



# SHOREHAM HARBOUR REGENERATION

SHOREHAM HARBOUR JOINT AREA ACTION PLAN  
DRAFT FOR CONSULTATION FEBRUARY 2014



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# **1 INTRODUCTION AND CONTEXT**







# 1 INTRODUCTION AND CONTEXT

## 1.1 WHAT IS THE PLAN FOR THE HARBOUR?

- 1.1.1 This document is the Draft Shoreham Harbour Joint Area Action Plan (JAAP). It is the first full draft of the JAAP which sets out a 15-20 year plan to guide the regeneration of Shoreham Harbour.
- 1.1.2 Shoreham Harbour is located between the western end of Hove seafront and the Adur Estuary at Shoreham-by-Sea, benefitting from a natural coastal setting and accessible waterfront environment. The harbour stretches for five kilometres of waterfront, bounded by the A259, the West Coastway railway line and the coastal communities of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishersgate, South Portslade and Hove.
- 1.1.3 As illustrated in Figure 1.1, the regeneration area occupies a strategic location in the south-east region with central London only a 50 minute train journey away and Gatwick Airport within 40 minutes.
- 1.1.4 The harbour straddles the local authority boundaries of Adur District Council (within West Sussex County) to the west and the City of Brighton & Hove to the east.

The benefits of a revitalised harbour area will be felt throughout the local area and beyond.

- 1.1.5 The JAAP area has been broken down in to seven distinct character areas. For consistency, these areas are broadly similar to the character areas within the Shoreham Port Masterplan<sup>1</sup> but with slightly wider boundaries to take in the surrounding areas outside the Port's jurisdiction. The seven character areas are as follows:

- 1 South Quayside
- 2 Aldrington Basin
- 3 North Quayside/South Portslade
- 4 Portslade/Southwick Beaches
- 5 Southwick Waterfront/Fishersgate
- 6 Harbour Mouth
- 7 Western Harbour Arm

### Proposed New Development

- 1.1.6 There are four key development opportunity areas that have been identified as being critical to the realisation

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<sup>1</sup> *Shoreham Port Masterplan* (Shoreham Port Authority: 2010)

of the long term strategy for the harbour which are proposed to be the focus for delivery. These are:

- Strategic Site 1 (SS1): Aldrington Basin
- Strategic Site 2 (SS2): South Portslade
- Strategic Site 3 (SS3): Southwick Waterfront
- Strategic Site 4 (SS4): Western Harbour Arm

1.1.7 Strategic Sites 1, 2 and 4 are all areas where new housing is proposed. For these areas development briefs have already been prepared and adopted by the councils in 2013. The JAAP will eventually replace these briefs once it is adopted. A Development Brief is also due to be prepared for Southwick Waterfront (SS3) by Shoreham Port Authority.

1.1.8 The proposals for the harbour outlined in this Draft Plan include:

#### **Summary of JAAP proposals:**

##### **New housing:**

- Up to 1450 new homes to 2031 (potentially a further 500 beyond the plan period)
  - 1050 along the Western Harbour Arm in Adur District
  - 400 in South Portslade and Aldrington Basin in Brighton & Hove

#### **Employment and economy:**

- Consolidation of Shoreham Port operations in the eastern arm and canal.
- Approximately 21,500 sqm of employment floorspace:
  - 14,000 sqm in Adur District
  - 7500 sqm in Brighton & Hove
- Generation of 1,500-1,700 new full time jobs directly (between 620-870 net additional) and creation of 500 jobs at the Port.
- Support for 1,630-1,720 full time temporary construction jobs

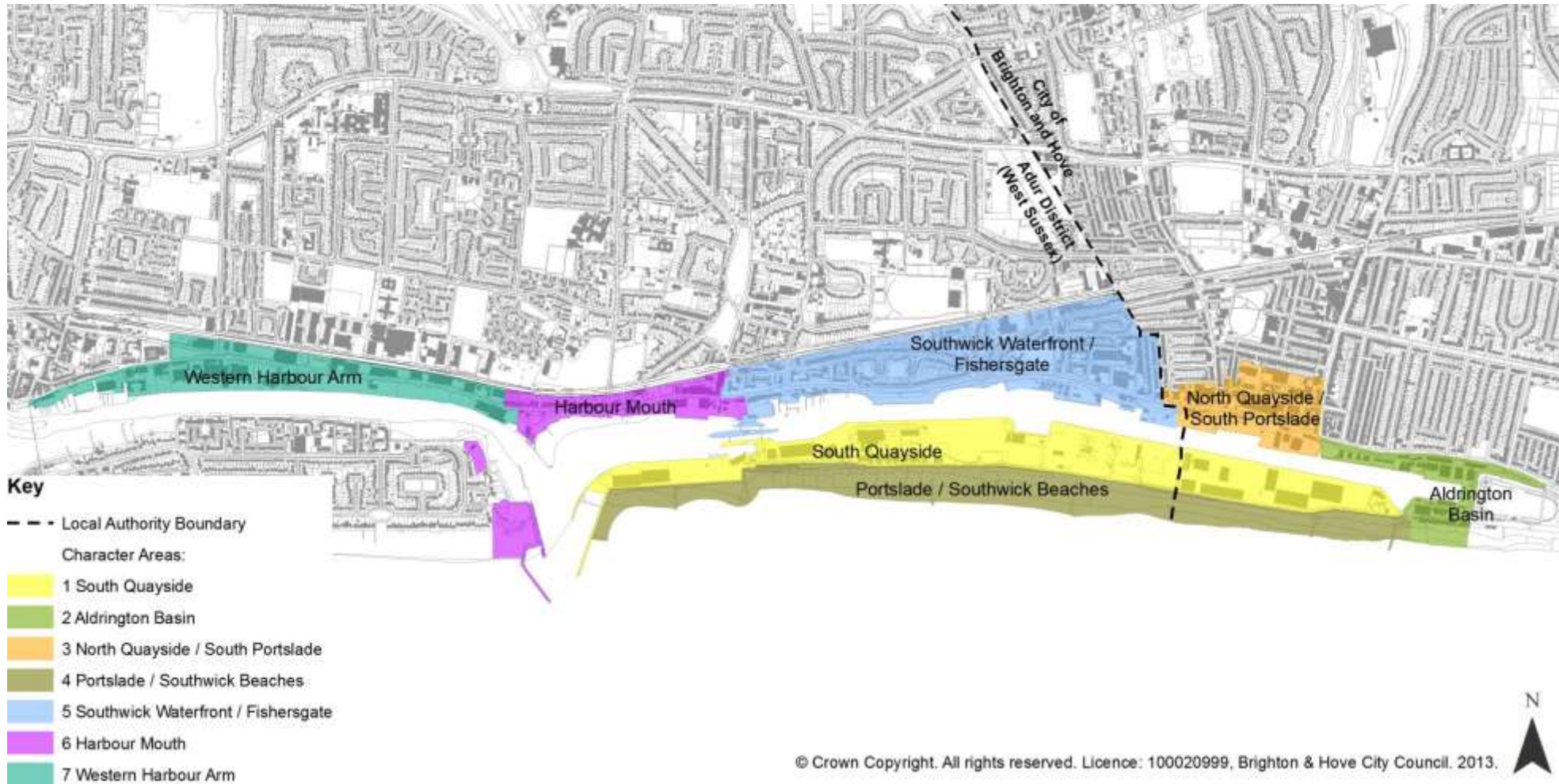
#### **Local environmental improvements:**

- Upgraded flood defence network integrated with a riverside walking/cycling route
- New and improved social and community facilities
- New and improved marine leisure facilities
- Improvements to local transport network
- Upgrades to public spaces and historic features and better connections with surrounding areas

Figure 1.1 Sub-regional location map



Figure 1.2 Joint Area Action Plan - Character Areas





## 1.2 WHAT IS THE PURPOSE OF THIS PLAN?

- 1.2.1 This plan is being published for a ten week period of public consultation. All those who have an interest in the future of Shoreham Harbour are being asked to consider whether the plan is fit for purpose and to highlight anything else which needs to be considered. Ideas and feedback from the community are critical to getting the plan right for the future and input is welcomed from all.
- 1.2.2 The Summary of Community Involvement that accompanies this document provides an overview of work carried out with local residents and stakeholders to develop the plan to this point. The approach to community engagement is guided by the Statements of Community Involvement (SCIs) adopted by Adur District Council (ADC) and Brighton & Hove City Council (BHCC).
- 1.2.3 This plan is supported by a number of background documents across a range of topic areas. Key documents include:
- Consultation Statement
  - Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)
  - Shoreham Harbour Transport Study and Transport Strategy
  - Development Brief for the Western Harbour Arm
  - Development Brief for South Portslade Industrial Estate and Aldrington Basin
- 1.2.4 The full set of background documents can be viewed and downloaded at: [www.adur-worthing.gov.uk/shoreham-harbour-regeneration/supporting-evidence/](http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration/supporting-evidence/).
- 1.2.5 These documents have been prepared by the Shoreham Harbour Regeneration Partnership (referred to as the 'Partnership') comprising ADC, BHCC, West Sussex County Council (WSCC) and the Port Authority. The Partnership also works closely with a number of key stakeholders including the Homes and Communities Agency (HCA), the Highways Agency (HA), Natural England (NE) and the Environment Agency (EA).
- 1.2.6 Further details about the Partnership and the history of developing the plans for the harbour are contained within the Sustainability Appraisal report.

### 1.3 HOW CAN YOU MAKE COMMENTS ON THIS PLAN?

- 1.3.1 The period for making comments commences on **17th February 2014 and will end at 5pm on 25th April 2014**. Comments can be made on any aspect of the report.
- 1.3.2 It is most helpful and cost-effective if comments can be submitted **using** the online consultation form on the website. Alternatively, you can email your comments to: [consultation@shorehamharbour.com](mailto:consultation@shorehamharbour.com) or write to:
- FREEPOST BR1575  
Shoreham Harbour Regeneration (Consultation)  
Adur & Worthing Councils  
Town Hall  
Chapel Road  
Worthing  
West Sussex  
BN11 1HA
- 1.3.3 It is important to note that all of the comments will be reviewed and considered by officers and will be made public on the Shoreham Harbour Regeneration pages of both the ADC and BHCC websites following the consultation period. Individual names and contact details will be anonymised.

### 1.4 WHAT HAPPENS AFTER THE CONSULTATION?

- 1.4.1 Depending on the issues raised, a further round of consultation may be required. Following this, the 'Pre-Submission' version of the JAAP will be published for final comment. At this stage representations can only be made on the 'soundness' of the plan. The JAAP will then be submitted to the Secretary of State. All representations received during the final 'soundness' consultation period will be considered by the Inspector at an independent Public Examination. The Inspector will 'test' the soundness of the plan and produce a report setting out any recommendations for final changes before the councils formally adopt the plan.

### 1.5 WHY IS THE JOINT AREA ACTION PLAN (JAAP) BEING PREPARED?

- 1.5.1 The JAAP is being produced to identify a set of realistic, deliverable, locally supported and sustainable proposals for Shoreham Harbour and to manage the impacts of development over time. The plan is 'joint' because it will be jointly adopted by ADC and BHCC, and endorsed by WSCC.
- 1.5.2 There have been various plans put forward for the harbour area in the past and some elements have since been delivered. The drivers of change have evolved over time, and will continue to change. The



aim of this plan is to provide a flexible framework for future development that responds to local economic and social needs as well as environmental considerations.

1.5.3 As illustrated in Figure 1.3, the JAAP is a Development Plan Document (DPD) which will sit underneath the Local/City Plans to provide further detail on the Shoreham Harbour regeneration area. The JAAP forms part of the Local Development Frameworks (LDFs) for both ADC and BHCC.

1.5.4 A four stage process is underway in preparing the JAAP and the timetable is set out in the Local Development Scheme (LDS) for each of the partner local authorities. The process is currently at Stage 3:

- **Stage 1:** Information gathering, baseline analysis and identifying issues (2008 – 2012).
- **Stage 2:** Consideration of options, developing spatial framework, preparing Development Briefs for areas of change (2010-2013).
- **Stage 3: (WE ARE HERE)** Consulting on Draft JAAP, further exploring technical issues, addressing delivery issues, further consultation if required (2014-2015).

- **Stage 4:** Submitting Final JAAP to Secretary of State for independent examination conducted by a Planning Inspector, followed by formal adoption (2015).

## 1.6 WHAT AREA IS COVERED BY THE JAAP?

1.6.1 The policies and proposals in this document will apply to the Shoreham Harbour Regeneration Area. Figure 1.2 indicates the boundary of the regeneration area and the local authority boundaries.

## 1.7 WHAT IS THE SUSTAINABILITY APPRAISAL?

1.7.1 The Partnership has undertaken a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of this plan. The purpose of the Sustainability Appraisal is to ensure that the principle of sustainable development is incorporated throughout the emerging JAAP. Its role is to critically review and challenge the development proposals and seek the highest possible standards in relation to sustainability.

## 1.8 HOW DOES THE JAAP RELATE TO OTHER PLANNING DOCUMENTS?

1.8.1 All planning applications and investment decisions within the harbour will be assessed against the policies within the JAAP, the Port Masterplan, relevant site development briefs as well as the Local/City Plans and UK government /European Union (EU) policy that sit above it.

1.8.2 All the relevant documents can be viewed online at [www.adur-worthing.gov.uk](http://www.adur-worthing.gov.uk), [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk) or [www.westsussex.gov.uk](http://www.westsussex.gov.uk), or obtained from the Planning Policy teams on 01273 263000 (ADC), 01273 290000 (BHCC) or 01243 777100 (WSCC).

### National / EU Policy

1.8.3 The plan has been prepared in accordance with EU and UK Government policy including the National Planning Policy Framework (NPPF) and NPPF Guidance.

1.8.4 The Planning Act 2008 sets out the thresholds for Nationally Significant Infrastructure Projects (NSIPs) in the ports sector. The Secretary of State may also determine an application with capacity below the relevant threshold, if it is considered that the project is of national significance.

### ▪ National Planning Policy Statement for Ports (2012)

1.8.5 Produced by the Department of Transport as part of the Planning Act 2008, this statement provides the framework for decisions on proposals for new port development. It is also a relevant consideration for the Marine Management Organisation and for local planning authorities.

### Regional Policy

### ▪ West Sussex Local Strategic Statement (2013)

1.8.6 The Local Strategic Statement (LSS), produced on behalf of the Coastal West Sussex partnership, sets out the long term strategic objectives for West Sussex over the period 2013 – 2031. Shorter term spatial priorities are identified for the period 2013 to 2020. Creating the conditions to deliver strategic employment and housing sites at Shoreham Harbour is a key priority of the LSS.

### ▪ South Marine Plan (in progress)

1.8.7 The Marine Management Organisation (MMO) is progressing work on the South Marine Plan to inform and guide marine users and regulators in the area. The plan will seek to manage the sustainable development of marine industries such as wind farms, shipping,

marine aggregates and fishing alongside the need to conserve and protect marine species, habitats and leisure uses.

### Local Policy

- 1.8.8 Both the emerging Adur Local Plan and the Brighton & Hove City Plan identify the regeneration of the harbour in their strategic objectives and also contain a specific planning policy that identifies the harbour as a 'Broad Location' for future strategic development.

#### ▪ Revised Draft Adur Local Plan (2013)

- 1.8.9 Policy 2 (Spatial Strategy) of the Revised Draft Adur Local Plan (2013) states:

"Shoreham Harbour will be the focus of a significant level of development to facilitate regeneration of the Harbour and neighbouring communities, which will be delivered through an Area Action Plan to be prepared jointly between Adur District Council, Brighton & Hove City Council and West Sussex County Council."

- 1.8.10 Draft Policy 8 (Shoreham Harbour) sets out the policy and priorities for each character area and states that:

"The Council will facilitate the delivery of 1050 new dwellings within the Shoreham Harbour Regeneration

Area within Adur District during the plan period to 2031, in addition to up to 550 beyond the plan period."

- 1.8.11 Draft Policy 4 (Planning for Economic Growth) allocates land for employment generating uses in Adur up to 2031, including:

- Shoreham Harbour Regeneration Area (approximately 13,000 sqm within Adur)

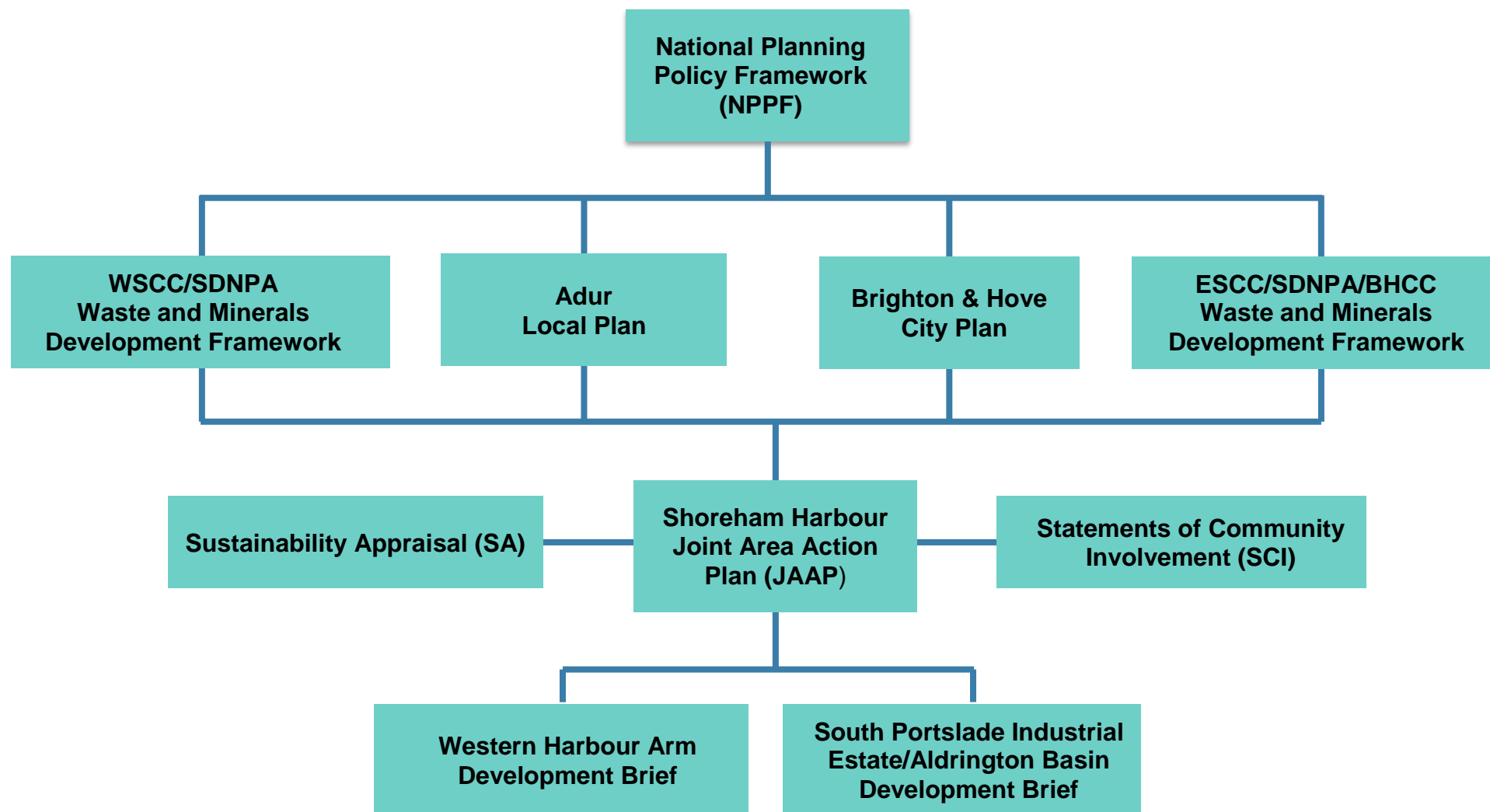
#### ▪ Brighton & Hove Submission City Plan Part One (2013)

- 1.8.12 The Brighton & Hove Submission City Plan Part One includes the regeneration of the harbour as a key commitment under Strategic Objective 6 (SO6):

"Through joint working with Adur District Council, West Sussex County Council and the Shoreham Port Authority, maximise the potential of Shoreham Harbour for the benefit of existing and future residents, businesses, port-users and visitors through a long term regeneration strategy."

- 1.8.13 Policy DA8 (Shoreham Harbour) sets out the policy and priorities for each of the harbour character areas and states that the JAAP process will further explore and test the delivery of:

**Figure 1.3 JAAP within Local Development Frameworks**



- “400 new residential units within Brighton & Hove (which are included as part of the City’s long term overall housing target)
- 7500 sqm net additional employment floorspace”

### ▪ Waste and Minerals Local Plans

- 1.8.14 Depending on which part of the harbour, proposals involving or impacting on waste and minerals operations should refer to:
- WSCC Minerals Local Plan (adopted 2003)
  - WSCC, South Downs National Park Authority (SDNPA) Proposed Submission Draft Waste Local Plan
  - East Sussex County Council (ESCC), South Downs National Park Authority (SDNPA) and Brighton & Hove Waste and Minerals Plan (2013).

### Shoreham Harbour Policy

#### ▪ Shoreham Harbour Development Briefs (2013)

- 1.8.15 Development Briefs have been adopted for key areas of change – Western Harbour Arm, South Portslade Industrial Estate and Aldrington Basin. These briefs have been informed by a large body of technical background work, public consultation and engagement and were subject to Sustainability Appraisal (SA). Their content has been subsumed in to this document and will form part of the emerging JAAP. As such the briefs

will be regarded as a significant material consideration and afforded weight accordingly when determining planning applications within the brief areas, in the interim period before JAAP is adopted.

#### ▪ Shoreham Port Masterplan (2010)

- 1.8.16 Shoreham Port Authority has produced a Port Masterplan. Although not a statutory planning policy document, the plan is reflective of the Port’s future aspirations and should be taken into account when considering new developments in the vicinity of Shoreham Port. The JAAP is intended to be consistent with the Port Masterplan, which can be viewed at [www.shoreham-port.co.uk/Masterplan](http://www.shoreham-port.co.uk/Masterplan).

#### ▪ Shoreham Harbour Transport Strategy (Draft, 2014)

- 1.8.17 Transport modelling has been undertaken to assess the potential impacts of new development at the harbour. The results of this study have informed the preparation of a Transport Strategy which specifies a package of sustainable mitigation measures that will need to be implemented to support new development.

- **Shoreham Harbour Flood Risk Management Technical Guidance (in progress)**

- 1.8.18 Working closely with the Environment Agency, the Partnership is in the process of preparing a user-friendly, technical guide setting out illustrative concepts for an upgraded flood defence network along the Western Harbour Arm and a summary of the costs and requirements of developers in relation to mitigating flood risk. This document will also be used to provide information for funding applications

- **Shoreham Harbour Streetscape Guidance (2012)**

- 1.8.19 A Streetscape Guide has been prepared that provides guidance as to what types of street furniture and landscaping are suitable for different parts of the harbour area along with technical specifications for specific items.

- **Shoreham Harbour Interim Planning Guidance (2011)**

- 1.8.20 Shoreham Harbour Interim Planning Guidance (IPG) (2011) sets out the vision and objectives for the regeneration area and signposts to relevant policy documents. It was intended for use in the interim period before the JAAP is adopted. It will be factually updated in 2014.



