

AREA-WIDE POLICIES



3 Area-wide policies

3.1 Climate change, energy and sustainable building

Objective 1 – Climate change, energy and sustainable building: To minimise carbon emissions, address the challenges of climate change and create a renewable energy hub

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

To maximise opportunities to deliver sustainability objectives through large-scale zero and low-carbon energy technologies to serve the harbour and wider area; particularly those that take advantage of the harbour's coastal location. Shoreham Port will be supported in becoming an important hub for renewable energy generation for the benefit of the sub-region as well as locally.

3.1.1 Section 19 (1A) of the Planning and Compulsory Purchase Act (2004) (as amended) legally requires local planning authorities to include in their plans *"policies designed to secure that the development and use of land ... contribute to the mitigation of, and adaptation to climate change".*

3.1.2 The National Planning Policy Framework (NPPF) states that:

*"Planning plays a key role in helping to shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development."*⁴³

3.1.3 In line with the carbon reduction targets in the Climate Change Act 2008, the National Planning Policy Framework (NPPF) states that local authorities should take a proactive approach to mitigating and adapting to climate change⁴⁴.

3.1.4 The NPPF also states that local planning authorities should positively promote energy from renewable and low carbon sources and identify areas for renewable and low energy sources, and supporting infrastructure⁴⁵.

3.1.5 Planning Practice Guidance (PPG) states that the inclusion of policies to contribute to the mitigation of, and adaptation to, climate change is a consideration when examining a plan for soundness⁴⁶.

⁴³ NPPF (2012) paragraph 93

⁴⁴ NPPF (2012) paragraph 94

⁴⁵ NPPF (2012) paragraph 97

⁴⁶ PPG (2014) paragraph 6-002

3.1.6	The harbour falls within the recently designated Brighton & Hove and Lewes UNESCO Biosphere area which promotes world class management of the environment. Shoreham Harbour is identified as a future hub for low carbon energy and decentralised energy generation.	3.1.10	Creating an exemplar renewable energy hub Shoreham Harbour Regeneration Partnership was awarded funding under the second wave of the government's Eco-Towns programme in 2009 and a Capacity and Viability Study (2010) was commissioned to explore its potential to meet the programme criteria. A Shoreham Harbour and Adur District Energy Strategy (2009) and Brighton & Hove Renewable and Sustainable Energy Study (2012) have also been carried out which both highlighted the potential of the harbour to significantly contribute towards meeting the renewable energy needs of the sub-region.	3.1.14	landscaping and materials to maximise natural light and heat, whilst avoiding overheating by providing passive cooling and ventilation. Low and zero-carbon technologies include, but are not limited to the following:
3.1.7	The Coast to Capital Local Economic Partnership (LEP) and the Greater Brighton City Deal are promoting the potential for district heating networks and an eco-technology cluster at Shoreham Harbour. There is significant potential to leverage investment and resources for delivery in this area. Sustainable building and design	3.1.11	Shoreham Port has European 'Eco Port' status and as a community trust Port is motivated to maximise its potential as a hub for renewable energy generation and waste heat distribution.	3.1.12	<ul style="list-style-type: none"> • Solar hot water • Air, ground or water source heat pumps • Biomass or biodiesel boiler, including woodchip, wood pellet or biodiesel • Biodiesel Combined Heat and Power (CHP) • Biomass CHP • Efficient gas boiler • Gas/Gas Micro CHP • Solar photovoltaic panels • Wind turbines
3.1.8	The <i>Adur Local Plan</i> (2016) includes a 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.	3.1.13	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.		
3.1.9	<i>Brighton & Hove City Plan Part One</i> and the <i>Sustainable Building Design Supplementary Planning Document</i> require a Sustainability Checklist to accompany all proposals for residential new build and conversions in Brighton & Hove.		Passive design makes the best use of site orientation, building form, layout,		

	Potential for district heat network	
3.1.15	As set out in Policy DA8 of the <i>Brighton & Hove City Plan Part One</i> , the city council is proactively encouraging opportunities that arise to incorporate waste heat or other heat sources into the heat networks for the city. The Brighton & Hove Energy Study (2013) identified the potential for district heating networks in and around Shoreham Harbour within a long list of priority areas.	3.1.18 The regeneration partnership received funding from the Heat Networks Delivery Unit (HNDU) at the Department of Energy and Climate Change (DECC) ⁴⁷ to undertake an energy masterplanning and feasibility exercise to develop this network which may end up being run by the local authorities or by an independent delivery body or an independent delivery body or Energy Service Company (ESCo).
3.1.16	New development that takes place within the long-list of priority areas will be encouraged to consider low and zero carbon decentralised energy possibilities and will be required to either connect where a suitable network is in place (or would be at the time of construction) or design systems to be compatible with a future connection to a network.	3.1.19 Development should demonstrate that the heating and cooling systems have been selected in accordance with the following heating and cooling hierarchy <ul style="list-style-type: none"> • Connection to existing combined heat and power (CHP) distribution networks • Site wide renewable CHP • Site wide gas-fired CHP • Site wide renewable community heating/cooling • Site wide gas-fired community heating/cooling • Individual building renewable heating • Individual building heating, with the exception of electric heating
3.1.17	As part of the South Quayside Character Area proposals (within Section 4 of this document), there is potential to work with the existing Shoreham Power Station to deliver a district heating network to provide waste heat to local consumers.	3.1.20 All CHP must be of a scale and operated to maximise the potential for carbon reduction. All buildings must adhere to the guidelines set out in Chapter 3 – Design – of the CIBSE Heat Networks Code of Practice for the UK.

