

Sustainability Appraisal of the Coastal West Sussex and Greater Brighton Local Strategic Statement



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Sustainability Appraisal of the Local Strategic Statement for Coastal West Sussex, Brighton and Hove

Non-Technical Summary

The Local Strategic Statement (LSS) for Coastal West Sussex, Brighton and Hove has been established by the Local Planning Authorities (LPA's) in the coastal Sussex, Strategic Planning Board area (SPBa); see attached map. It sets out the vision, objectives, priorities and the critical keys to implement both matters that are larger than local and those that are pertinent to the individual and cumulative success of the SPBa's localities.

The LSS relies on both the existing and emerging Development Plan Documents, the evolving Investment Delivery Framework and the Investment Delivery Plans of individual authorities. As such this Sustainability Appraisal is undertaken at a high level with finer detail being more appropriately assessed at LPA level. This Sustainability Appraisal has been carried out to assess the LSS due to the inclusion of the strategic priorities and their related social, economic and social impacts. This approach reflects the requirements set out in law. (Footnote: In 2001 the European Directive referred to as the Strategic Environmental Assessment Directive came into being. This was transposed into British law with the Environmental Assessment of Plans and Programmes Regulations in 2004.)

The LSS sets a strategic direction for the sub-region and provides for cohesion, co-operation and continuous involvement on cross boundary matters for the Local Planning Authorities and the relevant bodies under the Duty to Co-operate (Footnote Localism Act 2011).

To meet the requirements of the legislation the following is contained within this report. For ease of reference, the right hand column in the table below identifies how this document complies with law.

Requirements	Where to find in this document
a) an outline of the contents, main objectives of the plans or programme and relationship with other relevant plans and programmes	Introduction and Central Vision of LSS sections of this report (above)
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Within Appraisal section
c) the environmental characteristics of areas likely to be affected by the plan or programme	Within Appraisal section
d) any existing environmental problems which are relevant to the	Appraisal section

<p>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/EC</p>	
<p>e) the environmental protection objectives, established at International, Community or Member State 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</p>	<p>Other Supporting Plans and Appraisal section of this report</p> <p>There is also a specific strategic objective covering Managing Environmental Assets and Natural Resources</p>
<p>f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, flora, fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors</p>	<p>The Appraisal section of this report</p>
<p>g) 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</p>	<p>Monitoring section of this report</p>
<p>h) 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</p>	<p>Alternatives section of this report</p>
<p>i) a description of the measures envisaged concerning monitoring in accordance with Article 10</p>	<p>Monitoring section of this report and associated DIF document</p>
<p>j) a non-technical summary of the information provided under the above headings</p>	<p>Beginning of this report</p>

This document sets out both where the environmental impact has been assessed and will be intended to be assessed throughout the plan making processes. It will also highlight areas where there are current information gaps.

The Local Planning Authorities in the SPBa are constituted as the Coastal West Sussex Strategic Planning Board. Each of the LPA's are at different stages in the production of their planning policy documents. The specific appraisals of these documents will assess the finer impact on the environment. This SA considers the overall direction the LSS.

Though not directly an alternative in terms of specific locations, the Housing Study (Duty to Co-operate), August 2013 that has informed the LSS, considered and discussed the constraints across the sub-region and specifically in terms of housing delivery.

It concluded that the general capacities of Arun, Chichester and Lewes Districts were greater than other parts of the sub region due to slightly less environmental constraints. However in these areas, infrastructure provision along with a lack of development capacity and in some instances sensitive landscapes were issues that constrain the actual level of development that can be accommodated.

Many of the strategic infrastructure constraints in the sub-region have remained consistent with those identified and tested through production of the South East Plan. Particular areas where this is the case is in terms of the transport network with both the A27 capacity, the Chichester Bypass, Arundel and Worthing, along with the A259. In addition there are some capacity issues on local roads and notably wastewater treatment capacities in Arun and Chichester.

As part of the SPBa, the Coastal West Sussex Development and Infrastructure Group appointed the consultants GVA, to give advice on establishing a Delivery & Investment Framework. This advice offers alternatives for the achievement of the growth in housing, employment and infrastructure as identified. This is an important aspect of the consideration of alternatives for the requirements of the SEA Directive.

The combination of this and the Housing (Duty to Co-operate) cover the expected environmental impacts that would affect the sub-region and also the social and economic aspects as well.

The documents discussed in this section are those that are also of reference or significance, as they are vehicles by which identified aims of the LSS can be tied in terms of implementation.

The following appraisal form has been designed to signpost where each authority document meets the requirements of the Directive in regards to the LSS. The appraisal pulls together the work carried out by the Local Authorities and sets this against Strategic Objectives and Spatial Priority of the LSS as relevant to the individual authority.

The implementation progress towards the overall aims and objectives of the LSS will be monitored by the Strategic Planning Board.

In addition to the monitoring set out as part of ensuring the success of the LSS it is recommended that some aspects are included to ensure that all possible negative impacts to the environment are minimised and mitigated as far as possible. Furthermore this document and the recommendations in terms of monitoring are a point in a wider process that is on-going to record the outcomes and actual impacts.

There were no significant additional points added during the consultation and so no significant changes made to the document. However during the discussion on agreeing the LSS to be adopted at the Partnership level, Lewes was invited to be full Members rather than observers. As such some aspects were altered, which has been reflected in this SA. Overall as this has considered the evidence, in terms of capacities, it has not resulted in any further recommendations but rather in emphasising some issues.

Introduction

1. The Local Strategic Statement (LSS) for Coastal West Sussex, Brighton and Hove sets out a number of key priorities that are common across all the authorities. The exact implementation of the aims and objectives will be contained within the planning documents and other strategies produced by the Local Planning Authorities. The LSS has a broad framework for land use and although at a high level it is considered appropriate by the Strategic Planning Board that a Sustainability Appraisal of the LSS should be carried out. This approach reflects the requirements set out in law for the impact to the environment, as well as the social and economic impacts to be taken into account.

Central vision of the LSS

2. The LSS sets out an overall vision for the sub-region as:
 - “By 2031 Coastal West Sussex will be a place:
 - where businesses will want to locate and grow, with a thriving economy supporting a wide range of employment opportunities and high quality, commercially viable sites;
 - which offers a choice of housing to meet the changing needs of the population, with access to a decent home for everyone;
 - which is easy to travel around, with excellent transport links both around CWS and to major destinations in the wider South East;
 - where high quality digital communication plays a key role in supporting the way we live and do business;
 - where residents, businesses and visitors continue to benefit from CWS’s high quality natural environment; and
 - where each town continues to play a different role with its distinctive character, opportunities and ‘sense of place’.”

Background

3. In 2001 the European Directive referred to as the Strategic Environmental Assessment Directive came into being. This was transposed into British law with the Environmental Assessment of Plans and Programmes Regulations in 2004.
4. The LSS though not required to be formally adopted does set a strategic direction for the sub-region and provides support for the cross boundary elements of Local Planning Authority plans and strategies.
5. To meet the requirements of the SEA Directive the following must be contained in this environmental report. For ease of reference the right hand column of the Table identifies where this is within this document.

To be included according to SEA Directive	Where to find in this document
k) an outline of the contents, main objectives of the plans or programme and relationship with other relevant plans and programmes	Introduction and Central Vision of LSS sections of this report (above)
l) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Within Appraisal section
m) the environmental characteristics of areas likely to be affected by the plan or programme	Within Appraisal section
n) 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/EC	Appraisal section
o) the environmental protection objectives, established at International, Community or Member State 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	Other Supporting Plans and Appraisal section of this report There is also a specific strategic objective covering Managing Environmental Assets and Natural Resources
p) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, flora, fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archeological heritage, landscape and the interrelationship between the above factors	The Appraisal section of this report
q) 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	Appraisal conclusions and Monitoring sections of this report.
r) an outline of the reasons for	Alternatives section of this report

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	
s) a description of the measures envisaged concerning monitoring in accordance with Article 10	Monitoring section of this report and associated DIF document
t) a non-technical summary of the information provided under the above headings	Beginning of this report

6. This document sets out both where the environmental impact has been assessed and will be intended to be assessed throughout the plan making processes. It also highlights areas where there are current information gaps.

Overall context of the LSS across the sub-region

7. All of the Local Planning Authorities constituting the Coastal West Sussex Partnership are at different stages in the production of their planning policy documents. The specific appraisals carried out in formulating these will indicate a finer level of the impact on the environment.

Chichester

Chichester District Council has recently completed a consultation exercise on their Local Plan – Preferred Options document. However, due to the finalisation of some of the background evidence, as well as in response to comments made they are currently carrying out a further consultation specifically in relation to the Gypsy, Travellers and Travelling Show people, a couple of new policies relating to the natural environment and an appendix covering Green Infrastructure mapping.

In terms of the environmental assessment this has been done through a number of documents that have been produced to support the production of the Plan. These have related both to the requirements of the SEA Directive and also the Conservation of Habitats and Species Regulation 2010 enacting the Birds Directive.

The most recent document produced was a SA that was done and published alongside the Preferred Option consultation and an Initial SA for the current consultation.

Arun

Arun has been appraising the environmental impact of its plans through a number of sustainability appraisal documents that previously supported the draft Core Strategy. These documents are still relevant and so for continuity have been used to inform the sustainability appraisal work of the emerging Local Plan.

In addition to the sustainability appraisal documents, screening and appropriate assessment documents have also accompanied both the previous draft Core Strategy and the emerging Local Plan, specifically in terms of impacts on conservation sites and Birds.

Worthing

Worthing has an adopted Core Strategy in place that has been in place since April 2011. A number of the key development and spatial objectives set out in the Worthing Core Strategy have been incorporated within the emerging LSS. As such the appraisal work that accompanied the Core Strategy can be accepted to form the assessment relating to the commitments relating to the Worthing area. These are also supported by on-going studies and work being carried out, such as a review of the housing need and capacity in the Borough.

The Sustainability Appraisal Adoption Statement issued in April 2011 outlines exactly how the impact on the environment has been taken into account and integrated into the plan.

Adur

Adur DC has been progressing work on its Local Plan over a number of years. Alongside a consultation that was carried out at the end of 2012, a Sustainability Appraisal and Strategic Environmental Assessment was produced in September 2012. As this version of the Plan included housing options and further background studies have since been finalised, a further consultation on preferred options will be held in autumn 2013 (accompanied by an SA and SEA).

South Downs National Park

Due to the timing of the Parks designation in April 2011, much of the evidence base for the Local Plan is being carried out and currently the Local Plan for the National Park is not intended to be submitted for examination until June 2016.

Environmental Assessments of the Local Plan for the National Park are crucial considering its designation and especially the reasons for its designation. As the Park covers and has boundaries with a significant number of authorities there is a significant amount of co-operative working. It is specifically intending joint strategies with five of these adjoining authorities.

City of Brighton and Hove

Brighton and Hove submitted their plan to the Secretary of State on 28th June 2013. It is expected that the City Plan will be examined in Sept/Oct this year.

Sustainability Appraisals have been carried out to accompany all versions of the Plan with the last being the Submission Sustainability Appraisal published in February 2013. This concluded that there were positive and negative aspects relating to many of the policies. However significantly the following were highlighted under the section covering synergistic and cumulative effects:

- The area based policies had a negative effect on a number of the sustainability objectives, although these were balanced by a significant number of positive benefits from the citywide policies. However as these set the context for development and the special area policies which are used to minimise and mitigate negative effects. This reinforces the importance for the Plan to be read as a whole.
- The main negative impacts when cumulative effects are considered relate to housing and employment uses. In respect to both of these, the main element is the increase in car ownership and the associated reduction in air quality and increase in noise pollution. Additionally housing particularly puts pressure on land and so the setting of

the South Downs and potentially through increase pressure on aquifers and consequently to both quantity and quality of water.

- The main positive impacts when cumulative effects are considered relate to the amount of affordable homes and other additional benefits such as reducing the need to travel and associated wider environmental benefits in terms of the city's carbon footprint. Overall there would also be improved transport and general movement throughout the city as well as health benefits and reduced deprivation.

A number of the specific suggestions or recommendations were made in terms of monitoring that have been incorporated into the Plan.