Figure 1.4 Existing Key Land Uses

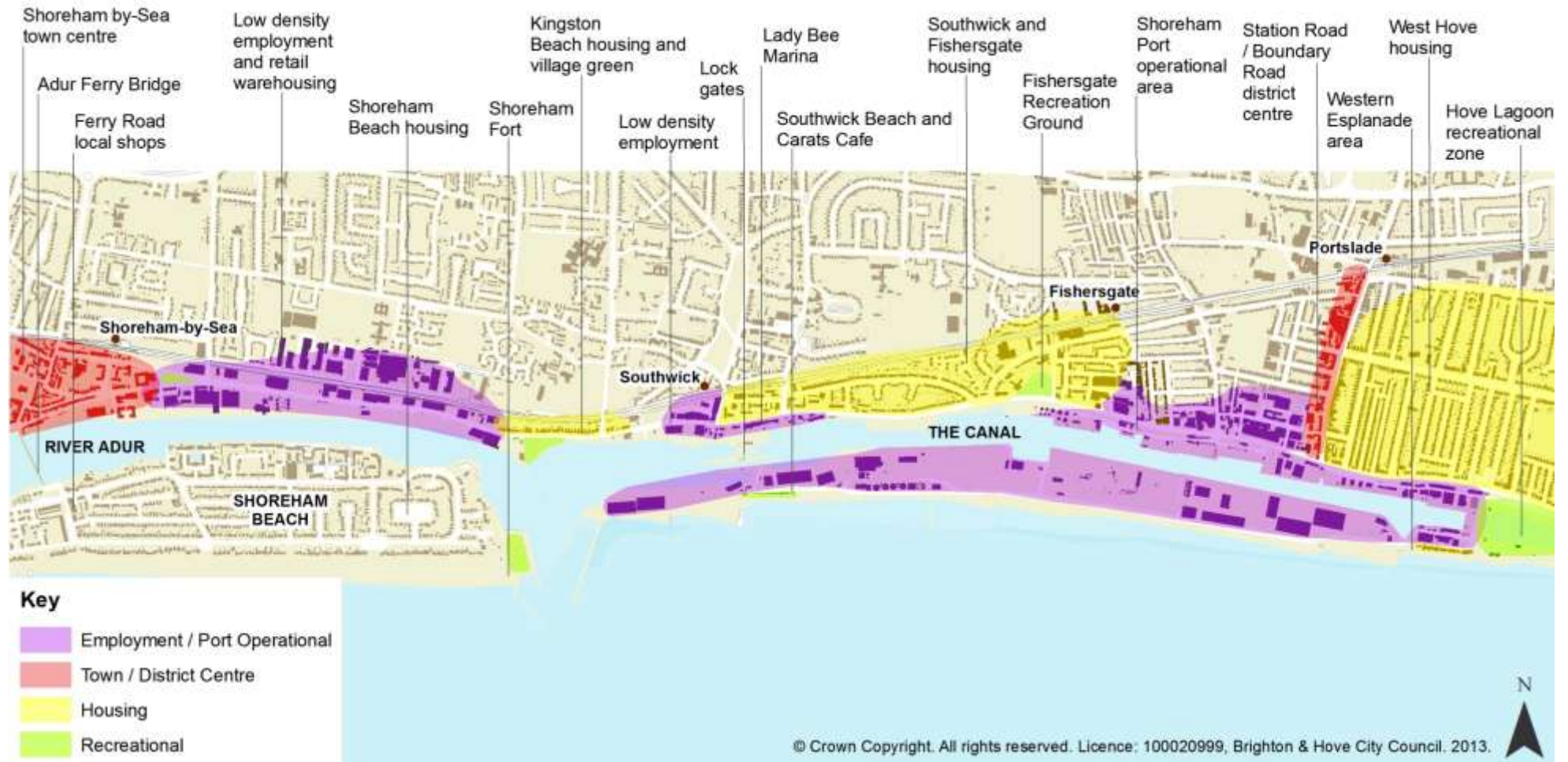
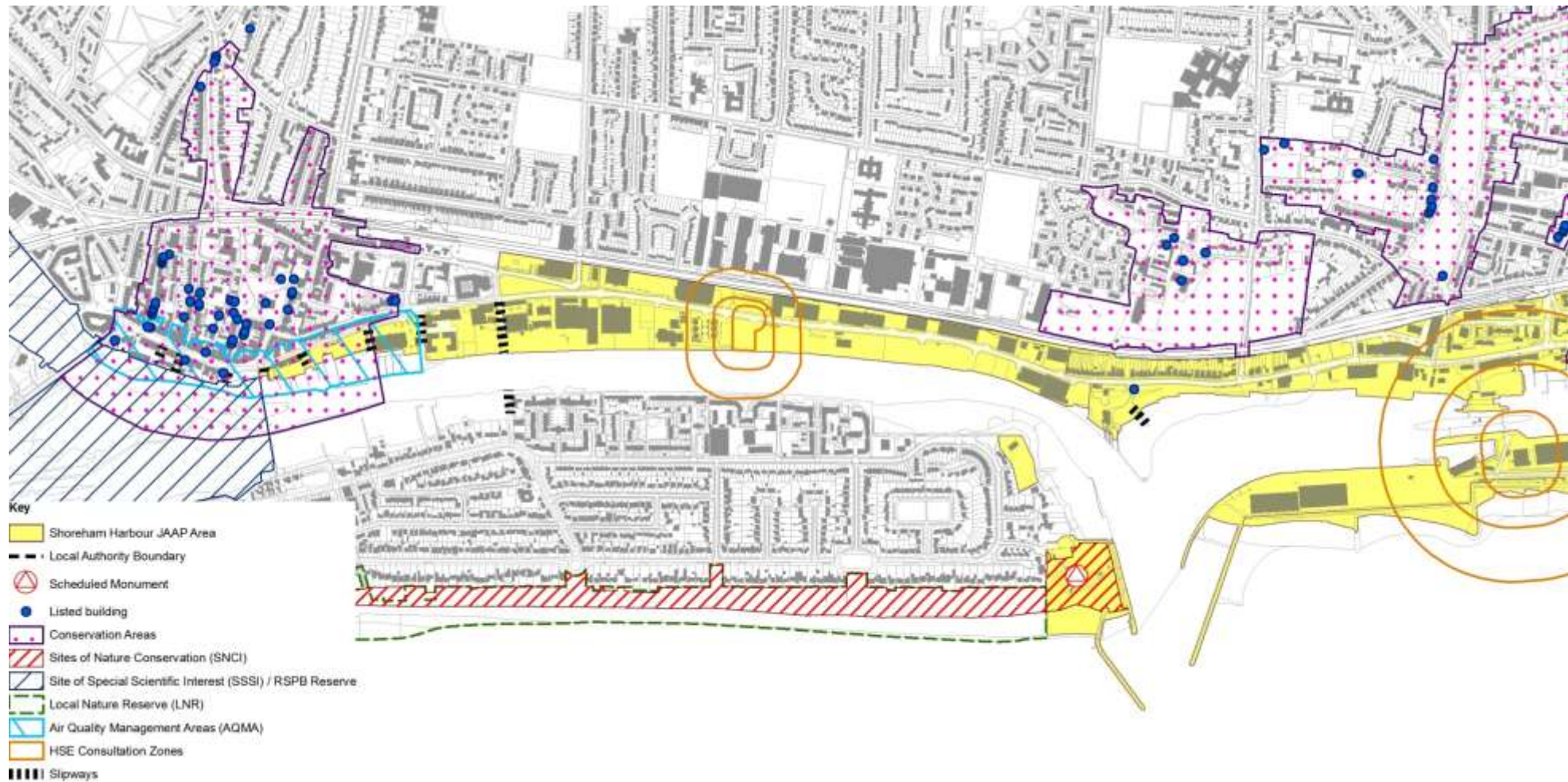
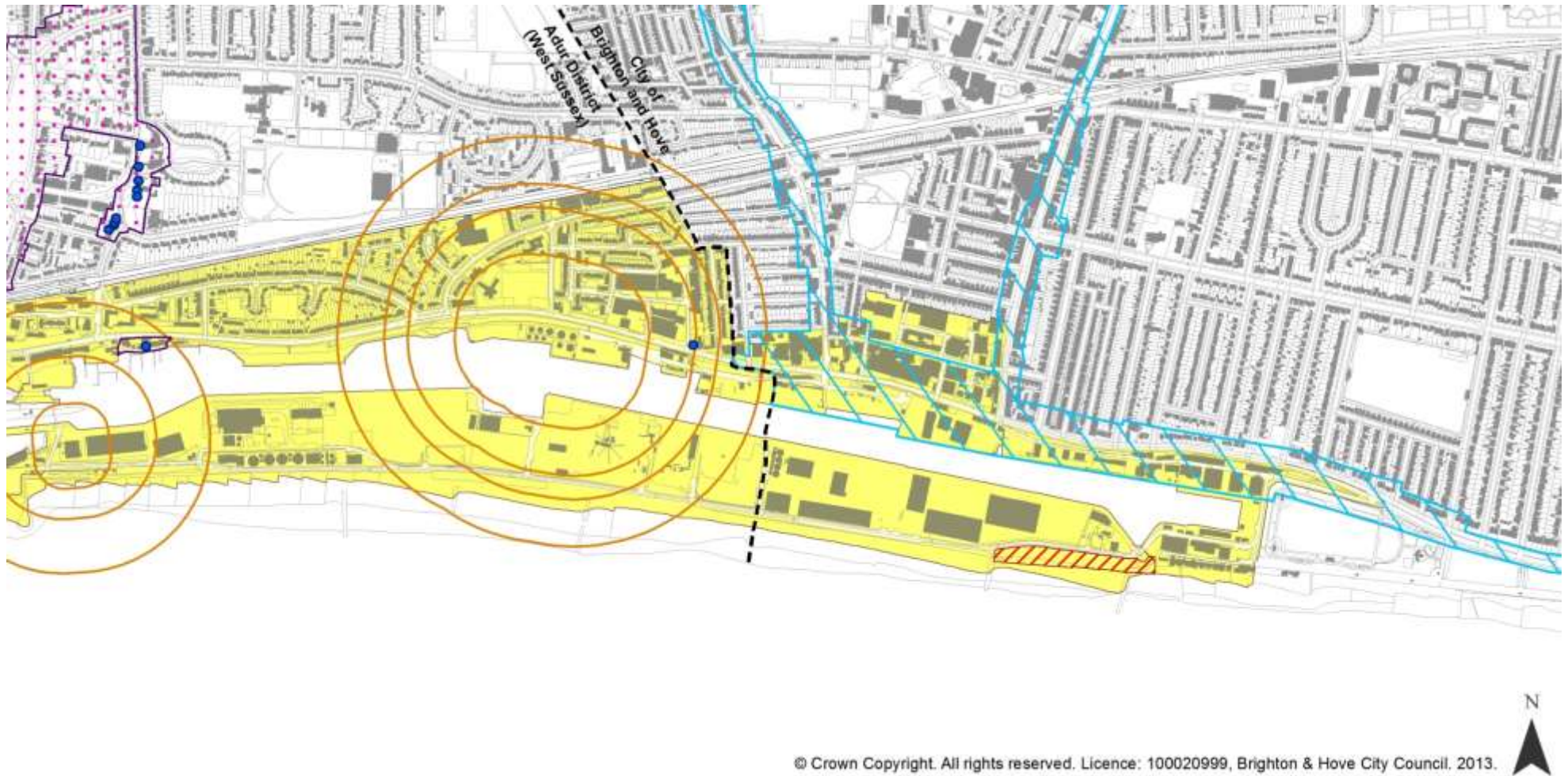


Figure 1.5 Shoreham Harbour Environmental Constraints







## **1.9 ABOUT THE AREA – DRIVERS FOR CHANGE**

- 1.9.1 The following section provides a high level overview of the physical, environmental and social features of the harbour and its surroundings. Further baseline data and analysis is available in the Sustainability Appraisal report which accompanies this document. Figure 1.4 and 1.5 shows the key existing land uses and Figure 1.5 shows the statutory designations and environmental constraints that must be taken in to account when planning for future development.
- 1.9.2 Between the backdrop of the South Downs National Park and the open horizon of the English Channel, the harbour boasts a wealth of maritime history dating back to Roman times. It has a rich and diverse landscape including the River Adur estuary, the historic character of Shoreham's key landmarks including Shoreham Fort and Kingston Beach lighthouse; a number of established residential communities and Shoreham Port as a highly engineered working environment.
- 1.9.3 The harbour stretches from the new Adur Ferry Bridge in the west through to Hove Lagoon in the east. The harbour entrance in the middle is the mouth of the River Adur which, through time, has been deflected two miles to the east by longshore drift. The area to the west of the footbridge and east of Norfolk Bridge is designated a Site of Special Scientific Interest (SSSI).

At mid-tide the mud flats are revealed which attract abundant waders, gulls and other rare birdlife and are protected as an RSPB reserve.

- 1.9.4 South of the harbour on the western side is Shoreham Beach, a naturally formed spit running for three kilometres parallel to the coast. Here, within the harbour is a well-established community of local residents living within a parade of house boats. The boats have quirky individual styles adding colour to the landscape and are a source of visitor interest.
- 1.9.5 Shoreham Harbour is distinct from its surroundings for its concentration of industrial and other employment uses, many representing port-related activities. However, closely linked are the neighbouring residential communities of Shoreham by Sea, Shoreham Beach, Southwick, Fishersgate, Portslade and West Hove that will be impacted by any future development plans. It is important to ensure that new development integrates and connects well within these surroundings.
- 1.9.6 The Port of Shoreham is the largest commercial port between Southampton and Dover and the closest Channel port to London. The port dates from Roman times, originally known as 'Portus Adurni'. For hundreds of years it was a major centre for ship building and by the 17th century Shoreham was still the chief Sussex port building for the Royal Navy.

Supplies were made in the yards along the river such as masts, spars, sails, rope and blocks and in Shoreham town lived shipwrights, carpenters and sail-makers, merchants and seamen. The modern day harbour area continues to play an important economic role with the thriving operational port at its heart. Shoreham Port currently employs approximately 1700 people. The port has now celebrated its 250th Anniversary and continues to grow.

### Drivers for Change

- 1.9.7 Despite the close proximity to an employment hub there are pockets of significant deprivation within the regeneration area, particularly in parts of Eastbrook and St Mary's wards (Adur), and South Portslade ward (Brighton & Hove). Parts of these areas fall within the top 20% most deprived areas in the country for overall deprivation (DCLG, 2010). This is indicated by the relatively high proportion of working age adults claiming Job Seeker's Allowance compared with surrounding areas (DWP, 2012). In Eastbrook ward, 34% of the population have no qualifications compared to 29% nationwide and there are a lower proportion of residents with higher level qualifications than the national average (Eastbrook ward 18.7%; South Portslade ward: 24.7%; compared to 27.4% nationwide). (ONS: 2011)

- 1.9.8 The local economy and labour market (Adur District in particular) currently face a number of challenges including an overall shortage of jobs in Adur District in comparison with the national average, lower than average skills base, declining numbers of self-employed since the economic downturn, lower than average wages, high levels of out-commuting and highly constrained employment floorspace supply to accommodate new economic activity.
- 1.9.9 It is critical for the JAAP proposals to balance the provision of new homes with the enhancement of key employment areas and (where business relocations are necessary) for businesses to be re-accommodated within the local area to sites that better meet their needs.

## **2 HARBOUR VISION AND AREA PROPOSALS**







## 2 HARBOUR VISION AND CHARACTER AREA PROPOSALS

### SHOREHAM HARBOUR VISION STATEMENT:

By 2031 Shoreham Harbour will be transformed into a vibrant, thriving, waterfront destination comprising a series of sustainable, mixed-use developments alongside a consolidated and enhanced Shoreham Port which will continue to play a vital role in the local economy.

The redevelopment of key areas of the harbour will provide benefits for the local community and economy through increased investment, improved leisure opportunities, enhanced public realm and the delivery of critical infrastructure that will help respond positively to climate change.

### 2.1 LONG TERM VISION

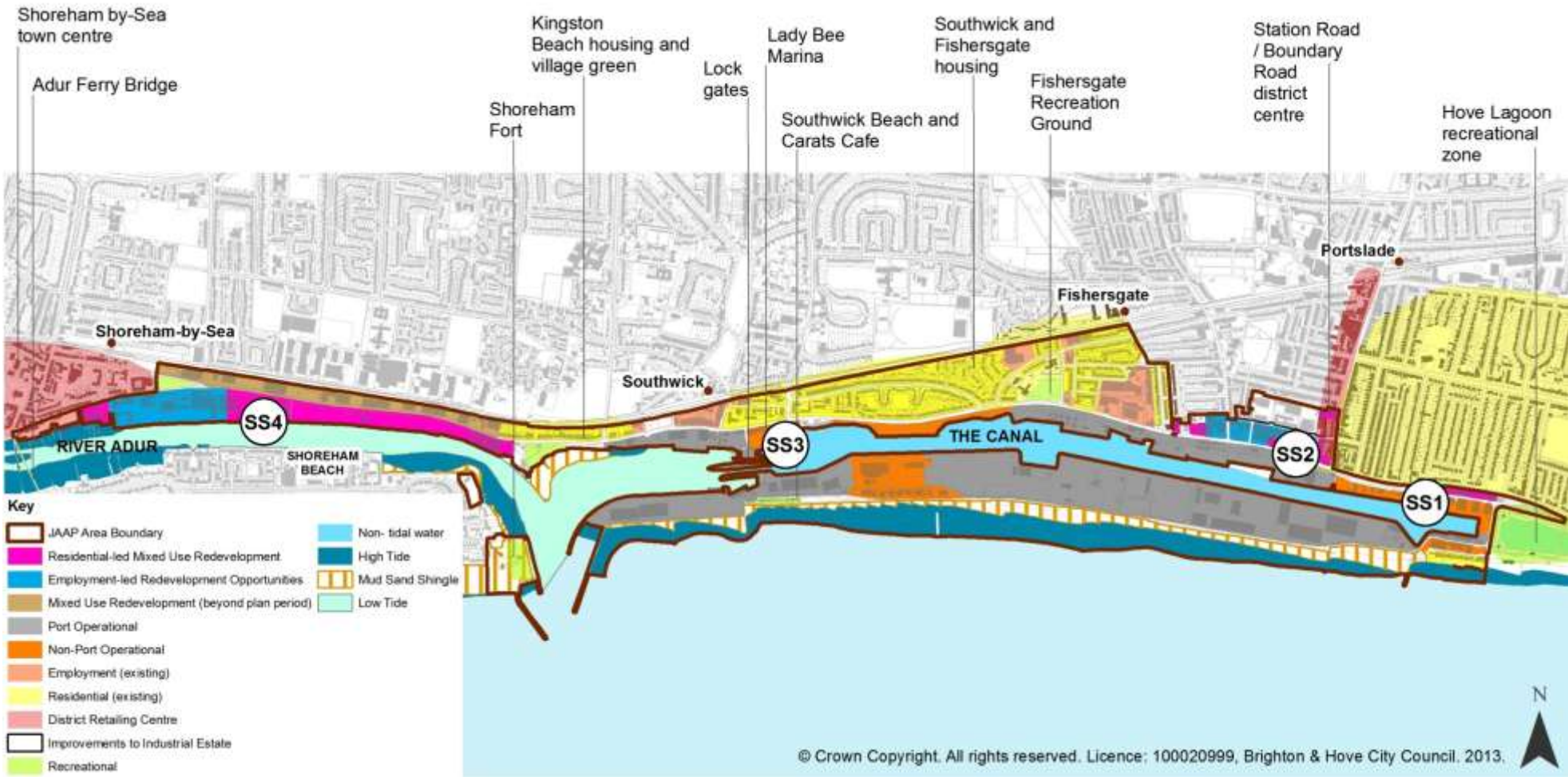
- 2.1.1 This section sets out the proposed long-term vision for Shoreham Harbour and the key themes and associated strategic objectives that were developed through the baseline analysis and consultation. The spatial strategy for Shoreham Harbour aligns with the vision and objectives set out in both the Revised Draft Adur Local Plan (Vision Statements 3 and 4 and

Objective 3) and the Brighton & Hove City Plan (Strategic Objective 6).

- 2.1.2 The vision over the next 15 years is to maximise the potential of Shoreham Harbour for the benefit of existing and new residents, businesses, port-users and visitors through a long term regeneration strategy. This will be achieved through working with the Shoreham Port Authority and local landowners to facilitate the redevelopment of key sites.
- 2.1.3 The aim is to deliver a series of appropriately located, high quality, sustainable, mixed-use developments including new housing, employment floorspace, leisure opportunities, improved public space and associated infrastructure including flood defences and transport improvements.
- 2.1.4 The regeneration proposals will provide an opportunity for consolidating, reconfiguring and enhancing the operations of Shoreham Port which continues to play a vital role in the local economy.



Figure 2.1: Spatial Strategy



## 2.2 SPATIAL STRATEGY AND STRATEGIC OBJECTIVES

2.2.1 Figure 2.1 provides a summary of the proposed future land use areas within the JAAP area. These are outlined in detail within each character area section below. The strategy is underpinned by the strategic objectives and is reflected in the harbour-wide policies.

### Policy JAAP 1: Spatial Strategy

Development proposals and other projects within the Shoreham Harbour Regeneration area must consider and positively contribute towards the vision, objectives and aspirations of the Spatial Strategy.

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

#### SO1. Sustainable Development: To promote sustainable development

To ensure all new developments use energy and water as efficiently as possible, use energy from renewable technologies, use sustainable materials, reduce waste, incorporate innovative approaches to open space and biodiversity, encourage uptake of low carbon modes of transport and support sustainable lifestyles in existing

and new areas. The Port will be supported in becoming an important hub for renewable energy generation.

#### SO2. Shoreham Port: To support a growing, thriving Port

To facilitate the delivery of the adopted Port Masterplan, the provision of a modernised, consolidated port and to promote the important role of the port in the local and wider economy.

#### SO3. Economy and Employment: To stimulate the local economy and provide new jobs

To provide new, high quality employment floorspace and improve the business environment to support the needs of local employers. To equip local communities with the training and skills required to access existing and future employment opportunities

#### SO4. Housing and Community: To provide new homes to address local needs

To address shortfalls in local housing provision through delivering new homes of a range of sizes, tenures and types, including affordable and family homes as well as associated supporting community infrastructure.

**SO5. Sustainable Transport: To improve connections and promote sustainable transport choices**

To promote sustainable transport choices through ensuring that new developments are well served by high quality, integrated, improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.

**SO6. Managing Flood Risk: To reduce the risk of flooding and adapt to climate change**

To ensure that development avoids and reduces the risks from flooding and impacts on coastal processes and that risks are not increased elsewhere as a result. To ensure that coastal defences accord with the relevant Shoreline Management Plan and the forthcoming Brighton Marina to River Adur Strategy for coastal defences.

**SO7. Nature Conservation: To conserve and enhance the harbour's environmental assets**

To protect and enhance the area's important environmental assets and wildlife habitats including Site of Special Scientific Interest (SSSI), Royal Society Protection Birds (RSPB) Reserve, Sites of Nature Conservation Importance (SNCI), Local Nature Reserves (LNR) and Village Green.

**SO8. Recreation and Leisure: To enhance and activate the Harbour's leisure and tourism offer**

To create places that promote healthy and enjoyable living by improving existing and providing new open spaces, green links, leisure and recreation opportunities. To improve connections to and use of the waterfront, coast and beaches as attractive destinations for both locals and visitors.

**SO9. Place Making and Design Quality: To promote high design quality and improve townscape**

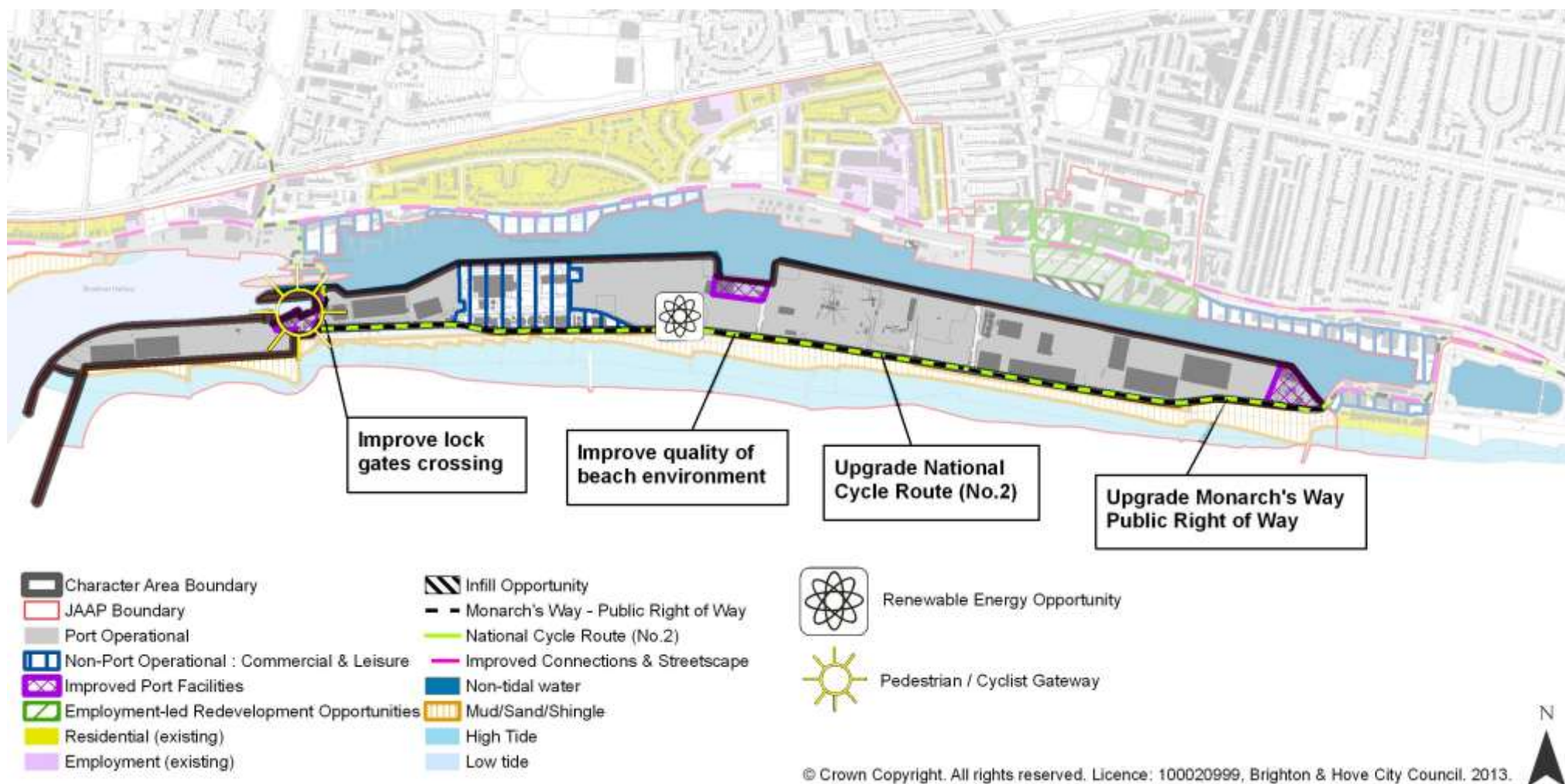
To promote developments of high design quality that maximise the waterfront setting, respect local character and form and enhance key gateways and public spaces. To protect and enhance the area's historic assets including the Scheduled Monument at Shoreham Fort, listed buildings and conservation areas.



### **2.3 CHARACTER AREA PROPOSALS**

- 2.3.1 The following section sets out proposals and planning policies that apply to each of the Character Areas as well as development principles for each of the Strategic Site areas. The boundaries of the Character Areas are shown on Figure 1.3. It should be noted that the boundaries are intended to be treated flexibly.

Figure 2.2: South Quayside Inset Map



## 2.4 CHARACTER AREA 1. SOUTH QUAYSIDE

### AREA PRIORITIES:

- To support Shoreham Port Authority in improving operational efficiencies, developing new trade and exploring opportunities for sustainable energy generation, in line with the adopted Port Masterplan.
- To accommodate the relocation of existing port operators from elsewhere within the Port.
- To identify and where appropriate accommodate the future capacity requirements for the Waste Water Treatment Plant.
- To improve Wharf Road and Basin Road South as a popular recreational route for walking and cycling, providing access to the beaches.
- With the exception of the existing Power Station, and the Waste Water Treatment Plant, non-port operations will not be permitted in this area.

*Source: Policy DA8 Brighton & Hove City Plan Part One / Policy 8 Revised Draft Adur Local Plan*

### CURRENT CHARACTER

- 2.4.1 South Quayside (together with the outer lay-by berths) is the main operational area of Shoreham Port with a significant concentration of port trades and quayside activity. It is proposed that this area is retained and protected for port operational uses.
- 2.4.2 The full length of South Quayside is some 2,370 metres, comprising 11 berths totalling 1,575 metres in length. The Outer Lay-by Terminal site extends further with two berths of 257 metres. In the quayside area cargo handling and ship unloading is carried out using mobile cranes and lift trucks. Plant installations utilised by operators include major aggregates grading and handling plant, ready-mix concrete plant and gantry cranes at the Parker Steel stockyard. Visiting fishing trawlers and other vessels often moor up alongside the power station. There are a number of security gate entry points to the port area, and the area north of Basin Road South is a secure area with no public access.
- 2.4.3 The long term spatial strategy for the harbour is dependent on consolidating port-related activities within the South Quayside area. As well as improving operating efficiencies for the port it will enable waterfront land to be released for alternative uses along the Western Harbour arm.

2.4.4 South Quayside is sufficiently removed from surrounding residential uses that it is able to accommodate uses that elsewhere could potentially harm residential amenity through noise and disturbance. Major facilities likely to remain for the timespan of the plan period include Shoreham Power Station and Waste Water Treatment Plant.

2.4.5 An assessment of the capacity of the Waste Water Treatment Works (owned by Southern Water) found that the existing plant has sufficient capacity to accommodate the levels of new development being proposed through the Local/City Plans and through this Draft JAAP. However proposed changes to environmental regulation requirements may have implications for future land take and an alternative site may need to be identified at some point during the plan period.

## **MOVEMENT AND CONNECTIONS**

2.4.6 HGVs serving the port and the public access this area via the main port entrance at the junction of Wharf Road and Kingsway (A259). Basin Road South runs the length of the south side of the port along the seafront down towards Carat's Café and its adjacent public car park.

2.4.7 To the western end of the quayside and forming the crossing over to the north side of the harbour, the Lock

Gates/ Dry Dock area are a key functional part of the port. As outlined in Character Area 4 below, the lock gate crossing is a public right of way and part of the national cycle route (No. 2). The route is already popular with local people and cyclists and has the potential to be made more of a focal point with better signage and way-finding. The Port Authority has reclaimed a small area of land here by the pump house to accommodate a new engineering base.