⁴⁷ DECC was abolished in July 2016. The HNDU is now part of the Department for Business, Energy and Industrial Strategy (BEIS).

	Offshore and onshore wind power	Solar Photovoltaics	Sustainable use of water
3.1.21	An offshore wind generating turbine station (known as the Eon 'Rampion' wind farm) is under construction 13km off the Sussex coast to the south and east of Shoreham Harbour. The development will comprise up to 116 wind turbines with a gross capacity of up to 400MW. There will be potential supply chain benefits for Shoreham Harbour and the local economy.	3.1.24 The expanse of warehouses roofs in the harbour area offer significant potential for solar PV power generation. Shoreham Port Authority has worked with Brighton Energy Cooperative to install a large number of solar panels on a number of these roofs. The project is funded by community investors buying shares in the cooperative.	3.1.26 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.
3.1.22	Shoreham Port Authority has also installed two medium scale (100kw) on-shore wind turbines in the South Quayside area as an effective way of increasing renewable energy generation and reducing carbon emissions. The turbines will generate, on average, 555,000kWh electricity per year to power the nearby port Pump House.	3.1.25 There is also the potential for solar energy generation on the roofs of the Adur Homes estates at Southwick and Fishersgate. The regeneration partnership will support Adur Homes to explore these opportunities.	3.1.27 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.
3.1.23	Proposals for turbines are subject to environmental impact assessment via the planning application process.		3.1.28 Water efficiency standards can help to deliver the objectives set out within both the Biosphere Management Strategy (2014-2019) and the South East River Basin Management Plan (2009). The basin plan contains an action that requires local authorities to seek the use of water efficiency standards that exceed the Building Regulations where there is local evidence to support this need.

SH1: Climate change, energy and sustainable building	SH1.1 – District heating and cooling	SH1.2 – Sustainable use of water
<p>1. A Sustainability Statement will be required to accompany all development proposals within Allocations SS3 and SS4 in Adur.</p> <p>2. A completed Sustainability Checklist will be required to accompany all development proposals in the areas of the harbour within Brighton & Hove.</p> <p>3. Development should achieve zero-carbon status (emitting no net annual carbon emissions from regulated and unregulated energy use), in particular within the four site allocations. This will include the use of passive design measures. Proposals must demonstrate good thermal performance and air tightness to prevent heat loss.</p> <p>4. Developers should demonstrate how they can contribute towards Shoreham Port Authority's objective of becoming a hub for renewable energy generation.</p> <p>5. All new development will be expected to incorporate low and zero carbon decentralised energy opportunities.</p>	<p>1. Development in areas identified in the <i>Shoreham Harbour Heat Network Study</i> (2015), or subsequent update, will be expected to connect to district heating networks where they exist, or incorporate the necessary infrastructure for connection to future networks.</p> <p>2. Where no heat network is in place, development must be connection ready. All buildings must adhere to the following technical specifications:</p> <ul style="list-style-type: none"> • Buildings must use a centralised communal wet heating system rather than individual gas boilers or electric heating. • Buildings must allow adequate plant room space to allow for connection at a later date (the exact requirement to be agreed with the councils and their representatives). • The developer must identify and safeguard a pipe route to allow connection between the building and the highway or identified network route where available. • The developer must not in any other way compromise or prevent the potential connection. 	<p>1. All developments should seek to achieve high standards of water efficiency and explore potential to implement measures to recycle, harvest and conserve water resources.</p> <p>2. All new homes should achieve (as a minimum standard), internal water use of no more than 110 litres per head per day and all new commercial buildings should meet the BREEAM 'excellent standard'.</p> <p>3. Opportunities should be sought to link together development within the regeneration 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 local authorities.</p> <p>4. Where a recycled water network is delivered on-site, all buildings are required to connect (where it is feasible and viable to do so).</p>

3.2 Shoreham Port

Objective 2 – Shoreham Port: To support a growing, thriving port

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

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| <p>3.2.1</p> <p>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</p> | <p>3.2.4</p> <p>The current level of use at Shoreham Port is 700 to 900 ship arrivals per year, which results in a trading throughput of approximately 1.8 to 2 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 (2010) aims to provide the capacity for a 25% increase in trade by 2026.</p> |
| <p>3.2.2</p> <p>As a Statutory Harbour Authority, Shoreham Port Authority is responsible for the management of navigational safety within harbour limits between Hove Lagoon, the Old Toll Bridge on the River Adur and the outer Port limits. Shoreham Port Authority is also a Competent Harbour Authority within the provisions of the Pilotage Act 1987.</p> | <p>3.2.5</p> <p>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.</p> |
| <p>3.2.3</p> <p>Shoreham Port Authority provides conservancy and a vessel information service for ships and craft using the port, including the maintenance of navigational channels, moorings, lights and the provision of hydrographic, tidal and other information. There are also a number of byelaws which govern operations and activities within the harbour limits.</p> | |