8. In addition to the Sustainability Appraisal that has been carried out an Appropriate Assessment 2012 (Habitat Regulations Assessment) has also been carried out of the Plan. These documents together take account of possible impacts on the environment for the context of this SA.

Alternatives

9. Though not directly an alternative in terms of specific locations, the Housing Study (Duty to Co-operate - August 2013) that has informed the LSS, considered and discussed the constraints across the sub-region and specifically in terms of housing delivery.
10. This concluded that the general capacities are greater within parts of Arun, Chichester and Lewes Districts where there are slightly less environmental constraints. However in these areas, infrastructure provision along with lack of development capacity and in some instances sensitive landscapes and flood extents are issues that constrain the actual level of development that can be accommodated.
11. Many of the strategic infrastructure constraints in the sub-region have remained consistent with those identified and tested through production of the South East Plan. Particular areas where this is the case is in terms of the transport network with both the A27 capacity, the Chichester Bypass, Arundel and Worthing, along with the A259. In addition there can be capacity issues on local roads. Another more important infrastructure constraint to capacity in parts of the sub-region, notably Arun and Chichester, is wastewater treatment capacities.
12. The most significant shortfall would be expected in the centre of the sub-region due to geography between the National Park and the sea. It could be expected that the constrained land supply may moderate in-migration, although it is equally possible that there would be a more notable ageing of the population in this area that can affect the economic potential of the area.
13. It would be more feasible that Arun and Chichester, being located in the west of the sub-region, would be able to accommodate their own need that falls outside of the National Park.

14. In the South of Chichester the pace of housing to come forward will be influenced by the key infrastructure constraints. If these could be addressed then there is the potential for additional flexibility to respond to market demand and contribute to the wider sub-market. As such there is a strong strategic case for investing in these areas.

15. While there may be potential to accommodate additional development physically, this needs to be carefully balanced in terms of numbers. This includes potential infrastructure in terms of addressing highway and flooding issues. Due to this situation the study recommends that Arun District Council tests, through its sustainability appraisal, the potential to accommodate additional growth to contribute to meeting the likely shortfall against the assessed needs of the sub-region.

16. The figures below are those that were considered to be practical taking account of constraints, which came from the same report.

	Requirement (Minimum)	Maximum Delivery considered achievable	Minimum Likely Shortfall	20 Year Shortfall
Adur	215	200	15	300
Arun*	550	700	-150	-3000
Chichester*	480	470	10	200
Worthing	430	250	180	3600
Brighton & Hove	800	565	235	4700
Total**	2475	2185	280	5800

*Includes high level estimates of potential supply within the South Downs National Park based on past completions levels

17. Overall in terms of housing provision across the sub-region there are a significant number of constraints and the impacts of higher housing would be significant. These would be in terms of quality of place and the environment, along with the attractive character of the National Park and Coast, which are significant to the economy of the sub-region. It would also increase congestion on the road network which would affect movement across the region and consequently the sub-regional economy and sense of place.

18. Main outcomes for consideration have been that targeted infrastructure investment could help pace of development at Shoreham Harbour; urban extensions in Adur District and urban extensions in Chichester. Along with these it also identifies a number of options for development or enhancement over the longer term, subject to feasibility testing. These tend to be focused in Arun District, being on land to the north west of Bognor Regis; West Bank, Littlehampton or enhanced development in the Five Villages area.

19. Additionally to the Housing Study (Duty to Co-operate) Executive Summary report into the appropriate level of growth, in the CWS Advice to support

development of a Delivery & Investment Framework – Report, differing routes by which to deliver the housing, employment and infrastructure needs identified are discussed. This is a vital part of the consideration of alternatives for the requirements of the SEA Directive.

20. The combination of these two documents taken together cover the expected environmental impacts that would affect the sub-region and also the social and economic aspects as well.

Other supporting documents

21. The documents discussed in this section are those that are also of reference or significance, as they are vehicles by which identified aims of the LSS can be tied in terms of implementation.

South East Plan

Policy SCT1 stated the following with respect to the Sussex Coast.

“Local authorities and other agencies should, as a priority, pro-actively pursue and promote the sustainable economic growth and regeneration of the Sussex Coast that will:

- i. Reduce intra-regional disparities and help bring the performance of the sub-regional economy up to the South East average
- ii. Respond to the different needs, opportunities and characteristics of each town, or group of towns and all sections of their communities
- iii. Provide for sustainable urban extensions in Arun, Chichester (at the city or, if this is not possible, in other suitable and deliverable locations in the district), Rother and Wealden Districts and for major regeneration opportunities through a strategic development area and Growth Point at Shoreham Harbour, including mixed use developments
- iv. Build upon and help deliver major improvements to the strategic transport infrastructure and services both to reduce its peripherality and to improve accessibility within the sub-region
- v. Achieve a better balance between the provision of housing and the capability of both the local environment and economy to absorb this in a sustainable way whilst responding as far as possible to the needs of local people (including key workers) for decent homes at a price/cost that they can afford. In particular, care will be taken to optimise the use of previously developed land, particularly in Brighton & Hove, whilst ensuring sufficient green infrastructure is delivered alongside new development
- vi. Protect and enhance the sub-region’s high environmental quality and nationally designated landscapes (in both town and country), enhance its cultural and historic assets and promote excellence in the design of new development in recognition of their importance to economic success and quality of life.”

A Sustainability Appraisal and Habitat Regulations Assessment was done both throughout the preparation of the South East Plan and also of the Final Plan once the changes had been incorporated. Though the Regional Plan itself has been revoked the evidence that informed the Plan preparation is still valid and authorities are directed to use it for formulating their own plans.

In terms of the Sussex Coast, that the CWS falls within, this concluded that in terms of those aspects relevant to the European conservation sites, by the point of the Final Plan, there

was sufficient data to allow a decision on housing numbers at Shoreham Harbour so that no significant environmental harm would occur.

The main sustainability issues identified for the Sussex Coast area were:

- possible air quality deterioration around the A27 transport corridor through an expected significant increase in pollution levels due to congestion
- potential impacts on nature conservation sites and biodiversity due to strategic housing allocations
- the employment sites as proposed for the Sussex Coast should be removed on the grounds of their impact on biodiversity and flooding
- clustering of over 65s along the Sussex Coast
- Need to address sustainable drainage between Chichester and Angmering
- Reduction in water quality

Changes were incorporated into the finalised plan to help to address some of these issues and also it was decided that due to the economic and social importance to the overall sub-region that the employment sites should remain as allocations with more explicit reference included to the relevant policies relating to the natural and water environments.

West Sussex Local Transport Plan 2011-2026

The main objective of the plan is to improve the quality of life for those living in West Sussex by:

- Promoting economic growth
- Tackling climate change
- Providing access to services, employment and housing; and
- Improving safety, security and health

This identifies the following as the highest priorities for the Plan.

1. Improvements to the A27 trunk road and complementary public transport improvements to the current bottlenecks at Chichester, Arundel and Worthing (not currently programmed) to increase capacity, improve reliability and safety and increase the competitiveness of local businesses and attract investment
2. Programmed improvements to the A23 trunk road at the current bottleneck between Handcross and Warninglid to increase capacity and improve the safety record
3. Maintaining the highway network
4. Whilst major schemes are a high priority for us, they are likely to take many years to deliver. It remains important that alongside these priorities we continue to work with our community to improve the safety record on our local roads, increase usage of healthy and sustainable modes of transport, and provide access to services

A Sustainability Appraisal, that combined the requirements of the SEA Directive and also the requirements of other regulations such as equalities and health assessments, was done that accompanied this. This was consulted on with the statutory consultees.

Regional Economic Strategy

The RES has 3 overarching objectives for the region:

- Global competitiveness – investing in success
- Smart Growth – lifting underperformance
- Sustainable Prosperity – supporting quality of life

A Sustainability Appraisal was done of the RES in 2006. This concluded that:

“If the region is successful in meeting its target of stabilising and then reducing its environmental impact then the significant positive impacts of the RES will be very significant.”

The main negative aspects that could occur were similar to those previously identified relating to air quality and climatic factors along the A27 transport corridor resulting from increased congestion.

Methodology

22. Due to the differing stages of Plan production that the authorities are at, the following form has been used to signpost whereabouts within each authorities documents the requirements of the Directive have been met through SA of their own documents.

Appraisal

23. For this appraisal this has pulled together the work done by the Local Authorities through their respective appraisals on a thematic basis in terms of the Strategic Objectives and then the Spatial Priority of relevance to that authority.

Arun

Under which document DPD was appraisal carried out?
Draft Local Plan (2013-2028) Consultation Document and accompanying SA; Intended Full SA (committee draft) April 2013
When was the appraisal carried out and by whom?
ADC Mar-May 2012 and Jan-April 2013
Who was consulted, when and how?
Statutory consultees; Local Business Partnerships; see Council’s SCI on website
HRA Compliance?
A HRA Report has been produced and published alongside the preparation of the Local Plan. This concluded that there would be no adverse effects on ecological integrity of Pagham Harbour, as a result of either water abstraction, wastewater discharges, non-native species or loss of supporting habitats. It also concluded that there are sufficient avoidance and mitigation measures within the Local Plan to avoid impacts on bird populations due to disturbance from residential development. However additional work is required to establish a delivery and funding mechanism to ensure that these policy provisions are implemented in an effective and timely manner.

LSS Strategic Objectives

Strategic Objective 1	Delivering Sustainable Economic Growth
<ul style="list-style-type: none"> Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and 	

residential development

- Enhancing the overall quality and choice of well-located employment sites and premises by enabling the provision of new sites and making better use of existing sites
- Facilitating the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal
- Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education

Local authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic growth

Compliance with emerging Arun Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Policy SP3 (Employment Sites Allocations) Policy DM1 (existing employment sites)
Links to other plans, policies and programmes?
NPPF SEP RES Open for Business: An Economic Strategy for Arun 2009-2026 Our Kind of Place: Sustainable community strategy for Arun 2008-2026
Description of the baseline, what would be the situation without the plan?
Arun has the second lowest job density in the sub-region and an increasing proportion of residents who are beyond working age. Furthermore a large proportion of the working age population commute out of the district for work. As such without any plan or strategy there will be increasing pressure placed on services and the economic situation for the district will remain the same or worsen.
Proposed mitigation
N/A
Recommendations
Critical to ensure all opportunities to support retention of local businesses and encourage bringing forward employment land
Monitoring proposals
As recommended through the monitoring framework established and the associated Delivery Infrastructure Framework.

