if open space requirements cannot be met, including improvements to existing open spaces. Overall, impacts are considered to be positive, direct and significant, will span all timescales and be permanent in nature.
7	Reduce the risk and levels of air and noise pollution.
+ / -	Parts of the Western Harbour Arm fall within the Shoreham High Street AQMA. Road traffic is the principal cause of air pollution in the area, especially along Brighton Road (A259). Residential development is likely to generate less air pollution than industrial uses. However, it is also likely to increase the number of journeys made in the area and levels of congestion, particularly during peak hours. This is likely to have a negative impact, although the measures outlined in the policy should encourage some shift to less polluting forms of travel. There may also be impacts on adjacent areas that already suffer from poor air quality and do not have the capacity to change. Road traffic is also the main contributing 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, particularly during the earlier part of the plan period prior to relocation of these uses. Relocation of industrial uses may reduce air and noise pollution related to HGV movements in this area. However these movements may be displaced to other areas of the harbour. Both air quality and noise issues can be exacerbated by a canyoning effect. The Draft SA 2014 recommended that the policy be amended to require a setback along Brighton Road to prevent this effect. This amendment has been made. This will contribute towards mitigating any negative impacts on air quality and noise. Overall, impacts are considered to be mixed and direct, and could be significant, given the proximity of the nearby AQMAs. Impacts are likely to span all timescales but are not considered to be permanent in nature. The measures identified in the policy itself, Policy SH5 Sustainable Travel and SH7 Natural Environment, Biodiversity & Green Infrastructure will contribute to mitigating negative impacts.
8	Reduce pollution and the risk of pollution to land.
+	Existing and former land uses in the Western Harbour Arm are likely to have caused contamination to the land. Redevelopment will provide opportunities for remediation of the land. The impacts of the policy on this objective are considered to be positive, indirect and could be significant, due to the likely contamination issues. Impacts are considered to span various timescales.
9	Reduce pollution and the risk of pollution to water.
+	Groundwater and surface water in and around the Western Harbour Arm could be polluted by contaminated land. Whilst remediation of contaminated land as part of redevelopment offers the opportunity to reduce this pollution, there is also a risk that disturbing these contaminants may introduce further pollution to these waters. The policy now includes a requirement which should ensure that any piling that takes place will not result in contamination of groundwater or migration off-site. In addition,