3.2.6	<p>Land restrictions are an 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.</p>		
3.2.7	<p>Non-port related industries currently located within the Eastern Arm at the Canal will be relocated, in order to expand the port's capacity and secure future operations. In parallel, current port-related activities in the Western Harbour Arm will be relocated where and when possible through securing alternative sites within the harbour, enabling the land to be used for other developments.</p>		
	<p>Port Masterplan</p>		
3.2.8	<p>Shoreham Port Authority's strategy for growth is set out in the Port Masterplan (2010) and involves consolidating port-related uses within the Eastern Arm, Canal and South Quayside. The JAAP aims to promote the Port Masterplan objective of enhancing the Port's role in the local community, particularly in terms of jobs and trade growth.</p>		
3.2.9	<p>Eco-Port Status and Renewable Energy Hub</p> <p>Shoreham Port Authority has an environmental policy and has 'Eco-Port' status, shared with other ports in Europe. The port uses a substantial amount of power which is needed for lighting on the terminals, operating the lock gates and water pumps which are used to keep the water at a constant level. Opportunities are being explored to reduce the reliance on traditional forms of energy by producing energy locally from renewable sources instead.</p>	3.2.11	<p>Land Reclamation and Infilling</p> <p>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.</p>
3.2.10	<p>In accordance with the National Ports Policy Statement (2012), new port infrastructure will typically be long-term investments which will need to remain in operation over many decades, in the face of a changing climate. Consequently, proposals for new development must consider the impacts of climate change when planning the location, design, build and operation of new port infrastructure.</p>	3.2.12	<p>Permitted Development Rights</p> <p>Shoreham 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) 2015; Part 17, Development By Statutory Undertakers, Class B (Dock, Pier, Harbours, Water transport, canal or inland navigation undertakings).</p>

	Minerals Wharfs	
3.2.13	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 Eastern Arm and Canal, but there are two wharves within the Western Harbour Arm (Free Wharf and Kingston Wharf also known as Railway Wharf East) that are currently safeguarded under Policy 40 of the West Sussex Minerals Local Plan (2003).	3.2.16 East Sussex County Council, the South Downs National Park Authority and Brighton & Hove City Council are currently updating their 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.
3.2.14	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).	3.2.17 West Sussex County Council and the South Downs National Park Authority have also undertaken a Local Aggregate Assessment. This recognises the importance of wharf capacity at Shoreham Harbour for meeting both West Sussex's needs and beyond.
3.2.15	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 Shoreham Port. 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.	3.2.18 The regeneration partnership is exploring how best to deliver 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.
		3.2.19 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, in peak years the port is able to temporarily accommodate greater capacity in the port operational area on sites which are not currently safeguarded within the West Sussex Minerals Local Plan (2003).
		3.2.20 In autumn 2013 work restarted on the preparation of a new West Sussex Joint Minerals Local Plan, to replace the 2003 Plan, with the commissioning of a Wharves and Railheads Study. The study, completed in November 2013, provided a range of scenarios. Further work, as set out in background paper April 2016, to support the Draft Joint Minerals Local Plan, set out the options considered and the preferred option. West Sussex County Council included relevant policies to safeguarded sites within the emerging Joint Minerals Local Plan.

- 3.2.21 The East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012) includes Policy WMP 15 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.
- 3.2.22 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.
- 3.2.23 In accordance with the NPPF Shoreham 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).
- 3.2.24 West Sussex County Council has prepared a Statement of Common Ground (2016) between the project partners, and the neighbouring minerals planning authorities (East Sussex County Council and South Downs National Park Authority) 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. The Statement sets out matters of agreement and commitment to a future policy approach, reflecting the aspirations for regeneration at the harbour.

SH2: Shoreham Port

- 1. New development proposals within the port area will be assessed against the objectives of the Port Masterplan, which will be treated as a material consideration.**
- 2. Parts of the harbour as identified within this 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.**
- 3. Acceptable uses will need to demonstrate the requirement for a port-side location or are ancillary to a use requiring a port-side location.**
- 4. 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.**
- 5. New development within the harbour area should not conflict or unreasonably constrain the day to day operations and workings of the port and port-related uses.**
- 6. 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.**
- 7. Proposals for uses that support the port's status as an 'Eco port' and hub for renewable energy generation will be encouraged.**
- 8. New port infrastructure proposals should consider the impacts of climate change when planning the location, design, build and operation of new port infrastructure.**
- 9. Proposals for the upgrade, intensification, and refurbishment of sites so they meet modern business standards and are more resource efficient will be supported.**
- 10. There should be no net loss of employment floorspace in port operational areas as a result of new development proposals unless exceptional circumstances apply.**

3.3 Economy and employment

Objective 3 – 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.