LSS Strategic Objective

Strategic Objective 2	Meeting Strategic Housing Needs
<ul style="list-style-type: none"> • Giving priority to infrastructure investment that enables the delivery of the Spatial Priorities and opens up new, longer term development opportunities • Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other Strategic Objectives, particularly in relation to enhancing the choice and quality of employment sites 	

Compliance with emerging Arun Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Policy SP8 Strategic Housing, Parish and Town Allocations Policy DM2 Littlehampton Harbour
Links to other plans, policies and programmes?
NPPF SEP Raise the Roof: A Community Led Housing Strategy for the Arun District 2010-2015 CWS Local Investment Plan – revised July 2013
Description of the baseline, what would be the situation without the plan?
A large amount of housing within Arun is beyond the affordability of many residents. Recent data has shown that this has worsened since the economic downturn. As such there is an increasing need for housing. Purely on the basis of other relevant strategies, it would not be expected that there would be sufficient funding or resources to provide or increase the housing stock in the District sufficiently in terms of affordable properties. As such it would be expected that there will continue to be a large proportion of residents in housing need and potentially homeless.
Proposed mitigation
Due to the high landscape value of the District, landscaping and integration of green infrastructure should be integrated into designs, along with flood attenuation, as necessary.
Recommendations
N/A

LSS Strategic Objective

Strategic Objective 3	Investing In Infrastructure
<ul style="list-style-type: none"> • Delivering the new and improved infrastructure required to support the Spatial Priorities and strategic priorities • Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/A259 corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal • Improved rail services and interchanges along the Coastway Rail line and north towards major destinations in the South East, particularly London and Gatwick Airport • Roll-out of superfast broadband across CWS • To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars • Addressing constraints to the provision of both wastewater treatment and sewerage network capacity • Improving coastal and river flood defences and surface water management • Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role and linking networks across CWS 	

Compliance with emerging Arun Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Section 7 (Settlement Structure & Green Infrastructure)

Policy SP8 (Strategic Delivery of Telecommunications Infrastructure) Policy DM7 (Telecommunications) Section 15 (Transport) Section 18 (Water) Policy SP28 (Infrastructure Provision and Implementation)
Links to other plans, policies and programmes?
NPPF SEP RES Open for Business: An Economic Strategy for Arun 2009-2026 Our Kind of Place: Sustainable community strategy for Arun 2008-2026
Description of the baseline, what would be the situation without the plan?
<p>Arun has a number of significant issues with respect to physical infrastructure and service provision, although this varies across the District. Generally services are more overstretched in the towns of Littlehampton and Bognor Regis, although there is much greater access to services within these centres. The villages are not served to the same extent and so access to these often requires travelling into the nearby villages or towns, usually by private vehicle. In terms of physical infrastructure there is significant issues in terms of flooding and sewerage capacity. This tends to be focused around the villages and across the western half of the District, which is exacerbated by the high groundwater level. This is significant following fast or prolonged periods of rainfall. There are known capacity issues with the sewerage network in a number of areas across the District and due to the age of some pipes inundation can also be a problem. Additionally there are capacity issues with the Lidsey Treatment Works</p> <p>It would be expected that these issues will continue without any action, although the recent funds given to communities through Operation Watershed may help address some of these.</p>
Proposed mitigation
Any actions identified through the intended Surface Water Management Plan for the Lidsey catchment.
Recommendations
Any actions identified through the intended Surface Water Management Plan for the Lidsey catchment.

LSS Strategic Objective

Strategic Objective 4	Managing Environmental Assets and Natural Resources
<ul style="list-style-type: none"> • Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success • Reducing the environmental and ecological impact of growth where development is necessary • Protecting and enhancing the character and distinctiveness of individual settlements 	

Compliance with emerging Arun Local Plan and Sustainability Appraisal documents

Links to other plans, policies and programmes?
NPPF SEP RES Our Kind of Place: Sustainable community strategy for Arun 2008-2026 Habitat Regulations Assessment for the Arun District Local Plan (March 2013) SA/HRA of South East Plan
Description of the baseline, what would be the situation without the plan?
Pagham Harbour is the only international site within Arun District, although this is an SPA; SSSI and Ramsar site. Arun Valley SPA is also within Arun District but falls under the remit for planning of the South Downs National Park Authority. There are also 3 other SSSIs at Bognor Reef; Felpham and Climping Beach as well as 2 Local Nature Reserves and 5 Sites of Nature Conservation Importance. There is also a rich variety of biodiversity throughout the District along the numerous Rifes, coastal, inland and urban areas. Due to the importance of the majority of sites to the sub-region and therefore the protection warranted to them under legislation it is not expected that this would significantly change into the future.
Proposed mitigation
Reporting or communication with RSPB who now run Pagham Harbour nature reserve.
Recommendations
If disturbance is identified that a clear deliverable strategy to mitigate impacts is created with all partners.

LSS Spatial Priority

Spatial Priority 2	Chichester/Tangmere/Bognor Regis
<p>LAs will work with their partners to support the development of the strategic employment and housing sites identified in Chichester and Arun Local Plans by giving priority to the infrastructure improvements needed to enable the sites to be delivered.</p> <ul style="list-style-type: none"> — Improvements to junctions on the A27 Chichester Bypass — Improvements to north-south links on the A284 and A29 — Co-ordination of improvements to help stimulate and maximise investment opportunities in Bognor Regis Town Centre and Seafront — New and improved infrastructure to address both waste water quality and capacity constraints affecting the Chichester area — Improved surface water management, particularly around Bognor Regis and the southern part of Chichester, including the Manhood Peninsula 	

Compliance with emerging Arun Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Policy SP3 (Employment Sites Allocations) Policy DM6 (enterprise@BognorRegis) Policy SP21 (Transport and Development) Policy DM23 (Sustainable Travel and Public Rights of Way) Policy SP23 (Safeguarding the Main Road Network)

Section 18 - all policies (Water)
Links to other plans, policies and programmes?
NPPF SEP RES Open for Business: An Economic Strategy for Arun 2009-2026 Our Kind of Place: Sustainable community strategy for Arun 2008-2026
Description of the baseline, what would be the situation without the plan?
Arun has the second lowest job density in the sub-region and an increasing proportion of residents who are beyond working age. Furthermore a large proportion of the working age population commute out of the district for work. As such without any plan or strategy there will be increasing pressure placed on services and the economic situation for the district will remain the same or worsen.
Proposed mitigation
Ensure that employment land within the Littlehampton and Bognor area is continued to be brought forward through addressing constraints to delivery.
Recommendations
Ensure that the content of the Statement is delivered over the Plan periods, through implementation of both planning policy documents and also inclusion within the intentions of the LEP.

LSS Spatial Priority

Spatial Priority 3	Littlehampton
<p>LAs and their partners will work together to co-ordinate transport and other infrastructure improvements in Littlehampton to address existing capacity issues and enhance further opportunities for the delivery of strategic employment and housing sites. Priorities include:</p> <ul style="list-style-type: none"> • Construction of the Lyminster Bypass (southern and northern sections) and improvements to the A259 • Improvements to rail connections along the Arun Valley and to London • Improvements to River Arun flood defences • Further consideration of the strategic development potential of West Bank 	

Compliance with emerging Arun Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Policy DM2 Littlehampton Harbour Policy SP11 (Strategic Housing, Parish and Town Allocations) Section 15 (Transport) Policy DM38 (Flood Risk) Policy DM40 (Coastal Erosion)
Links to other plans, policies and programmes?
NPPF SEP RES Open for Business: An Economic Strategy for Arun 2009-2026 Our Kind of Place: Sustainable community strategy for Arun 2008-2026
Description of the baseline, what would be the situation without the plan?

Proposed mitigation
Ensure that employment land within the Littlehampton and Bognor area is continued to be brought forward through addressing constraints to delivery.
Recommendations
Ensure that the content of the Statement is delivered over the Plan periods, through implementation of both planning policy documents and also inclusion within the intentions of the LEP.

Adur

Under which document DPD was appraisal carried out?
Sustainability Appraisal and Strategic Environmental Assessment of the Draft Adur Local Plan September 2012
When was the appraisal carried out and by whom?
Adur District Council September 2012
Who was consulted, when and how?
Statutory consultees; Local Business Partnerships; see Council's SCI on website
HRA Compliance?
Habitat Regulations Assessment 2012 that concluded <i>"Of the three European protected sites included within the scope of this appraisal (Arun Valley SPA, SAC and Ramsar; Lewes Downs SAC and Castle Hill SAC), it is considered that the Draft Local Plan can be screened out entirely with regard to all three of these sites – Arun Valley; Lewes Downs and Castle Hill. This is primarily due to the considerable distances of the European sites from the Adur District boundary."</i>

LSS Strategic Objectives

Strategic Objective 1	Delivering Sustainable Economic Growth
<ul style="list-style-type: none"> Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and residential development Enhancing the overall quality and choice of well-located employment sites and premises by enabling the provision of new sites and making better use of existing sites Facilitating the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education <p>Local authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic growth</p>	

Compliance with Adur emerging Local Plan and Sustainability Appraisal

Under which policy was appraisal carried out?
Draft Policy 6: Planning for Economic Growth Draft Policy 7: Shoreham Airport Character Area 1: South Quayside/Port Operational Character Area 5: Southwick Waterfront and Fishersgate Character Area 7: Western Harbour Arm Draft Policy 9: Lancing Draft Policy 11: Shoreham-by-Sea Draft Policy 24: Protecting and Enhancing Existing Employment Sites and Premises
Links to other plans, policies and programmes?
NPPF SEP RES Waves Ahead – Sustainable Community Strategy West Sussex Economic Strategy 2012-2020
Description of the baseline, what would be the situation without the plan?
The District is well connected to the strategic road and rail networks between London and the south coast, with Gatwick Airport in relatively close proximity (approximately 35 miles). Adur has a number of well-established business areas including Lancing Business Park, Dolphin Road Industrial Estate, Shoreham Harbour and Shoreham Airport but there is a scarcity of readily available land for new economic development. Adur represents 10% of jobs in the Adur-Worthing Brighton area and 6% in West Sussex, although it has a job density of only 0.54 which is significantly below regional and national figures. As a result gross weekly wages are significantly lower than regional and national figures. Adur also has a significant proportion of the population over 65+ and a large portion of the population travel outside of the District for work. Due to the shortage of good quality unconstrained land , general lack of demand, high levels of congestion and low skill level it would not be expected that there would be a significant change to the economic situation of the District.
Proposed mitigation
Recommendations

LSS Strategic Objective

Strategic Objective 2	Meeting Strategic Housing Needs
<ul style="list-style-type: none"> • Giving priority to infrastructure investment that enables the delivery of the Spatial Priorities and opens up new, longer term development opportunities • Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other Strategic Objectives, particularly in relation to enhancing the choice and quality of employment sites 	

Compliance with emerging Adur Local Plan and Sustainability Appraisal

Under which policy was appraisal carried out?
Draft Policy 3: Amount of Residential Development

Draft Policy 4: Options- Delivering the Targets for Residential Development Draft Policy 5: Strategic Site Allocations Character Area 7: Western Harbour Arm Draft Policy 8: Shoreham Harbour Regeneration Area Draft Policy 21: Principles for an Affordable Housing Policy
Links to other plans, policies and programmes?
NPPF SEP RES Waves Ahead – Sustainable Community Strategy
Description of the baseline, what would be the situation without the plan?
87% of dwellings in the District are owner occupied or privately rented which is higher than either the national or regional figures. There is a high demand for affordable housing which significantly exceeds supply. As such it is not expected that this situation would significantly change in the future.
Proposed mitigation
Recommendations

LSS Strategic Objective

Strategic Objective 3	Investing In Infrastructure
<ul style="list-style-type: none"> • Delivering the new and improved infrastructure required to support the Spatial Priorities and strategic priorities • Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/A259 corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal • Improved rail services and interchanges along the Coastway Rail line and north towards major destinations in the South East, particularly London and Gatwick Airport • Roll-out of superfast broadband across CWS • To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars • Addressing constraints to the provision of both wastewater treatment and sewerage network capacity • Improving coastal and river flood defences and surface water management • Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role and linking networks across CWS 	

Compliance with emerging Adur Local Plan and Sustainability Appraisal

Under which policy was appraisal carried out?
Character Area 7: Western Harbour Arm Draft Policy 10: Sompting Draft Policy 11: Shoreham-by-Sea Draft Policy 27: Transport and Accessibility Draft Policy 28: Delivering Infrastructure

Draft Policy 29: Green Infrastructure and Open Space Draft policy 32: Flood Risk and Sustainable Drainage Draft Policy 33: Telecommunications
Links to other plans, policies and programmes?
NPPF SEP RES Waves Ahead – Sustainable Community Strategy
Description of the baseline, what would be the situation without the plan?
Proposed mitigation
Recommendations

LSS Strategic Objective

Strategic Objective	Managing Environmental Assets and Natural Resources
<ul style="list-style-type: none"> • Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success • Reducing the environmental and ecological impact of growth where development is necessary • Protecting and enhancing the character and distinctiveness of individual settlements 	

Compliance with emerging Adur Local Plan and Sustainability Appraisal

Under which policy was appraisal carried out?
Draft Policy 2: Spatial Strategy Draft Policy 5: Strategic Site Allocations Character Area 1: South Quayside/Port Operational Character Area 6: Harbour Mouth Draft policy 9: Lancing Draft Policy 10: Sompting Draft Policy 11: Shoreham-by-Sea Draft Policy 12: Southwick and Fishersgate Draft Policy 13: Adur's Countryside Draft Policy 14: Quality of the Built Environment and Public Realm Draft Policy 18: Sustainable Design Draft Policy 23: Provision for Gypsies and Travellers Draft Policy 25: The Visitor Economy Draft Policy 29: Green Infrastructure and Open Space Draft Policy 31: Pollution and Contamination Draft Policy 32: Flood Risk and Sustainable Drainage
Links to other plans, policies and programmes?
NPPF SEP RES