	<p>the policy also now includes the requirement for SUDS to be included in development and pollution control measures to deal with surface water. Both of these measures are considered to have positive impacts on this objective.</p> <p>The SFRA shows that some parts of the area are at significant risk of flooding. This can result in pollution to water, however the policy now includes requirements relating to flood risk as set out in the Flood Risk Management SPD, including land-raising and new defences which should reduce flood risk.</p> <p>Overall, the impacts are now considered to be positive, direct and significant, and will span all timescales.</p>
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
+ / -	<p>The SFRA identifies much of the Western Harbour Arm area as being situated within flood zones 2 (medium probability) and 3a (high probability), with many sites currently being at risk of flooding. The Flood Risk Management SPD indicates that with climate change, almost all of Strategic Site Allocation 4 will be at risk of tidal flooding. Therefore, new development in this area is considered to have a significant risk of flooding both currently and in the future. Both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area.</p> <p>The provision of a comprehensive flood defence solution is one of the Area Priorities. The policy now also includes various additional requirements relating to flood risk management as set out in the Flood Risk SPD. This includes, for example, the requirement for delivery of defences and/or land raising, the requirement for non-residential development to be safe for its lifetime, the requirement of an 8 metre set-back. In addition, previous requirements relating to residential protection are still required, such as heights of defences and finished floor levels.</p> <p>The measures required in the policy should mitigate the negative impacts of building in this area and reduce flood risk. In addition, the policy requirements relating to open space and green infrastructure will also assist with climate change adaptation and new development is also likely to be significantly more resilient to climate change and extreme weather events than existing buildings.</p> <p>Overall, impacts are considered to be mixed and direct. Impacts are considered to span all timescales, although are likely to become more significant in the long-term beyond the plan period due to climate change impacts. Measures identified in the policy, as well as SH7 Natural Environment, Biodiversity & Green Infrastructure and SH6 Flood Risk will contribute towards mitigating negative impacts.</p>
11	Improve health and wellbeing and reduce inequalities in health.
+ / -	<p>The appraisal notes that the provision of housing, employment opportunities, improved quality and access to existing open space and to other local connections and leisure opportunities should help to bring about a positive impacts, with all being wider determinants of health and wellbeing. Improvements in cycle and pedestrian facilities would increase the opportunity for exercise. Measures to encourage the use of alternatives to the car could have a significant impact on reducing air and noise pollution. This would improve health and wellbeing for residents.</p> <p>However, air quality 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 on health. This is reflected in the mixed score. This will be dependent on where and how sensitive development is situated and could be mitigated through careful design. However there may also be impacts on adjacent areas that already suffer from poor air quality and that do not have the capacity to change. Both air quality and noise issues can be exacerbated by a canyoning effect. The Draft SA recommended that the policy be amended to require a setback along Brighton Road to prevent this effect and this amendment was made. This will help to mitigate any negative impacts on air quality and noise.</p> <p>According to the IMD2015, the two SOAs within this Character Area, which includes the Shoreham Town Centre area, are within the 30% and 40% most deprived in the domain of "health". Any positive benefits arising from this policy could therefore help to reduce health-based deprivation. It is noted that the Shoreham Town Centre is also within the most 20% deprived "Living Environment" domain, likely to be partly attributable to air quality. Overall, impacts are considered to be mixed and indirect and are considered to span all timescales. Positive impacts associated with meeting the wider determinants of health are considered to be more permanent in nature, and adverse air quality impacts are considered to be less permanent. Measures identified within the policy and the Transport strategy, as well as Policy SH7 Natural Environment, Biodiversity & Green Infrastructure and Policy SH5 Sustainable Travel will contribute to mitigating negative impacts.</p>
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that improvements to sustainable transport, improvements to the streetscape and public realm, and improvements to key gateway routes all have potential to bring about positive impacts.
13	Promote sustainable transport and reduce the use of the private car.
+ / -	<p>The policy has strong links to the Transport Strategy and clearly sets out the transport measures that will be pursued in the area, including for example junction improvements, access improvements, new pedestrian/cyclist waterfront route and bus stop improvements. In addition, delivery of the England Coastal Path will assist access to and through the area. However, new residential and employment-based development at the amount set out in the policy is likely to increase the number of journeys made in and to this area, particularly during peak hours.</p> <p>Overall the impact is considered to be mixed and direct. Impacts are considered to span all timescales and could become more significant in the long-term based on</p>