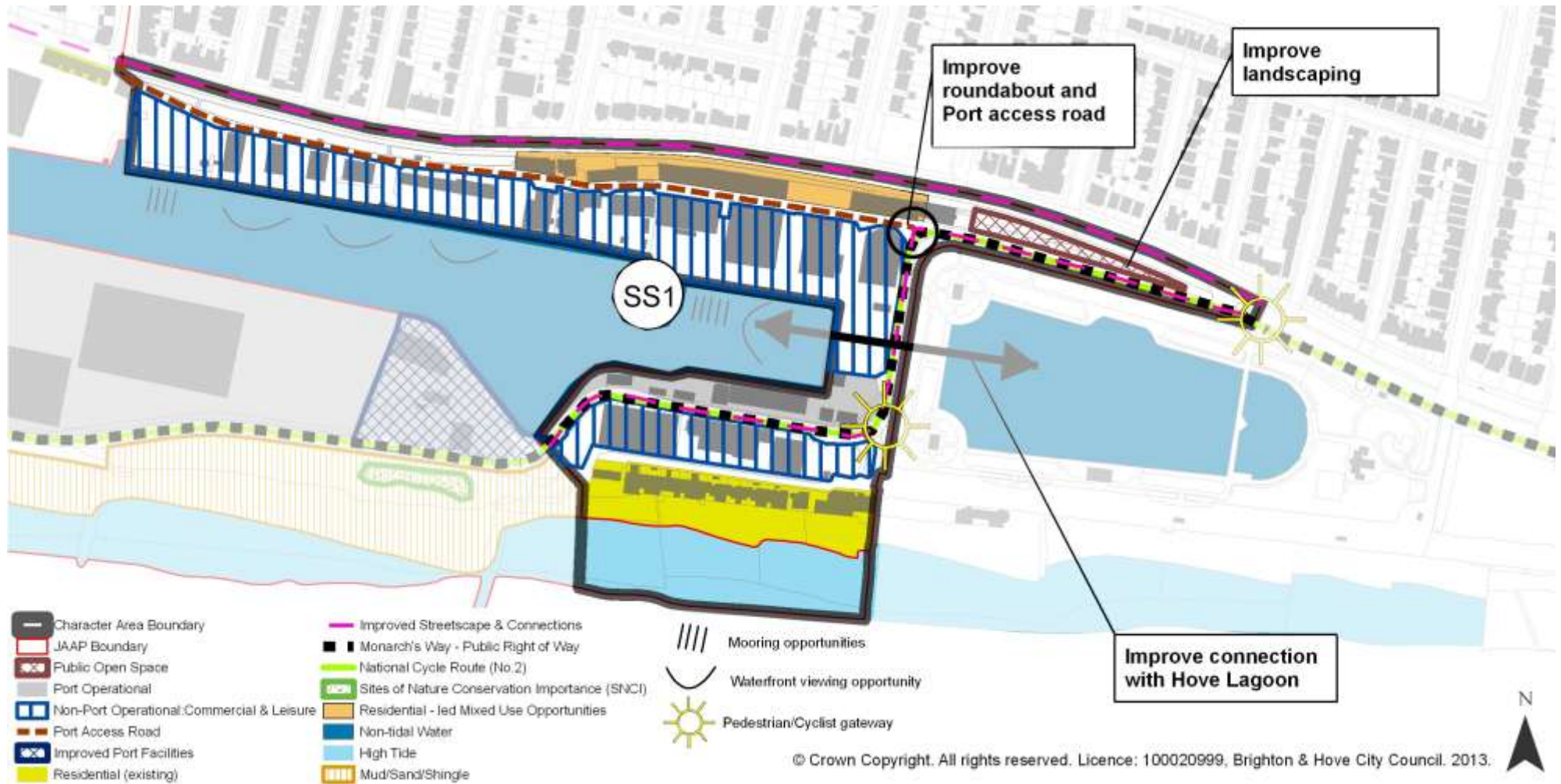
2.4.8 Basin Road South plays an important local recreational and environmental function and is well used by the public. Proposed improvements to both Southwick Waterfront and to the beach areas are likely to increase public usage of this area and it will be important to maintain appropriate buffers between the operational Port areas and public spaces.

**Policy JAAP 2: South Quayside**

- i. South Quayside will be safeguarded as a focus for future commercial port activity.
- ii. Ongoing protection will be provided for the functioning of the dry dock ensuring that land uses in the immediate vicinity do not compromise its ongoing efficient use.
- iii. The local planning authorities and the Port Authority will work closely with Southern Water to ensure that Waste Water Treatment infrastructure is fit for purpose and can accommodate future population changes.
- iv. Improvements will be sought to the crossing over the lock gates for the benefit of pedestrians and cyclists that do not detract from its principal port operational function.
- v. Improvements will be sought to the boundaries, surfacing, way finding and access to the beach environment.



Figure 2.3 Aldrington Basin Inset Map





## 2.5 CHARACTER AREA 2: ALDRINGTON BASIN

### AREA PRIORITIES:

- To designate Aldrington Basin as a Strategic Employment/Mixed-use Area (Strategic Site Allocation 1) to accommodate a vibrant mix of new and improved port operational facilities as well as compatible non-port employment uses, including A and B use classes.
- To accommodate appropriately located mixed-use residential development.
- To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, ensuring to respect and complement the character of surrounding areas.
- To maximise intensification and redevelopment opportunities of existing lower grade, vacant and under-used spaces.
- To ensure that all development takes into account the findings and recommendations of current Strategic Flood Risk Assessments.
- To ensure that new development proposals take

account of noise and air quality impacts and that improvements are sought wherever possible.

*Source: Policy DA8 Brighton & Hove City Plan Part One*

### CURRENT CHARACTER

- 2.5.1 Aldrington Basin forms the eastern gateway to the harbour with the main port entrance at the junction of Wharf Road and Kingsway (A259). The basin is situated immediately adjacent to the historic Hove Lagoon and marks the end of the Hove seafront promenade and a transition to the industrial character of Shoreham Port. Overlooking the basin, on the north-side of the A259, is the West Hove residential area comprised of mostly two storey housing built in the 1920s and 1930s along pleasant tree-lined streets.
- 2.5.2 Since the mid 1800's Aldrington Basin has been predominantly occupied by industrial uses. Over time, a number of physical interventions such as reclamation, the addition of landing stages and wharves and the arrival of the Western Esplanade residential dwellings at the beginning of the twentieth century, have shaped its current character.
- 2.5.3 This area currently contains a mixture of mainly employment uses ranging from offices, retail outlets, a restaurant and pub at the Kingsway level through to light industrial, storage and marine-related uses down

in the basin itself. Some of the sites are owned and leased by the Port Authority including Hove Enterprise Centre, Brighton & Newhaven Fish Sales, E&E Autos and Quayside offices. The remaining sites are in private ownership.

- 2.5.4 Given the steep gradient of the basin below the Kingsway, the location is able to comfortably accommodate activities that may otherwise harm residential amenity due to noise, smell, dust or other disturbance. Maritime House and Hove Enterprise Centre continue to contribute towards meeting the local demand for affordable, flexible workshop/office space and experience high occupation.
- 2.5.5 A key consideration for development in the basin is that the eastern end of the canal acts as the main turning and reversing area for ships. The shape of the current turning area means the opportunity for infilling any of the basin to increase waterfront space is limited. Remodelling of this area may be a longer term opportunity but would require significant investment.

### **MOVEMENT AND CONNECTIONS**

- 2.5.6 Although the access route into the basin works relatively well, it creates a tight turning circle for commercial vehicles and the junction configurations have considerable scope for improvement. The Port Authority intends to provide a new route on the north

side of the canal from the existing mini-roundabout linking to the A259 at the Church Road junction in order to lead HGVs more directly on to the advisory route.

- 2.5.7 On the seaward-side there are a row of secluded high-end 1920s residential properties on the Western Esplanade overlooking private beaches. On either side is undulating beach gradient and unclear way-finding for walkers and cyclists acting as a natural barrier between Hove, Portslade/Southwick Beaches and Shoreham beyond. This area is very popular for walking, cycling and general recreation and there are a range of water-sports offered at Hove Lagoon. The Hove Deep Sea Anglers Club is adjacent. The access and connections at this point into the basin have considerable scope for improvement which would help to raise the local profile of the harbour area.

### **ENVIRONMENTAL CONSTRAINTS**

- 2.5.8 The basin falls within an Air Quality Management Area (AQMA) which is currently under review by BHCC. A new smaller AQMA and Air Quality Action Plan (AQAP) are expected to be designated during 2013. This will still include Kingsway and Wellington Road (A259), Church Road and Boundary Road/Station Road.

- 2.5.9 The area is crossed by several underground water mains and sewers (the latter conveying wastewater to the nearby waste water treatment works). This infrastructure needs to be protected and new development needs to ensure its operation remains unaffected.

### **FLOOD RISK MANAGEMENT**

- 2.5.10 Due to its elevated position, sites along the A259 Kingsway are not at a significant risk of flooding. For sites between the A259 Kingsway and the coast, there is a risk of tidal flooding. The Brighton & Hove Strategic Flood Risk Assessment (SFRA, 2012) identifies most of the Aldrington Basin area as Flood Zone 2 and 3a with some small areas of Flood Zone 3b for tidal flooding. The estimated maximum flood depth for this area for the 1:200 year tidal event is 0.50m, with some areas estimated to flood to a depth of just 0.20m.
- 2.5.11 The risk associated with this form of flooding increases significantly when sea level rise associated with climate change is factored in. In this scenario, maximum estimated flood depths increase to about 1.4m with increased flood velocities. Development in this location will need to take this flood risk constraint into consideration.

Figure 2.4 Key sites promoted for redevelopment



Source: South Portslade and Aldington Basin Development Brief (2013)

## DEVELOPMENT OPPORTUNITIES

2.5.12 As a Strategic Site Allocation (SS1) and key area of change, a Development Brief has been adopted by BHCC. The release of sites for redevelopment in and around the basin requires careful management given the close proximity of port operations and residential areas on the north-side of the Kingsway and Western Esplanade. The Partnership will work with businesses and service providers to identify their needs and overcome barriers to growth in order to improve the basin as a modern thriving local business cluster. As shown on Figures 2.3 and 2.4, key proposals include:

### Employment-led redevelopment opportunities

2.5.13 It is proposed that employment remains the predominant land use at Aldrington Basin. Sites promoted for employment-led redevelopment are as follows:

2.5.14 Sites bounded by Basin Road North and Basin Road South, opposite Hove Lagoon (refer to 2.1, 2.2 on Figure 2.4):

- Opportunities to develop the under-used sites to the north of Newhaven & Brighton Fish Sales for modern fit-for-purpose employment space will be encouraged.

- The redevelopment of other sites in the immediate vicinity will also be promoted where modern, high quality new employment floorspace can be delivered.

2.5.15 Sites on the south-side of Basin Road North (refer to 3.1, 4.1, 5.1 on Figure 2.4):

- Ferry Wharf and the site immediately east of Hove Enterprise Centre, owned by the Port Authority, could be developed to provide modern, employment floorspace suitable for compatible uses such as Environmental Technologies.
- The port-owned Hove Enterprise Centre remains a successful operation supplying flexible workspace and will be protected in its current use throughout the plan period.
- The other sites south of Basin Road South may be appropriate for redevelopment for modern employment floorspace at a later stage in the plan period.

### Residential-led redevelopment opportunities

2.5.16 New residential development will only be considered acceptable between Basin Road North and the Kingsway level. Sites on the north-side of Basin Road



North (Refer to 1.1, 1.2 and 1.3 on Figures 2.3 and 2.4):

- It is proposed that the plots extending from the Blue Lagoon Bar (excluding the pub) to the east to Ocean Sports Board Riders to the west could be redeveloped for employment uses at the Basin Road South level with mixed-employment / residential apartments rising above the Kingsway level.

#### **Opportunities for new leisure, visitor, and ancillary retail**

- 2.5.17 The redevelopment of sites adjacent to Hove Lagoon may provide the opportunity to introduce some leisure activities and marine-related visitor attractions that would help to enliven the basin and encourage visitors to the area helping to break down the barrier between Hove and Shoreham to the west. Sites situated to the north of Brighton and Newhaven Fish Sales may include small-scale ancillary retail facilities as part of a mixed-use employment-led scheme.
- 2.5.18 The refurbishment and enhancement of existing activities and sites in the remainder of Aldrington Basin to provide modern, good quality employment space will be encouraged..

#### **Improving streetscape along Kingsway A259 corridor**

- 2.5.19 In combination with landscaping and signage improvement, new residential schemes appropriately set-back from the Kingsway will play a key role in providing a more domestic scale and attractive character along the A259.

#### **Improving connections with Hove Lagoon and Hove Seafront**

- 2.5.20 Where sites and groups of sites come forward, opportunities to create direct public or semi-public access to the waterfront should be explored. There is a major opportunity to augment proposals for improved employment, leisure and retail uses through the delivery of new signage, and improved visual and physical access from Aldrington Basin to Hove Lagoon. This would help to soften the boundaries of the basin and could be achieved through relatively minor interventions in formal landscape and site layout of the Lagoon. In physical terms, this connection could be achieved through the development of pathways and crossings to achieve direct, safe access.

### **Improving Basin Road South cycle route and Monarch's Way**

- 2.5.21 The port-owned coast road that runs parallel to south quayside provides vehicular access to the main operational port areas. It forms part of the National Cycle Network (NCN2) which runs along Wharf Road and Basin Road South before crossing the lock gates. The NCN2 will eventually connect many of the urban areas along the south coast. Despite the poor conditions of this route for cycling and walking, the poor quality of the public facilities and generally dated appearance, it remains a popular route and the beaches are frequented by local families, swimmers, surfers and artists particularly during the summer months.
- 2.5.22 Parallel to the cycle route there is a Public Right Of Way which forms the end of the historic 'Monarch's Way' route, a long distance footpath (990km) that approximates the escape route taken by King Charles II in 1651 after being defeated in the Battle of Worcester. There is considerable potential to improve the quality of this route through a comprehensive landscaping upgrade and interpretive signage.

### **Improved Port Access Road**

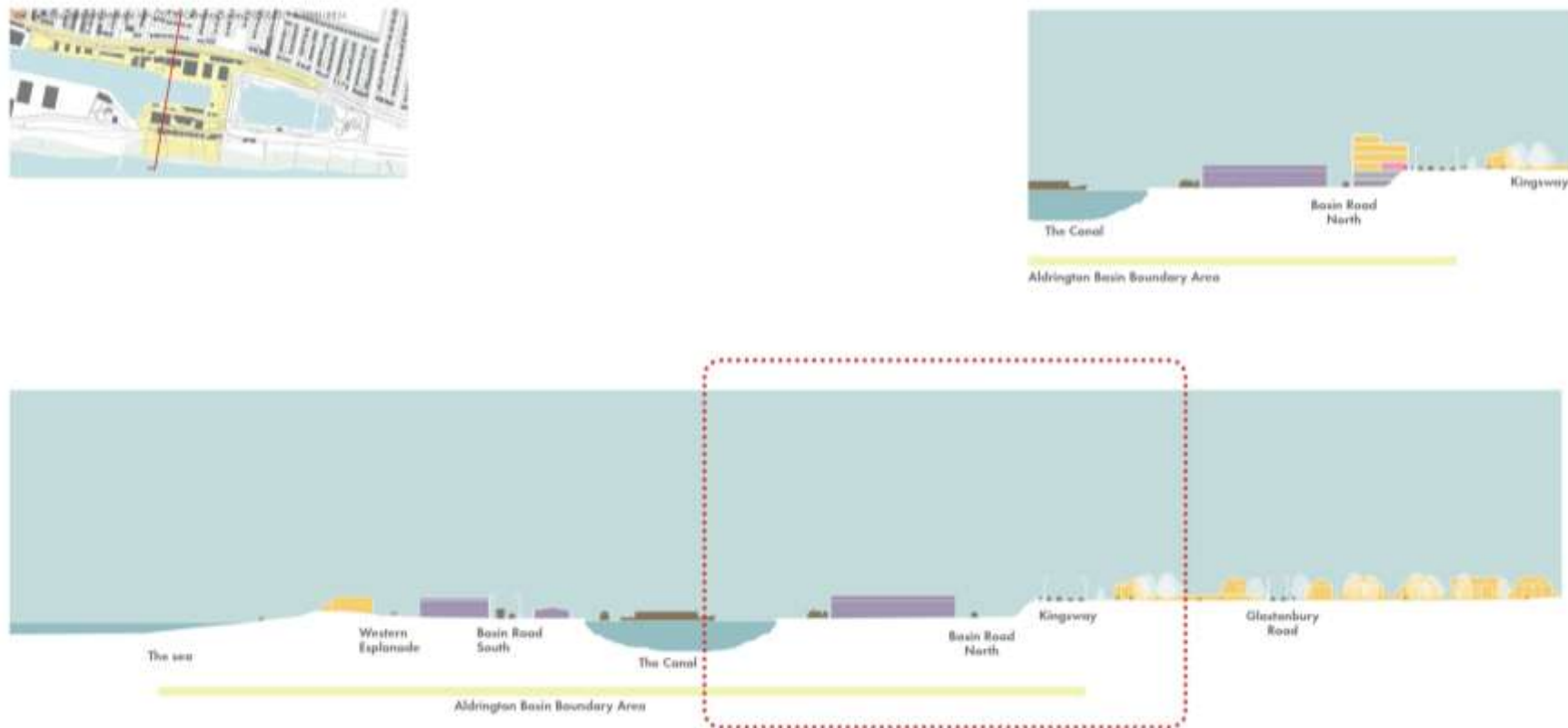
- 2.5.23 Although the vehicular access route into the basin currently works relatively well, it creates a tight turning circle for commercial vehicles and the junction configurations have considerable scope for improvement. There is a narrow one way east-west private port road (Basin Road North) on to the A259. The Port is planning to widen and improve this route to form a more accessible route through the operational port and lead HGVs more directly on to the advisory route at Church Road.

### **Development Form and Typology**

- 2.5.24 The illustrative framework within the Development Brief outlines the following principles for development form:
- For new employment floorspace at the basin level, flexible B1 employment uses (and other ancillary uses) are proposed arranged as two and/or three storey buildings on under-used plots.
  - Mixed employment and residential uses with a dual frontage onto Kingsway (residential / mixed commercial activities of up to four storeys above the Kingsway) and Basin Road North (employment uses).

- Buildings in the basin itself should be simple and flexible with a contemporary appearance and character in keeping with the aesthetic of the Harbour.
- The South West Hove area is a distinctive neighbourhood and forms an attractive setting to the north of Kingsway. New buildings in the vicinity should not seek to replicate the historic form of southwest Hove. New buildings should be of a modern design which complements the existing historic character.

Figure 2.5 Proposed and existing site sections – Aldington Basin



Source: South Portslade and Aldington Basin Development Brief (2013)

### Policy JAAP 3: Aldrington Basin (SS1)

- i. The Partnership will work with developers and stakeholders to deliver approximately 400 new homes and 7500sqm of new employment floorspace (in combination with SS2: South Portslade Industrial Estate) in accordance with the principles established in the Development Brief.
- ii. New development fronting the Kingsway will have a significant impact on the character of the local street scene and image of the entrance to the harbour. Building heights of up to four storeys above the Kingsway (six storeys above Basin Road North) are generally considered acceptable subject to high quality design and being suitably orientated to accommodate generous views between new buildings to maintain a sense of openness and promote views through wherever possible.
- iii. The Kingsway currently benefits from an open maritime brightness and the overall scale and mass of new proposals should respond to this. The scale of development should provide a positive impact on the street environment along Kingsway. On the South side of the Kingsway, in order to protect the amenity of the West Hove townscape, any development shall not exceed

the height of the recently built Vega flats.

- iv. New employment and ancillary uses at the basin level are generally considered suitable for two-three storeys. If taller buildings are proposed for sites 4.1 and 5.1, care needs to be taken to consider sunlight impacts on sites 1.3 and 1.1 respectively.
- v. Where appropriate, proposals will be expected to enhance townscape around key linkages and junctions, in particular Wellington Road / Basin Road North junction.
- vi. In accordance with the emerging Flood Risk Technical Guidance, development proposals should be designed to be safe for the 1:200yr tidal flood event level to 2115 for residential uses and to 2082 for commercial development with an appropriate freeboard (i.e. the watertight safety zone above the theoretical flood level).

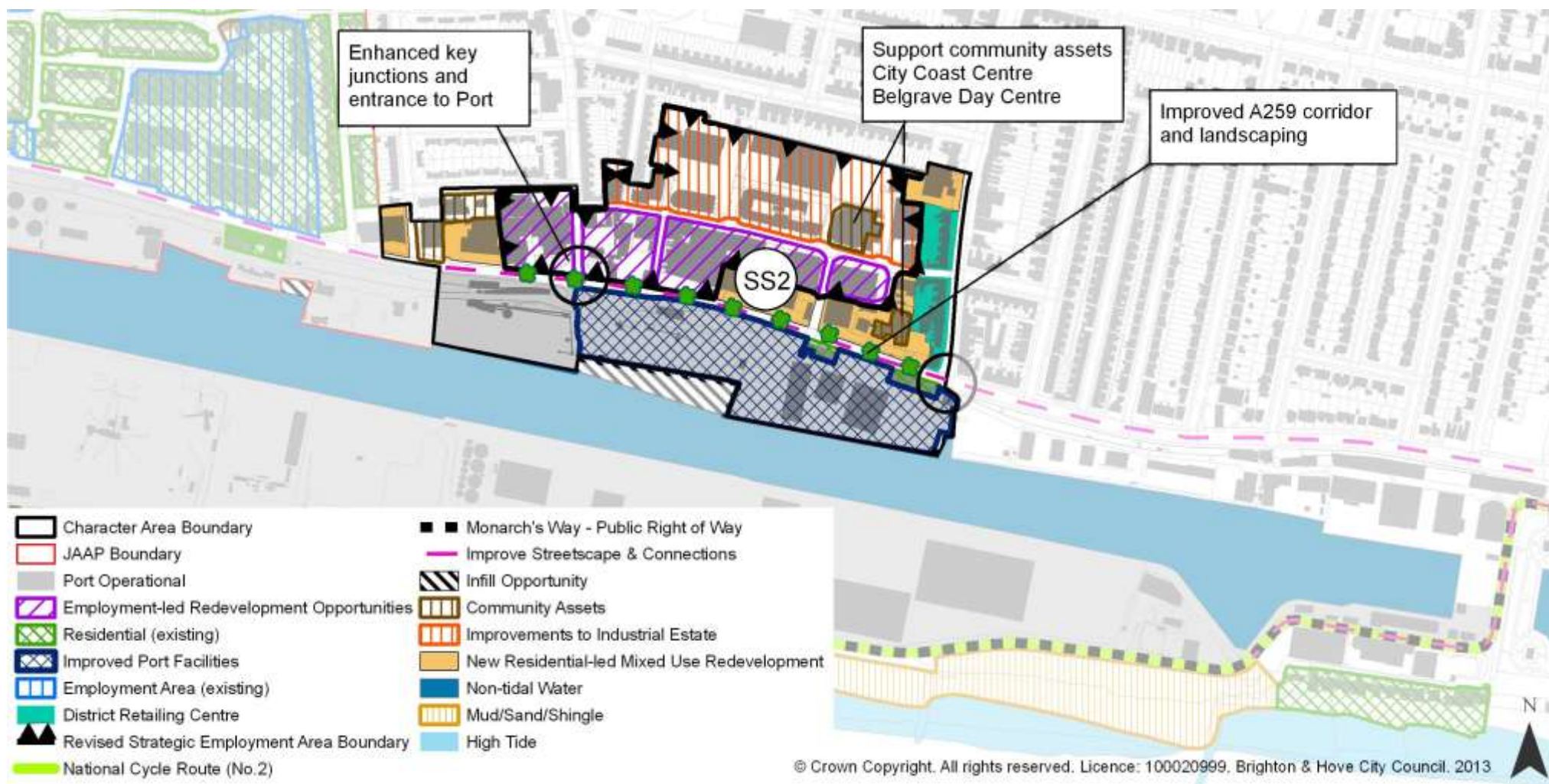


**Policy JAAP 4: Aldrington Basin (SS1) - Transport**

In accordance with the Draft Shoreham Harbour Transport Strategy, opportunities will be sought to:

- Improve streetscape along Kingsway A259 corridor and improve connections with Hove Lagoon and seafront.
- Improve Basin Road South cycle route (No.2) and Monarch's Way Public Right of Way.
- Support the delivery of a reconfigured access road at Basin Road North to increase efficiency of port traffic movements and encourage HGVs to use the advisory routes.

Figure 2.6 North Quayside & South Portslade Inset Map



## 2.6 CHARACTER AREA 3. NORTH QUAYSIDE & SOUTH PORTSLADE

### AREA PRIORITIES:

- To designate South Portslade Industrial Area as a Strategic Employment/Mixed-use Area, including some appropriately located residential development.
- To develop North Quayside as a new and improved Port operational area accommodating new and relocated port uses with limited land reclamation and a new access road (within the Port boundary) in line with the Port Masterplan.
- To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, ensuring to respect and complement the character of surrounding areas.
- To improve connections and townscape around key linkages including Boundary Road/Station Road (B2194) district retailing centre, Church Road (B2193) and along the A259.
- To ensure that all development takes in to account the findings and recommendations of

the current Strategic Flood Risk Assessment

- To ensure that new development proposals take account of noise and air quality impacts and that improvements are sought wherever possible.

*Source: Policy DA8 Brighton & Hove City Plan Part One*

### CURRENT CHARACTER

- 2.6.1 The North Quayside area of the port and South Portslade Industrial Estate are home to a diverse mix of mostly industrial premises nestled within a residential neighbourhood. Land uses on the south-side of the A259 are predominantly port-related, industrial and aggregate uses including the port-owned Britannia Wharf.
- 2.6.2 The industrial estate is defined predominantly by employment uses across a range of activities including car garages, offices and product fabrication. To the north and west of the industrial estate, the area is abutted by residential properties, in some cases on the same street (e.g. Church Road, St. Peter's Road) and to the east, the district retailing centre of Station Road / Boundary Road, leading to Portslade Station. There are several community uses such as the City Coast

Church /Community Centre, St Peter's School and the BHCC-owned Belgrave Day Centre.

2.6.3 South Portslade Industrial Estate has an intriguing history and the current legacy of streets and buildings is a product of conscious decisions by landowners and interventions by the public sector. By 1913, South Portslade was firmly established as a residential neighbourhood; however, there is evidence of a flaw in the street pattern which may have contributed to its subsequent redevelopment. Several streets running north-south (West Street, Ellen Street and East Street) were truncated as the land owner to the immediate north established a new east- west street (St Andrew's Road) which prevented its full integration into the South Portslade neighbourhood. The post-war years witnessed the radical reinvention of South Portslade with housing cleared and replaced by industrial premises. The truncated network of streets reinforced this process of separation, which is clearly evident by the 1970s.

2.6.4 The quality of the buildings within the estate is of varying merit with some of the buildings visibly coming towards the end of their useful life. Although none of the buildings are of sufficient merit to warrant statutory designation in their own right, there are a good supply of predominantly robust, serviceable buildings which contribute to the character of the area.

2.6.5 Historically there has been an ongoing association between the residential communities of South Portslade and the growth of Shoreham Harbour, with many working class families living in the estate and working in the harbour. The estate continues to serve an important function in the local economy offering comparatively affordable industrial and flexible/workshop premises to small and medium-sized businesses with the benefit of being surrounded by similar uses, reducing the risk of disturbance complaints.

## **MOVEMENT AND CONNECTIONS**

2.6.6 The southern edge of the estate is defined by the stark environment of the A259. Although benefitting from dramatic views to the sea over the working harbour, the A259 suffers from weak frontages and buildings backing on to its northern side, poor quality public realm and a lack of frontage to the south. The townscape environment, particularly along Wellington Road is run down and unsightly which has a detrimental impact on the perception of this part of the harbour.

2.6.7 The estate's internal road network is not well connected to its surroundings and is bound to the north and west by rows of terraced housing. There are two main north-south access roads, Boundary Road/Station Road (B2194) and Trafalgar

Road/Church Road (B2193). These are well used by HGVs and link the harbour to the A270 and A27. These routes are key gateways into the harbour area and have significant scope for landscaping and signage improvements. The busy Church Road / Wellington Road junction is particularly impacted by the presence of aggregate/grain processing port uses, limiting the types of uses that are suitable to be situated in close proximity.

- 2.6.8 There is currently a narrow one-way port access road (Basin Road North) on to the A259 at the Boundary Road/Station Road junction which the Port Authority intends to upgrade and extend to form a more accessible route through the operational port.

### FLOOD RISK MANAGEMENT

- 2.6.9 South Portslade Industrial Estate is situated outside of the area at risk of tidal and fluvial flooding. However the Brighton & Hove *Strategic Flood Risk Assessment* (SFRA, 2012) identifies some parts of the area as being at risk of surface water flooding in both the 1 in 30 and 1 in 200 year events. This is particularly the case around the junction of Church Road and Wellington Road as this is a localised area of lower lying land.

- 2.6.10 Surface water flooding can result in pollution to water and development in this location will need to take this flood risk constraint into consideration.

### DEVELOPMENT OPPORTUNITIES

- 2.6.11 North Quayside will remain protected for port-related uses as part of the consolidation of port activities.
- 2.6.12 As a Strategic Site Allocation (SS2), a Development Brief has been adopted for South Portslade Industrial Estate. Key proposals are shown in further detail on Figures 2.7 and 2.8 below.
- 2.6.13 Although BHCC own some of the land within the estate, the majority of sites are privately owned and therefore coordinating a comprehensive redevelopment approach is likely to prove challenging and may require public sector intervention. The key planning considerations for renewal of this area are the impact on employment floorspace supply, impact on existing businesses and the compatibility of introducing new residential uses within the existing employment uses to the north and port operational uses to the south.