- 3.3.1 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 regeneration partnership is committed to continuing a process of dialogue to ensure mutually appropriate development as and when sites come forward.
- 3.3.2 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 opportunities, with the new business base created by the proposals potentially supporting further indirect job creation in the local economy.
- 3.3.3 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.
 - Providing an opportunity to deliver small, affordable, start-up office space for which there is a continuing need in Brighton.

- 3.3.4 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 during construction.
- 3.3.5 The regeneration partnership will continue to work with key stakeholders and local service providers to improve access and links to training and skills opportunities for local people. The Coast to Capital Local Enterprise Partnership (LEP) has produced a Skills Strategy (Skills for Growth, 2015) which identifies the need for improved employee skills across the LEP area. The Partnership will proactively engage with the LEP on this matter.

SH3: Economy and employment	SH3.1 – Retail uses
<ol style="list-style-type: none"> <li data-bbox="74 168 714 319">1. The JAAP proposals support the delivery of a minimum of 16,000m² of new employment generating floorspace in Adur and 7,500m² in Brighton & Hove. <li data-bbox="74 343 714 612">2. To prevent the loss of employment floorspace and associated jobs in the local area, the authorities will aid the relocation of existing occupiers displaced by new development within the regeneration area, district or sub-region depending upon individual requirements. <li data-bbox="74 628 714 859">3. 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. <li data-bbox="74 882 714 1073">4. 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. <li data-bbox="74 1097 714 1248">5. Proposals should seek to incorporate or contribute towards enhancements to areas of public realm identified as being of poor quality. 	<ol style="list-style-type: none"> <li data-bbox="770 168 1410 549">1. 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. <li data-bbox="770 573 1410 1041">2. New development for town centre uses (other than small-scale ancillary uses mentioned in clause 1) 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 net sales floorspace of 1,000m² or more.

3.4 Housing and community

Objective 4 – Housing and community: To provide new homes and contribute to meeting housing need

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.

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| <p>3.4.1</p> <p>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, to prevent coalescence of settlements 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.</p> <p>3.4.2</p> <p>Housing needs assessments for both Adur and Brighton & Hove have identified a shortfall in housing provision in relation to need, in particular affordable and family sized homes. Supporting the delivery of new housing areas is central to the vision of transforming the harbour into an attractive waterfront community. 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.</p> | <p>3.4.3</p> <p>Social and community infrastructure</p> <p>To ensure the regeneration of Shoreham Harbour promotes healthy, sustainable communities, it is important that appropriate and sufficient social and community infrastructure is provided in accessible locations to serve all parts of the community. An increase in population in the area will place pressure on existing facilities and create the need for new infrastructure provision.</p> <p>3.4.4</p> <p>The plan aims to contribute towards reducing the inequalities experienced by different groups within the community and the Partnership recognises the special needs of younger people, older people, disabled people, lesbian, gay, bisexual and trans people and black and minority ethnic people, gypsies and travellers, refugees and asylum seekers and people of different religions and beliefs. The needs of these groups will be taken in to account in providing and improving community facilities and services.</p> |
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3.4.5	To create a community that is a healthy, cohesive and promotes active lifestyles for all members of the community, developments will be encouraged to work towards 'Lifetime Neighbourhood' principles. Lifetime Neighbourhoods aim to achieve the following outcomes:	3.4.6	Brighton & Hove has recently committed to becoming an 'Age-Friendly' City (World Health Organisation) which encourages active ageing by optimizing opportunities for health, participation and security in order to enhance quality of life as people age. Developments are encouraged to ensure that the features of Age-Friendly Cities are embedded within the design and layout of new proposals from the outset.	3.4.9	These are live documents that are continuously updated and identify the range of different stakeholders that are responsible for delivery as well as associated costs, funding sources, priorities and progress.
	<ul style="list-style-type: none"> • An environment that is accessible and inclusive, aesthetically pleasing and safe (in terms of both traffic and crime) • A community that offers plenty of services, facilities and open space • A strong social and civic fabric, including volunteering and informal networks • A culture of consultation and user empowerment amongst decision makers • A strong local identity and sense of place 	3.4.7	Social infrastructure refers to emergency services, schools and colleges, health facilities, community spaces and cultural venues in the area.	3.4.10	Specific requirements relating to delivery of the Western Harbour Arm proposals are set out under 4.7 – Western Harbour Arm.
		3.4.8	Specific items of supporting infrastructure that will need to be delivered for Shoreham Harbour are set out within the Infrastructure Delivery Plans (IDPs) that accompany the <i>Adur Local Plan</i> and <i>Brighton & Hove City Plan Part One</i> .	3.4.11	The Brighton & Hove IDP sets out specific requirements to support the proposed increase in residential population at South Portslade Industrial Estate and Aldrington Basin. In particular planning obligations towards education and health/medical services will be sought from new developments coming forward.
				3.4.12	The <i>Adur Local Plan</i> (2016) includes Policy 34: Planning for Sustainable Communities that resists the loss of existing community facilities. Also refer to SH17: Planning obligations towards infrastructure delivery in this plan.