	patterns of traffic growth increasing. Measures identified within the policy and the Transport strategy, as well as Policy SH5 Sustainable Travel will contribute to mitigating negative impacts.
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.
+	According to the IMD 2015, levels of overall deprivation within the two SOAs that are within the Character Area are within the 30% and 40% most deprived SOAs in the country. In the Education & Skills Domain, the area to the east of the town centre is within the 20% most deprived. Although this objective is primarily addressed in other policies in the JAAP, this appraisal notes that new development may provide new jobs in the area and this will have positive impacts for this objective. In addition, any potential future district heating network could help address fuel poverty. Impacts are considered to be positive and indirect. Impacts are considered to span all timescales and will become more significant as and when development is delivered. There could be further scope for the policy to have greater positive impacts by encouraging developers to enter into training place agreements to secure training for local people, which could contribute towards addressing education and skills deprivation where this is an issue.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
+	The provision of a minimum 1,100 new homes will have positive impacts on this objective. Affordable housing is addressed by other policies in the JAAP. Impacts are considered to be positive and direct, and be permanent in nature. Delivery of 1,100 homes in this area will make a significant impact towards this objective and will be permanent in nature.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	This objective is addressed by other policies in the JAAP. However this appraisal notes that the provision of new residential development at the Western Harbour Arm will provide the opportunity to create and sustain a vibrant community. The delivery of various infrastructure, including green infrastructure and flood related infrastructure will also support delivery of vibrant communities. Impacts are considered to be positive and indirect. Impacts are considered to span all timescales.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
+ / -	The provision of 12,000m ² of new employment floorspace is likely to have positive impacts. New jobs will be created, and the improvements to the streetscape are likely to improve the environment for businesses in the area. However, the release of some sites for residential uses will reduce the amount of employment land in the area. The SA notes that the supporting text recognises that the release of sites is a long term process and that the partnership will ensure that local business and jobs are retained in the area. It is also recognised that the release of sites and relocation of businesses to other areas within the harbour area to free up the prominent waterfront location forms part of the overall JAAP strategy. Residential uses are also more sensitive to noise and air quality issues and this may limit the activities of businesses in the area. Infrastructure is addressed by other policies in the JAAP. Impacts are considered to be significant and more negative in the short term but becoming more positive in the long term. Impacts are considered permanent in nature.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+ / -	The SFRA identifies much of the Western Harbour Arm area as being situated within flood zones 2 (medium probability) and 3a (high probability), with many sites currently being at risk of flooding. The Flood Risk Management SPD indicates that with climate change, almost all of Strategic Site Allocation 4 will be at risk of tidal flooding. Therefore, new development in this area is considered to have a significant risk of flooding both currently and in the future. Both Adur and Brighton & Hove are constrained by the sea to the south and the South Downs to the north. Therefore it is not possible to avoid flood risk entirely whilst trying to meet the development needs of the area. The provision of a comprehensive flood defence solution is one of the Area Priorities. The policy now also includes various additional requirements relating to flood risk management as set out in the Flood Risk SPD. This includes the requirement for delivery of defences and/or land raising, the requirement for non-residential development to be safe for its lifetime, the requirement of an 8 metre set-back. In addition, previous requirements relating to residential protection are still required, such as heights of defences and finished floor levels. The measures required in the policy should mitigate the negative impacts of building in this area and reduce flood risk. In addition, the policy requirements relating to open space, green infrastructure and SUDS will also assist with flood risk mitigation. Overall, impacts are considered to be mixed and direct. Impacts are considered to span all timescales, although are likely to become more significant in the long-term beyond the plan period due to climate change impacts. Measures identified in the policy, as well as SH1 Climate Change, Energy & Sustainable Buildings and SH6 Flood Risk will contribute towards mitigating negative impacts.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	The policy includes public realm improvements, the provision of a waterfront route, additional moorings and the provision of active uses such as play areas and cafés along the waterfront. In addition, the policy includes various transport interventions such as improved waterfront access road, improved junction, bus stop

	improvements, and improved pedestrian and cycle crossings and routes. All of these will have positive impacts. Impacts are considered to be positive and direct, will span all timescales and will be permanent in nature.
20	Create places, spaces and buildings that work well, wear well and look good.
+	New development is likely to improve the quality of the built environment in this area. Additionally, the provision of an active waterfront route, public realm improvements and new public open spaces and the integration of various types of green infrastructure including green walls, green roofs as part of the green corridor are likely to have positive impacts. Impacts are considered to be direct, span all timescales and be permanent in nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
?	The development of 1,100 new homes in the Western Arm area will require the provision of education facilities, including a primary school. At this stage it is not certain whether such facilities will be located on or off site, and whether this will be through a new school or through an expansion to an existing school. However the supporting text refers to this need. In addition, the appraisal has noted that education and skills based deprivation is within the most 20% deprived in one of the SOAs, and there could be potential for the JAAP to help address this in this policy. See recommendation.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
+ / -	Although this objective is primarily addressed by other policies in the JAAP, this appraisal notes that an increase in development is likely to lead to an increase in the production of waste both during the construction phase and during the lifetime of the buildings. However, there may be opportunities to minimise waste and increase the recycling and reuse of materials. As such there are likely to be mixed positive and negative impacts in relation to this objective. Mitigation is provided by policy SH7 Natural Environment, Biodiversity and Green Infrastructure.