Waves Ahead – Sustainable Community Strategy
Description of the baseline, what would be the situation without the plan?
<p>Just over half the District now falls within the recently designated South Downs National Park which has a number of benefits in terms of landscape, biodiversity, tourism and recreation. Other key natural features include the coastline and the River Adur. There are 2 SSSIs – the River Adur and Cissbury Ring. There are 11 SNCIs and 4 Local Nature Reserves. In addition there are a number of BAP habitats, including woodland, chalk grassland, coastal and floodplain grazing marsh, deciduous woodland, notable road verge, reedbed fen, traditional orchard and vegetated shingle. As well as these there are a number of Biodiversity Opportunity Areas at Adur Estuary and Shoreham Beach and Adur to Newtimber including Mill Hill.</p> <p>Due to these designations and the recognition through various national regulations it would not be expected that this would be affected significantly.</p>
Proposed mitigation
Recommendations

LSS Spatial Priority

Spatial Priority 1	Shoreham Harbour and Shoreham Airport
<p>LAs will work with their partners to support the development of the strategic employment and housing sites identified in the Adur Local Plan by giving priority to the infrastructure improvements needed to enable the sites to be delivered.</p> <p>Shoreham Harbour: Priorities for meeting significant regeneration opportunities to provide new homes and jobs will include:</p> <ul style="list-style-type: none"> — Improved road access to and from the A27 and A259 and to local transport — Improved flood defences <p>Shoreham Airport: Priorities for securing new employment floorspace and job opportunities will include improved road access from the A27</p> <p>Development potential should take into account the Landscape setting and views of the Airport from the River Adur and the South Downs National Park as well as the biodiversity and heritage assets of the area.</p> <p>The Green Gap between Lancing and Shoreham will be protected to preserve the character of Lancing and Shoreham and its role promoted as Strategic Green Infrastructure.</p>	

Compliance with emerging Adur Local Plan and Sustainability Appraisal

Under which policy was appraisal carried out?
<p>Draft Policy 2: Spatial Strategy</p> <p>Draft Policy 3: Amount of Residential Development</p> <p>Draft Policy 6: Planning for Economic Growth</p> <p>Draft Policy 7: Shoreham Airport</p> <p>Draft Policy 8: Shoreham Harbour Regeneration Area</p>

Draft Policy 11: Shoreham-by-Sea Draft Policy 13: Adur's Countryside
Links to other plans, policies and programmes?
NPPF SEP RES Waves Ahead – Sustainable Community Strategy
Description of the baseline, what would be the situation without the plan?
These locations are strategically important in terms of employment within the District. However, due to their location they will be affected by flooding and some areas are within an identified strategic gap. If nothing is done to address the issues at these sites then it would be expected that they will increasingly and with greater frequency be affected by flooding and that potentially they will become less competitive to the business community.
Proposed mitigation
Recommendations
Monitoring proposals

Chichester

Under which document DPD was appraisal carried out?
Initial Sustainability Appraisal Chichester District Local Plan 'Draft Local Plan Key Policies – Preferred Approach' document March 2013 Sustainability Appraisal on Amendments and New Proposals July 2013
When was the appraisal carried out and by whom?
CDC March 2013 & July 2013
Who was consulted, when and how?
Statutory consultees; Local Business Partnerships; see Council's SCI on website
HRA Compliance?
The Preferred Approach HRA concluded that: <i>"As a result of this HRA of the Chichester District preferred options Local Plan we have been able to conclude that likely significant effects will not occur on any European sites as a result of more potential impact pathways. However, a small number of amendments to the Local Plan, or recommendations for further consideration in devising site allocations, are advised."</i>

LSS Strategic Objectives

Strategic Objective 1	Delivering Sustainable Economic Growth
<ul style="list-style-type: none"> Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and residential development Enhancing the overall quality and choice of well-located employment sites and 	

premises by enabling the provision of new sites and making better use of existing sites

- Facilitating the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal
- Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education

Local authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic growth

Compliance with emerging Chichester Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?

Policy 3: The Economy and Employment Provision
 Policy 9: Development and Infrastructure Provision
 Policy 12: Chichester City Employment Sites
 Policy 15: Development at Chichester City North
 Policy 16: West of Chichester Strategic Development Location
 Policy 17: Shopwyke Strategic Development Location
 Policy 18: Westhampnett Strategic Development Location
 Policy 20: Tangmere Strategic Employment Land
 Policy 21: Southbourne Strategic Development
 Policy 24: Selsey Strategic Development
 Policy 25: East Wittering and Bracklesham Strategic Development
 Section 16: The Economy

Links to other plans, policies and programmes?

NPPF
 SEP
 RES
“Chichester District: A Very Special Place” - Chichester Sustainable Community Strategy

Description of the baseline, what would be the situation without the plan?

The Economic Land Review (Update 2013) identified the largest employment sectors being retail, public administration, education and health. Higher value jobs are focused on advanced manufacturing and engineering; construction and civil engineering; finance, insurance and business services. There are 2 higher education institutions and the proportion of NEETS in the District is the third lowest in West Sussex. Unemployment levels are generally low, although local earnings are below average compared to the regional average with a higher proportion of part time employment. Horticulture and agriculture have a large impact and is a significant source of local employment.

Proposed mitigation

The policies in the Local Plan are aimed at developing a strong, responsive and competitive economy. This is to be achieved by ensuring sufficient land is available in the right place to allow for growth and innovation, including the provision of adequate infrastructure.

The Local Plan aims to maintain a flexible supply of employment land and premises, by making the best use of the existing stock and encouraging their refurbishment and upgrading to meet modern business needs.

Recommendations

The SA looked at alternatives for the economic policies. Option for provision of employment land above the evidenced level of need was appraised but rejected due to increased environmental and transport impacts. For Chichester city an option giving much greater flexibility on locations was appraised but delivered few economic benefits, it did increase negative impacts on transport opportunities and on landscape and the cityscape. At Tangmere an option to integrate employment provision with housing was appraised, leading to sustainability benefits on sustainable transport and for smaller business. In the end a more conventional extension to the existing business park was chosen due to economic benefits being spread more widely across the south of the District. Alternatives were assessed for all policies listed above, but only key findings are mentioned here.

Monitoring proposals

Monitoring information for these policies will not be available until October 2013.

LSS Strategic Objective

Strategic Objective 2

Meeting Strategic Housing Needs

- Giving priority to infrastructure investment that enables the delivery of the Spatial Priorities and opens up new, longer term development opportunities
- Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other Strategic Objectives, particularly in relation to enhancing the choice and quality of employment sites

Compliance with emerging Chichester Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?

Policy 4: Housing Provision
 Policy 5: Parish Housing Sites to 2029
 Policy 6: Neighbourhood Development Plans
 Policy 16: West of Chichester Strategic Development Location
 Policy 17: Shopwyke Strategic Development Location
 Policy 18: Westhampnett Strategic Development Location
 Policy 19: Tangmere Strategic Development Location
 Policy 21: Southbourne Strategic Development
 Section 17: Housing and Neighbourhoods

Links to other plans, policies and programmes?

NPPF
 SEP
 RES
 “Chichester District: A Very Special Place” - Chichester Sustainable Community Strategy

Description of the baseline, what would be the situation without the plan?

There has been considerable upward pressure on house prices and the gap between incomes and market prices has widened significantly as a result. There is a

lack of opportunity for young people to move in or remain in the District as the housing stock is dominated by larger, more expensive properties. The amount of detached housing is above average, especially outside Chichester city. Taking account of these issues and the higher than national average age of the resident population means that the need for affordable housing will be expected to increase.

Proposed mitigation

The policies in the Local Plan are aimed at promoting vibrant and healthy communities by providing an increased supply of housing to meet the needs of present and future generations. Open market developments must provide affordable housing in line with Policy 35.

The SHMA indicates that stronger delivery of two-bedroom properties may help to retain younger households. It concludes that to overcome the unaffordability, new market housing should be focused to a slightly greater degree on smaller properties. The SHMA will be used to inform the mix of market housing to be provided on new developments, in conjunction with any other local evidence relevant to the specific development proposal.

Recommendations

The SA on Policy 4 looked separately at options for housing numbers and locations. On numbers options higher and lower than the preferred options were appraised. Unsurprisingly higher numbers lead to negative environmental impacts and increased economic benefits, particularly on retaining a skilled workforce. Lower numbers reduced the environmental impacts but had negative impacts on social and economic objectives. On locations the east-west (A27/A259) corridor was the most sustainable location. On parish housing numbers, these were lowered after concerns about environmental impacts on some villages; this did also lead to a loss on meeting affordable housing locally. Alternatives were assessed for all policies listed above, but only key findings are mentioned here.

LSS Strategic Objective

Strategic Objective 3

Investing In Infrastructure

- Delivering the new and improved infrastructure required to support the Spatial Priorities and strategic priorities
- Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/A259 corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal
- Improved rail services and interchanges along the Coastway Rail line and north towards major destinations in the South East, particularly London and Gatwick Airport
- Roll-out of superfast broadband across CWS
- To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars
- Addressing constraints to the provision of both wastewater treatment and sewerage network capacity
- Improving coastal and river flood defences and surface water management
- Enhancing the provision of Green Infrastructure, particularly where it plays

an important 'strategic gap' role and linking networks across CWS

Compliance with emerging Chichester Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?

All sections of the Plan

Links to other plans, policies and programmes?

NPPF

SEP

RES

"Chichester District: A Very Special Place" - Chichester Sustainable Community Strategy

Description of the baseline, what would be the situation without the plan?

The Plan area has a number of key constraints relating to infrastructure capacity and environmental impacts. Particular constraints relate to wastewater treatment capacity; traffic congestions at Chichester city and on the A27 Chichester Bypass; and the impact of recreational disturbance on bird populations at Chichester and Pagham Harbours, which are protected conservation sites under the Habitats Directive.

Wastewater capacity is constrained at several treatment works due to lack of physical capacity and /or requirements to meet water quality standards. There are particular restrictions affecting the Apuldrum Wastewater Treatment Works (WwTW), which serves Chichester city and discharges into Chichester Harbour. As a result, there is no potential to expand capacity at Apuldrum WwTW and in addition the Environment Agency has advised that its existing wastewater headroom should not be used until a solution is found to the issue of groundwater infiltration.

Proposed mitigation

The Wastewater Treatment Options Study for Chichester District in 2010 considered alternative options to increase wastewater capacity to accommodate future development needs. Following its recommendations, the preferred solution is to upgrade Tangmere WwTW to enable future strategic growth in the south of the District. Work undertaken by the Chichester Wastewater Quality Group has demonstrated that an upgrade to the Tangmere WwTW sufficient to meet Local Plan requirements is technically, environmentally and financially feasible. However, the proposed upgrade is subject to Southern Water gaining Ofwat approval. The Tangmere WwTW upgrade would be operational from 2019.

For this reason, the proposed strategic allocations in the Chichester/Tangmere area are not expected to be deliverable until after 2019. To compensate for this, the plan strategy seeks the early release of housing land in areas where wastewater capacity is available, in particular at the settlement hubs of Southbourne, Selsey and East Wittering/Bracklesham.

To address the issues of traffic congestion, development will be required to provide financial contributions towards coordinated transport measures to mitigate projected traffic impacts resulting from proposed housing and other development planned. Development contributions will be used to fund a package of proposed improvements to the six junctions on the A27 Chichester Bypass, linked to further measures to reduce congestion and promote sustainable modes of travel in and

around Chichester city. Phasing of development in and around Chichester city will need to be coordinated in conjunction with delivery of these proposed transport improvements.

The third key constraint relates to the effects of recreational pressures on bird populations at Chichester and Pagham Harbours. Evidence from the Solent Recreation and Disturbance Project (and visitor surveys at both Chichester and Pagham Harbours) points to potentially damaging impacts on over-wintering birds resulting from recreational activity. These impacts could potentially be increased by further major development.