SH4: Housing and community

- 1. Sites identified for residential-led redevelopment should contribute a minimum of 1,400 new homes across the harbour area by 2031, comprising 1,100 within Adur and 300 within Brighton & Hove.**
- 2. 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 including suitable family accommodation. A mix of apartments and terraced town houses would be appropriate across all tenures.**
- 3. 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 plan policies.**
- 4. Developers are encouraged to work towards the principles of Lifetime Neighbourhoods and incorporate Age-Friendly Cities features.**

SH4.1 – Co-location of residential and employment generating uses

- 1. 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.**
- 2. Innovative solutions to mitigation will be encouraged to ensure that residential-led development proposals are capable of existing with neighbouring uses, as well as the long-term development scenario envisaged in the JAAP.**

3.5 Sustainable travel

Objective 5 – Sustainable travel: 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 and interconnected networks, improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.

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| <p>3.5.1 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, in particular the impacts on the two Air Quality Management Areas (AQMAs). Measures that reduce reliance on the private car and improve sustainable transport choices will be promoted.</p> <p>3.5.2 The Shoreham Harbour Transport Strategy was developed alongside the JAAP to support regeneration and development at Shoreham Harbour. The Transport Strategy contains a package of integrated transport measures that will guide the provision of transport infrastructure for the next 15 years.</p> <p>3.5.3 The strategy takes a balanced view of transport provision in the regeneration 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 Transport Strategy:</p> | <ul style="list-style-type: none">• OC1 Reduced levels of congestion• OC2 Strengthened sustainable transport mode share• OC3 Improved connectivity• OC4 A safe and attractive environment• OC5 Adequate parking provision and controls <p>3.5.4 The coastal settlement pattern of the regeneration area is linear with most of the key roads connected by the A259 which runs east to west through the Shoreham Harbour area. The A259 carries secondary and local traffic from Littlehampton and Worthing to Brighton and Hove.</p> <p>3.5.5 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 heavy goods vehicles.</p> |
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3.5.6	Access to the main operational port area is via two main entrances off the A259 which are not well connected to the A27. The advisory lorry route to Shoreham Harbour from the A27 is via the A293. As a result heavy goods vehicles often pass through either residential areas (via the advisory routes) or the town centres of Shoreham-by-Sea and Portslade.	3.5.9	The <i>Adur Local Plan & Shoreham Harbour Transport Study</i> (2013) and addendums (2014; 2016) 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, behaviour change initiatives and junction capacity improvements.	3.5.12	Despite good accessibility, the railway line acts as a physical barrier to north – south movements for other road users. 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.
3.5.7	Vehicular access to Shoreham Beach to the south of the harbour is restricted to a single entry point from the A259 (Brighton Road).	3.5.10	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 Shoreham Harbour Transport Strategy and development proposals will be expected to contribute towards the package of measures identified.	3.5.13	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.
3.5.8	At peak periods journey times for vehicles on the A259 are slow, for example Shoreham High Street. As a gateway to the regeneration 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.	3.5.11	Public transport accessibility to the harbour is generally good with four local railway stations on the West Coastway line serving most of the population within a 20 minute walk.	3.5.14	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.

	Parking
3.5.15	Two key pedestrian routes connect across the harbour - the Adur Ferry Bridge from Shoreham-by-Sea town centre 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 Adur Ferry Bridge now provides a much improved pedestrian and cycle connection between Shoreham Beach and Shoreham-by-Sea town centre and railway station.
3.5.16	To the east, the Brighton & Hove seafront provides a heavily used promenade for pedestrians and cyclists and a series of recreational activities. This ends abruptly at Hove Lagoon immediately to the east of Shoreham Harbour.
3.5.17	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 Shoreham Fort on Shoreham Beach and the lighthouse on Kingston Beach.
3.5.18	Guidance produced by West Sussex County Council 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.
3.5.19	Brighton & Hove 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.
3.5.20	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

SH5: Sustainable travel

1. New development in the regeneration area must demonstrate how it intends to reduce the need to travel by car and should help to deliver sustainable transport improvements as identified in the *Shoreham Harbour Transport Strategy*.
2. Development will be required to contribute towards implementation of the area-wide Travel Behaviour Change and Travel Choice Programme set out in the *Shoreham Harbour Transport Strategy*.
3. The layout and streetscape of the strategic allocations should be designed to give pedestrians and cyclists priority over vehicular traffic wherever possible.
4. 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 pedestrian routes and facilities.

5. 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
6. To improve the connectivity of the regeneration 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.
7. 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.
8. Improvements must be consistent with recommendations in the Shoreham Harbour Streetscape Guide and Shoreham Harbour Transport Strategy.

SH5.1 – Parking

1. 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. Proposals should include adequate levels of car parking for residential development or measures to promote lower levels of car ownership.
2. For commercial development, car parking provision should be in line with local authority maximum standards.
3. 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 regeneration area.
4. All new development proposals will be required to provide adequate, appropriate and secure cycle storage facilities.

3.6 Flood risk

Objective 6 – 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 appropriate and comprehensive flood infrastructure is delivered.