Policy SH17: Infrastructure Requirements

Previous Policy Name:

Policy JAAP 32: Infrastructure requirements

SA Recommendation (Draft JAAP February 2014)

- No recommended changes

Summary of amendments (between draft JAAP 2014 and draft JAAP 2016 stages):

- Policy name changed

Summary Appraisal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
				+	+					+	+	+	+		+		+	+	+	+	
Conclusion																					
+	Overall this policy scores positively in relation to many of the objectives that relate to the provision of infrastructure, including maintaining local distinctiveness, open space, health, crime reduction, sustainable transport, poverty reduction, creating vibrant communities, flood risk, access, urban design and education.																				
Recommendation																					
No recommended changes.																					

Full Appraisal

1	Increase energy efficiency; encourage the use of renewable energy sources; increase the uptake of passive design measures; encourage use of established standards for new and existing development.
0	This objective is addressed by other policies in the JAAP.
2	Encourage the sustainable use of water.
0	This objective is addressed by other policies in the JAAP.
3	Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
0	This objective is addressed by other policies in the JAAP.
4	Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
0	This objective is addressed by other policies in the JAAP.
5	Maintain local distinctiveness; protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
+	Developer contributions will enable the provision of new areas of high quality public open space. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
6	Protect, enhance, and improve the accessibility of public open space and green infrastructure.
+	Infrastructure provision, or developer contributions will enable the provision of new areas of high quality public open space. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.

7	Reduce the risk and levels of air and noise pollution.
0	This objective is addressed by other policies in the JAAP.
8	Reduce pollution and the risk of pollution to land.
0	This objective is addressed by other policies in the JAAP.
9	Reduce pollution and the risk of pollution to water.
0	This objective is addressed by other policies in the JAAP.
10	Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
0	This objective is addressed by other policies in the JAAP.
11	Improve health and wellbeing and reduce inequalities in health.
+	Infrastructure provision, or developer contributions towards infrastructure should enable the provision of social and community facilities, including healthcare. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
12	Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
+	Developer contributions will enable the provision of social and community facilities which may help to reduce crime and antisocial behaviour. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
13	Promote sustainable transport and reduce the use of the private car.
+	Infrastructure provision, or developer contributions towards infrastructure will enable the provision of transport infrastructure, including highways improvements, public transport and waterfront routes for pedestrians and cyclists. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
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.
+	Infrastructure provision, or developer contributions will enable the provision of social and community facilities which may help to tackle social exclusion and inequalities. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
15	Meet the need for housing, including affordable housing, and ensure that all groups have access to decent and appropriate housing.
0	This objective is addressed by other policies in the JAAP.
16	Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
+	Infrastructure provision or developer contributions will enable the provision of social and community facilities which may encourage more vibrant communities. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
17	Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy.
0	This objective is addressed by other policies in the JAAP.
18	Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
+	Infrastructure provision, or developer contributions will enable the provision of flood defences which would support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
19	Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
+	Infrastructure provision, or developer contributions will enable the provision of social and community facilities and improved transport infrastructure. These would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
20	Create places, spaces and buildings that work well, wear well and look good.
+	Infrastructure provision, or developer contributions will enable the provision of new areas of high quality public open space. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
21	Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
+	Infrastructure provision, or developer contributions will enable the provision of social and community facilities, including education. This would be likely to support this objective. Impacts are positive and direct and will span all timescales and be permanent in nature.
22	Reduce waste generation and increase material efficiency and re-use of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.
0	This objective is addressed by other policies in the JAAP.

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