To avoid this, it is anticipated that development proposals will need to provide or contribute towards mitigation/avoidance measures, subject to the outcomes of Appropriate Assessment. This will apply particularly to the strategic development locations and sites close to the harbours. Measures may include access management at the harbours such as increased wardening, and creation/enhancement of appropriate green infrastructure to improve local access in less sensitive areas and provide a similar quality experience to that found in the harbours.

Recommendations

All sections of the plan are referred to here, and the full SA is too long to summarise here however the key findings were that Policy 9 on Infrastructure should be flexible enough to allow for direct implementation or funding and to allow for on and off site infrastructure. WWTW capacity was a key determinant of housing locations and timeframes. Finally policies on recreational disturbance and green infrastructure were re-drafted or amended in order to facilitate development

LSS Strategic Objective

Strategic Objective 4	Managing Environmental Assets and Natural Resources
<ul style="list-style-type: none"> • Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success • Reducing the environmental and ecological impact of growth where development is necessary • Protecting and enhancing the character and distinctiveness of individual settlements 	

Compliance with emerging Chichester Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Section 10: The Environment Section 19: The Environment Various mention throughout other policies
Links to other plans, policies and programmes?
NPPF SEP RES "Chichester District: A Very Special Place" - Chichester Sustainable Community

Strategy	
Description of the baseline, what would be the situation without the plan?	
<p>There is a wide variety of distinctive landscape characteristics spread throughout the District. It has the largest exposed-coast Managed Realignment Scheme (MRS), known as Medmerry, situated in the low-lying coastal plain between Selsey and Bracklesham. There are internationally designated habitats and a variety of local designation for biodiversity, heritage and landscape. There are a number of sites important for informal leisure and recreation which are also important for wildlife. The most significant change to the environment will be the change to the coastline resulting from the MRS at Medmerry. Due to the existing protections provided through legislation for the internationally recognised sites there would not be expected to be any significant change. However, due to the development pressures there could be more on the smaller locally designated areas.</p>	
Proposed mitigation	
<p>Development in the Chichester Harbour AONB would be strictly controlled and would have to meet the requirements of the Chichester Harbour AONB Management Plan.</p> <p>Chichester and Langstone Harbours and Pagham Harbour are designated as internationally important wildlife sites, and the Medmerry Realignment Scheme is afforded the same protection. If the impact of development is likely to adversely affect the integrity of these sites and either by itself or in combination with other developments cannot be avoided or mitigated, the council is likely to refuse planning permission. For Chichester and Langstone Harbours SPA Natural England advise that a likely significant effect from all new housing developments will need to provide for a package of avoidance and mitigation measures. In the medium to long term this is likely to be provided through a Solent-wide joint project to which development will contribute through S106 agreements and/or CIL.</p> <p>Policy 47 on Heritage seeks to protect historic assets and their settings. The policy seeks to protect the individual identity of settlements, and the integrity of the predominantly open and undeveloped character of the area, including the openness of the views in and around Chichester and Pagham Harbours, towards the city and the Cathedral and the South Downs National Park.</p>	
Recommendations	
<p>The SA findings were wide ranging: points included that introducing some flexibility into the Heritage policy spread the range of benefits but producing less focussed positive for heritage. On development in the countryside all options had some negative impacts, options being similar in terms of the appraisal. For the main biodiversity policy an option including enhancement measures was important for achieving full benefits. On green infrastructure, a detailed strategy backing up the Local Plan policy was the most beneficial option.</p>	

LSS Spatial Priority

Spatial Priority 2

Chichester/Tangmere/Bognor Regis

LAs will work with their partners to support the development of the strategic employment and housing sites identified in Chichester and Arun Local Plans by giving priority to the infrastructure improvements needed to enable the sites to be delivered.

- Improvements to junctions on the A27 Chichester Bypass
- Improvements to north-south links on the A284 and A29
- Co-ordination of improvements to help stimulate and maximise investment opportunities in Bognor Regis Town Centre and Seafront
- New and improved infrastructure to address both waste water quality and capacity constraints affecting the Chichester area
- Improved surface water management, particularly around Bognor Regis and the southern part of Chichester, including the Manhood Peninsula

Compliance with emerging Chichester Local Plan and Sustainability Appraisal documents

Under which policy was appraisal carried out?

Policy 8: Transport and Accessibility
 Policy 9: Development and Infrastructure Provision
 Policy 11: Chichester City Development Principles
 Policy 13: Water Resources in the Apuldrum Wastewater Treatment Catchment
 Policy 14: Chichester City Transport Strategy
 Policy 19: Tangmere Strategic Development Location
 Policy 20: Tangmere Strategic Employment Land
 Section 13: Manhood Peninsula
 Policy 43: Flood Risk
 Policy 44: Development around the Coast

Links to other plans, policies and programmes?

NPPF
 SEP
 RES
"Chichester District: A Very Special Place" - Chichester Sustainable Community Strategy

Description of the baseline, what would be the situation without the plan?

The Plan area has a number of key constraints relating to infrastructure capacity and environmental impacts. Particular infrastructure constraints relate to wastewater treatment capacity; traffic congestions at Chichester city and on the A27 Chichester Bypass.

Wastewater capacity is constrained at several treatment works due to lack of physical capacity and /or requirements to meet water quality standards. There are particular restrictions affecting the Apuldrum Wastewater Treatment Works (WwTW), which serves Chichester city and discharges into Chichester Harbour. As a result, there is no potential to expand capacity at Apuldrum WwTW and in addition the Environment Agency has advised that its existing wastewater headroom should not be used until a solution is found to the issue of groundwater infiltration.

There are issues of surface water flooding in the south of Chichester District, particularly on the Manhood Peninsula.

Proposed mitigation

The Wastewater Treatment Options Study for Chichester District in 2010 considered alternative options to increase wastewater capacity to accommodate future development needs. Following its recommendations, the preferred solution is to upgrade Tangmere WwTW to enable future strategic growth in the south of the

District. Work undertaken by the Chichester Wastewater Quality Group has demonstrated that an upgrade to the Tangmere WwTW sufficient to meet Local Plan requirements is technically, environmentally and financially feasible. However, the proposed upgrade is subject to Southern Water gaining Ofwat approval. The Tangmere WwTW upgrade would be operational from 2019.

For this reason, the proposed strategic allocations in the Chichester/Tangmere area are not expected to be deliverable until after 2019. To compensate for this, the plan strategy seeks the early release of housing land in areas where wastewater capacity is available, in particular at the settlement hubs of Southbourne, Selsey and East Wittering/Bracklesham.

To address the issues of traffic congestion, development will be required to provide financial contributions towards coordinated transport measures to mitigate projected traffic impacts resulting from proposed housing and other development planned. Development contributions will be used to fund a package of proposed improvements to the six junctions on the A27 Chichester Bypass, linked to further measures to reduce congestion and promote sustainable modes of travel in and around Chichester city. Phasing of development in and around Chichester city will need to be coordinated in conjunction with delivery of these proposed transport improvements.

Local improvements such as surface water flood measures will be required according to the Strategic Flood review, and repairs will be made to the pipework carrying waste to Sidlesham and pipework in the city.

Recommendations

Many policies are relevant here and all were fully assessed as part of the appraisal. On particular relevance were the overall transport strategy (policy 8), where an alternative based more around demand management was assessed, and although 3 topics benefitted there were also 7 SA objectives where negative impacts were predicted. On flood risk issues (Policy 43) several options were assessed including more emphasis on adaptation and resilient construction and one based around more managed are-alignment. Overall some elements of these were included in the preferred option which uses a mixture of approached within the Policy

Monitoring proposals

Monitoring information for these policies will not be available until October 2013.

City of Brighton and Hove

Under which document DPD was appraisal carried out?

Sustainability Appraisal February 2013

When was the appraisal carried out and by whom?

BHCC February 2013

Who was consulted, when and how?

Statutory consultees; Local Business Partnerships; see Council's SCI on website

HRA Compliance?

Appropriate Assessment May 2012 Updated Report

This concluded that:

“With the information available at this stage of the City Plan Part 1 development, all the possible impacts of the Brighton & Hove City Plan Part 1 on European sites have been discounted at the screening stage of this AA. It is therefore concluded that no change to the City Plan Part 1 is required at this stage.”

Strategic Objectives

Strategic Objective 1	Delivering Sustainable Economic Growth
<ul style="list-style-type: none"> • Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and residential development • Enhancing the overall quality and choice of well-located employment sites and premises by enabling the provision of new sites and making better use of existing sites • Facilitating the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal • Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education 	
<p>Local authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic growth</p>	

Compliance with Brighton & Hove City Plan Part 1 and Sustainability Appraisal

Under which policy was appraisal carried out?
Spatial Strategy: Development Areas 1-8 SA6: Sustainable Communities CP2: Sustainable Economic Development CP3: Employment Land CP7: Infrastructure and Developer Contributions
Links to other plans, policies and programmes?
NPPF SEP RES
Description of the baseline, what would be the situation without the plan?
<p>The City is a regional centre for shopping and employment. It performed strongly until the recession and has managed to be relatively resilient through this. It has a strong service sector with public services, education, health and financial and business services as well as creative industries and digital media all playing a large part. The City is known as a profitable place for business and strong entrepreneurship with a large proportion of residents working in higher grade professional occupations and a well educated population compared to the regional and national figures. It is however a net exporter of commuters and there is also evidence that it is developing a dual economy.</p> <p>It is expected that due to the regional position and the resident population being</p>

highly educated that the City will continue to thrive into the future.
Proposed mitigation
Recommendations
Monitoring proposals

LSS Strategic Objective

Strategic Objective 2	Meeting Strategic Housing Needs
<ul style="list-style-type: none"> • Giving priority to infrastructure investment that enables the delivery of the Spatial Priorities and opens up new, longer term development opportunities • Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other Strategic Objectives, particularly in relation to enhancing the choice and quality of employment sites 	

Compliance with Brighton & Hove City Plan Part 1 and Sustainability Appraisal

Under which policy was appraisal carried out?
Section 3: Development and Special Area policies CP1 - 7: A strong and prosperous city CP12 - 16: An attractive city CP18 - 22: Healthy and Balanced Communities
Links to other plans, policies and programmes?
NPPF SEP RES
Description of the baseline, what would be the situation without the plan?
The City has a diverse set of neighbourhoods and communities, with a wide mix of ethnicities and also sexual orientations. In 2011 this had increased 7.5% according to the results of the census. There is also a significant proportion of the population that have disabilities or illnesses of some form. Affordability of housing is still a large issue for many households and the proportion of the population aged over 60 will be expected to increase. It would be expected that affordability of housing for many households will continue to be an issue, especially due to the fact that the City is constrained, so that demand would be expected to continue well above supply. In addition the mix of housing required will also be an issue into the future.
Proposed mitigation
Recommendations

LSS Strategic Objective

Strategic Objective 3	Investing In Infrastructure
<ul style="list-style-type: none"> • Delivering the new and improved infrastructure required to support the 	

Spatial Priorities and strategic priorities

- Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/A259 corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal
- Improved rail services and interchanges along the Coastway Rail line and north towards major destinations in the South East, particularly London and Gatwick Airport
- Roll-out of superfast broadband across CWS
- To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars
- Addressing constraints to the provision of both wastewater treatment and sewerage network capacity
- Improving coastal and river flood defences and surface water management
- Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role and linking networks across CWS

Compliance with Brighton & Hove City Plan Part 1 and Sustainability Appraisal

Under which policy was appraisal carried out?

Spatial Strategy
 Development Areas 1-8
 Special Areas 1-6
 CP7 Infrastructure and Developer Contributions
 CP9 Sustainable Transport
 SA1: The Seafront
 SA4: The Urban Fringe
 SA5: The South Downs
 CP8 Sustainable Building
 CP11: Flood Risk
 CP10: Biodiversity

Links to other plans, policies and programmes?

NPPF
 SEP
 RES

Description of the baseline, what would be the situation without the plan?