- 3.6.1 Parts of the regeneration area are at a high risk of flooding due to the proximity to the coastline and the River Adur, exacerbated by the low lying topography of some sites. This is especially true for the Western Harbour Arm, parts of Aldrington Basin, Southwick and Portslade beaches as well as the port operational area.
- 3.6.2 Tidal flooding presents the most significant risk to the area. The Adur & Worthing and Brighton & Hove Strategic Flood Risk Assessments 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.
- 3.6.3 Working closely with the Environment Agency, the partnership has prepared a *Flood Risk Management Guide SPD* which sets 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 regeneration area. This guide has been adopted by both Adur and Brighton & Hove councils. A key consideration of the SPD is the impact that climate change will have on rising sea levels, storm frequency and storm magnitude.
- 3.6.4 Brighton & Hove City Council, in partnership with Adur District Council and the Environment Agency, has produced the Brighton Marina to River Adur Coastal Strategy Study. This document examines 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 identifying erosion and flood mitigation measures that need to be delivered over this period.

- 3.6.5 Proposed flood defence improvements identified in this strategy would enhance the standard of protection for allocated sites identified in this plan, such as Southwick Waterfront and Aldrington Basin. The proposals identified in the strategy are therefore fully supported by the Partnership. 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 taking in the Western Harbour Arm.
- 3.6.6 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.
- 3.6.7 Refer to policies in Part 3 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.

SH6: Flood risk

- 1. Development proposals in the regeneration area must comply with the recommendations of the Shoreham Harbour Flood Risk Management Technical Guide (2015).**
- 2. Where development creates new or alters flood flow routes, the site specific Flood Risk Assessment must assess the potential flood hazard posed by them to ensure that flood risk is not increased elsewhere.**
- 3. 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. SuDS must also be applied to hard landscaping (including paving and road carriageways).**
- 4. 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.**
- 5. 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.**
- 6. Proposals must include an emergency strategy to ensure the safety of residents at times of flooding.**

3.7 Natural environment, biodiversity and green infrastructure

Objective 7 – Natural environment, biodiversity and green infrastructure: To conserve and protect the natural environment, enhance biodiversity and create a green infrastructure network

To conserve and improve the area's important environmental assets and wildlife habitats and to enhance the biodiversity of the area by creating new habitats. To minimise and mitigate impacts on the natural and local environment from soil, air, water or noise pollution.

To support the objectives of the Brighton & Lewes Downs Biosphere Management Strategy through the creation of green links within and beyond the harbour area, changes in the design and management of spaces to create a functioning green infrastructure network, including new green spaces and biodiverse green roofs and walls.

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| <p>3.7.1</p> <p>The regeneration area falls within the Brighton & Hove and Lewes Biosphere (UNESCO). As such the JAAP aims to contribute towards meeting its three objectives of:</p> <ul style="list-style-type: none">• Nature conservation• Sustainable socio-economic development• Knowledge, learning and awareness | <p>3.7.4</p> <p>Designated sites and biodiversity</p> <p>In accordance with the NPPF and with Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services, it is essential that any development in the harbour takes into account the sensitivities of the local environment and protects and enhances it wherever possible.</p> |
| <p>3.7.2</p> <p>New development within the harbour is expected to be outstanding from an environmental perspective and all opportunities to promote biodiversity need to be considered. It is possible to significantly reduce negative impacts of development on the ecology of an area through mitigation measures. Any potential wildlife habitats that will be lost or negatively impacted as a result of development will need to be compensated for and enhanced wherever possible.</p> | <p>3.7.5</p> <p>Located just outside the regeneration 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.</p> |
| <p>3.7.3</p> <p>The <i>Shoreham Harbour Ecology and Green Infrastructure Study</i> (2015) identifies the potential impacts of development proposed within this plan. It also updates previous ecological surveys and proposes green infrastructure improvements.</p> | <p>3.7.6</p> <p>The Adur Estuary is an important habitat for a range of species, including estuarine plants and wading birds (particularly redshank, dunlin and ringed plover). The ringed plover population regularly exceeds 1% of the total British population, making the SSSI of national importance for this species.</p> |