### Managed release of sites for mixed-use redevelopment opportunities



- 2.6.14 Due to the proximity of a concentration of well-established predominantly industrial uses, the release of sites within the estate for redevelopment requires careful management.
- 2.6.15 It is recommended that the core of the industrial estate remains protected for employment uses with a limited number of carefully selected plots around the periphery promoted for redevelopment. These sites have been selected either where they are vacant and redundant from their existing use, where their location makes them peripheral to the employment area core or where redevelopment would provide wider renewal benefits. Locations where redevelopment opportunities are promoted are as follows (from east to west):
- 2.6.16 Sites bounded by Camden Street, North Street and Wellington Road (refer to 1.1, 1.2 on Figure 2.7):
- With the exception of the existing shops and amenities on North Street and Boundary Road / Station Road, much of this block could be comprehensively redeveloped for a residential-led scheme, in particular focussing on improving the frontage visible from the A259.
  - Regency House (block D on Figure 2.7) remains suitable for employment use (compatible with the adjacent residential use) creating a buffer between new residential uses and the existing industrial uses on the north side of North Street.
  - The council-owned Belgrave Residential Centre would benefit from an improved facility and could be re-provided on-site as part of a new, improved facility or off-site in a suitable location.
- 2.6.17 The existing Kwik-fit store (refer to 2.1 on Figure 2.7) on Boundary Road / Station Road could be redeveloped to 'repair' the retail frontage as well as providing residential and / or new employment uses. The redeveloped site could comprise a two-three storey building with active commercial / retail uses at ground floor and residential dwellings above with amenity space to the rear.
- 2.6.18 The depth of the site would allow the creation of a small number of mews / terraced houses off the main street. This approach would allow the future option of forming a new east-west street running parallel to North Street and reinstating the residential grain that originally characterised the area. This is not currently appropriate and would need to be considered in the very long term beyond the plan period, subject to a review of employment land. Key considerations for any change of use on this site will be the impacts on the existing residential uses and employment uses to the rear.

2.6.19 Sites bounded by Middle Street, North Street, Camden Street and Wellington Road (refer to 3.1 and C on Figure 2.7):

- It is recommended that site 3.1 is subject to comprehensive redevelopment proposals introducing residential uses, along the southern frontage overlooking the harbour, set back from Wellington Road.
- The ground floors of 3.1 and the remainder of block C could provide new, high quality, fit for purpose employment space (capable of being compatible with the adjacent residential) creating a buffer with the employment uses to the north.

2.6.20 Sites either side of the south end of Church Road, bounded by Middle Street to the east and Wellington Road to the south (refer to plot references A and B on Figure 2.8):

- Due to the close proximity to the busy Church Road/Wellington Road junction at the entrance to the port and the close proximity to industrial port operational uses, it is recommended that blocks A and B are considered to be longer term redevelopment opportunities for modern employment space. Public sector intervention may be required to assist in bringing forward these sites comprehensively due to the mix of land ownerships.

2.6.21 Sites bounded by St. Peter's Road, Brambledean Road, and Wellington Road (refer to plot references 4.1, 5.1 on Figure 2.7):

- The north and western sides of block 4.1 should be retained in residential and educational use. However, the remainder could be redeveloped as a residential-led scheme. The south-western corner site is currently being redeveloped as a new frontage and extension to the primary school which will help improve the road frontage.
- Block 5.1 could be a longer term redevelopment opportunity to help complete the terrace along Brambledean Road.

### Residential uses

2.6.22 New residential developments will provide much needed new homes and help contribute to the creation of a softer edge to the fringes of the port operational and employment areas. They will also help to deliver public realm and infrastructure improvements through associated contributions.

2.6.23 At South Portslade, a mix of apartments, terraced town houses and mews housing would be appropriate, with

the majority of residential dwellings likely to be arranged as flatted accommodation. The illustrative framework within the Development Brief shows apartments arranged to complete urban blocks or forming new perimeter blocks. A number of sites in South Portslade Industrial Estate are proposed as apartment blocks of varying heights overlooking Wellington Road and the port to the south.

2.6.24 A limited number of infill opportunities exist to complete predominantly terraced streets such as Brambledean Road through the development of two-three storey terraced townhouse dwellings.

2.6.25 Mews housing – where site dimensions and depth allow, opportunities exist (such as part of a redeveloped Clarendon Place) to create a two-three storey mews housing typology alongside apartments.

#### **Redefining the core employment area boundary**

2.6.26 A refined core employment area for the estate is proposed for further consideration through the JAAP process. The original boundary was based on the Employment Area designation in the adopted Brighton & Hove Local Plan (2005).

2.6.27 It is envisaged that North Street remains the core spine of the employment area fronted by modern employment floorspace. Opportunities will be sought

by the Partnership to support and promote the provision of modern employment floorspace and improve the business environment within the redefined core employment area.

#### **New areas of public open space and landscaping**

2.6.28 New areas of green space and landscaped areas are proposed as part of new development proposals. BHCC will work with developers to explore the role, function and detailed design of spaces as they come forward.

#### **Improving connections and streetscape**

2.6.29 Opportunities exist to enhance the permeability of South Portslade Industrial Estate, seeking to repair and reconnect sites to adjacent neighbourhoods and key routes. During the plan period, opportunities may exist to create new north-south connections (e.g. between Church Road and Brambledean Road, linking Wellington Road to St. Peter's Road). Beyond the plan period, further opportunities may exist to unlock and extend routes (pedestrian or vehicular) such as Ellen Street and West Street.

2.6.30 New set-back residential development adjacent to Wellington Road could play a key role in providing a softer and more attractive character to this part of the A259. BHCC is currently exploring an arts-led

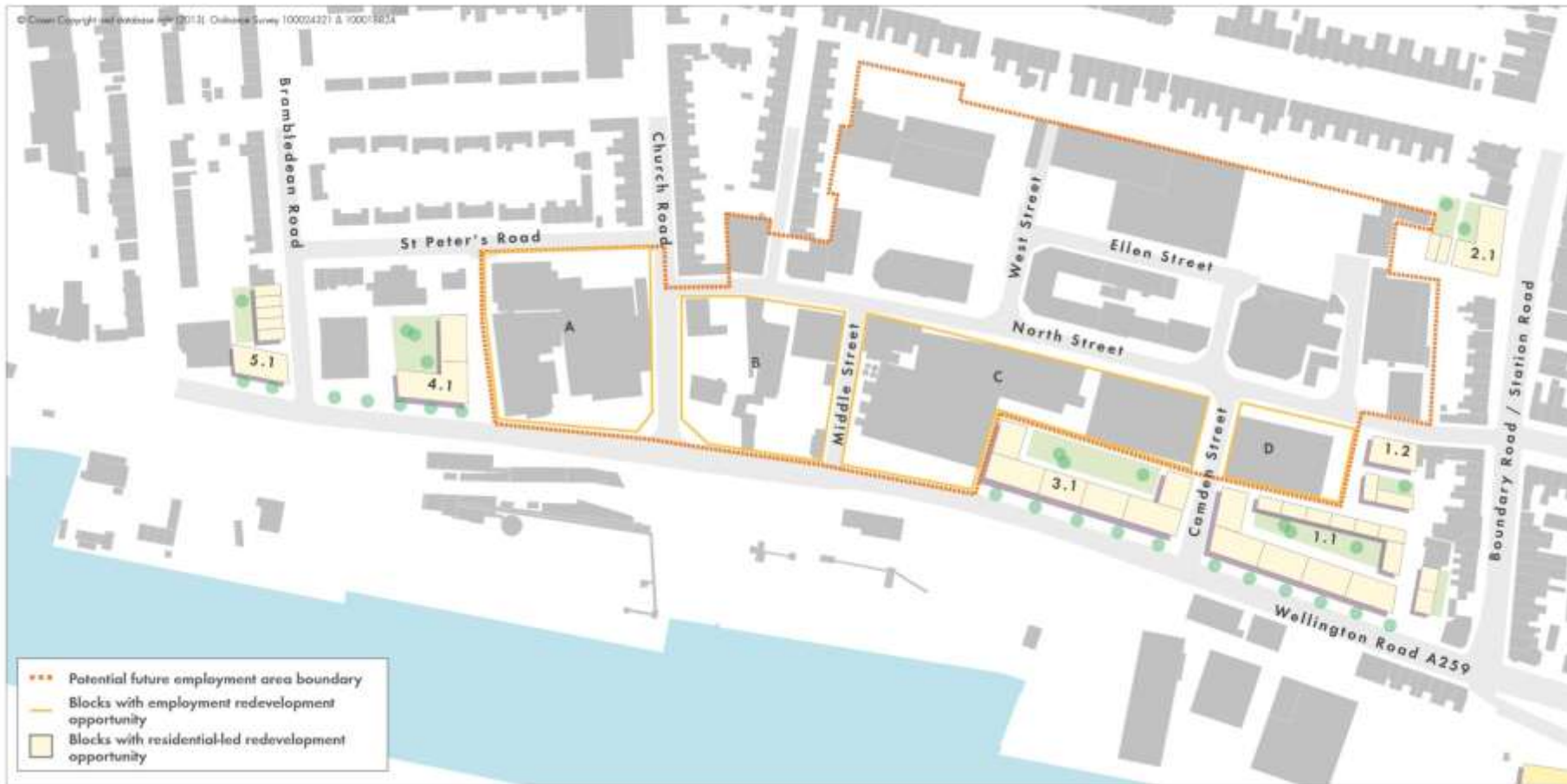
approach to enhancing the landscaping along this frontage.

- 2.6.31 Linkages to existing recreation and open space assets such as Hove Lagoon, West Hove and Portslade/ Southwick Beaches will also be encouraged.

### **Supporting community assets**

- 2.6.32 There are several community assets within the area that provide important functions, including City Coast Church and Community Centre, St Peters Primary School and the Belgrave Day Centre. Any options involving the future development of Belgrave Day Centre would be subject to full consultation with service users.
- 2.6.33 New developments in the area should take into account the proximity to these activities; seek to enhance the quality of their environment wherever possible and mitigate potential impacts.

**Figure 2.7 Proposed revised employment area boundary**



Source: South Portslade and Aldington Basin Development Brief (2013)



Figure 2.8 Key site proposals for South Portslade Industrial Estate



Source: South Portslade and Aldrington Basin Development Brief (2013)

### Policy JAAP 5: South Portslade Industrial Estate (SS2)

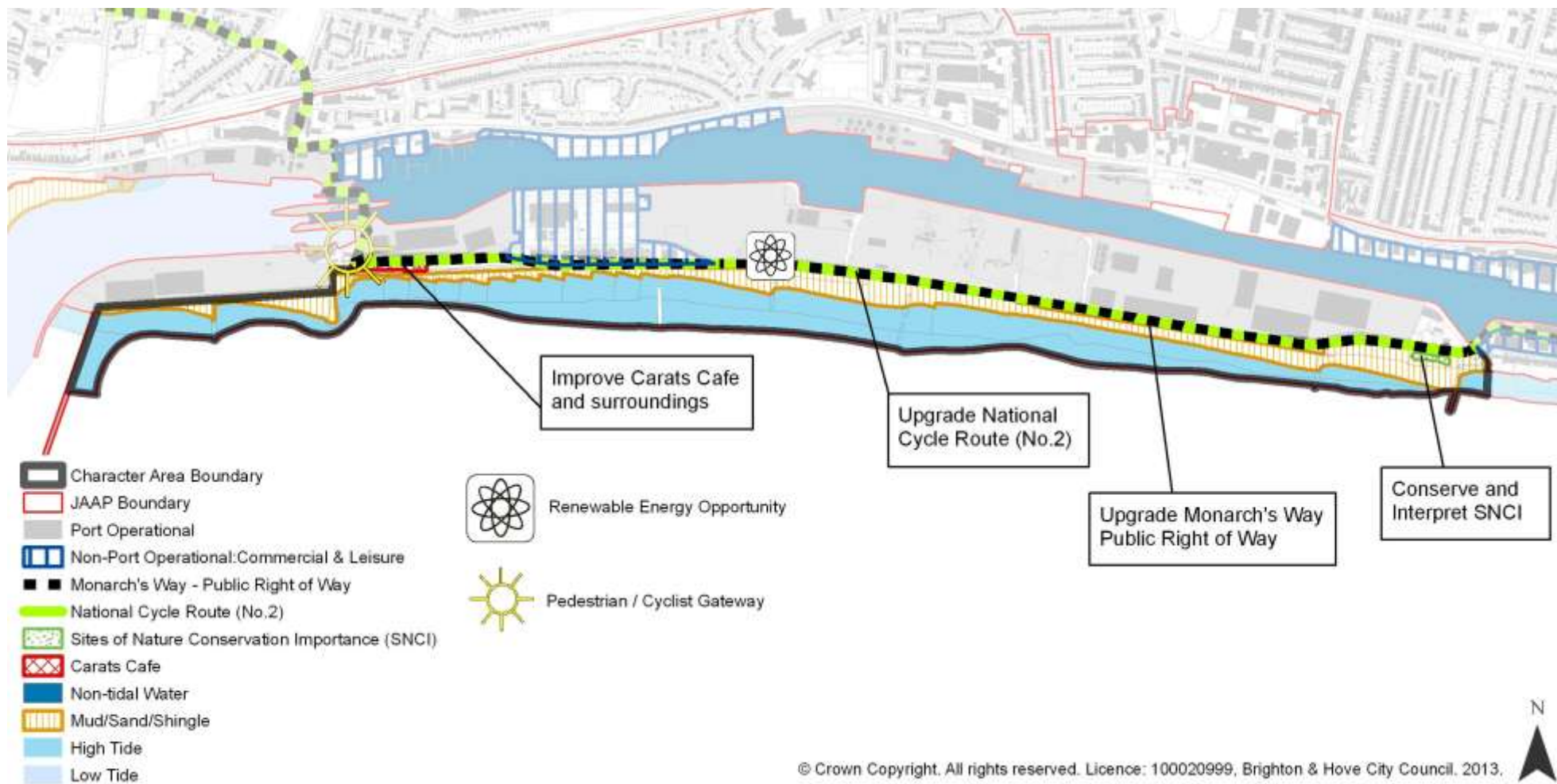
- i. The Partnership will work with developers and stakeholders to deliver approximately 400 new homes and 7500sqm of new employment floorspace (in combination with SS1: Aldrington Basin) in accordance with the principles established in the adopted Development Brief.
- ii. The sites (shown on Figures 2.7 and 2.8) promoted for redevelopment in and around the industrial estate are generally considered suitable for four - six storeys with the following specific considerations for locations in close proximity to existing residential areas:
  - Site 1.1: Proposals for development at the far eastern boundary of 1.1 need to be mindful of impacting access to daylight on the rear of Station Road properties adjacent. The south east corner of 1.1 is directly opposite existing residential buildings and as such new buildings in this location are suitable for up to three-four storeys.
  - Sites 2.1 and 1.2: The terraced townhouse infill opportunities and sites fronting Boundary Road/Station Road are recommended to be two-three storeys in keeping with surroundings.

- Block A: Whilst the southern section of Block A may be able to accommodate greater height, the frontage to St Peter's Road, opposite existing residential uses, would be limited to two-three storeys, unless a sufficient setback from the pavement was incorporated.
- iii. New developments fronting Wellington Road should be setback given the proximity to both the road and port operational uses opposite and to prevent a canyoning effect that could impact local air quality.
  - iv. Most of the proposed redevelopment sites are surrounded by commercial uses therefore as the townscape changes over time, comprehensive redevelopment may offer potential for greater height, subject to consultations through the planning application process, detailed design considerations and meeting the policies of Taller Building Guidance (SPG15) and the emerging Urban Design Framework.
  - v. Where appropriate proposals will be expected to enhance townscape around key linkages and junctions, in particular Boundary Road/Station Road / Wellington Road junction and Church Road (B2193) / Wellington Road (A259) junction.

**Policy JAAP 6: North Quayside (Port operational)**

- i. North Quayside will be safeguarded as a focus for future commercial port activities.
- ii. In accordance with the Shoreham Harbour Transport Strategy, opportunities will be sought to support the delivery of a reconfigured access road at Basin Road North to increase efficiency of port traffic movements and encourage HGVs to use the advisory routes.

**Figure 2.9 Portslade and Southwick Beaches Inset Map**



## 2.7 CHARACTER AREA 4. PORTSLADE & SOUTHWICK BEACHES

### AREA PRIORITIES:

- To seek improvements to the quality, access, appearance and maintenance of the Public Right of Way corridor, beach promenade, public areas and beach environment.

*Source: Policy DA8 Brighton & Hove City Plan Part One / Policy 8 Revised Draft Adur Local Plan*

### CURRENT CHARACTER

- 2.7.1 The port-owned coast road that runs parallel to South Quayside provides vehicular access to the main operational port areas. It forms part of the National Cycle Network (NCN2) which runs along Wharf Road and Basin Road South before crossing the lock gates, travelling along a short length of A259 before turning right on to the B2167 and then Park Road. The NCN2 will eventually connect many of the urban areas along the south coast.
- 2.7.2 Alongside the cycle route is the Monarch's Way walking trail which runs from Nautilus House (Port Authority head office), over the lock gates and along Basin Road South, finishing at Hove Lagoon. There is considerable potential to improve the quality of this

route through a comprehensive landscaping upgrade, whilst maintaining the security of the adjacent port operational areas.

- 2.7.3 There is a Site of Nature Conservation Importance (SNCI) at the eastern end of this area adjacent to Basin Road South, described as Vegetated Coastal Shingle, the largest of three remaining areas of vegetated shingle (an internationally threatened habitat) in Brighton & Hove. It supports several notable species, including Sea Kale (a nationally scarce plant) and Yellow-horned Poppy. There is also an unconfirmed report of the rare Black Redstart bird. There is potential for raising public awareness through better demarcating the area and interpretive signage.
- 2.7.4 Despite the industrial feel of this route, it remains popular and the beaches are frequented by local families, swimmers, surfers and artists particularly during the summer months. There is also a public car park (owned by ADC) with 111 spaces.
- 2.7.5 Carats Café (leased from ADC) is a strong magnet for local people and businesses all year round to the extent that it is looking to extend to accommodate more seating. There have been some recent resurfacing improvements in this location but its full potential as a visitor destination remains untapped. The area would also benefit from better signage and lighting that could help reduce risks of vandalism.



- 2.7.6 The ADC-owned beach huts adjacent to the café have recently been refurbished (2010) and remain oversubscribed. There may be an opportunity to increase the number of beach huts and use some of them for local artist's studios.

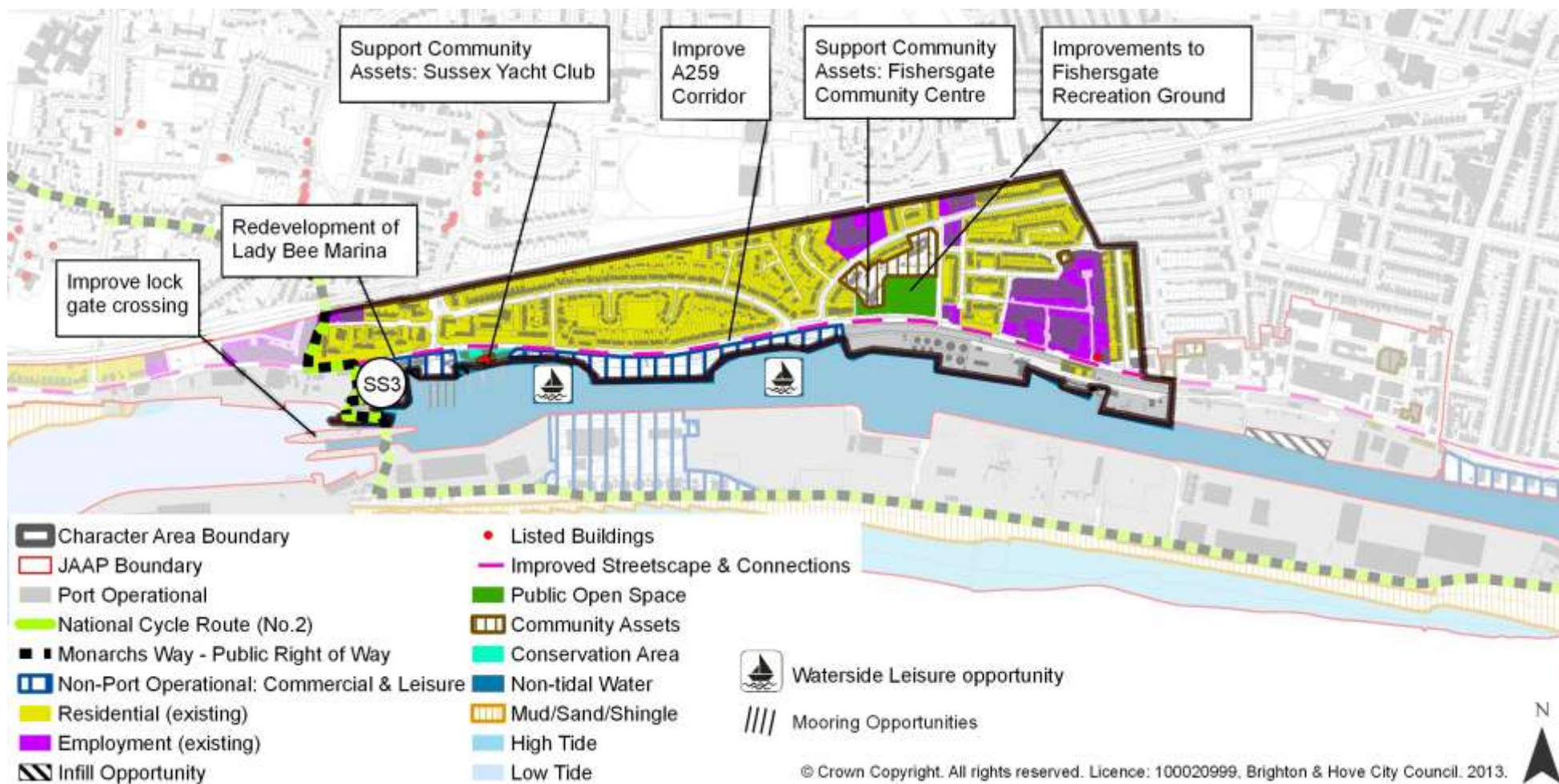
#### **Policy JAAP 7: Portslade & Southwick Beaches**

- i. The beach areas and adjacent public spaces will be safeguarded for the protection of coastal processes, marine habitats and the enjoyment of local communities and visitors.
- ii. The Partnership will promote opportunities to improve the quality of the National Cycle Route No. 2 and Public Right Of Way corridor. For example including:
  - Better delineation of walking/cycling route
  - Safeguarding and interpreting the SNCI
  - Improving fencing, repairs to wave return wall, general graffiti removal, better beach maintenance regime
  - Work with local community to identify suitable locations for incorporation of public art.

- Explore potential for increasing beach huts and converting some to artist's studios.
- Explore opportunities for environmental improvements to car park entrance and boundaries including landscaping, fencing, signage, lighting and an enhanced entrance.
- Improvements to ADC-owned Carats Café and immediately surrounding area.



Figure 2.10 Fishersgate and Southwick Inset Map





## 2.8 CHARACTER AREA 5: FISHERSGATE & SOUTHWICK WATERFRONT

### AREA PRIORITIES

- To support the comprehensive reconfiguration of Strategic Site Allocation 3: Lady Bee Marina / Southwick Waterfront in line with a future development brief.
- To address deprivation through partnership working.
- In the operational areas of the Port, support the Port authority in improving operational efficiencies, developing new trade and exploring opportunities for sustainable energy generation, in line with the adopted Port Masterplan.
- To improve sustainable transport links with surrounding communities.

*Source: Policy 8 Revised Draft Adur Local Plan*

### CURRENT CHARACTER

2.8.1 The Fishersgate and Southwick Waterfront area comprises a mix of residential, community, open space, recreational and employment uses. Within the

residential community there are pockets of deprivation which is the focus for the work of the 'Action Eastbrook Partnership Area' (AEPA).

2.8.2 The eastern end of this character area comprises the Fishersgate neighbourhood, between the railway line to the north and the busy A259 to the south. There is a footbridge over the railway line connecting to Fishersgate Station. The residential areas located here are in very close proximity to the industrial activities of the port including the Texaco premises as well as a nearby industrial estate and electricity substation. There are a number of community assets including two community centres, a recreation ground with children's play area, a primary school and a Children and Family Centre.

2.8.3 Fishersgate is a densely populated urban area with a high proportion of flats. The housing is predominantly terraced with some semi-detached houses and two ADC Council-owned estates with multi-storey flatted developments reaching up to 6 storeys high. The surrounding public landscaped space is fairly sparse but serves as a green buffer between housing and the road.

2.8.4 The Mill Road Industrial Estate, located to the east of the Fishersgate area, comprises a mix of retail units, manufacturing warehouses, office space and storage (including self-storage) warehouses. In the west of this



character area is the Grange Industrial Estate which comprises a mix of retail units, manufacturing units, printing companies and distributing warehouses. The Grange Industrial Estate is well-used with low vacancy rates.

### MOVEMENT AND CONNECTIONS

2.8.5 Southwick lies to the west of Fishersgate. The main centre of this neighbourhood is located to the north of the railway line, formed around an attractive green and traditional high street. The character and quality of housing to the north of the railway line varies with larger detached and semi-detached Victorian properties fronting on to The Green. The railway line is less of a physical barrier here due to the presence of two access points linking the centre of Southwick with the Southwick Waterfront area.

2.8.6 Pedestrian and cycle connections linking Fishersgate with surrounding areas are poor with the A259 and adjacent footways representing the main route east / west.

### DEVELOPMENT OPPORTUNITIES

2.8.7 For the foreseeable future the waterfront area adjacent to Fishersgate will remain in port operational use. As the port uses change over time it will be important to take account of the effect on nearby residential areas. .

### Southwick Waterfront (SS3)

2.8.8 To support the delivery of the Southwick Waterfront Strategic Site (SS3) the Port Authority intends to prepare a Development Brief to guide the revitalisation of the Lady Bee Marina area.

2.8.9 The Marina currently contains an eclectic assortment of interesting buildings, many dating from the 19th and early 20th centuries. The Marina has a quaint, maritime charm and includes a chandlery and pub/restaurant. It has 120 pontoons for private boats and is a popular spot for anglers and dog walkers.

2.8.10 Parts of Lady Bee Marina fall within the Riverside Conservation Area including the Grade II listed Royal Sussex Yacht Club. The Yacht Club is the largest water sports club in Sussex and is over 100 years old. There are over 1500 members and the site offers a wide range of water sports activities. The Riverside Conservation Area also includes several residential dwellings, pub and the former town hall now used for offices.

2.8.11 The Port Masterplan describes this location as lacking design quality and integrity with spatial constraints causing car parking to be marginalised and squeezed into any available space. It states that *'the ambient character of the marina, however, is positive but*

*largely latent*'. The Masterplan identifies the Southwick Waterfront area as having significant potential for enhancement to improve the leisure offer within the Port.

- 2.8.12 There is a flat area of green space to the east of the Marina, accessed on foot via a narrow path or steps down the steep retaining bank from the A259. This is commonly used for dog walking and angling however suffers from littering. The Port Masterplan identifies this area as having potential for improvements including a canal-side walkway, a new service road, car park, dry boat store and new base for local youth groups. This location could act as a buffer between the more industrialised North Quayside area and a new public-interfacing, revitalised marina.