Proposed mitigation

Recommendations

LSS Strategic Objective

Strategic Objective 4 Managing Environmental Assets and Natural Resources

- Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the

- overall quality of life in the area and to its economic success
- Reducing the environmental and ecological impact of growth where development is necessary
- Protecting and enhancing the character and distinctiveness of individual settlements

Compliance with Brighton & Hove City Plan Part 1 and Sustainability Appraisal

Under which policy was appraisal carried out?
<p>Spatial Strategy: Development Areas 1-8 SA1: The Seafront CP7: Infrastructure and Developer Contributions CP8: Sustainable Buildings CP9: Sustainable Transport Waste and Minerals Plan SPD3 Construction and Demolition Waste Guidance SA6: Sustainable Neighbourhoods Food Growing Planning Advice Note SA4: Urban Fringe SA5: South Downs CP11: Flood Risk SA3: Valley Gardens CP10: Biodiversity CP14: Housing Density CP16: Open Space CP5: Culture and Tourism CP18: Healthy City</p>
Links to other plans, policies and programmes?
<p>NPPF SEP RES</p>
Description of the baseline, what would be the situation without the plan?
<p>Brighton is tightly constrained by the South Downs to the north and the sea to the south. The natural environment both within and surrounding the city is of remarkable quality. A sixth is covered by nature conservation designations and there are also a great variety of common and rare animals and plant species. The chalk downlands are essential to the health of the city, as this provides the water supply, has biodiversity and leisure and recreation opportunities as well. There is a network of parks and open spaces throughout the city, including historic parks and gardens. The seafront is a major focus and phased renewal of the coastal defences is being undertaken and there is an ongoing programme of maintenance in response to erosion and climate change.</p> <p>It would be expected that erosion from the sea will continue but that this will not have a significant effect due to the ongoing maintenance work to the coastal defences. Through the national and international designations in terms of both species and habitats it is not expected that there will be a significant change to the overall natural environment.</p>
Proposed mitigation
Recommendations

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Spatial Priorities

Spatial Priority 5	Greater Brighton City Region
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The LAs within the Greater Brighton City Region will work with their partners to coordinate and deliver the infrastructure and transport investment needed to support a network of Growth Hubs focusing on creative and technology innovation. Priorities for supporting the Hubs will be established through the City Region's 10 year growth plan but include improvements generally to the A27 and to flood defences.

Compliance with Brighton & Hove City Plan Part 1 and Sustainability Appraisal

Under which policy was appraisal carried out?

Spatial Strategy: Development Areas 1-8

Links to other plans, policies and programmes?
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NPPF SEP RES

Description of the baseline, what would be the situation without the plan?
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Proposed mitigation

Recommendations

Monitoring proposals

Lewes

Under which document DPD was appraisal carried out?

Local Plan Part 1: Joint Core Strategy Proposed Submission Document and accompanying SA.
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When was the appraisal carried out and by whom?

Lewes District Council (with input from the South Downs NPA) – October 2012 through to January 2013

Who was consulted, when and how?

Statutory consultees and other interested stakeholders; see Council's SCI on website.

HRA Compliance?

A Habitats Regulation Assessment (HRA) of the Joint Core Strategy has been undertaken. The assessment concluded that the development set out in the Core Strategy will not generate any significant negative effects in relation to the Lewes Downs SAC, Castle Hill SAC and the Pevensey Levels Ramsar site and candidate SAC. With regards to the Ashdown Forest, the HRA found that the Core Strategy would not have any significant negative effects in relation to air pollution resulting from additional traffic generated by new development set out in the Plan. However, it was found that development within 7km of the Ashdown Forest, in combination with development in neighbouring districts, could have a significant negative effect on

protected birds in the site, caused by increased recreational pressure.

LSS Spatial Objective

Strategic Objective 1	Delivering Sustainable Economic Growth
<ul style="list-style-type: none"> • Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and residential development • Enhancing the overall quality and choice of well-located employment sites and premises by enabling the provision of new sites and making better use of existing sites • Facilitating the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal • Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education <p>Local authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic growth</p>	

Compliance with Proposed Submission Joint Core Strategy and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Spatial Policy 2 – Provision of Housing and Employment Land Core Policy 4 – Encouraging Economic Development and Regeneration
Links to other plans, policies and programmes?
NPPF Economic and Employment Land Assessment Employment land Review, 2012 Update LDC Regeneration Strategy
Description of the baseline, what would be the situation without the plan?
Many of the district’s business units do not meet modern business requirements. Also the district is a net exporter of labour with a large number of residents commuting outside of the district. Public administration accounts for a large proportion of jobs in the district. Core Policy 4 aims to re-balance the local economy, identify a range of new employment sites and support the upgrading of existing ones to meet current and future needs as well as supporting the improvement of skills and training opportunities. Without any plan or strategy the district’s economy will continue to be restrained by the issues identified above and will either remain the same or worsen.
Proposed mitigation
Any mitigation identified is included in the Sustainability Appraisal published alongside the Joint Core Strategy. For example - <i>Net amount of floorspace developed for employment land</i>

- <i>Loss of employment land in local authority by use class (ha)</i>
Recommendations
To focus on meeting qualitative and quantitative employment land needs, in the right locations, to ensure a more modern and varied supply is available to meet the needs of modern business use. Also, to improve the skills base of the district's residents with the overall aim of stimulating and maintaining a balanced local economy.
Monitoring proposals
Monitoring proposals are identified in the Sustainability Appraisal published alongside the Joint Core Strategy as well as the Infrastructure Delivery Plan.

LSS Strategic Objective

Strategic Objective 2	Meeting Strategic Housing Needs
<ul style="list-style-type: none"> • Giving priority to infrastructure investment that enables the delivery of the Spatial Priorities and opens up new, longer term development opportunities • Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other Strategic Objectives, particularly in relation to enhancing the choice and quality of employment sites 	

Compliance with Proposed Submission Joint Core Strategy and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Spatial Policies 1 and 2 Core Policies 1,2, 3, 4 and 7
Links to other plans, policies and programmes?
NPPF CWS Local Investment Plan – revised July 2013 Lewes District Local Housing Needs Assessment, 2011 Lewes District Housing Background Paper, 2013 Duty to Cooperate Housing Study, 2013 Assessment of Housing Development Needs Study: Sussex Coast HMA, 2013 Lewes District Council Infrastructure Delivery Plan
Description of the baseline, what would be the situation without the plan?
Lewes District has a high house price to earnings ratio, higher than that of the South East average (although broadly in line with neighbouring authorities). High demand for houses is one of the key triggers for this. Lewes District has an identified objectively assessed housing need of 9,200-10,400 between 2011 and 2031, of which a considerable proportion of this need is for affordable homes – the number of households on the Housing Needs Register has been steadily rising since 1998 and is currently at 2,142. It is thought that without the plan (which identifies strategic sites, sets out a high affordable housing requirement and plans for the appropriate provision of infrastructure to enable development) this number would increase further, and at a faster rate, with more households being without the required accommodation or potentially even homeless. Those households who would be particularly impacted upon would be those on a low income who often fill positions within local companies – this will impact upon the ability of those companies to remain operational in the area.

Proposed mitigation
Any mitigation identified is included in the Sustainability Appraisal published alongside the Joint Core Strategy as well as the Infrastructure Delivery Plan.
Recommendations
To focus on maintaining housing supply, and affordable dwellings in particular, to improve housing affordability and reduce the number on the housing register.

LSS Strategic Objective

Strategic Objective 3	Investing In Infrastructure
<ul style="list-style-type: none"> • Delivering the new and improved infrastructure required to support the Spatial Priorities and strategic priorities • Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/A259 corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal • Improved rail services and interchanges along the Coastway Rail line and north towards major destinations in the South East, particularly London and Gatwick Airport • Roll-out of superfast broadband across CWS • To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars • Addressing constraints to the provision of both wastewater treatment and sewerage network capacity • Improving coastal and river flood defences and surface water management • Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role and linking networks across CWS 	

Compliance with Proposed Submission Joint Core Strategy and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Strategic Objectives 5, 9 and 11 Core Policies 7, 8, 12 and 13
Links to other plans, policies and programmes?
NPPF Lewes District Council Infrastructure Delivery Plan and Position Statement ESCC Transport Advice Note, 2012 and other Strategic Transport Studies Strategic Flood Risk Assessment, 2009 River Ouse Catchment Flood Management Plan, 2008
Description of the baseline, what would be the situation without the plan?
Being primarily rural, Lewes is a fairly car dependent district. Although Lewes District does have good access to the trunk road network, a number of the key routes (A259 and A27 for example) suffer from congestion during peak hours. The Peacehaven/Telscombe and Newhaven area is of particular concern with a number of junctions and parts of the highway 'at capacity'. Highway capacity issues are also apparent in and around Lewes town (for example the A26/B2192 - Earwig Corner)

and through Ditchling village. There are wastewater treatment capacity constraints at Ringmer and any new development in the village will require the provision of increased capacity at the Neaves Lane Waste Water Treatment Works. There are also significant flood risk constraints across the district, particularly in Lewes and the coastal towns where development is most crucial. This is primarily fluvial flooding from the River Ouse and inundation from the sea, however, localised surface water flooding is also an issue across the district. Without the plan, necessary infrastructure would not be provided to attract investment in the district.

Proposed mitigation

Any mitigation identified is included in the Sustainability Appraisal published alongside the Joint Core Strategy as well as the Infrastructure Delivery Plan.

Recommendations

Improvements in infrastructure are generally required to be delivered in a timely fashion to ensure delivery of sites both for housing and employment throughout the District. Reducing the impacts of climate change, and particularly flood risk, is a key objective of the Plan.

LSS Strategic Objective

<p>Strategic Objective 4</p> <p style="text-align: center;">Managing Environmental Assets and Natural Resources</p> <ul style="list-style-type: none"> • Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success • Reducing the environmental and ecological impact of growth where development is necessary • Protecting and enhancing the character and distinctiveness of individual settlements

Compliance with Proposed Submission Joint Core Strategy and Sustainability Appraisal documents

Links to other plans, policies and programmes?

NPPF
 SA/HRA of South East Plan
 Landscape Character Assessments and Capacity Studies (ESCC and LDC)
 LDC Rural Settlement Study

Description of the baseline, what would be the situation without the plan?

Lewes District has a high quality and diverse natural landscape, primarily consisting of two distinct landscape character areas, the South Downs and the Low Weald. The South Downs National Park covers much of the southern part of the district, tightly enclosing the coastal towns. Lewes District has two sites designated as a Special Area of Conservation (SAC), namely the Lewes Downs SAC and the Castle Hill SAC. There are also two other European designations in close proximity to the district boundary (The Ashdown Forest SAC/SPA and the Pevensey Level Ramsar Site). Lewes District also contains a number of other national and local environmental designations, including 16 Sites of Special Scientific Interest, 98 Sites of Nature Conservation Importance, 2 National Nature Reserves, 5 Local Nature Reserves and 3 Wildlife Trust Reserves. The district is also home to a rich variety of

biodiversity including important species and habitats (for example the significant area of Ancient Woodland within the district). Lewes District also has a highly valued historic and built environment including 35 Conservation Areas and numerous Listed Buildings. Due to the importance of these sites and the protection given through non-planning legislation (often at an international and national level), it is not expected that these characteristics will change significantly in the future. The exception to this could be local designations, such as Local Nature Reserves, which often require local planning policies to secure their integrity.

Proposed mitigation

Any mitigation identified is included in the Sustainability Appraisal published alongside the Joint Core Strategy.

Recommendations

The district’s international, national and local designations play an important economic, social and environmental role and so protecting and enhancing these resources for the benefit of future generations should be of great importance.