3.7.7	<p>The entire regeneration area is within the Impact Risk Zone (IRZ) for the Adur Estuary SSSI. An IRZ provides an initial assessment of potential risks to an SSSI posed by development proposals.</p> <p>Allocation SS4: Western Harbour Arm Waterfront is most likely to impact the SSSI. Consultation with Natural England is expected for these sites.</p>	3.7.10	<p>The Basin Road South SNCI is 1.1ha in size. The assessment found the extent of vegetated shingle to be 0.43ha (39%) concentrated along the northern and southern fringes. The status of this site will be reviewed through the <i>Brighton & Hove City Plan Part Two</i>. The partnership is working to identify opportunities for coastal vegetated shingle habitat creation at Portslade and Southwick Beaches.</p>	3.7.13	<h3>Green infrastructure and wildlife corridors</h3>
3.7.8	<p>The eastern end of Shoreham Beach Site of Nature Conservation Importance (SNCI) falls within Character Area 6: Harbour Mouth. A large part of the SNCI is also designated as a Local Nature Reserve (LNR) whose boundary is adjacent to the regeneration area. The site's main interest is coastal vegetated shingle, an internationally rare and threatened habitat. It also provides a high tide roosting area for wading birds that have fed on the mudflats within the Adur Estuary.</p>	3.7.11	<p>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.</p>		<p>There are a number of strategically important green corridors in and around the harbour area including the nationally important routes of the South Downs Way and the Monarchs Way long distance footpath. As highlighted in both the recent Adur District Council and Brighton & Hove City Council open space strategies; the beaches, foreshore and wider seafront area act as a blue/green corridor supporting a broad diversity of species. Other local links include:</p>
3.7.9	<p>Basin Road South SNCI is located at the eastern end of the regeneration area, adjacent to Allocation SS1: Aldrington Basin. This site is also designated for coastal vegetated shingle. The Shoreham Harbour Vegetated Shingle Assessment (2015) found that the site is predominantly made up of imported material and has undergone periods of disturbance.</p>	3.7.12	<p>A Reptile Survey (2009) has indicated the presence of an exceptional population of common lizards and a good population of slow worms on the North Canal Bank on the harbour's Eastern Arm, south of the A259. A Great Crested Newt Pond 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.</p>		<ul style="list-style-type: none"> • National Cycle Route 2 along the coast links Shoreham with Worthing to the west and Brighton to the east. Between Shoreham-by-Sea town centre and the Canal lock gates at Southwick this route is diverted inland to avoid the busy A259. It is anticipated that the proposed pedestrian/cycle route along the waterfront at the Western Harbour Arm, and a designated A259 cycle route could create a more direct route.

- By 2020, Natural England expects to deliver the England Coast Path, a new National Trail around England's entire coast. The Partnership is working with Natural England to progress this project. It is anticipated that the new and improved routes at the Western Harbour Arm, Canal lock gates and Portslade and Southwick Beaches will ultimately form part of this route.
 - Regional cycle route 79 (12) following the Adur River valley connects Horsham to the south coast at Shoreham.
 - Within Brighton & Hove, there are three north-south corridors providing important wildlife links and some public access between the harbour and the South Downs:
 - Southwick Hill down to Fishersgate – public access throughout although very narrow in parts of the urban area
 - Foredown Hill to Vale Park in South Portslade – series of green spaces with intermittent public access
 - Benfield Valley linking the downs to Old Shoreham Road with consistent public access
- 3.7.14 The *Shoreham Harbour Ecology and Green Infrastructure Study* (2015) makes a number of proposals to enhance the green infrastructure and biodiversity of the harbour and surrounding areas. These include:
- The preparation of a green infrastructure strategy for the regeneration area and links to surrounding areas.
 - A259 green corridor. The study identifies fourteen green spaces located along the A259. These act as a series of 'stepping stones' for wildlife. These sites include designated spaces such as Kingston Beach village green, but also the embankments between the A259 and the port, and the grassed amenity spaces around the Adur Homes estates at Southwick and Fishersgate. The Partnership is working with Adur Homes, Action Eastbrook and local communities to deliver improvements to these sites. Specific proposals are included within each character area policy in Section 4 of this plan. Further detail will be included in the *Shoreham Harbour Green Infrastructure Strategy*.
 - Portslade and Southwick Beaches green corridor. The Shoreham Harbour Vegetated Shingle Assessment identified significant potential for coastal vegetated shingle habitat creation along these beaches. Habitat creation could be delivered as part of improvements to coastal defences and through the delivery of the England Coast Path and improved cycle route along the beaches.
 - Linear intertidal habitat creation. The study identifies opportunities to deliver habitats as part of new flood defences along the waterfront. This includes timber baulking and 'vertical beaches' attached to sheet piling.
 - Green roofs and walls. These could compensate for the loss of open mosaic habitats at ground level on vacant or unused sites. These should be appropriately planted for the coastal location, including vegetated shingle.

3.7.15	New development at the harbour should act as a catalyst to enhance green corridors and linkages, particularly where higher density developments result in limited opportunities to provide open space on site.	<ul style="list-style-type: none"> Protect the species rich grasslands beside the harbour and integrated grassland into new areas of waterfront open space where possible Building designs should incorporate green roofs and areas of planting wherever possible. Existing open spaces and parks would benefit from more wildlife planting and a varied mowing regime. 	3.7.21	This means that bathing water meets the criteria for the stricter guideline standards of the revised Bathing Water Directive.
3.7.16	The national cycle network provides a valuable basis from which to extend greenways in this location to better connect Shoreham to urban areas such as Hove, Lancing and Worthing. Proposals for improving this route are set out within the Shoreham Harbour Transport Strategy.	<p>Water quality</p>	3.7.22	Road vehicles are the greatest contributing factor to poor air quality in Adur and Brighton & Hove, with vehicles emitting a variety of pollutants including carbon monoxide, nitrogen oxides, volatile organic compounds and particulate matters.
3.7.17	Other recommendations from green infrastructure assessments in relation to biodiversity include:	<p>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”.</p>	3.7.23	There are two Air Quality Management Areas (AQMAs) that lie partly within the regeneration area. Brighton AQMA includes Kingsway / Wellington Road (A259) Church Road (A293), Boundary Road / Station Road (B2194) and parts of South Portslade to the south of North Street.
	<ul style="list-style-type: none"> Enhance and create new open spaces and habitats at locations such as Shoreham Fort and Shoreham (Kingston Buci) Lighthouse with improved access linkages for visitors. Consider and improve wildlife corridors wherever a new green corridor is developed or enhanced as part of the new development. The role of parks, allotments, school playing fields, private residential gardens and cemeteries in providing valuable green corridors and wildlife habitats should be recognised in this area. 	<p>The Water Framework Directive 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.</p>	3.7.24	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.
		<p>The Environment Agency monitors the quality of bathing water at Southwick Beach. Since 2009 water at this location has achieved “higher” status.</p>	3.7.25	Air Quality Action Plans (AQAPs) will continue to play a key role in helping to manage issues of localised air pollution.