#### **Policy JAAP 8: Southwick Waterfront (SS3)**

The Partnership will work with developers and stakeholders to deliver the incremental redevelopment of Lady Bee Marina in line with a future development brief to be prepared by the Port Authority. Key elements are likely to include:

- Delivery of approximately 4000 sqm employment floorspace
- Improved marina facilities, expanded berthing capacity and waterside leisure provision,

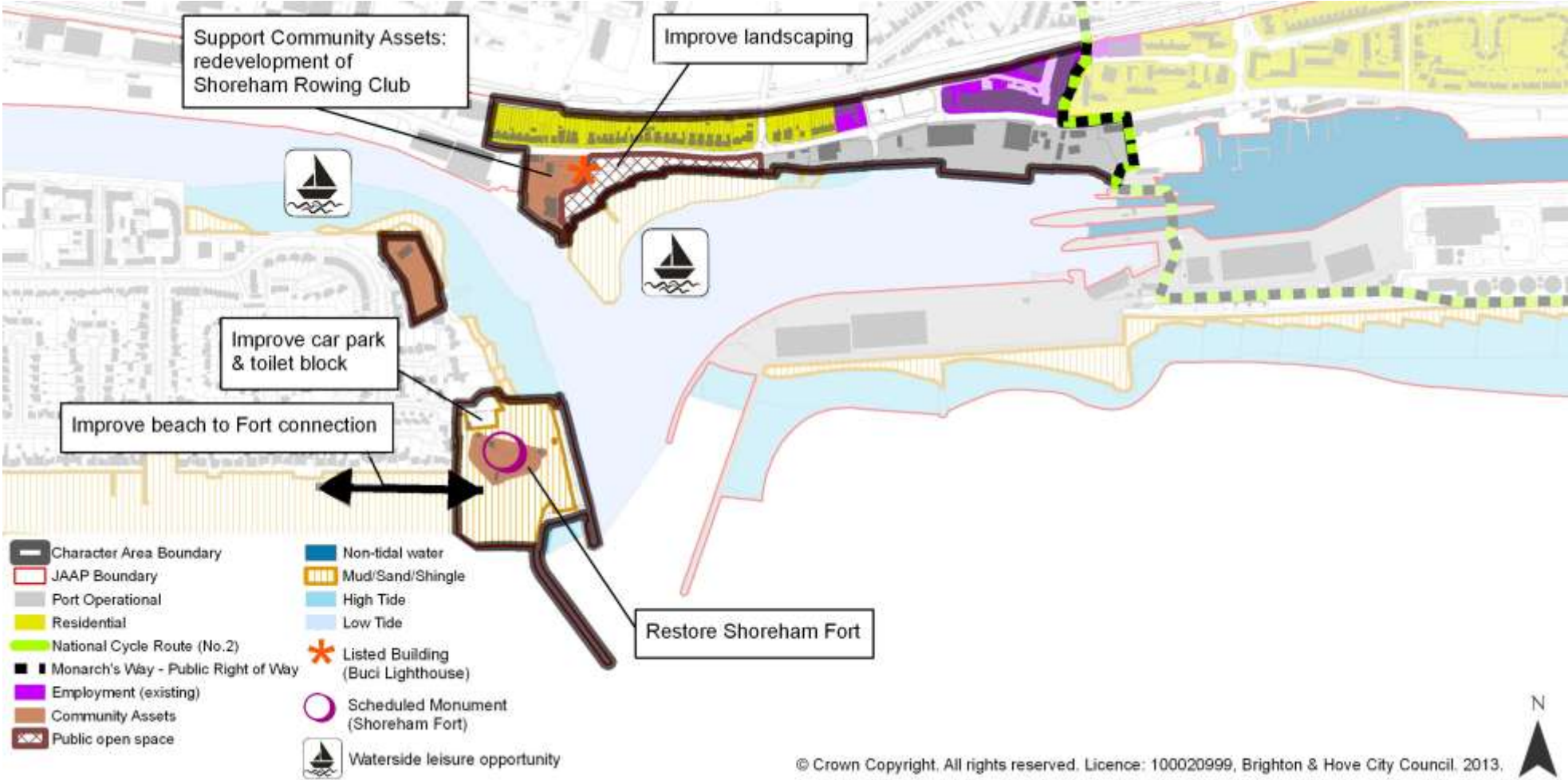
- including a new slipway, utilising canal edge water space to the east
- Small business units suitable for marine-related industries
- New vehicular access, with limited canal infill where required, to create space for an access road and waterside footway / cycle path
- New car parking facilities
- Waterside public realm and pedestrian / cycle link from the public right of way to the west to the expanded marina site to the east and beyond
- Complimentary waterside facilities and attractions, such as specialist fish restaurant, expanded chandlery, café/bar and public conveniences.
- Possible location for the Sea Cadets and Nautical Training Corps
- Improved alignment of Nautilus House access road serving the local industrial / workshop units and the dry dock.

### **Policy JAAP 9: Fishersgate**

The Partnership will support Action Eastbrook Partnership and local service providers to deliver improvements and harness benefits arising for harbour-side communities. Emerging priorities include:

- Public realm / street scene improvements
- Enhancing Fishersgate Recreation ground
- Supporting and enhancing local community facilities
- Improvements to the linkages between Fishersgate and surrounding centres, for example to the new waterside footway / cycle path and through improved signage and pedestrian / cycle crossing points

Figure 2.11 Harbour Mouth Inset Map



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## 2.9 CHARACTER AREA 6. HARBOUR MOUTH

### AREA PRIORITIES:

- To support the comprehensive restoration of Shoreham Fort.
- To enhance connections between Shoreham town centre, Shoreham Beach and Shoreham Fort through environmental and landscaping improvements.
- To support the redevelopment of Shoreham Rowing Club and enhance the public realm environment of Kingston Beach.

*Source: Policy 8 Revised Draft Adur Local Plan*

### CURRENT CHARACTER

- 2.9.1 On the western edge of the Harbour mouth is the remains of Shoreham Fort, a Scheduled Monument. The Fort was completed in 1857 and is one of the celebrated south coastal defences built under the Victorian Prime Minister Lord Palmerston. It is of local historical importance and has been a vital part of the South Coast Defence System. A local charity, the Friends of Shoreham Fort supported by English Heritage and the Shoreham Port Authority, are in the

process of restoring the fort to its original form. The fort is a popular local destination for walkers affording scenic panoramic views. It is well frequented by anglers and home to the National Coastwatch Institute look-out tower.

- 2.9.2 In recent years there have been various plans considered for the fort which have highlighted local interest for a facility that could be used for educational purposes. There have been recent discussions about improving and extending the public toilet block. There is significant scope to improve the public car park (owned by ADC), to increase the number of spaces and provide disabled parking bays. The fort would benefit from an overall public realm upgrade including better signage, benches, disabled access and potentially a café/visitor centre facility.

- 2.9.3 To the west of the fort is the settlement of Shoreham Beach, a distinct residential community almost entirely surrounded by water connected to the town centre by Norfolk Bridge and the newly built Adur Ferry Bridge. The beach area has a fascinating history, originally empty scrub created by a shingle bank that developed over centuries through longshore drift. Around the turn of the twentieth century, converted railway carriages became summer homes for Brighton's music hall artistes, leading to the area being known as 'Bungalow Town'. Due to its quality of light, Shoreham Beach became home to the early Brighton silent film industry.



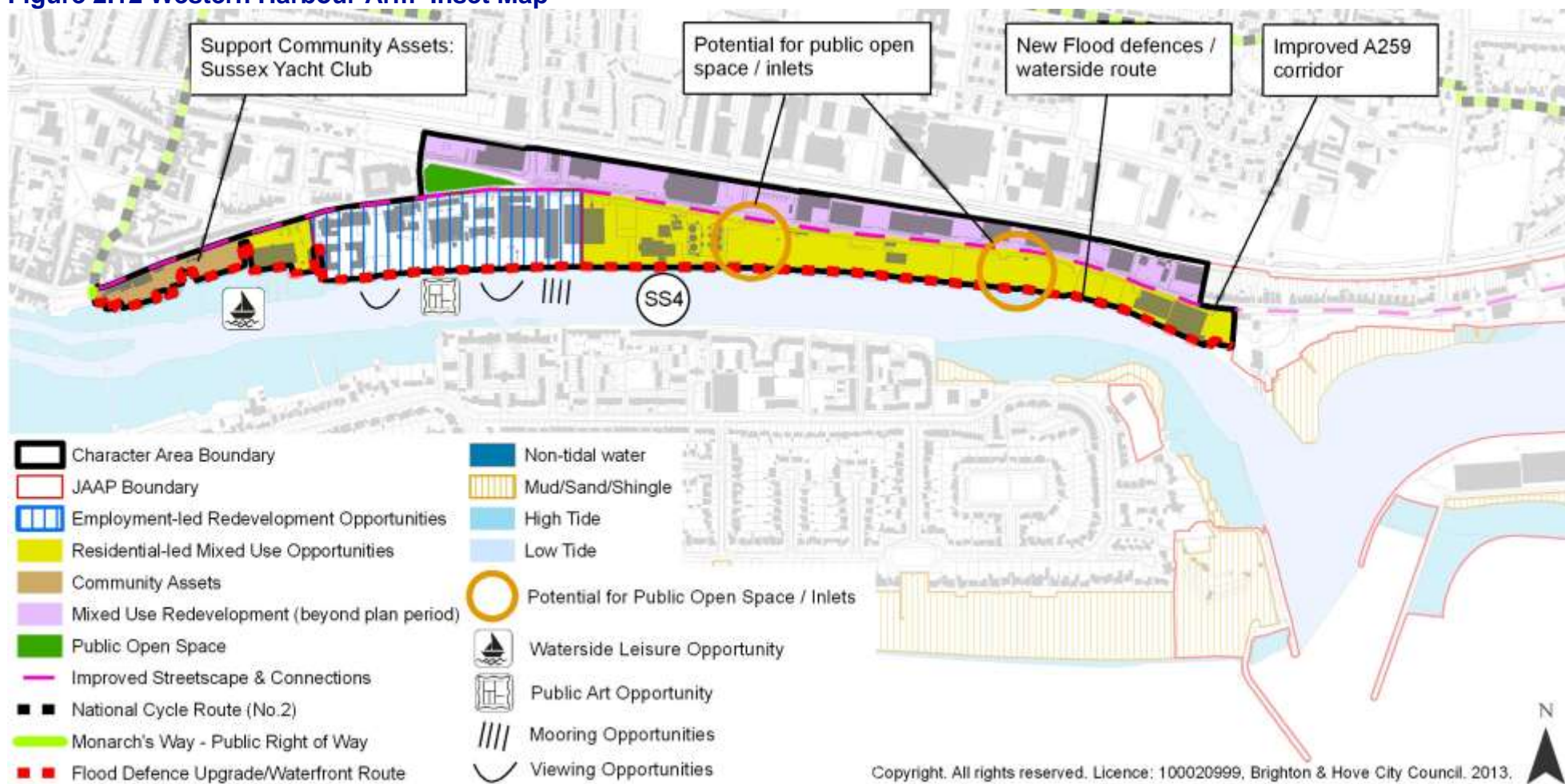
- 2.9.4 Despite the beach area mostly being flattened during the Second World War it now supports a strong local community, small retail parade, pub, church and primary school. Many of the homes are low-rise bungalows of varying architectural styles on wide, quiet streets with easy access to the adjacent beach, complete with new boardwalk. The beach itself is designated as a Local Nature Reserve (LNR) and Site of Nature Conservation Importance (SNCI) due to its rare vegetated shingle.
- 2.9.5 Fronting the harbour on the north-side of Shoreham Beach is Sussex Wharf and Emerald Quay, built in the 1990s, replacing the former watercraft boatyard. These housing developments have a marine identity with a small marina, private members club and a (privately maintained) public slipway. The housing is high density; comprising flats and terraced housing up to 6 storeys high.
- 2.9.6 Directly opposite the Harbour mouth is Kingston Beach, designated with Village Green status to safeguard it as a public space. The beach is home to Shoreham Rowing Club as well as the new RNLI lifeboat building, a maritime themed, low carbon building of significant architectural merit that offers free tours.
- 2.9.7 Kingston Beach is also home to the Grade II listed Buci Lighthouse, a distinctive local landmark. There is a wealth of local history that could be better interpreted in this location through imaginative signage. There is significant potential to improve the landscaping and street furniture to make it more accessible and appealing as a local amenity area.
- 2.9.8 Directly opposite Kingston Beach is a row of terraced housing (including several ADC-owned properties). An important consideration for any development in this area will be the impact on these properties.
- 2.9.9 To the east of these properties on the south-side of the A259 is a port operational area, whilst on the north-side of the A259 are a range of light industrial and employment uses.
- DEVELOPMENT OPPORTUNITIES**
- 2.9.10 The existing port operational area is proposed to be retained for port uses. There are significant opportunities to improve the amenity value of Shoreham Fort and Kingston Beach for the benefit of local residents and as attractions for visitors.

**Policy JAAP 10: Harbour Mouth**

- i. The existing port operational areas will be safeguarded for future commercial port activity.
- ii. The Partnership will work with the community and stakeholders to support the comprehensive restoration of Shoreham Fort including:
  - Restoration and replacement of original barrack block
  - Improve car park configuration and delineation of bays including disabled parking
  - Explore potential to improve public toilet block
  - Improve sense of arrival and entrance on to site, ensuring disabled access
  - Upgrade of street furniture such as benches, signage, bins and lighting
  - Improved way-finding connections to new footbridge
- iii. The Partnership will work with the community and stakeholders to improve Kingston Beach including:
  - Redevelopment of Shoreham Rowing Club
  - Upgrade of public open space areas in accordance with the Shoreham Harbour Street scene Guidance

- Improve delineation/formalisation of parking area

**Figure 2.12 Western Harbour Arm Inset Map**



## 2.10 CHARACTER AREA 7. WESTERN HARBOUR ARM

### AREA PRIORITIES:

- To facilitate the comprehensive redevelopment of Strategic Site Allocation 4 (SS4) – Western Harbour Arm to become an exemplar sustainable, mixed-use residential area.
- To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, ensuring to respect and complement the character of surrounding areas.
- To improve access arrangements to create better linkages with Shoreham town centre and surrounding areas.
- To enhance the area's natural biodiversity by incorporating multi-functional green space.
- To facilitate the strategic relocation of industrial uses to elsewhere in the Port or local area to free up waterfront opportunity sites.

- To deliver a comprehensive flood defence solution integrated with a publicly accessible riverside route including pedestrian / cycle way and facilities for boat users.

Source: Policy 8 Revised Draft Adur Local Plan

### CURRENT CHARACTER

- 2.10.1 The Western Harbour Arm is formed by the mouth of the River Adur and is the gateway to the historic core of Shoreham-by-Sea. Highly constrained by Brighton Road (A259) and the railway, the Western Harbour Arm is the principal approach corridor to Shoreham-by-Sea from the east. To the north of the railway line, the area is abutted by residential neighbourhoods and a large industrial estate.
- 2.10.2 Shoreham-by-Sea town centre, a few minutes' walk to the west has a peaceful, coastal charm consisting of predominantly two storey terraced cottages on streets leading off from the primary shopping area. There are open views across the River Adur to the south as well as river glimpses between buildings where remnant slipways remain. There is a marked contrast moving east out of the town and along the arm where there are only limited views of the waterfront and public access to it.

- 2.10.3 Directly opposite the Western Arm on Shoreham Beach, land has recently been redeveloped from industrial to residential (Emerald Quay and Sussex Wharf). The experience of living in these properties and visiting this area could be considerably improved through a high quality redevelopment of the opposite bank.
- 2.10.4 Along the arm there are a range of different employment uses. The waterfront sites are predominantly large industrial and open storage premises including fuel storage, plastics manufacturing, aggregates handling and metal recycling. The majority of the sites are privately owned with the exception of Kingston Railway Wharf, Kingston Wharf and part of Free Wharf which are owned and leased by the Port Authority.
- 2.10.5 Closer to Shoreham town centre there is a car show room and some office and workshop units such as the Riverside Business Centre, Ham Business Centre, the Sussex Yacht Club and 'The Ham', a popular children's skate park. On the north-side of the A259 are mainly 'big box' retail warehouses including B&Q, Dunelm Mill and Halfords and the local municipal waste facility.
- 2.10.6 A number of the premises along the arm are coming to the end of their useful life and are no longer ideally suited for modern business needs either requiring

significant investment on site or relocation to a better facility elsewhere. The river wall and flood defence infrastructure is in need of upgrade and repair and some of the land stands vacant and underused.

- 2.10.7 Since the Western Arm Development Brief was prepared, planning permission has recently been approved for a new Morrisons store including commercial space and 70 new homes on the Frosts / former Minelco site. The development includes new flood defences integrated with a riverside walkway / cycle way, a riverside cafe, a car park offering 3 hours of free parking, links to the town centre, contributions towards a new public slipway and transport improvements in the town centre.

## **MOVEMENT AND CONNECTIONS**

- 2.10.8 The A259 road frontage is particularly harsh and unattractive due to the wall of industrial uses that prevent views across the water. The road is a very popular route with cyclists despite the lack of a formal cycle lane, poor surfacing and heavy use by HGVs.
- 2.10.9 There are a number of historic slipways and hard's along the arm in varying states of repair. These slipways are owned and managed by WSCC as the highway authority up to the high water mark; by the relevant site owner between high and low water mark and by the port authority below that. Some of the



slipways are now only used by light recreational craft yet contribute to the historic character of the town. All of the slipways are now unusable for modern craft and lack sufficient parking and turning space. Opportunities are being explored to improve the way Shoreham's public slipways are maintained by the authorities and alternative locations are being identified.

## ENVIRONMENTAL CONSTRAINTS

2.10.10 The Western Harbour Arm is subject to a number of environmental constraints which need to be taken in to account when planning for the area. These include:

- Proximity to a nationally designated Site of Special Scientific Interest (SSSI) stretching into the Adur Estuary.
- A locally designated nature reserve (LNR) and Site of Nature Conservation Importance (SNCI) at Shoreham Beach.
- An Air Quality Management Area (AQMA) that covers the western part of the Western Harbour Arm. There are also AQMAs to the north, elsewhere in Adur, and in Brighton & Hove.
- Two wharves currently safeguarded under the WSCC Minerals Local Plan for mineral use.
- Two waste management sites.
- A Health and Safety Executive (HSE) Zone which determines boundary zones for different types of

development at a distance from a 'major hazard' based on the current gas storage use.

- The presence of contaminated land.

2.10.11 The area is crossed by several underground water mains and sewers (the latter conveying wastewater to the nearby treatment works). This infrastructure needs to be protected and new development needs to ensure its operation remains unaffected.

## HISTORIC ASSETS

2.10.12 The Western Arm benefits from a number of historic assets and falls partly within the Shoreham-by-Sea Conservation Area described as '*riverfront which is characterised by clustered development around a riverside setting, yacht club and boats on the river*'<sup>2</sup>. The wider town centre Conservation Area includes 47 listed buildings; including the Grade I listed St Mary de Haura Church. The church is clearly visible from Shoreham Beach, the South Downs and much of the wider area and it will be important for any new development at the harbour to respect views of the church. Also visible from the Western Arm is the Kingston Buci Lighthouse (Grade II listed) and Shoreham Fort, a Scheduled Monument.

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<sup>2</sup> Shoreham-by-Sea Conservation Area Character Appraisal & Management Strategy (ADC: 2008)

- 2.10.13 There is a wealth of local maritime history that could be better interpreted in this location and there is significant potential to improve the landscaping and street furniture to make the area more attractive and accessible.

### **FLOOD RISK MANAGEMENT**

- 2.10.14 The Western Harbour Arm is comprised of the lower reaches of the River Adur where it discharges into the Channel. Given this low lying estuary location, there are a number of potential sources of flooding which will be a key consideration in planning for the future of this area.
- 2.10.15 Sites along the Western Arm are vulnerable to surface water, fluvial, and most significantly tidal flooding meaning that any new residential development would need to be lifted up above likely flood levels and safe access and egress provided.
- 2.10.16 The Adur and Worthing Councils' *Strategic Flood Risk Assessment* (SFRA) identifies a number of sites in this area as Tidal Flood Zone 2, 3a and Non-functional Flood Zone 3b. This latter category recognises that some sites have the same risk of flooding as Flood Zone 3b but do not have a significant storage or

conveyance potential which materially impacts flood risk elsewhere. Some sites also fall within Fluvial Flood Zones 2, 3a and 3b.

- 2.10.17 The Partnership is working closely with the Environment Agency to develop a comprehensive vision for an upgraded flood defence network to protect a redeveloped Western Arm. Comprehensive land raising and/or flood defence wall (or a combination of both) to current standards will be essential to protect existing and future residents and businesses as well as the A259. This approach will ensure the complete closure of the flood cell and continuation of the line of new defences currently being provided via the Adur Tidal Walls Scheme - an Environment Agency funded flood defence scheme which ends at the Adur Ferry Bridge.
- 2.10.18 It is essential that the new flood defence network is integrated with a high quality public realm environment that promotes a positive inter-relationship with the river. Flood defences can often physically divide one area from another therefore an important ambition for the Western Arm is to promote permeability through the entire site.

Figure 2.13 Sketch Illustrations of Western Harbour Arm



Source: Western Harbour Arm Development Brief (2013)

**Figure 2.14 Sketch illustrations - looking south towards Shoreham Beach and looking west along new waterfront**



Source: Western Harbour Arm Development Brief (2013)



Figure 2.15 Illustrative Concept Plan



Source: Western Harbour Arm Development Brief (2013)

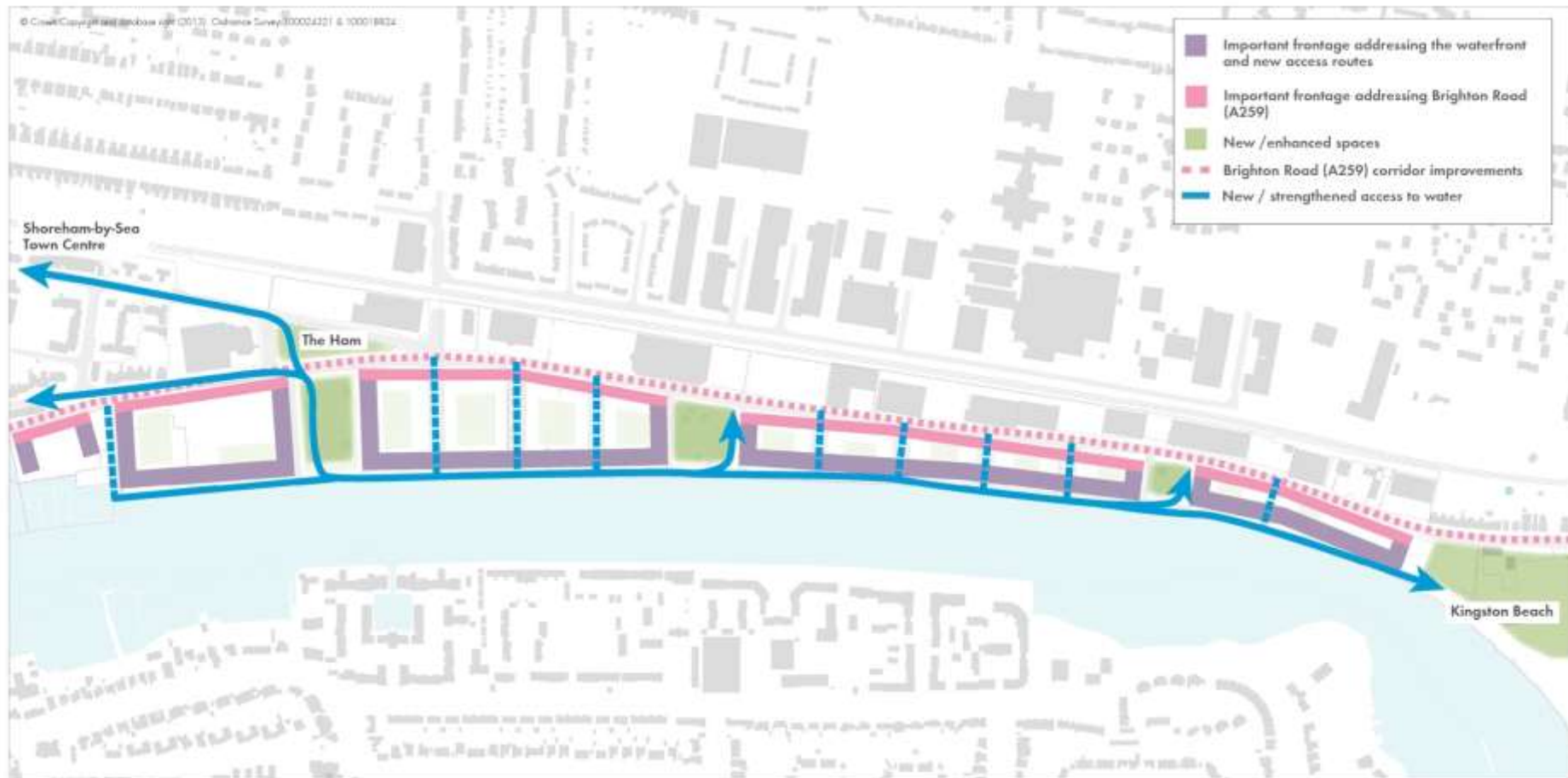


**Figure 2.16 Illustrative Development Form**



Source: Western Harbour Arm Development Brief (2013)

Figure 2.17 Place Making and Connections



Source: Western Harbour Arm Development Brief (2013)

## DEVELOPMENT OPPORTUNITIES

- 2.10.19 Many of the occupiers currently situated on the waterfront do not specifically need a port-side location and are not dependent on the services of the Port Authority or access to the harbour for their operations. Despite the fact that many of the sites are non-port related, the Port Authority remain responsible for ensuring the canal remains navigable and is periodically dredged to a level suitable for commercial use. There is now only one active berth occupied by Kendall Brothers. At Fisherman's Wharf there is a fishing quay with La Poisonnerie fresh fish outlet owned by Monteuem Ltd.
- 2.10.20 Underpinned by the Port Masterplan, it is proposed that existing port-related uses in the Western Arm are re-sited within the heart of the commercial port area such as at South Quayside/ North Quayside which may better suit their needs in the longer term. Marine-related uses that contribute to the character of the harbour could potentially remain such as Fisherman's Wharf. There is currently development pressure for change along this strip as land owners seek to maximise the value of their land recognising that the location has long been earmarked for redevelopment as a new waterside community. The first phases of development in this area are likely to be at the western and eastern ends.

- 2.10.21 The Port Masterplan states that:

“To maximise the development opportunities of both these areas there could be merit in the relocation of non-port uses some of which are currently on SPA land (leasehold). The land at the eastern end could provide a site of 2.4 hectares (SPA own 1.6 hectares) if the land is assembled together. The site could be an attractive residential waterfront site adjacent to the new RNLI station and Kingston Beach to the east. “

- 2.10.22 The existing businesses provide a significant amount of employment floorspace and jobs. A key consideration for this area is the importance of working with the harbour businesses to retain them either in the Port itself or within the local area in suitable, modern accommodation.

- 2.10.23 In order to support the delivery of this Strategic Site (SS4), a Development Brief has been adopted by ADC. The key proposals include:

### Residential Uses

- 2.10.24 The Western Arm is a valuable waterfront site and has potential for a vibrant mix of new uses. New residential development will be instrumental in delivering its sustainable transformation, enabling the creation of an attractive new setting and creating a greater sense of vibrancy along the waterfront.

- 2.10.25 Sites to the north of Brighton Road (A259) also have the future potential for redevelopment for a mix of uses including a significant number of residential dwellings (a further 150-550 units), subject to future review. In the short term, given the proximity to the existing industrial uses on the south-side and the constrained location between the railway and the A259, it is unlikely that these sites will be able to come forward (for residential uses) until the process of change is sufficiently underway on the south-side of the A259. However, the status and use of these sites will be kept under review, as opportunities may arise within the plan period for a comprehensive approach taking in both sides of the road.

### **Employment Uses**

- 2.10.26 ADC will promote the inclusion of new employment floorspace as part of residential-led mixed use schemes. Proposals will be encouraged to provide a range of commercial spaces in smaller format units. As illustrated on Figure 2.16, these could be designed as standalone commercial “pavilions” which could accommodate a range of functions including shops, food and drink, leisure and office space. Smaller scale (preferably marine-related) leisure facilities might also be appropriate. These activities will play a major role in adding diversity and interest to the waterfront, and helping to generate footfall. This space should be of

modern, high quality design with an emphasis on providing studio style or office-based flexible workspace that could accommodate a comparatively higher number of jobs per unit of floorspace than the former industrial uses.