LSS Spatial Priority

Spatial Priority 5	Greater Brighton City Region
<p>The LAs within the Greater Brighton City Region will work with their partners to co-ordinate and deliver the infrastructure and transport investment needed to support a network of Growth Hubs focusing on creative and technology innovation. Priorities for supporting the Hubs will be established through the City Region’s 10 year growth plan but include improvements generally to the A27 and to flood defences.</p>	

Compliance with Proposed Submission Joint Core Strategy and Sustainability Appraisal documents

Under which policy was appraisal carried out?
Strategic Objective 1 A vision for Newhaven – Joint Core Strategy Spatial Policies 1 and 2 – Provision of Housing and Employment Land Core Policies 4, 7, 12, 13 and 14
Links to other plans, policies and programmes?
NPPF Regeneration Strategy for Lewes District
Description of the baseline, what would be the situation without the plan?
One of the Growth Hubs identified for the Greater Brighton City Region falls within Lewes District – the Cleantech Growth Hub at Newhaven. The proposal involves a focus on innovation in clean technology. Newhaven has a number of constraints (for example traffic congestion along the A259 and areas of flood risk) as well as opportunities such as a significant amount of under-developed and under utilised land in and around the Port). The town has traditionally had a strong manufacturing employment base, although the vision for the town set out in the Joint Core Strategy is one of significant regeneration with a focus on port generated activities and high tech industries. Without any vision, plans or strategies it is likely that the town would not undergo the regeneration required to stimulate the local economy, diversify the employment base and deliver essential infrastructure such as flood defences and

highways improvements.
Proposed mitigation
Any mitigation identified is included in the Sustainability Appraisal published alongside the Joint Core Strategy.
Recommendations
To continue the regeneration of Newhaven, through port related activities and the clean technology industry in particular, as well as delivering the essential infrastructure required to unlock investment (such as flood defences and highways constraints).
Monitoring proposals
Monitoring proposals are identified in the Sustainability Appraisal published alongside the Joint Core Strategy.

South Downs National Park

Under which document DPD was appraisal carried out?
SEA Scoping Report (updated July 2013) SEA for Draft SDNPA Management Plan (adopted Dec 2013) Draft SDNPA Management Plan
When was the appraisal carried out and by whom?
SDNPA Autumn 2013
Who was consulted, when and how?
See Section 1.7 of the Partnership Management Plan http://www.southdowns.gov.uk/data/assets/pdf_file/0011/409799/SD_ManPlan_2013_15.pdf
HRA Compliance?
An HRA was undertaken on the PMP http://www.southdowns.gov.uk/data/assets/pdf_file/0016/402442/Habitat-Regulations-Assessment.pdf Given the protective policies built into the PMP which balance the policy that promotes agricultural diversification, it can be concluded that the PMP is unlikely to lead to significant adverse effects on European sites as a result of diversification affecting the quality of surrounding habitats. Effects as a result of Local Plan development and recommendations for development control policies will be investigated as part of the HRA of the Local Plan.

LSS Strategic Objectives

Strategic Objective 1	Delivering Sustainable Economic Growth
<ul style="list-style-type: none"> Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and residential development Enhancing the overall quality and choice of well-located employment sites and premises by enabling the provision of new sites and making better use of existing sites Facilitating the development of a network of Growth Hubs to support creative 	

- and technology innovation identified in the Greater Brighton City Deal
- Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education

Local authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic growth

Broad compliance with the SDNPA PMP and associated SEA and with the SEA Scoping Report.

Under which policy was appraisal carried out?

Policy 48: Support the towns and villages in and around the National Park to enhance their vital role as social and economic hubs.
 Policy 52: Enhance local production by developing local economic supply chains and enabling businesses in the National Park to gain added value by linking their marketing activities to the special qualities of the area.
 Policy 53: Improve access to business advice and funding that supports the creation and expansion of small and medium sized enterprises, in particular, those that help sustain communities and enhance the special qualities.
 Policy 54: Support training schemes and employment opportunities to ensure balanced communities in the National Park.
 Policy 55: Promote opportunities for diversified economic activity in the National Park, in particular, where it enhances the special qualities.

Links to other plans, policies and programmes?

NPPF
 English National Parks Vision and Circular (Defra, 2009)
 South Downs Integrated Landscape Character Assessment (Updated 2012)

Description of the baseline, what would be the situation without the plan?

Facilities for youth become increasingly difficult to sustain because of out-migration of families that cannot afford to live in SDNP and the lack of employment opportunities in rural areas. This process is self-perpetuating without active intervention. Fewer working residents living in the park results in increased traffic movements and difficulty for employers to find local workforce to run services for the ageing population.

Proposed mitigation

The Local Plan will set clear strategic goals for the local economy, which will support the Partnership Management Plan.
 Consider up-to-date evidence on the need for employment land and/or commercial floorspace and consider the suitability of existing land to meet the identified business needs. Where appropriate, the Local Plan will aim to safeguard employment land to ensure sites are available to meet the short- and long-term needs, and will have a presumption against the loss of employment land and set criteria within policy against which the loss of employment land/floorspace will be judged.
 There are a range of related draft policies in Section 8 of the Issues and Options consultation for the Local Plan: available via:
<https://consult.southdowns.gov.uk/consult.ti/localplanoptions/consultationHome>

Recommendations

Implement the proposed policies set out in the Issues and Options Consultation, as informed and prioritised by feedback from public consultation.

Monitoring proposals

Monitoring proposal will be developed as part of the SEA for the SDNPA LP.

LSS Strategic Objective

Strategic Objective 2

Meeting Strategic Housing Needs

- Giving priority to infrastructure investment that enables the delivery of the Spatial Priorities and opens up new, longer term development opportunities
- Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other Strategic Objectives, particularly in relation to enhancing the choice and quality of employment sites

Broad compliance with the SDNPA PMP and associated SEA and with the SEA Scoping Report

Under which policy was appraisal carried out?

PMP Policy 50: Housing and other development in the National Park should be closely matched to the social and economic needs of local people and should be of high design and energy efficiency standards, to support balanced communities so people can live and work in the area.

Links to other plans, policies and programmes?

NPPF

English National Parks Vision and Circular (Defra, 2009)

South Downs Integrated Landscape Character Assessment (Updated 2012)

Description of the baseline, what would be the situation without the plan?

Population will continue to age, loss of facilities will continue with a lack of younger population to fill local jobs. Increased development pressure on areas outside the National Park. Increased inward commuting to fill these jobs, less opportunity for people to find work locally, loss of rural skills.

Proposed mitigation

The Local Plan will set out a level of new housing (combined affordable and market) provision for the National Park. The level of the new housing provision set out in the Local Plan will be determined from:

- the 'objectively assessed need' of the National Park as determined through the SHMA, and
- the constraints identified from the evidence base, particularly the landscape character assessments of the major settlements and how paragraphs 115 and 116 of the NPPF are met. Similar draft policies in Section 7 of the Issues and Options Consultation for the Local Plan: available via:

<https://consult.southdowns.gov.uk/consult.ti/localplanoptions/consultationHome>

Recommendations

Implement the proposed policies set out in the Issues and Options Consultation, as informed and prioritised by feedback from public consultation.

LSS Strategic Objective

Strategic Objective 3

Investing In Infrastructure

- Delivering the new and improved infrastructure required to support the Spatial Priorities and strategic priorities
- Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/A259 corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal
- Improved rail services and interchanges along the Coastway Rail line and north towards major destinations in the South East, particularly London and Gatwick Airport
- Roll-out of superfast broadband across CWS
- To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars
- Addressing constraints to the provision of both wastewater treatment and sewerage network capacity
- Improving coastal and river flood defences and surface water management
- Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role and linking networks across CWS

Broad compliance with the SDNPA PMP and associated SEA and with the SEA Scoping Report

Under which policy was appraisal carried out?

PMP Policy 35: Promote and enhance integrated travel provision from rail stations located at gateways and within the National Park for pedestrians, cyclists and bus travel.

PMP Policy 36: Improve existing public transport provision for visitors and local communities, especially by increasing the availability of Sunday and evening bus and train services.

PMP Policy 37: Encourage cycling for both commuting and leisure purposes through the development and promotion of a seamless and safer network and by protecting the potential opportunities for future offroad cycling infrastructure.

PMP Policy 38: Work in partnership with key partners, business and organisations to reduce car travel across the National Park.

PMP Policy 51: Increase the availability and speed of broadband and the coverage of the mobile phone network, to facilitate business growth, encourage home working and improve quality of life.

PMP Policy 23: Improve the sustainability of water resources and wastewater management through partnership working across the water sector.

PMP Policy 24: Support and promote river catchment management approaches that integrate sustainable land management, wildlife conservation, surface and groundwater quality and flood risk management.

Links to other plans, policies and programmes?

NPPF

English National Parks Vision and Circular (Defra, 2009)

South Downs Integrated Landscape Character Assessment (Updated 2012)

Shoreline Management Plan 2.

Description of the baseline, what would be the situation without the plan?

Increasing dependence upon cars is not consistent with the low carbon economy that the SDNPA is seeking to develop. Poor public transport infrastructure combined with increasing numbers of visitors to the park will exacerbate problems of congestion on roads and adversely affecting tranquillity. Lack of access to public transport results in social exclusion leaving vulnerable groups in rural areas without access to services that are readily available to residents with cars or those living in urban areas. For other elements of infrastructure see Table 4.3 of SA Scoping Report:
http://www.southdowns.gov.uk/data/assets/pdf_file/0003/421626/MasterSAScopingReport30Jun13.pdf

Proposed mitigation

Implement the sustainable transport and other sustainability policies outlined above via the PMP delivery framework in partnership with LTAs and other partners. The Local Plan will identify and protect disused railway line routes which could be critical in efforts to widen sustainable transport choice. The Local Plan will assign great weight to conserving and enhancing the landscape, biodiversity or cultural heritage (first Purpose), and strategic infrastructure development proposals will need to meet the tests for major developments set out in paragraph 116 of the NPPF, including demonstrating that it is in the public interest.

Recommendations

Implement the proposed PMP and Local Plan policies

LSS Strategic Objective

Strategic Objective 4	Managing Environmental Assets and Natural Resources
<ul style="list-style-type: none"> • Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success • Reducing the environmental and ecological impact of growth where development is necessary • Protecting and enhancing the character and distinctiveness of individual settlements 	

Compliance with SDNPA Plan and Sustainability work

Links to other plans, policies and programmes?

NPPF
 English National Parks Vision and Circular (Defra, 2009)
 South Downs Integrated Landscape Character Assessment (Updated 2012)
 Biodiversity Action Plans for East and West Sussex and Hampshire
 Inherited JCS / Local Plan policies for the SDNP.

Description of the baseline, what would be the situation without the plan?

Increasing specialisation of agriculture, changing lifestyles and changing forms of land ownership.
 Pressures for provision of housing, particularly affordable housing within the SDNP have the potential to adversely affect the landscape character and the overspill of existing villages and market towns into surrounding rural areas. Further unsympathetic developments will lead to the greater erosion or loss of the character

and local distinctiveness of the SDNP settlements and landscape. Increased habitat fragmentation will mean that landscapes will lack the adaptive capacity to deal with major threats, such as a shift in climatic conditions.

Proposed mitigation

Primarily Policies 1 to 10 of PMP:

http://www.southdowns.gov.uk/data/assets/pdf_file/0011/409799/SD_ManPlan_2013_15.pdf

Draft policy 1 for Issues and Options for the LP available via:

<https://consult.southdowns.gov.uk/consult.ti/localplanoptions/consultationHome>

The Local Plan will include a criteria-based policy which ensures the conservation, management and enhancement of the National Park's landscape, supported by sector, issue and/or area specific policies.

Draft policy 3 for Issues and Options for the LP. The Local Plan will incorporate a criteria-based policy ensuring the conservation and enhancement of protected habitats and species, with the level of protection being commensurate with their status, and is pro-active in seeking to significantly enhance biodiversity, for example through the expansion of the local ecological network and re-establishment of species. Encourage new development to contribute to the local ecological network by incorporating features to promote biodiversity and contribute to green infrastructure, supported by a Green Infrastructure Strategy, which informs development proposals, other spatial policies within the Local Plan and the identification and management of designated sites (for further details see Issue 3 of Issues and Options Consultation document).

Draft policy 2 for Issues and Options for the LP. The Local Plan will include a green infrastructure policy that encourages green infrastructure initiatives and will help underpin the commitment to conserving and enhancing the natural environment, cultural heritage and landscape character of the National Park in the face of both development pressure and climate change. Such a policy will be supported and informed by a GI Strategy setting out the approach to the provision of GI in and around the National Park.

Recommendations

Implement the PMP policies via the PMP delivery framework; adopt and implement the draft LP policies.

LSS Spatial Priority

Spatial Priority 1

Shoreham Harbour and Shoreham Airport

LAs will work with their partners to support the development of the strategic employment and housing sites identified in Chichester and Arun Local Plans by giving priority to the infrastructure improvements needed to enable the sites to be delivered.