- 2.10.27 The Partnership is proactively building upon existing local economic strengths and growth sectors and seeking external funding to promote the wider Shoreham Harbour area as a hub for environmental technology and digital media technology-related businesses. Major development proposals are encouraged to incorporate floorspace designed to be suitable for such uses where appropriate.
- 2.10.28 The Partnership will continue to have an open dialogue with landowners and businesses to understand their ambitions and ensure that the process of land use change is managed sensitively. For example, it is understood that some operators are already considering alternative sites outside of the Western Harbour Arm for relocation purposes. However, other businesses have no immediate desire to relocate, and as such may not come forward for redevelopment until the latter part of the plan period. The JAAP seeks to maintain sufficient flexibility to enable a phased redevelopment approach which enables certain sites to remain in their existing use in the medium-term.

- 2.10.29 The release of sites for redevelopment to alternative uses along the Western Arm is a long term process which requires careful management and will rely on working in collaboration with landowners and businesses. There is a strong commitment from the Partnership to ensure any release of sites is backed up by an employment strategy which minimises impact on business operations and retains local firms and jobs in the area.

#### **Opportunities for new leisure, visitor and ancillary retail uses**

- 2.10.30 Shops, cafes and restaurants that are ancillary to new mixed-use developments have an important role to play in realising the vision for regeneration of the Western Harbour Arm. Although residential uses will be the primary land use, ancillary retail development will help to bring life to the waterfront and strengthen the overall offer of Shoreham-by-Sea complementing the town centre.
- 2.10.31 There may be scope to increase the number of berths in the harbour for both visitors and new residents through the incorporation of a new quay or floating docks/pontoons which will substantially improve the facilities on offer for the boating community and attract visitors in to the area.

#### **Delivery of a new waterfront route with cycle way**

- 2.10.32 Development of a new, publicly accessible waterfront route was explored through the Development Brief. A new route would help to create a waterfront street environment, a legible connection linking the town centre to Kingston Beach framed by an attractive harbour setting. The route could potentially extend along the central part of the Western Harbour Arm intending to have a more intimate scale and character than the A259 which would be retained as the primary vehicular route through the Western Harbour Arm.
- 2.10.33 The street could operate as a 20 miles per hour one way route with an emphasis on visitor traffic and site access. In addition to some limited on-street parking, the route could potentially accommodate a bus route and be designed to maximise ease of access for pedestrians and cyclists. Although it is not appropriate to extend the route the entire length of Western Harbour Arm due to narrow plot depth at the eastern end, the likely setback requirement of 8m from the waterfront for flood management purposes makes the provision of a new route more deliverable. Subject to more detailed modelling and design, a total section of 12.25m from building to harbour wall would be sufficient to deliver the new route. This concept will be further explored through consultation as the JAAP emerges. Improved connections and streetscape along Brighton Road (A259) corridor



### Improved connections and streetscape

2.10.34 As shown in Figure 2.17, a series of new north-south connections from the waterfront route to Brighton Road (A259) are proposed. The exact form and function of these will depend on a number of factors. In some cases, these links may be pedestrian or cyclist only, whilst others will enable site access or direct connections to the waterfront. Streets adjacent to the proposed public open spaces would be well-suited as one or two-way connections from Brighton Road (A259) to the waterfront and vice versa.

2.10.35 The incremental introduction of a residential-led mix of uses to the south of the road will be a trigger for the gradual enhancement of the A259 corridor to ensure that conditions for pedestrians and cyclists are improved. There is considerable scope for highways interventions such as public realm and streetscape improvements and improved crossing facilities.

### New public open spaces and landscaping

2.10.36 The brief proposes areas of new open space which will help to increase the accessibility and visibility of the waterfront, attract visitors to spend time in the area, provide new space for community activities and enhance the local environment. These spaces could be adapted to provide river inlets to support additional

moorings to provide visual interest and increase access to the waterfront.

### Development form and typology

2.10.37 It is important to avoid a scenario in which a single development form is delivered repetitively across the whole site. As illustrated on Figure 2.16, buildings should be oriented to maximise views of the water. However, the exact form is partly dependent on the depth of the plot and the mix of uses. The Development Brief identified the following potential typologies:

- **Former Parcelforce site** – creation of frontage to Brighton Road (A259) and fingers of development maximising views across the River Adur.
- **Open urban blocks** – a number of sites are proposed to be arranged as a horseshoe of flatted development with frontage on Brighton Road (A259) and views across the River Adur to the rear. Although pavilion buildings are proposed along the southern edge of these blocks, these will be of a lower scale (2 storeys), thus maximising views from within the block, and creating an active frontage along parts of the waterfront. Private amenity space is provided as a courtyard within the block.

- **Apartments and terraces arranged as urban blocks** – an alternative approach is the arrangement of some north-south blocks as terraced housing, providing variety and much-needed family housing in an attractive location. This typology again accommodates pavilion retail buildings along the waterfront street. Private amenity space is provided within the block.
- **Apartment buildings** – the more narrow parts of the site are less appropriate for a partially closed urban block. In these locations, the blocks are arranged in pairs along a north-south orientation to maximise views to the harbour. Private amenity space is provided between the blocks.
- **Mixed employment sites** - Mixed employment site should be designed in an urban format with parking at lower levels and trading areas above. The design of the site to the south is particularly important in this respect, as it will complete the urban block around the mixed employment site. As such the mixed employment site will have a pedestrian entrance and strong frontage on Brighton Road (A259). However, the waterfront will have a more typical character, arranged as a residential frontage, possibly with ancillary retail facilities at ground floor.
- **The final building** - at the eastern end of the Western Harbour Arm is proposed as a more

expressive form. This building has the dual function of forming a strong edge to Kingston Beach, helping to define the space, and also to form an edge to the Western Harbour Arm. One approach would be to design the western flank of the building on alignment with the view out to sea along the line of the traditional shipping entrance to the harbour. A key consideration at the eastern end of the Western Harbour Arm is the potential navigational impact of residential development. Discussions will be required with Shoreham Port Authority at an early point in the design process to ensure lines of sight for shipping are maintained.

2.10.38 In general, buildings should be developed to 4 or 5 storeys (apartments) with lower scale of terraced / townhouse accommodation (2.5 storeys) and retail pavilions (2 storeys). Schemes offering a variation of height and scale are encouraged. If buildings are consistently taller than 4 storeys, the overall vision and appeal of the Western Harbour Arm could be diluted. Excessive height could also create issues of traffic congestion, infrastructure provision and microclimatic impact. The waterfront route and the street environment of the A259 will only be successful if an intimate scale of development is established.

**Policy JAAP 11: Western Harbour Arm (SS4)**

- i. The Partnership will work with developers and other relevant stakeholders to deliver a comprehensive approach to the development of Western Harbour Arm. The area will be developed in accordance with the principles, established in the Western Arm Development Brief.
- ii. Approximately 1050 new homes will be delivered on the south-side of the A259 within the plan period (with up to a further 500 on the north-side in the longer term).
- iii. Approximately 10,500 sqm of new employment floorspace comprising predominantly B1 office space, retail outlets, food and drink. Smaller scale (preferably marine-related) leisure facilities are also encouraged.
- iv. New developments should incorporate active uses along the waterfront. This may include the provision of parks, squares, play areas and active frontages such as cafes, shops and workspace.
- v. Major waterfront development schemes will be expected to incorporate features that improve open access to the waterfront and facilities for boat users such as additional moorings, floating pontoons/docks and slipways.
- vi. High quality, multi-functional public open space will need to be provided where appropriate in accordance with Local/City Plan standards and guidance.
- vii. Development should respect and connect with surrounding areas, in particular enhancing the views from Shoreham Beach, protecting views of St Mary de Haura Church and better connecting with Shoreham town centre.
- viii. Development proposals for sites to the south of Brighton Road (A259) should not unduly prejudice the potential future development of sites to the north of Brighton Road (A259) and vice versa.
- ix. Where undefended land levels are below the 1 in 200 year tidal flood event for 2115, land raising and/or a flood defence wall should be provided.
- x. In accordance with the emerging Flood Risk Technical Guide development should be designed to be safe for the 1 in 200 year tidal flood level to 2115 for residential and to 2082 for commercial development. Proposals should protect against a breach scenario through the application of an appropriate finished floor level

assumed to be 5.77m above Ordnance Datum (AOD) for residential development and 4.94m above AOD for commercial proposals.

#### **Policy JAAP 12: Western Harbour Arm (SS4) - Transport**

In accordance with the Shoreham Harbour Transport Strategy, new development will be required to contribute towards local transport improvements including:

- Creation of a new high-quality cycle and pedestrian route along the waterfront that also enables future maintenance to Western Harbour Arm flood defences. Innovative design approaches will be encouraged.
- An appropriate programme of traffic calming measures to be applied across the Western Harbour Arm and in adjacent areas including a package of junction improvements to improve capacity and balance priorities for road users.
- Implementing an area-wide behaviour change programme to reduce the dominance of the private car and maximise opportunities to encourage sustainable modes of transport.
- Measures to maintain and improve the reliability and quality of existing bus services along key routes.

### **3 HARBOUR-WIDE POLICIES**





## 3 HARBOUR-WIDE POLICIES

### 3.1 INTRODUCTION

- 3.1.1 The following section summarises the planning policies that will be applied across the harbour area grouped by Strategic Objective. Note that there are many other planning policies that apply to new developments that are contained within the Local / City Plans, those of most importance to the harbour have been outlined below.

### 3.2 SUSTAINABLE DEVELOPMENT

#### STRATEGIC OBJECTIVE 1: To promote sustainable development

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

- 3.2.1 The presumption in favour of sustainable development is a core principle of the NPPF. In conjunction with the policies in each Local/City Plan, the JAAP sets out minimum performance standards for new development proposals. Utilising renewable energy, promoting high levels of water and energy efficiency as well as minimising waste will be critical to the harbour's contribution to sustainable living.
- 3.2.2 The Partnership was awarded funding under the second wave of the government's Eco-Towns programme in 2009. A *Capacity and Viability Study* (2010) explored the potential to meet the Eco-Towns criteria and concluded that it was not possible to promote all of the requirements in the harbour context given the constraints. Where appropriate the eco-towns criteria have been incorporated within the JAAP.
- 3.2.3 The *Capacity Study*, the *Shoreham Harbour and Adur District Energy Strategy* (2009) as well as the *BHCC Renewable and Sustainable Energy Study* (2012) recommended a number of harbour-wide opportunities including:
- Reducing the need to travel particularly through encouraging working / living in close proximity,



supporting home working and delivering sustainable transport solutions.

- Supporting a sensible amount of on-site and linked off-site open space / green infrastructure as well as including Sustainable Urban Drainage Systems (SUDs) within new developments.
- Delivery of a district heating network due to the density of new development proposed and its mixed use nature. If larger parcels of land (such as on the Western Arm) came forward as a coordinated development, this may present opportunities for district heating such as a Combined Heat and Power (CHP) system. CHP linked to the existing and/or future power facility would be an ideal solution to achieve carbon reductions and energy efficiencies. There would however be significant costs associated with the installation of such systems, but these costs may be reduced through the involvement of an independent delivery body or Energy Service Company (ESCo).
- Large wind turbines on the Port are an effective way of increasing renewable energy generation and reducing carbon emissions, subject to impact assessment via the planning application process.

- Exploring potential for retrofitting of existing properties to make them more energy efficient.
- Low carbon technologies and Renewable Energy schemes may need to be supported by external grant funding to ensure viability and deliver progressive change.

### **Sustainable Design and Energy**

- 3.2.4 The Shoreham Harbour Interim Planning Guidance (IPG), Western Harbour Arm Development Brief and Draft Adur Local Plan include the requirement for a Sustainability Statement to accompany development proposals within the parts of the regeneration area in Adur. Guidance is set out within *Sustainability Statements Guidance Note: Shoreham Harbour*.
- 3.2.5 BHCC's *Sustainable Building Design Supplementary Planning Document*<sup>3</sup> requires a completed Sustainability Checklist to accompany all proposals for residential new build and conversions. Guidance is available on the BHCC website<sup>4</sup>.

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<sup>3</sup> SPD08: *Sustainable Building Design* (Brighton & Hove City Council: 2008)

<sup>4</sup> <http://www.brighton-hove.gov.uk/content/environment/xxx/sustainability-checklist>

- 3.2.6 BREEAM and CSH are widely recognised methods for assessing the environmental performance of non-residential and residential buildings, respectively. Successors to BREEAM and CSH and/or equivalent standards<sup>5</sup> by nationally recognised certification bodies may also be accepted.

#### Policy JAAP 13: Sustainable Design and Energy

- i. A Sustainability Statement will be required as part of all major development<sup>6</sup> proposals in areas of the harbour within Adur.
- ii. A completed Sustainability Checklist will be required as part of all development proposals within areas of the harbour within Brighton & Hove.
- iii. All new development will be expected to aspire to achieving zero-carbon status, in particular within the Strategic Site areas. This will include the use

of passive design measures. Proposals must demonstrate good thermal performance and air tightness to prevent heat loss. Low and zero-carbon energy technologies<sup>8</sup> and networks should be incorporated.

- iv. Within the Strategic Site areas, opportunities should be sought to provide linked district heating networks. This process will be supported by the Council/s.
- v. Where a CHP system is delivered on-site, all buildings are required to connect. These may be provided as self-contained systems on site, or link into a wider network incorporating other parts of the JAAP area and beyond.
- vi. Where appropriate smaller sites within the JAAP area should integrate into new or existing networks, or provide self-contained on-site energy generation.
- vii. Developers are encouraged to demonstrate how they can contribute towards Shoreham Port Authority's objective of becoming a hub for

<sup>5</sup> Such as Passivhaus or AECB standards.

<sup>6</sup> \*Major development is defined as 10 or more dwelling houses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwelling houses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm floorspace or more, or development on sites of 1 hectare or more. *Source: Town & Country Planning (Development Management Procedure) (England) Order 2010*

<sup>8</sup> Zero carbon technologies harness non fossil fuel energy, such as wind, sun and water, to create heat and generate electricity. Low carbon technologies use grid electricity and mains gas to generate heat or power more efficiently or use fuels that have small CO<sub>2</sub> footprint, such as biofuel.

renewable energy generation.

- viii. Developers will be expected to provide certification evidence of the CSH and BREEAM ratings at the design stage and post construction.
- ix. All development will be expected to achieve the appropriate local standards as a minimum. A detailed justification must be provided for any aspect of the proposed development which does not meet national and local policy requirements.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 17: The Energy Hierarchy
- Policy 18: Sustainable Design
- Policy 19: Decentralised and Stand-alone Energy Systems

BHCC City Plan (Part One) (2013):

- Policy CP8: Sustainable Buildings

- 3.2.7 Building related energy consumption is a significant contributor to greenhouse gas emissions. The hierarchy of demand reduction, efficient energy supply and renewable energy provision represents the most cost-effective means of reducing energy consumption and greenhouse gas emissions for new developments.

- 3.2.8 Passive design makes the best use of site orientation, building form, layout, landscaping and materials to maximise natural light and heat, whilst avoiding overheating by providing passive cooling and ventilation.

- 3.2.9 Low and zero-carbon technologies include, but are not limited to the following:

- Solar hot water
- Air source heat pumps
- Ground source heat pump
- Biomass or biodiesel boiler, including woodchip, wood pellet or biodiesel
- Biodiesel CHP
- Biomass CHP
- Efficient gas boiler
- Gas Micro CHP
- Solar photovoltaic panels
- Wind turbines

**Water**

- 3.2.10 Shoreham Harbour is supplied with water from the Brighton Chalk Aquifer. This is an important and heavily exploited resource. The Environment Agency has classified the location as falling within an area of serious water stress, where demand for water is high and resource availability is low.



- 3.2.11 The Water Framework Directive<sup>9</sup> requires all bodies of water (including surface water, coastal waters and groundwater) to achieve “good” status by 2015 and the quality of all water resources needs to be protected. The overall groundwater quality of the Brighton Chalk Aquifer is currently classified as “poor” and the chemical status is classified as “good (deteriorating)”. The overall water quality of the Adur Estuary is classified as “moderate” and chemical quality is “good”.
- 3.2.12 The Environment Agency monitors the quality of bathing water at Southwick Beach. Since 2009 water at this location has achieved “higher” status. This means that bathing water meets the criteria for the stricter guideline standards of the revised Bathing Water Directive<sup>10</sup>.
- 3.2.13 New development at the harbour offers the opportunity to incorporate Sustainable Drainage Systems (SuDS). These can provide a range of sustainability benefits in addition to managing surface water, including enhancing biodiversity and reducing flood risk.

<sup>9</sup> Water Framework Directive (Directive 2000/60/EC) (European Parliament and Council: 2000)

<sup>10</sup> Revised Bathing Water Directive (Directive 2006/7/EC) (European Parliament and Council: 2000)

#### Policy JAAP 14: Sustainable Use of Water

- i. Within the Strategic Site areas, developments should seek to achieve water neutrality<sup>11</sup> to significantly reduce mains water demand within the JAAP area. This will include meeting high water efficiency standards and exploring potential to implement measures to recycle, harvest and conserve water resources.
- ii. Proposals will be expected to meet the standards and criteria relating to water efficiency as established in the locally required CSH or BREEAM standards.
- iii. Opportunities should be sought to link together development within the JAAP area with site-wide recycled water networks, taking advantage of the diversity of water sources and uses on-site. This process will be supported by the Council/s.
- iv. Where a recycled water network is delivered on-site, all buildings are required to connect
- v. Development proposals should ensure compliance with the Water Framework Directive

<sup>11</sup> Water neutrality is defined as meaning total water use after new development must be equal to or less than total water use in the area before the planned development.

(WFD), demonstrating no further ecological deterioration in associated water bodies. All schemes should also incorporate opportunities to deliver further WFD objectives.

- vi. Pollution prevention techniques will be incorporated to ensure only clean surface water is discharged into the River Adur.
- vii. All new development will also be expected to incorporate appropriate Sustainable Drainage Systems (SuDS)<sup>12</sup> and demonstrate how surface water run-off will be minimised.
- viii. Development should seek to provide ecological enhancements through the use of SuDS.
- ix. All development must consider implications upon the sewerage network and ensure that capacity is adequate. New development must connect to the sewerage system at the nearest point of adequate capacity. Where this is not the case, appropriate contributions will be required to upgrade the network.

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<sup>12</sup> SuDS is an approach to drainage which seeks to decrease the amount of surface runoff, decrease the velocity of surface runoff, or divert it for other useful purposes, thereby reducing the contribution it makes to sewer discharge and flooding.

#### Refer to:

Revised Draft Adur Local Plan (2013):

- Policy 35: Water Quality and Protection

BHCC City Plan Part One (2013):

- Policy CP8: Sustainable Buildings

#### Air Quality

- 3.2.14 Road vehicles are the greatest contributing factor to poor air quality in Adur<sup>13</sup> and Brighton & Hove<sup>14</sup>, with vehicles emitting a variety of pollutants including carbon monoxide, nitrogen oxides, volatile organic compounds and particulate matters.
- 3.2.15 There are two Air Quality Management Areas (AQMAs) that lie partly within the regeneration area. Brighton AQMA includes Kingsway / Wellington Road (A259) Church Road ((B2193), Boundary Road / Station Road (B2194) and parts of South Portslade to the south of North Street. Air Quality Action Plans (AQAPs) will continue to play a key role in helping to manage issues of localised air pollution.

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<sup>13</sup> *Air Quality Action Plan* (Adur District Council: 2007)

<sup>14</sup> *State of the Local Environment* (Brighton & Hove City Council: 2011)

- 3.2.16 Shoreham AQMA runs along Shoreham High Street (A259) from Norfolk Bridge to Surry Street. Nearby, there is also an AQMA in Southwick on the A270 between Kingston Lane and Southview Close.

#### Policy JAAP 15: Air Quality

- i. Air quality impacts should be considered at an early stage in the design process to avoid any significant adverse impacts on health, quality of life and the environment.
- ii. Development within or adjacent to an AQMA, or that is likely to have an impact on an AQMA, will be required to provide a contribution towards implementing AQAP objectives, such as sustainable transport improvements.
- iii. Developers should consult the Air Quality Officer at the appropriate council to determine whether an Air Quality Assessment and/or Emissions Mitigation Assessment are required.
- iv. Proposals will be required to take account of the cumulative effects on air quality of other planned developments.
- v. Proposals will be required to demonstrate that appropriate mitigation measures are introduced to ensure that new and existing residents are not

exposed to poor air quality associated with existing industrial uses and traffic pollutants in both the short and long-term.

#### Refer to:

Revised Draft Adur Local Plan (2013):

- Policy 28: Transport and Connectivity
- Policy 34: Pollution and Contamination

BHCC City Plan Part One (2013):

- Policy CP8: Sustainable Buildings

#### Noise

- 3.2.17 Noise can be a significant issue in built-up urban areas, and can act as both a disturbance and a threat to human health. DEFRA has undertaken a comprehensive noise mapping study, the results of which indicate that there are parts of the regeneration area where road traffic noise exceeds World Health Organisation guidelines.
- 3.2.18 The main generator of background noise in the JAAP area is road traffic. The A259, B2193 and B2194 have high levels of noise pollution related to traffic movements with noise levels decreasing with distance from these roads. Rail-related noise is also an issue in

some parts of the regeneration area with levels decreasing with distance from the railway line. Some of the industrial and port-related land uses in the regeneration area also generate high levels of noise.

#### **Policy JAAP 16: Noise**

- i. Noise impacts should be considered at an early stage in the design process to avoid any significant adverse impacts on health, quality of life and the environment.
- ii. Development proposals should adhere to the following basic principles of noise control - Noise sources should be separated from sensitive receptors. Then noise should be controlled at source. Finally, the sensitive receptor should be protected.
- iii. Proposals should make reference to the Noise Policy Statement for England (NPSE) and the Brighton Agglomeration Noise Action Plan. These provide an appropriate structure for the management and control of environmental neighbour and neighbourhood noise.
- iv. Particular consideration will be required in relation to environmental noise generated by transport and neighbourhood noise arising from adjacent

industrial, trade and business premises, construction sites, activities in the street and on-going port and marine-related activities.

#### **Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 28: Transport and Connectivity
- Policy 34: Pollution and Contamination

BHCC City Plan (Part One) (2013):

- Policy CP8: Sustainable Buildings

#### **Contamination**

- 3.2.19 The nature of current and historic industrial activities at Shoreham Harbour raises significant potential for contamination to be present, which could adversely impact site users, buildings and the environment, including surface and groundwater quality. Pollution to controlled waters may result in the failure of objectives set out under the Water Framework Directive (WFD).
- 3.2.20 Former land uses have included Portslade Gas Works, oil storage, and coal and timber yards. Current uses also include coal and timber yards, as well as a power station, aggregate sorting and storage sites, garages, oil and petrol storage areas, a waste water treatment

facility and other waste uses. Consequently, significant risks of pollutant linkages have been found in the area.<sup>15</sup>.

### Policy JAAP 17: Contamination

- i. All development proposals must be supported by a risk assessment that adheres to the specifications outlined in CLR 11: 'Model Procedures for the Management of Land Contamination' (the industry best practice document).
- ii. Assessment of contamination should not be limited to site boundaries as contamination can migrate beyond the proposed site development through soil, water and air. Applications for development within a 10 metre radius of potentially contaminated sites will need to submit a risk assessment.
- iii. Risk assessments must be carried out by a suitably qualified, independent professional and submitted to the council for approval.

**Refer to:**

Adur Local Plan:

- Policy 34: Pollution and Contamination

### Waste and Recycling

- 3.2.21 It is important that the JAAP supports the shift towards sustainable management of waste and as such seeks to ensure waste is fully considered in all development during design, construction, post-construction and demolition phases.
- 3.2.22 Brighton & Hove City Council, East Sussex County Council and the South Downs National Park Authority, have adopted a Waste and Minerals Plan (2013) that will provide planning policies to guide the management of waste and production of minerals over the plan period to 2026.
- 3.2.23 West Sussex County Council and the South Downs National Park Authority have produced the West Sussex Waste Local Plan which is currently being examined by an independent inspector and is in the process of being modified. It is anticipated that the plan will be formally adopted in early 2014. The Waste Local Plan covers the period to 2031 and will outline the Authorities' land-use planning policy for waste.

<sup>15</sup> Shoreham Harbour Contaminated Land Study (WSP Environmental: 2009).



### **Policy JAAP 18: Waste and Recycling**

- i. All development proposals will be required to incorporate facilities that enable and encourage high rates of recycling and re-use of waste and materials.
- ii. All new development will be required to demonstrate that waste is minimised both during the construction phase and the lifetime of the building. Development proposals shall be accompanied by a Site Waste Management Plan.

#### **Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 18: Sustainable Design

West Sussex County Council and South Downs National Park Authority Waste Local Plan Submission (2013):

- Policy W2: Safeguarding Waste Management Sites and Infrastructure
- Policy W23: Waste Management within Development

East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan (2013):

- Policy WMP 3a: Promoting Waste Prevention, Re-use and Waste Awareness

- Policy WMP 3d: Minimising and Managing Waste During Construction, Demolition and Excavation
- Policy WMP 3e: Waste Management in New Development

### 3.3 SHOREHAM PORT

#### STRATEGIC OBJECTIVE 2: To support a growing, thriving port

To facilitate the delivery of the adopted Port Masterplan and provision of a modernised and consolidated port to support and promote the important role of the port within the local and wider economy.

- 3.3.1 Shoreham Harbour contains the entirety of the working Trust Port of Shoreham. Since 1760 the Shoreham Port Authority has had responsibility for operating and managing Shoreham Port. The continued existence of a thriving and expanding commercial port is an integral part of the regeneration proposals.
- 3.3.2 The current level of use at Shoreham Port is 700-900 ship arrivals per year, which results in a trading throughput of approximately 1.8 million tonnes per year. The main commodities that are imported and exported at the port are aggregates, timber, scrap metal, cereals, oil and increasingly steel. The Port Masterplan aims to provide the capacity for a 25% increase in trade by 2026.
- 3.3.3 The port is a significant local employer providing around 1,700 jobs. Employers range from large

multinationals such as Cemex, national firms such as Travis Perkins through to a variety of small and medium sized firms including motorbike repairs and cheese suppliers. Delivery of the proposals identified in the Port Masterplan have the potential to create a further 500 local port-related jobs.

- 3.3.4 Land restrictions are a particular obstacle to growth within the port. It is therefore important to maximise the productivity of the existing port land. The JAAP aims to do this by focusing commercial port activity at the Eastern Arm and Canal, and by ensuring that vacant and underused sites are used to their full potential. Non-port related industries currently located at the Canal will be relocated, in order to expand the port's capacity. Similarly, current port activities at the Western Arm will be relocated, and the land will be used for other developments.

#### Port Masterplan

- 3.3.5 Shoreham Port Authority's strategy for growth is set out in the Port Masterplan (2010) and involves consolidating port-related uses within the eastern canal and South Quayside. The JAAP aims to promote the Port Masterplan's objective of enhancing the port's role in the local community, particularly in terms of jobs and trade growth. Key components include:

- The Port will be an integral part of the wider regeneration and local authority development plans for the area.
- The Masterplan will provide capacity for a 25% growth in trade (tonnes) by 2026.
- The Eastern Arm and Canal will become the focus for future commercial port activity with the use of vacant and underused sites maximised.
- Some non-port related uses in the Canal will be relocated to increase port capacity.
- There will be investment in new port facilities – new engineering base, terminals and warehousing.
- Vehicular access within the port will be improved particularly for commercial traffic.
- There will be a greater emphasis on processing of imported / exported material that adds value and jobs.
- Limited land reclamation may be appropriate in the Canal to create optimum sites for new port activity or other development.

- The Port is likely to become an important location for renewable energy generation.
- Major facilities in the Canal are likely to stay for the timespan of the Masterplan (i.e. the PowerStation, Waste Water Treatment Plant).
- Current port uses in the Western Arm will be relocated and land released for other developments.
- The number of marina berths will be expanded in line with demand.
- The Port working with local authorities will respond positively to its local community and make amenity and environmental enhancements.
- The Port will maintain its role as an important source of employment opportunities both direct and indirect.

### Eco-Port Status

- 3.3.6 The Port has an environmental policy and has 'Eco-Port status'<sup>16</sup> shared with other ports in Europe. The port uses a substantial amount of power which is needed for lighting towers on the terminals, the lock gates and water pumps which are used to keep the water at a constant level.
- 3.3.7 Opportunities are being explored to reduce the reliance on traditional forms of energy by producing energy locally from renewable sources instead. The port is currently embarking on its second solar power project working with the Brighton Energy Coop<sup>17</sup> and installation has begun of a large, community owned solar array on Shed 10 at Shoreham Port. The project is funded by community investors buying shares in the cooperative. There are also opportunities to harness wind power through investigating the potential for wind turbines in the South Quayside area.

### Land Reclamation and Infilling

- 3.3.8 Previous development proposals for the harbour have included the reclamation of land out to sea on the south side of South Quayside, however the costs of implementation were considered to be prohibitive in

the short to medium term. Whilst large scale land reclamation is not considered viable, it has been proposed on a limited scale within the canal, including at Britannia Wharf, as well as at Albion and Turberville Wharves, where it is hoped to increase the overall capacity and efficiency of the site.

### Health and Safety Executive Zones (HSE)

- 3.3.9 There are three Health and Safety Executive Consultation Zones within Shoreham Port which are situated at the following locations:
- Lennard's Wharf (Gas)
  - Texaco Wharf (Oil)
  - Building 8, South Quayside (Ammonium nitrates)
- 3.3.10 The Health and Safety Executive (HSE) has published advice entitled 'HSE's Land Use Planning Methodology' which advice for proposed developments close to Hazardous Installations.

### Permitted Development Rights

- 3.3.11 The Port Authority has permitted development rights for certain types of development within the harbour meaning that planning permission from the local planning authority is not required. These rights are set out within the Shoreham Harbour Acts and also reflected within the General Permitted Development Order (GPDO) 1995; Part 17, Development By

<sup>16</sup> For more information: <http://www.shoreham-port.co.uk/Environment>

<sup>17</sup>

Statutory Undertakers, Class B (Dock, Pier, Harbours, Water transport, canal or inland navigation undertakings) as set out below:

### **Port Permitted Development Rights**

#### **Class B Dock, pier, harbour, water transport, canal or inland navigation undertakings**

B. Development on operational land by statutory undertakers or their lessees in respect of dock, pier, harbour, water transport, or canal or inland navigation undertakings, required -

- (a) for the purposes of shipping, or
- (b) in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods at a dock, pier or harbour, or with the movement of traffic by canal or inland navigation or by any railway forming part of the undertaking.

#### **Development not permitted**

B.1 Development is not permitted by Class B if it consists of or includes –

- (a) the construction or erection of a hotel, or of a bridge or other building not required in connection with the handling of traffic,

(b) the construction or erection otherwise than wholly within the limits of a dock, pier or harbour of –

- (i) an educational building, or
- (ii) a car park, shop, restaurant, garage, petrol filling station or other building provided under transport legislation.

#### **Interpretation of Class B**

B.2 For the purposes of Class B, references to the construction or erection of any building or structure include references to the reconstruction or alteration of a building or structure where its design or external appearance would be materially affected, and the reference to operational land includes land designated by an order made under section 14 or 16 of the Harbours Act 1964(7) (orders for securing harbour efficiency etc., and orders conferring powers for improvement, construction etc. of harbours), and which has come into force, whether or not the order was subject to the provisions of the Statutory Orders (Special Procedure) Act 1945(8).

- 3.3.12 By their nature the port's operational activities are unsuitable to be in close proximity to housing due to noise, air quality, smell, visual impact and transport

circulation. As such, the siting of new residential developments requires careful consideration to demonstrate that proposals will not prejudice the current or future operational activities of the port and the ability to deliver infrastructure improvement plans as set out in the Port Masterplan.

- 3.3.13 The Partnership will continue to work with the Port Authority to promote the intensification and reconfiguration of underused and vacant sites. It will also work with the Port to facilitate the relocation of port-related uses from elsewhere within the harbour into the defined port operational areas.

#### **Policy JAAP 19: Shoreham Port Operations**

- i. New development proposals within the jurisdiction of Shoreham Port Authority will be assessed against the objectives of the Port Masterplan, which will be treated as a material consideration.
- ii. Parts of the harbour as identified within this Draft Plan will be safeguarded for port operational uses and will be the focus for commercial port activity. Non-port related activities will be resisted in those areas.

- iii. Acceptable uses will need to demonstrate the requirement for a port-side location or are ancillary to a use requiring a port-side location.
- iv. Sui generis uses appropriate to a port-side industrial location will also be acceptable provided they generate comparable levels of employment to B1-B2 classes.
- v. New development within the harbour area should not conflict with the day to day operations and workings of the port and port-related uses.
- vi. Proposals in the vicinity of Port operational areas should give careful consideration to health and safety implications in relation to access to the waterfront and to the security of moorings and storage areas. Security and safety implications should be considered at the outset and discussed with Shoreham Port Authority at an early opportunity.
- vii. Proposals for uses that support the Port's status as an 'Eco port' and hub for renewable energy generation will be encouraged.
- viii. Sustainable supply chain linkages with the proposed Rampion off-shore wind farm will be encouraged.



- ix. Proposals for the upgrade, intensification, and refurbishment of sites so they meet modern business standards and are more resource efficient will be supported.
- x. There should be no net loss of employment floorspace in port operational areas as a result of new development proposals unless exceptional circumstances apply.

### Minerals Wharfs

- 3.3.14 Minerals wharf capacity at Shoreham Harbour makes a significant contribution to meeting the needs for aggregate imports in to the sub-region. Most of the wharf capacity is contained within the port operational area, but there are two wharves within the Western Harbour Arm (Free Wharf and Kingston Wharf aka Railway Wharf East) that are currently safeguarded under Policy 40 of the West Sussex Minerals Local Plan (2003). The NPPF provides protection to mineral wharves, stating that local planning authorities should safeguard existing, planned and potential wharfage for bulk transport of minerals, secondary materials and marine- dredged aggregates (paragraph 143).
- 3.3.15 Policy WMP 15 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan (2013) safeguards existing, planned and potential

minerals wharf facilities and their consequential capacity for receiving and processing sea-borne imported aggregates at the port of Shoreham. The policy does allow for some redevelopment of wharves if overall capacity is maintained at the harbour. It is recognised that this capacity could be in the West Sussex portion of the harbour.

- 3.3.16 East Sussex County Council, the South Downs National Park Authority and Brighton & Hove City Council are currently undertaking a Local Aggregates Assessment which investigates the demand for and supply of aggregates in the minerals planning authorities' area. Early indications are that the use of marine-won aggregates in the area is greater than previously thought. The implication is that maintaining sufficient wharf capacity at Shoreham Harbour will be important in order to maintain the supply of aggregates.
- 3.3.17 West Sussex County Council and the South Downs National Park Authority are also currently undertaking a Local Aggregate Assessment. This recognises the importance of wharf capacity at Shoreham Harbour for meeting both West Sussex's needs and beyond.
- 3.3.18 The Partnership as well as East Sussex County Council are working with the Port to explore how best to interpret the safeguarded sites policies at Shoreham Harbour to protect the overall wharfage capacity at the

port whilst maintaining flexibility over which sites can contribute to meet aggregate needs. There are several larger safeguarded sites within the heart of the port operational area that are actively used to discharge aggregates which offer unused capacity and therefore potential to mitigate the loss of wharves elsewhere in the Port. In addition to this the Port is able to accommodate greater capacity on a number of other sites in the port operational area if required which are not currently safeguarded within the Local Plan. The consolidation of these sites reflects the trend towards larger operations and a decline in demand for smaller historic wharf sites that are potentially costly to bring back in to active use and are not as commercially attractive. As it stands not all wharves in active use for aggregates are currently safeguarded.

- 3.3.19 As part of updating the Minerals Local Plan (2003), WSCC commissioned a Wharves and Railheads Study (2008) that recommended that a lower level of priority should be attached to the safeguarding of specific wharves in the Western Harbour Arm partly in light of the regeneration aspirations for the area. WSCC published a subsequent Background Paper 4 (Transportation of Minerals and Waste, Version 2 (December, 2009) outlining its position that active wharves at Shoreham will be safeguarded until alternative capacity is provided and safeguarded through the JAAP. In autumn 2013 work restarted on the preparation of a new Minerals Local Plan, to

replace the 2003 Plan, with the commissioning of a Wharves and Railheads Study. The study, completed in November 2013, provides a range of scenarios to be used as the basis of further work by the County Council to define a preferred policy approach for inclusion in the Minerals Local Plan and to inform the JAAP. West Sussex County Council has confirmed their intention to include relevant policies and to allocate safeguarded sites within the emerging Minerals Local Plan.

- 3.3.20 The recently adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012) includes Policy WMP 14 which safeguards the overall mineral capacity in ports subject to no net loss of capacity rather than safeguarded individual sites. The plan states (paragraph 4.50) provision of equivalent capacity (tonnage) within either part of Shoreham Port maybe acceptable subject to future safeguarding by West Sussex County Council.
- 3.3.21 In accordance with the emerging Minerals Local Plans and the NPPF any applications for alternative development proposals on safeguarded minerals wharves or adjacent sites will need to clearly demonstrate that there will be no net loss to capacity for the import of aggregates at the Port as a result of the proposals. In accordance with the NPPF the Port Authority will continue to work closely with local Minerals Planning Authorities in preparing their annual

Local Aggregate Assessment based on a rolling average of 10 years sales data, other relevant local information and an assessment of all supply options (including marine dredged, secondary and recycled sources).

- 3.3.22 The Partnership and East Sussex County Council are currently preparing a Statement of Common Ground to establish cooperation and collaboration between the parties in addressing strategic cross-boundary issues as they relate to planning for minerals infrastructure and their safeguarding at Shoreham Port. It is anticipated that the Statement will set out matters of agreement and commitment to a future policy approach, reflecting the aspirations for regeneration at the harbour.

### 3.4 ECONOMY AND EMPLOYMENT

#### **STRATEGIC OBJECTIVE 3: To stimulate the local economy and provide new jobs**

To provide targeted new employment floorspace and improve the business environment in order to support the needs of local employers. To equip local communities with the training and skills required to access existing and future employment opportunities.

- 3.4.1 The development of the harbour area is a long-term aspiration. In the short to medium term (5-10 years) it is essential to ensure that the initial phases of development do not compromise the operations of businesses on sites which are unlikely to come forward until later in the process. The Partnership is committed to continuing a process of dialogue to ensure mutually appropriate development scenarios as sites come forward.

- 3.4.2 The JAAP proposals have been prepared in line with consideration of their impacts on the local economy. A preliminary *Economic Impact Assessment* (GL Hearn, 2013) has been undertaken which has indicated that the proposals could generate a significant net increase in employment and additional economic output. The proposals will also promote increased supply chain influence, with the new business base created by the proposals potentially supporting further indirect job creation in the local economy.

- 3.4.3 Whilst the proposals will result in overall losses of employment land footprint as land is redeveloped for other uses, the profile of the new employment space that is created and retained will support the objectives identified in the Brighton & Hove and Adur Employment Land Studies, particularly by:

- Renewing older and poor quality industrial stock and delivering quality workshop and industrial space

to meet the needs of key creative/digital industries as well as emerging high-tech manufacturing and environmental technologies sectors.

- Expanding Adur's under-developed office market through the provision of new office accommodation and thus supporting growth in higher value-added sectors in the borough.
- Providing an opportunity to deliver small, affordable, start-up office space for which there is a continuing need in Brighton.

3.4.4 Proposals that incorporate initiatives and opportunities to secure apprenticeships, training and new job opportunities for the local area will be encouraged. As part of planning obligations associated with major development schemes developers may be required to contribute towards the provision of good quality employment and training opportunities.

3.4.5 The Partnership will continue to work in partnership with key stakeholders and local service providers to improve access and links to training and skills opportunities for local people.

#### Policy JAAP 20: Employment Sites

- The JAAP proposals support the delivery of approximately 14,000 sqm of new employment space in Adur and 7500sqm in Brighton & Hove.
- To prevent displacement of employment floorspace and associated jobs the authorities will aid the relocation of existing occupiers displaced by new development within the JAAP area, district or sub-region depending upon individual requirements.
- Where relevant, development proposals should provide clear evidence of a relocation strategy which ensures existing business continuity and minimises operational disturbance.
- Prior to sites coming forward for redevelopment to alternative uses, planning permissions for continuation of current employment uses may be granted for temporary periods on a case-by-case basis.
- Non-domestic floorspace must achieve a minimum BREEAM 'Very Good' standard.
- New development will be required to contribute to the improvement of the local highways network and public realm to improve the street

environment for local businesses. Wherever possible, proposals should seek to incorporate or contribute towards enhancements to areas of public realm identified as being of poor quality.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 6: Planning for Economic Growth

Brighton & Hove City Plan Part One (2013),

- Policy CP3: Employment Land

**Policy JAAP 21: Retail uses**

- i. As part of mixed-use redevelopments, small-scale, ancillary retail uses are acceptable provided that such activity will assist in enlivening key frontages and supporting existing retailing areas. Proposals should be appropriate and complementary in relation to Shoreham-by-Sea town centre and the existing district centre designation on Boundary Road / Station Road.
- ii. New development for town centre uses (other than small-scale ancillary uses mentioned in i. above) outside of the defined town centre boundary (or Primary Shopping Area in the case of retail uses) will be assessed in accordance with the National Planning Policy Framework sequential and impact tests. An impact test will be required for any proposed retail development outside of the Primary Shopping Area with a floorspace of 1,000sqm or more.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 27: Retail, Town Centres and Local Parades

Brighton & Hove City Plan Part One (2013):

- Policy CP4: Retail Provision

### 3.5 HOUSING AND COMMUNITY

#### STRATEGIC OBJECTIVE 4: To provide new homes to address local needs

To address shortfalls in local housing provision through delivering new homes of a range of sizes, tenures and types, including affordable and family homes.

- 3.5.1 In terms of supplying future housing sites, both Adur and Brighton & Hove are geographically constrained by the sea and by the South Downs National Park to the north. Most of the remaining green space is protected through environmental designations and for its recreation and amenity value. As a result, there is a limited supply of sites where new homes can be built and therefore development mainly consists of building on previously developed (brownfield) sites and small scale infill sites. Despite this the demand for new homes continues to grow creating a challenge for local authorities in identifying new sites.
- 3.5.2 Housing needs assessments for both Adur and Brighton & Hove<sup>18</sup> have identified a shortfall in housing

provision in relation to need, in particular affordable and family sized homes. Supporting the delivery of new housing areas is central to the vision of transforming the harbour into an attractive waterfront community. It is proposed that the JAAP will support the regeneration of a number of brownfield sites which have been identified as suitable for residential development, balanced with the protection of key employment sites in other parts of the harbour.

- 3.5.3 Affordability remains a significant issue within the District, particularly when taking into account the lower earnings of the population compared with elsewhere in the region. Whilst housing affordability issues are recognised within the area, it is likely to have a greater effect on the types of homes required than absolute numbers.
- 3.5.4 In line with the NPPF it is proposed that the JAAP will support changes of use (within allocated parts of the harbour) to residential use and associated development based on the identified need for additional housing in the area.

<sup>18</sup> Adur District Council Locally Generated Housing Needs Study (GL Hearn: 2011); Brighton & Hove City Council Housing Requirements Study (GL Hearn: 2012); Sussex Coast HMA Partners Housing Study (Duty to Cooperated) (GL Hearn: 2013)



### **Policy JAAP 22: Residential Development**

- i. Sites identified for residential-led redevelopment should contribute approximately 1450 new homes across the harbour by 2031, comprising 1050 within ADC and 400 within BHCC.
- ii. Developers will be required to ensure that proposals deliver a mixed and balanced community through providing a mix of dwelling types, sizes and tenures in accordance with identified local needs. A mix of apartments and terraced town houses would be appropriate across all tenures.
- iii. New build residential developments and conversions of non-domestic buildings to residential use and refurbishments of existing domestic buildings must achieve the Code for Sustainable Homes and BREEAM standards as set out in Local/City Plan policies.
- iv. New residential development will be expected to make provision for a mix of affordable housing, including social rented, affordable rented and intermediate housing in accordance with Local/City Plan policies.

**Refer to :**

- Revised Draft Adur Local Plan (2013):
  - Policy 18 – Sustainable Design
  - Policy 20 – Housing Mix and Quality
  - Policy 21 – Affordable Housing
- Brighton & Hove City Plan Part One (2013):
  - Policy CP9 - Sustainable Buildings
  - Policy CP19 - Housing Mix
  - Policy CP20 - Affordable Housing

### **Policy JAAP 23: Co-location of residential with employment uses**

- i. Residential development in close proximity to existing or proposed employment activities and port uses must be carefully designed and incorporate appropriate mitigation measures to prevent future conflicts arising and maintain the continued operation of business uses.
- ii. Innovative solutions to mitigation will be encouraged to ensure that residential-led development proposals are capable of existing with current neighbouring uses, as well as the long-term development scenario envisaged in the JAAP.

## SOCIAL AND COMMUNITY INFRASTRUCTURE

- 3.5.5 To ensure the regeneration of Shoreham Harbour creates healthy, sustainable communities, it is important that appropriate and sufficient social and community infrastructure is provided to serve existing and future residents. An increase in population in the area will place pressure on existing facilities or create the need for new infrastructure provision.
- 3.5.6 Social Infrastructure refers to emergency services, schools and colleges, health facilities, community spaces and cultural venues in the area. This does not include recreational / leisure facilities such as outdoor / indoor sports provision and open spaces / playing pitches (refer to Recreation and Leisure).
- 3.5.7 Infrastructure Delivery Plans (IDPs) have been prepared to support Adur's Local Plan and the Brighton & Hove City Plan. The IDPs will ensure that infrastructure is properly planned for and delivered in-line with the identified requirements of the Councils' population and to meet the needs resulting from future growth.
- 3.5.8 To support the level of development proposed along the Western Harbour Arm, the IDP specifies the following requirements. Refer to JAAP Policy 32: (Infrastructure) in Section 4 below:

### • Primary Education

- 3.5.9 New development of 1,050 dwellings will need to include a site capable of providing a 1 form entry, 210 place primary school as well as financial contributions; alternatively financial contributions would be required towards the expansion of existing schools in the Shoreham locality. Adequate capacity for extensions to local existing schools has been identified by WSCC.

### • Secondary Education

- 3.5.10 Shoreham Academy is currently working to capacity. Financial contributions will be required for expanding local provision by 184 additional secondary school places to accommodate the needs arising from the proposed development.

### • Further Education

- 3.5.11 Financial contributions will be required for expanding local provision for 74 additional places. Contributions will go towards the expansion / improvement of local sixth form facilities.

### • Childcare / Early Years Provision

- 3.5.12 Proposed housing and employer developments are likely to generate a need for an additional 26 childcare places which would be delivered by private, voluntary

and independent childcare providers. Financial contributions will be required for expanding local provision.

- **Library Provision**

- 3.5.13 The library offer will need to be improved / expanded to facilitate the development at the Western Harbour Arm. This could be through a new facility at Pond Road as part of a comprehensive redevelopment of the site.

- **Health**

- 3.5.14 Health infrastructure providers are in the process of identifying needs resulting from proposed new development across the area. This work is currently being carried out. The IDP will be updated to reflect the outcomes of this work.

- **Youth Facilities**

- 3.5.15 Fishersgate has been identified as an area requiring better facilities for youth services. Currently there is no dedicated Youth Centre close by, although there are a number of community facilities which could offer or do offer a youth service provision. Further work will be carried out for the next iteration of the IDP to identify specific needs.

- **Emergency Services**

- 3.5.16 Contributions towards emergency services, in particular the fire service, will be required as a result of development at the Western Harbour Arm.

- 3.5.17 The Brighton and Hove IDP notes the following in relation to development at South Portslade Industrial Estate and Aldrington Basin:

- **Education**

- 3.5.18 A need for an increase in school provision related to Shoreham Harbour. Further investigations as to the scale and nature of provision will be required and will be investigated for the next iteration of the IDP.

- **Health**

- 3.5.19 Health facilities as part of development at Shoreham Harbour will be required. Further investigations as to the scale and nature of provision will be required and will be investigated for the next iteration of the IDP.

## 3.6 TRANSPORT

### SO5. Sustainable Transport: To improve connections and promote sustainable transport choices

To promote sustainable transport choices through ensuring that new developments are well served by high quality, integrated, improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.

- 3.6.1 Transport improvements will be required to support the JAAP proposals and reduce the impact of existing and future traffic congestion and related air quality and noise impacts. Measures that reduce reliance on the private car and improve sustainable transport choices will be promoted.
- 3.6.2 The draft Shoreham Harbour Transport Strategy has been developed alongside the JAAP to support regeneration and development at Shoreham Harbour. The Draft Transport Strategy contains a package of integrated transport measures that will guide the provision of transport infrastructure for the next 15 years. It takes a balanced view of transport provision in the JAAP area focusing on improvements to the existing road network and measures to encourage the

use of sustainable modes of transport. Five key outcomes are identified in the draft transport strategy:

- OC1 Reduced levels of congestion
- OC2 Strengthened sustainable transport mode share
- OC3 Connectivity to Shoreham Harbour
- OC4 A safe and attractive transport network and environment
- OC5 Adequate parking provision and controls

3.6.3 Policy JAAP 24: Promoting Sustainable Travel Behaviour and Policy JAAP 25: Improving Transport Infrastructure both seek to address outcomes 1-4 identified above. Policy JAAP 26: Parking addresses outcome 5.

3.6.4 The coastal settlement pattern of the JAAP area is linear with most of the key roads connected by the A259 which runs east – west through the Shoreham Harbour area. The A259 carries secondary and local traffic from Littlehampton and Worthing to Brighton and Hove. It has a dual function of carrying long-distance traffic as well as catering for local journeys. The A27 provides the strategic inland route taking much of the through traffic; however there is a significant volume of local traffic along the A259 including high numbers of heavy goods vehicles (HGVs).

- |       |  |        |   |
|-------|--|--------|---|
| 3.6.5 | Access to the main operational port area is via two main entrances off the A259 (Kingsway) which are not well connected to the A27. The advisory lorry route to Shoreham Harbour from A27 is via A293 which is lined by residential frontages. As a result HGVs often pass through either residential areas (via the advisory routes) or the town centres of Shoreham-by-Sea and Portslade.                |        | behaviour change initiatives and junction capacity improvements. Examples of behaviour change initiatives include travel plans, car sharing schemes, encouraging shared car ownership, and cycle training. This study is part of the evidence base for the draft Shoreham Harbour Transport Strategy and development proposals will be expected to contribute towards the package of measures identified.   |
| 3.6.6 | Access to Shoreham Beach to the south of the harbour is restricted to a single entry point from the A259 (Brighton Road).  | 3.6.9  | Public transport accessibility to the harbour is generally good with a four local railway stations on the West Coastway line serving most of the population within a 20 minute walk. Despite good accessibility, the railway line acts as a physical barrier to north – south movements for other road users with level crossing downtime (estimated at 30-40 minutes in the hour in peak times) exacerbating congestion. Capacity constraints on the Brighton Main Line and West Coastway have been identified by Network Rail as significant challenges facing this part of the rail network. |
| 3.6.7 | At peak periods journey times for vehicles on the A259 are slow, such as in High Street Shoreham where it can take in excess of 7 minutes to travel 750 metres. As a gateway to the JAAP area the A259 will be required to facilitate development traffic and provide access to local services, and reducing congestion on this key route is therefore essential to the regeneration proposals.            | 3.6.10 | There are frequent buses along the A259 however north-south movements are limited due to the road layout and severance created by the A259 and roads running under the railway line. In addition, there is scope to improve public perception of the bus network.   |
| 3.6.8 | The Adur Local Plan & Shoreham Harbour Transport Study (2013) assessed the impact of proposed housing and employment development at Shoreham Harbour on the highway network. It proposes a package of mitigation measures which will reduce the impact of development and encourage a shift in travel patterns to sustainable modes of transport. This package consists of sustainable transport measures, | 3.6.11 | Shoreham Harbour is well served by pedestrian infrastructure; however the environment for   |



pedestrians is considered to be poor and unattractive in places, and may not encourage short walking trips. In places the network is narrow, in poor condition, close to road traffic or poorly lit. The railway line and A259 both act as barriers to pedestrian movements causing severance.

- 3.6.12 Two key pedestrian routes connect across the harbour - the footbridge to Shoreham Beach and the harbour lock gates to Southwick Beach. Whilst both are well used, up until recently neither of these has offered a high quality pedestrian environment. The new Adur Ferry Bridge will now provide a much improved pedestrian and cycle connection between Shoreham Beach and Shoreham-by-Sea town centre and railway station.
- 3.6.13 To the east, the Brighton & Hove seafront provides a heavily used promenade for pedestrians and cyclists and a series of recreational activities. This currently ends abruptly at Hove Lagoon immediately to the east of Shoreham Harbour.
- 3.6.14 Southwick Beach and Carats Cafe act to some extent as destinations that help draw people to walk along the eastern part of the Harbour and across the lock gates from Southwick. There is a significant opportunity to improve the quality of this experience. There are also opportunities to create visitor destinations around the

old fort on Shoreham Beach and also the lighthouse on Kingston Beach.

#### **Policy JAAP 24: Promoting Sustainable Travel Behaviour**

- i. New development in the JAAP area must reduce the need to travel by car and should help to deliver sustainable transport improvements as identified in the Shoreham Harbour Transport Strategy.
- ii. Development will be required to contribute towards implementation of an intensive area-wide travel behaviour change programme.
- iii. Pedestrians and cyclists should be given priority over vehicular traffic on residential streets within the Strategic Sites areas, wherever possible.

#### **Refer to:**

Shoreham Harbour Transport Strategy (Draft 2014)

Revised Draft Adur Local Plan (2013)

- Policy 28 Transport and Connectivity

Brighton & Hove City Plan Part One (2013)

- Policy CP7 Infrastructure and Developer Contributions

- Policy CP9 Sustainable Transport
- Policy CP13 Public Streets and Spaces
- Policy SA1 The Seafront

### **Policy JAAP 25: Improving Transport Infrastructure**

- i. Developments will be required to contribute towards the delivery of transport infrastructure which reduces congestion and increases the use of sustainable transport modes. Specific measures are identified in the Transport Strategy including junction capacity improvements, improvements to bus and rail infrastructure and better cycling and walking routes and facilities.
- ii. Improvements should focus on the following priority corridors and seek to minimise the impact of traffic, including HGV's, on surrounding communities:
  - A259
  - A283
  - A293

- iii. To improve the connectivity of the JAAP area, development proposals must provide or contribute towards the delivery of a comprehensive and well integrated transport network with strong linkages to town / district centres, the harbour waterfront / coastline, the South Downs, access routes and surrounding neighbourhoods. Specific network improvements for these supporting links are identified in the Transport Strategy.
- iv. Proposals that incorporate facilities and/ or initiatives to promote the use of the river as a means of transport, such as provision of pontoons and additional moorings will be encouraged.
- v. Improvements must be consistent with recommendations in the Shoreham Harbour Streetscape Guide and Shoreham Harbour Transport Strategy.

#### **Refer to:**

Shoreham Harbour Transport Strategy (Draft 2014)

Revised Draft Adur Local Plan (2013)

- Policy 28 Transport and Connectivity

## Brighton &amp; Hove City Plan Part One (2013)

- Policy CP7 Infrastructure and Developer Contributions
- Policy CP9 Sustainable Transport
- Policy CP13 Public Streets and Spaces
- Policy SA1 The Seafront

- 3.6.15 Guidance produced by WSCC states that car parking provision for residential development should: take account of the expected levels of car ownership; ensure high quality of design; make efficient use of land. The guidance outlines that expected levels of car ownership and demand should be determined taking account of the type, size and tenure of the proposed development. BHCC standards currently outline maximum levels of parking, however it is anticipated that new guidance will put a priority on minimising off-street car parking provision in accessible locations.
- 3.6.16 Due to the constrained nature of strategic development sites at Shoreham Harbour, innovative approaches to parking will be required. The Transport Strategy identifies a localised approach to car parking provision such as using appropriate parking controls and the use of Car Clubs.