Shoreham Airport: Development potential should take into account the Landscape setting and views of the Airport from the River Adur and the South Downs National Park as well as the biodiversity and heritage assets of the area.

Compliance with SDNPA Plan and Sustainability work

Under which policy was appraisal carried out?

PMP Policy 23: Improve the sustainability of water resources and wastewater

management through partnership working across the water sector. PMP Policy 24: Support and promote river catchment management approaches that integrate sustainable land management, wildlife conservation, surface and groundwater quality and flood risk management.
Links to other plans, policies and programmes?
NPPF English National Parks Vision and Circular (Defra, 2009) South Downs Integrated Landscape Character Assessment (Updated 2012) Biodiversity Action Plans for East and West Sussex and Hampshire Inherited JCS / Local Plan policies for the SDNP. River Adur Catchment Management Strategy.
Description of the baseline, what would be the situation without the plan?
The ecological status of the River Adur is generally Moderate, the principal failures being fish and excessive phosphates in the water. Without partnership work to develop Adur catchment wide management, the upstream effects of development and port activities will not be adequately addressed with adverse consequences to fish stocks and river ecology.
Proposed mitigation
Commitment of all parties to the CAMS.
Recommendations
Commitment of all parties to the CAMS.
Monitoring proposals
As determined by the Catchment Management Partnership; monitoring of juvenile fish stocks on the Adur.

LSS Spatial Priority

Spatial Priority 5	Greater Brighton City Region
<p>The LAs within the Greater Brighton City Region will work with their partners to coordinate and deliver the infrastructure and transport investment needed to support a network of Growth Hubs focusing on creative and technology innovation. Priorities for supporting the Hubs will be established through the City Region's 10 year growth plan but include improvements generally to the A27 and to flood defences.</p>	

Under which policy was appraisal carried out?
PMP Policy 1: Conserve and enhance the natural beauty and special qualities of the landscape and its setting in ways that allow it to continue to evolve and become more resilient to the impacts of climate change and other pressures.
Links to other plans, policies and programmes?
NPPF English National Parks Vision and Circular (Defra, 2009) South Downs Integrated Landscape Character Assessment (Updated 2012) Biodiversity Action Plans for East and West Sussex and Hampshire Inherited JCS / Local Plan policies for the SDNP. Brighton, Lewes and South Downs Biosphere Project. Nature Improvement Area programme: South Downs Way Ahead.
Description of the baseline, what would be the situation without the plan?

Unsympathetic developments will lead to the greater erosion or loss of the character and local distinctiveness of the SDNP settlements and landscape.
Proposed mitigation
Continued close liaison between SDNPA and partner authorities to implement PMP policies.
Recommendations
Continued close liaison between SDNPA and partner authorities to implement PMP policies.
Monitoring proposals
NYK.

Worthing

Under which document DPD was appraisal carried out?
All Sustainability documents from 2005-2010
When was the appraisal carried out and by whom?
WDC 2005-2010 See Worthing Core Strategy Sustainability Appraisal: http://www.adur-worthing.gov.uk/worthing-ldf/consultation-and-examination/core-strategy-2009-2010/
Who was consulted, when and how?
Statutory consultees; Local Business Partnerships; see Council's SCI on website
HRA Compliance?
<i>The Scoping Report that supported the Worthing Core Strategy SA concluded that the three European protected sites included within the scope of this LSS appraisal (Arun Valley SPA, SAC and Ramsar; Lewes Downs SAC and Castle Hill SAC) could be screened out entirely due to the considerable distances of the European sites from the Worthing Borough boundary.</i>

LSS Strategic Objectives

Strategic Objective 1	Delivering Sustainable Economic Growth
<ul style="list-style-type: none"> Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and residential development Enhancing the overall quality and choice of well-located employment sites and premises by enabling the provision of new sites and making better use of existing sites Facilitating the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education 	
<p>Local authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic</p>	

growth

Compliance with Worthing Core Strategy and Sustainability Appraisal

Under which policy was appraisal carried out?

Core Strategy – Spatial Strategy
Policy 2 – Areas of Change
Policy 3 – Providing for a diverse and sustainable economy
Policy 4 – Protecting employment opportunities
Policy 5 – The visitor economy
Policy 6 – Retail

Links to other plans, policies and programmes?

NPPF
SEP
RES

Description of the baseline, what would be the situation without the plan?

See Worthing Core Strategy Sustainability Appraisal:

<http://www.adur-worthing.gov.uk/worthing-ldf/consultation-and-examination/core-strategy-2009-2010/>

Proposed mitigation

Recommendations

Monitoring proposals

See monitoring framework established during the Core Strategy Examination and being reported within the Council's AMR.

LSS Strategic Objective

Strategic Objective 2

Meeting Strategic Housing Needs

- Giving priority to infrastructure investment that enables the delivery of the Spatial Priorities and opens up new, longer term development opportunities
- Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other Strategic Objectives, particularly in relation to enhancing the choice and quality of employment sites

Compliance with Worthing Core Strategy and Sustainability Appraisal

Under which policy was appraisal carried out?

Core Strategy – Spatial Strategy
Policy 1 – West Durrington
Policy 2 – Areas of Change
Policy 7 – Meeting Housing Need
Policy 8 – Getting the right mix of homes
Policy 9 – Existing housing stock
Policy 10 – Affordable Housing

Links to other plans, policies and programmes?

NPPF SEP RES
Description of the baseline, what would be the situation without the plan?
See Worthing Core Strategy Sustainability Appraisal: http://www.adur-worthing.gov.uk/worthing-ldf/consultation-and-examination/core-strategy-2009-2010/
Proposed mitigation
Recommendations

LSS Strategic Objective

Strategic Objective 3	Investing In Infrastructure
<ul style="list-style-type: none"> • Delivering the new and improved infrastructure required to support the Spatial Priorities and strategic priorities • Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/A259 corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal • Improved rail services and interchanges along the Coastway Rail line and north towards major destinations in the South East, particularly London and Gatwick Airport • Roll-out of superfast broadband across CWS • To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars • Addressing constraints to the provision of both wastewater treatment and sewerage network capacity • Improving coastal and river flood defences and surface water management • Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role and linking networks across CWS 	

Compliance with Worthing Core Strategy and Sustainability Appraisal

Under which policy was appraisal carried out?
Policy 3 – Providing for a diverse and sustainable economy Policy 11 – Protecting and enhancing recreation and community uses Policy 12 – New Infrastructure
Links to other plans, policies and programmes?
NPPF SEP RES
Description of the baseline, what would be the situation without the plan?
See Worthing Core Strategy Sustainability Appraisal:

<http://www.adur-worthing.gov.uk/worthing-ldf/consultation-and-examination/core-strategy-2009-2010/>

Proposed mitigation

Recommendations

LSS Strategic Objective

Strategic Objective 4	Managing Environmental Assets and Natural Resources
<ul style="list-style-type: none"> Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success Reducing the environmental and ecological impact of growth where development is necessary Protecting and enhancing the character and distinctiveness of individual settlements 	

Compliance with Worthing Core Strategy and Sustainability Appraisal

Under which policy was appraisal carried out?
Core Strategy – Spatial Strategy Policy 13 – The natural environment and landscape character Policy 14 – Green infrastructure Policy 15 – Flood risk and sustainable water management Policy 17 – Sustainable construction Policy 18 – Sustainable energy Policy 19 – Sustainable travel
Links to other plans, policies and programmes?
NPPF SEP RES
Description of the baseline, what would be the situation without the plan?
See Worthing Core Strategy Sustainability Appraisal: http://www.adur-worthing.gov.uk/worthing-ldf/consultation-and-examination/core-strategy-2009-2010/
Proposed mitigation
Recommendations

LSS Spatial Priority

Spatial Priority 4	Worthing's Key Town Centre Sites
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Worthing Borough Council will work with its partners to co-ordinate the infrastructure and transport improvements required to help stimulate and maximise investment opportunities in the Town Centre. Priorities to help secure sustainable economic regeneration and improve economic performance will include:

- Regeneration of the seafront and improved linkages with the town centre
- Regeneration of key gateway sites in and around the town centre, particularly sites identified as Areas of Change within the Worthing Core Strategy
- Increased vitality in the town centre, including new retail floorspace
- Improved levels of accessibility and connectivity
- The delivery of a creative growth hub in the Town Centre as part of the Greater Brighton City Region’s promotion of a network of growth hubs to support creative and technology innovation.

Worthing is constrained by the South Downs to the north and the sea to the south. However, if it is to remain competitive and secure regeneration then the Council and its partners will need to provide more housing, employment and retail space as well as infrastructure. A coordinated approach to infrastructure and transport improvements is required to help stimulate and maximise investment opportunities.

Compliance with Worthing Core Strategy and Sustainability Appraisal

Under which policy was appraisal carried out?
Core Strategy – Spatial Strategy Policy 2 – Areas of Change Policy 3 – Providing for a diverse and sustainable economy Policy 4 – Protecting employment opportunities Policy 5 – The visitor economy Policy 6 – Retail Policy 11 – Protecting and enhancing recreation and community uses Policy 12 – New Infrastructure
Links to other plans, policies and programmes?
NPPF SEP RES
Description of the baseline, what would be the situation without the plan?
See Worthing Core Strategy Sustainability Appraisal: http://www.adur-worthing.gov.uk/worthing-ldf/consultation-and-examination/core-strategy-2009-2010/
Proposed mitigation
Recommendations
Monitoring proposals
See monitoring framework established during the Core Strategy Examination and being reported within the Council’s AMR.

Appraisal Conclusions

24. All impacts on nationally and internationally designated sites have been taken into account through the Habitat Regulations Assessments of the individual authorities. Only in Chichester, Lewes and Arun's Final reports are there suggestions that there could be any impacts on any of the sites. These are all considered to be in terms of recreational disturbance, although it is equally concluded that due to the approaches to mitigate this within the Plans there would not be any detrimental impacts to the integrity or conservation objectives of the sites.
25. The environment of the sub-region has some very unique characteristics which are formed as a result of its positioning between the South Downs National Park to the north and the English Channel to the south. In addition to this geographic situation there are also some characteristics of the environment which directly relate to an existing deficiency in necessary infrastructure. Overall these mean that the area is uniquely constrained.
26. The environmental characteristics that are of strategic importance across the Coastal West Sussex area are landscape and the water environments, both in terms of flooding and water quality due to the capacity for treatment of wastewater. In a few areas there are hotspots in terms of air quality being above set targets, though these tend to correlate to issues of capacity on the road network. These environmental characteristics are clearly included and reflected throughout the document.
27. As many of the aspects relating to the environment also mean that they are often constraints to growth or the delivery of sites that may have been identified there is a strong correlation between the content of the document and the content of a number of the Sustainability Appraisal documents.

Consultation

28. A consultation on the content of this report was carried out alongside the Local Strategic Statement, against which there were only a couple of responses received, of which only one was from a statutory stakeholder. Further minor changes then resulted due to comments raised when it was reported to the Joint Strategic Partnership. Appraisals of the document were redone as needed in response to these factors. These are discussed in the following paragraphs.
29. The most significant changes that resulted were that due to Lewes District Council being invited to be full members of the partnership rather than simply observers, the housing figure for the authority needed to be taken into account as well as the environmental aspects of their District. Where necessary these were integrated into the relevant strategic objectives and supporting text of the LSS. In terms of this SA, it has been through the inclusion of the proforma in the appraisal section above covering Lewes and consideration of their evidence.
30. Overall as a result of this point, there was a minor revision in terms of the sustainability of the strategic objectives and spatial priorities both positively and negatively. None of these were significant enough to result in either any

detrimental impacts or any significant improvements to those previously identified.

Monitoring

31. Progress towards and implementation of the overall aims and objectives of the LSS will be monitored by the CWS Strategic Planning Board.
32. In addition to the monitoring set out as part of ensuring the success of the LSS it is recommended that some aspects are included to ensure that all possible negative impacts to the environment are minimised and mitigated as far as possible. Furthermore this document and the recommendations in terms of monitoring are a point in a wider process that is on-going to record the outcomes and actual impacts.