**Policy JAAP 26: Parking Provision**

- Car parking provision will be considered as part of the overall package of measures that impact on the need to travel resulting from the development. The amount of surface and on-street car parking should be minimised wherever possible and innovative solutions to the provision of car and cycle parking are encouraged as informed by the Transport Strategy. Measures could include the creation of new car clubs or the extension of existing car clubs, by providing additional vehicles in appropriate locations and access to membership, to cover the JAAP area.
- Proposals should include adequate levels of car parking for residential development or measures to promote lower levels of car ownership.
- All new development proposals will be required to provide adequate, appropriate and secure cycle storage facilities.

**Refer to:**

Shoreham Harbour Transport Strategy (Draft 2014)

West Sussex County Council:

- Guidance on Car Parking in Residential Developments

- County Parking Standards and Transport Contributions Methodology

Brighton & Hove City Plan Part One (2013)

- Policy CP7 (Infrastructure and Developer Contributions)
- Policy CP9 (Sustainable Transport)
- Policy CP13 (Public Streets and Spaces)

### 3.7

### FLOOD RISK MANAGEMENT

#### **Strategic Objective 6: To reduce the risk of flooding and adapt to climate change**

To ensure that development avoids and reduces the risks from flooding and impacts on coastal processes and that risks are not increased elsewhere as a result. To ensure that coastal defences accord with the relevant Shoreline Management Plan and the forthcoming Brighton Marina to River Adur Strategy for coastal defences.

#### 3.7.1

Parts of the JAAP area are at a high risk of flooding due to the proximity to the coastline and the River Adur exacerbated by the low lying topography of some sites. This is especially true for the Western Harbour Arm, parts of Aldrington Basin, Southwick and Portslade beaches as well as the port operational area.

#### 3.7.2

Tidal flooding presents the most significant risk to the area. The Adur & Worthing and Brighton & Hove SFRAs identify a number of sites located within Tidal Flood Zones 2, 3a, 3b and Non-functional Flood Zone 3b. This latter category recognises that some sites have the same risk of tidal flooding as Flood Zone 3b but do not have a significant storage or conveyance potential which materially impacts flood risk elsewhere.

In addition to this tidal flood risk, some areas are also affected by fluvial and surface water flooding.

- 3.7.3 Working closely with the Environment Agency, the partnership is in the process of preparing a user-friendly, stand-alone technical guide setting out the types of flood risk present in the harbour area, the vision for a comprehensive flood defence network along the Western Harbour arm and the requirements of developers in relation to mitigating flood risk in the JAAP area. A key consideration of the Technical Guide will be the impact that climate change will have on rising sea levels, storm frequency and storm magnitude.
- 3.7.4 Brighton & Hove City Council, in partnership with Adur District Council and the EA are currently drafting the Brighton Marina to River Adur Coastal Strategy Study. This document will examine how the stretch of coastline between Brighton Marina and the River Adur (up to the Canal lock gates in Southwick) will change over the next 100 years. This includes investigating erosion and flood mitigation measures that need to be delivered over this period. The strategy is due to complete in 2014. A similar strategy, The Rivers Arun to Adur Flood and Erosion Management Strategy (2010) has already been adopted by DEFRA. This strategy includes a large part of the River Adur.
- 3.7.5 The NPPF highlights the need to direct development away from areas at highest risk of flooding (thereby

avoiding the risk in the first instance), but where development is necessary, ensuring it will be safe without increasing the risk of flooding elsewhere.

- 3.7.6 Refer to Policies in Part 2 of this Plan which identify the site-specific flood defence and mitigation measures required within the character areas. Development in the Western Harbour Arm in particular will be required to deliver significant flood risk mitigation infrastructure.

### **Policy JAAP 27: Managing Flood Risk**

- i. Proposals should demonstrate how the risks of surface water run-off and water pollution have been reduced including through the introduction of Sustainable Drainage Systems (SuDS) and water capture / recycling technology.
- ii. New developments must incorporate open space, appropriate planting, green roofs and / or green walls (suitable for coastal growing conditions) to reduce levels of surface water run-off and consequent risk of flooding.
- iii. Proposals which seek to provide basement parking in tidal /fluvial flood zones will only be acceptable where adequate mitigation and emergency planning are included as part of the planning application.
- iv. Where development creates new flood flow routes, the site specific FRA must assess the potential flood hazard posed by them.
- v. Development proposals in the JAAP area must comply with the Shoreham Harbour Flood Risk Management Technical Guide.
- vi. Proposals must include an emergency strategy to ensure the safety of residents at times of

flooding. This should be developed in conjunction with the Councils' Emergency Planning Officer. The maintenance and review of the strategy will be the responsibility of the development management company.

#### **Refer to:**

Shoreham Harbour Flood Risk Management Technical Guide (in progress)

Revised Draft Adur Local Plan (2013):

- Policy 36 Flood Risk and Sustainable Drainage

Brighton & Hove City Plan Part One (2013)

- Policy CP11 Managing Flood Risk



### 3.8 LOCAL ENVIRONMENT AND NATURE CONSERVATION

#### STRATEGIC OBJECTIVE 7: To conserve and enhance the harbour's environmental assets.

To protect and conserve the area's important environmental assets and wildlife habitats including Site of Special Scientific Interest (SSSI), Royal Society for the Protection of Birds (RSPB) reserve, Sites of Nature Conservation Importance (SNCI), Local Nature Reserves (LNR) and Village Green.

- 3.8.1 It is essential that any development in the harbour takes in to account the sensitivities of the local environment. Located just outside the JAAP boundary to the west, is the Adur Estuary, a Site of Special Scientific Interest (SSSI) of particular ecological significance for its inter-tidal mudflats. It also contains one of the few saltmarsh habitats in West Sussex. The Adur Estuary is an important habitat for a range of species, particularly wading birds and is considered to be of national importance for the Ringed Plover.
- 3.8.2 The Shoreham Harbour area as a whole is of regional importance for passage bird species and is of county importance for wintering birds as a result of the sheltered nature of the site. The area is also of local

importance for breeding birds. It will be important to consider the impacts of increased recreational activities as a result of new development at the harbour on these sensitive areas.

- 3.8.3 Shoreham Beach is designated as a LNR and includes an SNCI. Vegetated shingle has also been identified at the Basin Road South SNCI in Brighton & Hove. These sites are considered to be of high ecological value at district level and are an important habitat for a diverse range of rare plants. They are also known to contain several reptile species, including the protected slow-worm and viviparous lizards. These sites are particularly vulnerable to trampling.
- 3.8.4 Other environmentally protected areas nearby include the chalk downland at the Beeding Hill to Newtimber Hill SSSI, located 4.2km north of the JAAP area, the Waterhall (SNCI) as well as the Mill Hill SNCI and LNR, located 1.8km north, which is a particularly important site for invertebrates.
- 3.8.5 A Reptile Survey (2009) indicated the presence of an exceptional population of common lizards and a good population of slow worms on the northern edge of Shoreham Harbour's Eastern Arm, south of the A259. A Great Crested Newt Pond HSI Survey (2009) concluded that due to a general lack of ponds and standing water bodies within the area, there is a

negligible risk of impacts on this protected species as a result of the proposals.

3.8.6 In reflection of the eco-town aspirations, major new development within the harbour is expected to be outstanding from an environmental perspective and designed accordingly to promote sustainable development. Therefore all potential opportunities for enhancement to promote biodiversity need to be considered.

3.8.7 It is possible to significantly reduce negative impacts of development on the ecology of the area through mitigation measures. Any potential wildlife habitats that will be lost as a result of development will need to be compensated for and enhanced wherever possible, in order to meet sustainable development requirements.

#### **Policy JAAP 28: Nature Conservation**

- i. All development must seek to provide a net gain to biodiversity, in particular to Biodiversity Action Plan (BAP) species and habitats. The indirect impacts of development, such as recreational disturbance, on designated nature conservation sites and other significant habitats must be considered. Appropriate mitigation must be identified, along with the means for its delivery and maintenance.

- ii. Development proposals will be required to include schemes to conserve, protect and enhance existing biodiversity, taking into account appropriate, coastal protected sites and species. Measures to enhance biodiversity include, but are not limited to:
  - Incorporating appropriate planting schemes for the location, using locally native species wherever possible.
  - Incorporating features such as green walls and green/brown roofs, with appropriate planting for the location.
  - Providing bird-nesting and bat-roosting boxes.
  - Providing areas of vegetated shingle.
  - Using SuDS to create wetland habitat features, which help store and clean surface water.
  - Creating, restoring or enhancing off-site habitats, including designated nature conservation sites.
- iii. The Shoreham Harbour Streetscape Guide (2012) states that all vegetation must be salt tolerant and suitable for a coastal environment. Trees must be securely staked, hardy and able to withstand strong winds

**Refer to:**

Revised Draft Adur Local Plan (2013)

- Policy 30 Green Infrastructure
- Policy 31 Biodiversity

BHCC City Plan Part One (2013)

- CP10: Biodiversity

**3.9****RECREATION AND LEISURE****Strategic Objective 8: To enhance and activate the harbour's leisure and tourism offer**

To create places that promote healthy and enjoyable living by improving existing and providing new open spaces, green links, leisure and recreation opportunities. To improve connections to and use of the waterfront, coast and beaches as attractive destinations for both locals and visitors.

**3.9.1**

Shoreham Harbour presents significant leisure opportunities given its proximity to the River Adur, the coast, and areas of environmental importance. The harbour is already home to a number of popular recreational and leisure related facilities.

**Beaches and water sports****3.9.2**

The public beaches play a significant role in the provision of amenity space in the harbour for residents and visitors. They provide recreational and leisure opportunities as well as providing landscape, environmental and biodiversity benefits. Some of the beaches, such as Southwick Beach, Shoreham Beach and, to a lesser extent, Kingston Beach are well used for traditional seaside activities (walking, swimming,

sunbathing). In addition, Southwick Beach is well used by surfers when conditions are right, whilst the Shoreham Beach area is well used by windsurfers and kite surfers. Paddle boarding is becoming an increasingly popular sport for coastal areas. Currently, facilities for these users do not exist, other than car parking facilities.

3.9.3 The harbour is also home to Shoreham Rowing Club located next to the Lifeboat Station on Kingston Beach. The Partnership is currently working with the Rowing Club to support its redevelopment to provide a new, expanded, modern facility.

3.9.4 Outside of the JAAP the Adur Outdoor Activity Centre (which is home to the Adur Canoe Club), and the Sea Scouts have watersports facilities. At Hove Lagoon in the east, Lagoon Water sports offers courses in wake boarding, dinghy sailing, yachting and windsurfing.

### **Sailing and facilities for boat-users**

3.9.5 The harbour is also home to a number of sailing facilities including:

- Lady Bee Marina (Southwick Waterfront)
- Riverside Yard (Southwick Waterfront)
- Sussex Yacht Club (Western Harbour Arm / Southwick Waterfront)
- Shoreham Sailing Club (Harbour Mouth)

3.9.6 All four areas have a strong leisure and recreation function with the first three providing berthing opportunities for larger vessels. These three currently have capacity for around 120 pontoon berths although access is a constraint to further pontoon capacity. The SPA are seeking to increase berthing capacity at Lady Bee Marina.

3.9.7 Whilst there is good provision of uses in and around the JAAP area, access is constrained in some places, and some facilities are in poor condition in need of replacement, improvement or re-provision. The Western Harbour Arm and surrounding area currently benefits from the location of a number of historic slipways and hards. Most of these are either inaccessible or dilapidated and lack sufficient parking and turning areas for trailers to make them usable. The Partnership is currently working with the Shoreham Slipways Group to identify a suitable location in the harbour for a new public slipway with sufficient space for appropriately laid out parking.

### **Outdoor Activities**

3.9.8 Outside of the JAAP area to the west, the Adur Outdoor Activity Centre provides facilities for a number of recreational activities. The centre has a climbing wall and offers a range of courses open to the public ranging from beginners through to advanced, run by

qualified instructors. The Activity Centre has facilities and courses available for canoeing and kayaking, mountain biking, orienteering and team building.

### Footpaths

- 3.9.9 Strategic routes for rural walkers are concentrated in the South Downs and stop at the outskirts of built up areas. Currently that do not connect well into the town centres and to the sea. Walking routes in the urban areas of the JAAP are not well designed and signage is poor. The new footbridge to Shoreham Beach has significantly improved the quality of the pedestrian environment in that area.
- 3.9.10 The pedestrian network running east to west along the majority of the JAAP area north of the coast / waterfront is limited to the path that runs along the A259 and as such currently offers a very poor experience for cyclists and pedestrians.

### Cycle Paths

- 3.9.11 The Sustrans national cycle route runs through the Harbour area from Hove Lagoon in the east, along the southern section of the canal (the South Quayside area) across the canal locks, at which point the route takes a more inland course away from the JAAP area and re-emerges in Shoreham. Here it crosses over Shoreham Footbridge and carrying on to the seafront

to the west. This route links Brighton in the east and Worthing in the west.

- 3.9.12 The section from Hove Lagoon to Brighton in the east and Shoreham Beach to Worthing in the West is almost entirely 'traffic-free' with dedicated bike lanes. The section in between that runs through the harbour area is classified as 'on-road', with no dedicated cycle lanes. This route is well used by cyclists for leisure and recreation. It is also a popular commuting route for cyclists, although a high number of commuters use the A259 from the lock gates in Southwick as this is the quickest and most direct course.
- 3.9.13 In addition, the harbour area has good cycling links to the South Downs in the north. The 'Downs Link' Bridleway that runs along the river Adur from Ropetackle to the South Downs is a key cycling and pedestrian link which connects Shoreham with the South Downs and which continues up to the North Downs in Surrey. Signage to this route from the town centre however is poor. Other routes to the South Downs from the JAAP area are also poorly signposted.

### Policy JAAP 29: Facilities for Boat-users

- i. Major waterfront development schemes, are expected to incorporate features that improve open access to the waterfront such as river inlets as well as facilities for boat users such as additional moorings, floating pontoons/docks and slipways where appropriate and in discussion with Shoreham Port Authority.
- ii. Development schemes that result in the loss of an existing slipway or hard and that fail to incorporate a new useable slipway (with sufficient parking/turning space) on-site may be expected to contribute towards re-provision of the facility off-site.

#### Refer to:

Revised Draft Adur Local Plan (2013):

- Policy 26: The Visitor Economy

Brighton & Hove City Plan Part One (2013):

- CP17 Sports Provision

### Policy JAAP 30: Public Open Space

- i. Development proposals will be required to provide high quality public open space on site. The type and quantity of open space will be determined by the scale and type of development, the identified needs of the area and local standards.
- ii. BHCC and ADC will work with developers to explore the role, function and more detailed design of green spaces as they come forward. These areas could help to meet local need for a range of open spaces including parks and gardens, amenity green space, provision for children and young people, outdoor sports facilities, allotments and community gardens.
- iii. Improved linkages to existing open space assets will be encouraged.
- iv. In accordance with Local/City Plan policies, the loss of existing open space will be resisted unless it has become surplus to requirements or would be replaced with equivalent or improved provision in a suitable location. In the case of any loss of open space, mitigation measures include, but are not limited to:
  - Better access to remaining open space.



- Provision of an alternative site.
- Significant enhancements to remaining open space including features to improve open access to the waterfront.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 32: Open Space, Recreation and Leisure

Brighton & Hove City Plan Part One (2013):

- CP16 Open Space
- CP17 Sports Provision

**3.10 PLACE MAKING AND DESIGN QUALITY****STRATEGIC OBJECTIVE 9: To promote high design quality and improve townscape**

To promote developments of high design quality that maximise the waterfront setting, respect local character and form and enhance key gateways and public spaces. To protect and enhance the area's historic assets, including the Scheduled Monument at Shoreham Fort, listed buildings and conservation areas.

- 3.10.1 High quality urban design is an integral element of successful developments. Good design encompasses architectural design, form, height, scale, siting, layout, density, orientation, materials, parking and open space. New developments should be well-designed and integrated into the landscape and townscape, and should contribute positively to the harbour's character and distinctiveness. Existing poor-quality design should not set a precedent.
- 3.10.2 Improvements to the public realm (streets and public spaces) provide an opportunity to enhance the quality, character and distinctiveness of the harbour. Good use of 'natural surveillance', natural and artificial light and careful siting of buildings and street furniture can

improve the layout of an area, reduce perceived and actual crime and opportunities for anti-social behaviour, and make an area more pleasant to use.

3.10.3 Lighting is an important element of design quality; whilst necessary for safety reasons it can also add character and highlight elements of architectural quality. However, it is also important to ensure that light shines on its 'target' and does not waste energy or contribute to 'sky glow'.

3.10.4 Shoreham Harbour benefits from a number of historic assets. The harbour area includes:

- Parts of the Shoreham-by-Sea Conservation Area
- The Riverside Section of the Southwick Conservation Areas.
- Three Grade II Listed Buildings (Royal Sussex Yacht Club, Sussex Arms Public House, Kingston Buci Lighthouse)
- Shoreham Fort (Scheduled Monument).

#### **Policy JAAP 31: Place making and Design Quality**

- i. Schemes should be designed to reflect the character of the marine environment and should be sensitive to strategic views of the waterfront, surrounding landscape and historic features.
- ii. Waterfront development schemes are encouraged to incorporate features that improve public access, views and experience of the marine environment. This may be externally in the form of landscaped viewing areas and/or internally as an integral part of building design.
- iii. Major development proposals may be subject to design review process at the pre-application and application stages in order to ensure the highest quality of design.
- iv. Development proposals should improve the quality, accessibility, security and legibility of public streets and spaces. The public realm elements of the development proposals must be designed in accordance with the Shoreham Harbour Streetscape Guide (2012).
- v. Where appropriate contribution will be sought for the provision of public art, in accordance with the scale of development proposed.

- vi. All development proposals will be expected to embrace principles of good urban design with reference to the following characteristics:
  - High standards of architectural design and detailing.
  - Suitable scale and massing in relation to housing type and local context, including townscape character and historic environment.
  - Appropriate internal and external space standards in accordance with each authority's policy requirements.
  - Dwellings should benefit from excellent provision of private, semi-private and communal space. Buildings should provide strong enclosure to public spaces and streets, and should maintain a clear distinction between public, semi-private and private space.
  - High standards of private amenity space for all residential development, maximising a range of solutions including private balconies, terraces, gardens and shared courtyards as appropriate.
  - Provision of suitable family accommodation.

- Compliance with Lifetime Homes criteria.
- Incorporation of the features and principles of Secured by Design.
- vii. Avoidance of single aspect north-facing dwellings, and provision of dual aspect dwellings wherever possible.
- viii. The Partnership will work with its partners and other stakeholders to conserve and enhance the harbour's historic assets.

### Refer to:

#### Revised Draft Adur Local Plan (2013):

- Policy 14 Quality of the Built Environment and Public Realm
- Policy 16 The Historic Environment

#### Brighton & Hove City Plan Part One (2013):

- CP12 Urban Design
- CP13 Public Streets and Spaces
- CP15 Heritage

## **4 DELIVERY AND IMPLEMENTATION**

## 4 DELIVERY AND IMPLEMENTATION

### 4.1 A PARTNERSHIP APPROACH

- 4.1.1 The following section sets out how the JAAP proposals will be delivered on the ground and how progress will be monitored over time. The plans will need to remain flexible and adjustable as opportunities emerge over time.
- 4.1.2 The regeneration plans are being driven by the Shoreham Harbour Regeneration Partnership. Members of the Partnership signed up to a renewed joint commitment to deliver renewal plans for the harbour via a Memorandum of Understanding signed in 2011. Partnership work is organised around an agreed governance structure that sets out day to day project management and operating protocols. Progress on project work is overseen by a Project Board of senior officers and key stakeholders that meets every quarter. In turn the Project Board reports back to a Leaders' Board comprising the leaders of each council and the Chief Executive of the Shoreham Port Authority. Key decisions are taken through the relevant committees of each authority.
- 4.1.3 Since 2009, significant technical work has been undertaken by the local authorities to determine the appropriate scale and land use mix to plan for at the

harbour. Given the changes in the wider economy and government approach during the recent period, it is critical that the plans are not held back by reliance on a large injection of upfront public funding which may be difficult to access. The current plans aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites under current market conditions.

- 4.1.4 The role of the Partnership is to provide a dedicated resource to work with developers and investors to facilitate bringing forward packages of catalyst sites and local area improvement projects. Recent work has been focussed on gaining a better understanding of the barriers and costs that have contributed to the large viability gaps that have stalled previous iterations of harbour plans. This has highlighted potential solutions and alternative approaches to reduce costs, delays and risks that are now being taken forward by the Partnership.
- 4.1.5 Examples of current areas of Partnership work to support delivery include:

- Technical studies to identify infrastructure costs and delivery mechanisms including flood defence, transport and social infrastructure.
- Supporting business relocation plans including identifying alternative sites in the local area that better meet business requirements.
- Communications activities to maintain a positive two-way dialogue with land owners, developers and stakeholders and promote joint working for mutual benefit.
- Proactively seeking ways to reduce viability gaps and unlock stalled sites.
- Close working and ongoing dialogue with local charities and community groups with an active interest in the harbour area.
- Close working and engagement with key government agencies including Environment Agency, Highways Agency, Natural England and the Marine Management Organisation.

## 4.2

## DELIVERY OBJECTIVES AND DEPENDENCIES

### 4.2.1

The objectives for plan delivery are as follows:

- To ensure that the JAAP proposals and policies are realistic, viable and deliverable within the plan period (to 2031).
- To maintain appropriate governance structures and adequate resources to ensure responsibility for implementation.
- To commit to partnership working to identify delivery solutions and to source external funding where required.
- To maximise investor confidence and reduce risk for developers, partners and stakeholders.

### 4.2.2

The successful delivery of the JAAP is dependent on a number of factors including:

- Delivery of the Strategic Site proposals, underpinned by a business relocation and retention strategy.
- Funding and timely delivery of infrastructure, including flood defences, highway works and social infrastructure.
- Ability to resource working with local community groups and managing the local area improvement projects..



- The members of the Partnership and key stakeholders continuing to provide on-going commitment to Shoreham Harbour as a strategic development priority.

### 4.3 DELIVERING STRATEGIC SITE PROPOSALS

- 4.3.1 Bringing forward the major development opportunities referred to as the Strategic Sites (SS1-SS4) in this Draft JAAP will require the formation of land owner and developer partnerships. Some of the key sites are owned by members of the Partnership, particularly the Port Authority which will enable greater control over the nature of proposals coming forward. Landowner and stakeholder partnerships and potentially joint venture companies will carry forward proposals on the basis of development agreements, within the framework set out by the JAAP, and other supplementary site briefs.
- 4.3.2 Land assembly and anticipated release of development sites through the proactive work of the regeneration partnership will help to kick start progress during the first five years. It is not intended to utilise compulsory purchase powers ('CPO') in implementing strategic sites in multiple ownership and/or occupation, as the JAAP places an onus on developers to negotiate any land acquisition with support from the Partnership. However, an approach that takes a CPO

route to deliver a scheme may be required if negotiation proves unsuccessful. This will be carried out in accordance with Circular 06/2004.

### 4.4 INFRASTRUCTURE REQUIREMENTS

- 4.4.1 Development at Shoreham Harbour will generate the need for additional and improved infrastructure to support the needs of an increased population. Essential infrastructure covers a range of items including social infrastructure (e.g. health facilities, libraries, educational establishments etc.); physical infrastructure (e.g. highways, flood defences, utility provision etc.) and green infrastructure (e.g. allotments, natural open spaces etc.).
- 4.4.2 Infrastructure Delivery Plans (IDPs) have been drafted for ADC and BHCC<sup>19</sup>. These are live documents that set out the infrastructure priorities associated with the implementation of the ADC Local Plan and BHCC City Plan and include requirements for Shoreham Harbour. The IDPs clarify which organisation/s are responsible for delivering the infrastructure, how it will be funded and when it is required.
- 4.4.3 Private sector funding through planning obligations linked to individual development proposals will be an

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<sup>19</sup> Draft Adur Infrastructure Delivery Plan September (2013); Annex to Submission City Plan Part 1: Infrastructure Delivery Plan (2013).

important mechanism for securing delivery of infrastructure. The authorities are currently exploring the use of the Community Infrastructure Levy (CIL). Work is on-going to identify which types of developments are applicable for CIL as well as suitable rates and how this might impact on the use of traditional contribution mechanisms such as Section 106 Agreements.

4.4.4 Local Plan policies and Supplementary Planning Guidance set out the approach to planning obligations that will be applied which can be summarised as follows:

- On-site obligations required as part of the development including access roads and junctions for development and local public open space.
- Community infrastructure standard charges including towards public realm improvements, highways improvements and community facilities that may be required or impacted as a result of the development.
- Strategic infrastructure standard charge covering major capacity enhancing projects including transport network, and flood alleviation.

4.4.5 For strategic level infrastructure technical work is underway to scope out the critical priorities and costs for the harbour. For example, a Flood Risk Management Technical Guide is currently being

commissioned which will set out the parameters for provision of harbour-side flood defences. A Shoreham Harbour Transport Strategy is being prepared by WSCC which will establish the priority transport works that are required to support the proposals. Both of these documents will be used as part of planning negotiations to provide greater clarity to developers over contributions.

4.4.6 The following items of infrastructure are typically likely to be requirements for major developments within the Strategic Site areas:

- Contributions to public transport and highway network improvements
- Upgraded flood defences integrated with public waterfront walking / cycle route (where appropriate – particularly Western Harbour Arm waterfront sites)
- Contributions to social infrastructure
- Remediation of contaminated areas
- On-site renewable energy systems / low carbon technologies

### Policy JAAP 32: Infrastructure Requirements

- i. Developers will be required to provide or contribute to the provision of infrastructure made necessary by the development.
- ii. Infrastructure must be provided at the appropriate time, prior to any part of the development becoming operational or being occupied. Infrastructure needs are identified in each local authority's Infrastructure Delivery Plan (IDP).
- iii. In accordance with each local authority's planning contributions guidance, infrastructure contributions will be sought via Section 106 Planning Obligations where they meet the statutory tests, and potentially through a future Community Infrastructure Levy.

#### Refer to:

Revised Draft Adur Local Plan (2013):

- Policy 29: Delivering Infrastructure
- Planning Contributions for Infrastructure Provision: Interim Planning Guidance Document (2013)
- Draft Infrastructure Delivery Plan (2013)

Brighton & Hove City Plan Part One (2013):

- CP7: Infrastructure and Developer Contributions

- Infrastructure Delivery Plan
- Brighton & Hove City Council Developer Contributions: Technical Guidance on the main types of contributions

## 4.5 SECURING FUNDING

4.5.1 The work of the Partnership is currently supported by a limited amount of public funding that was awarded by central government prior to 2010. This funding is used to support staff resources, undertake technical studies and provide match funding for future funding bids. The main current sources of funding include:

- Growth Points Programme funding
- Eco-town funding
- Homes and Communities Agency contributions
- Environment Agency contributions
- Local authority and Port Authority contributions

4.5.2 Once the JAAP is adopted, there will be greater certainty for stakeholders to be able to work together to target sources of external funding. Potential sources being currently being explored include:

- City Deal
- Coastal Communities Fund
- Coast to Capital Local Economic Partnership (LEP) – Single Growth Pot

- Sustainable Transport Fund
- Heritage Lottery Funding
- EU funding

## **4.6 MONITORING OF PROGRESS**

- 4.6.1 The progress of the JAAP will be measured at regular intervals over time against the indicators set out within the Sustainability Appraisal that accompanies this document. As the JAAP evolves, the monitoring framework will be established working in partnership with relevant stakeholders. Final monitoring arrangements will be confirmed in the Sustainability Statement to be produced after the JAAP is adopted.
- 4.6.2 The local authorities undertake ongoing monitoring of their Local Development Frameworks of which this JAAP is a part. Progress on the delivery of the key opportunity development sites will be contained with the Authority Monitoring Report (AMR) for each respective council.



## Shoreham Harbour Regeneration

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