Noise	Contamination	Waste and recycling
3.7.26 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.	3.7.29 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 contravention of objectives set out within the Water Framework Directive (WFD).	3.7.32 In keeping with the objectives of the Biosphere Management Strategy (2014-2019). It is important that the JAAP supports the shift towards sustainable management of waste and seeks to ensure waste is fully considered during design, construction, post-construction and demolition phases of new development.
3.7.27 The main generator of background noise in the Regeneration area is road traffic. The A259, A293 and B2194 have high levels of noise pollution related to traffic movements with noise levels decreasing with distance from these roads.	3.7.30 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.	3.7.33 Brighton & Hove City Council, East Sussex County Council and the South Downs National Park Authority, have adopted a Waste and Minerals Plan (2013) that provides planning policies to guide the management of waste and production of minerals over the plan period to 2026.
3.7.28 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.	3.7.31 It will be important for development proposals to undertake the necessary risk assessments in line with best practice approaches and Code of practice (BS 10175, 2011), the British Standard for Investigation of potentially contaminated sites.	3.7.34 West Sussex County Council and the South Downs National Park Authority have adopted a West Sussex Waste Local Plan (2014). The Waste Local Plan covers the period to 2031 and provides a basis for making consistent land-use decisions for waste management facilities.

SH7: Natural environment, biodiversity and green infrastructure

1. The Partnership will prepare a green infrastructure strategy for the regeneration area and its surroundings.
2. The partnership will work with stakeholders, developers, landowners and communities to deliver an improved green infrastructure network including:
 - A259 green corridor improving and connecting improvement sites alongside the road, including embankments and grassed amenity space
 - Portslade and Southwick Beaches including coastal vegetate shingle habitat creation
 - Intertidal habitat creation, including baulking and vertical beaches as part of flood defence works.
 - Green walls and roofs, and appropriate street planting.
3. The partnership will promote and require the creation and enhancement of open space and green infrastructure in accordance with the emerging Shoreham Harbour Green Infrastructure Strategy and Brighton and Lewes Downs Biosphere objectives.
4. All development must ensure no net loss, and seek to provide a net gain to biodiversity, in particular to Habitats of Principal Importance (formerly known as BAP habitats). The indirect impacts of development, such as recreational disturbance, on designated nature conservation sites and other significant habitats must be considered. Appropriate mitigation must be identified, along with the means for its delivery and maintenance.
5. 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
6. Development proposals will be required to include schemes to conserve, protect and enhance existing biodiversity and to create appropriate habitats, taking into account appropriate, coastal protected sites and species. Measures to enhance biodiversity include, but are not limited to:
 - Incorporating green walls and roofs and appropriate planting schemes for the location, using locally native species wherever possible.
 - 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, in particular through contributions to management and monitoring plans for, local conservation sites such as Shoreham Beach and Widewater Lagoon Local Nature Reserves.

SH7.1 – Water quality	SH7.2 – Air quality	SH7.4 – Contamination
<p>1. Development must protect groundwater quality and to ensure only clean surface water is discharged into the River Adur.</p> <p>2. All development will be expected to incorporate appropriate sustainable drainage systems (SuDS) and demonstrate how surface water run-off will be minimised. Development should seek to provide ecological enhancements through the use of SuDS.</p> <p>3. 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.</p>	<p>1. Air quality impacts should be considered at an early stage in the design process to ensure that creating new exposure to poor air quality is avoided.</p> <p>2. Development within or adjacent to an Air Quality Management Area (AQMA), or that is likely to have an impact on an AQMA, will be required to provide a contribution towards implementing Air Quality Action Plan objectives, such as sustainable transport improvements.</p> <p>3. 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.</p>	<p>1. Applications for development within a 10 metre radius of potentially contaminated sites will be required to submit a risk assessment.</p> <p>2. Assessment of contamination should not be limited to site boundaries as contamination can migrate beyond the proposed site development through soil, water and air.</p>
	SH7.3 – Noise	
	<p>1. 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.</p> <p>2. Particular consideration will be required in relation to noise generated by transport and arising from adjacent industrial, trade and business premises, construction sites, activities in the street and on-going port and marine-related activities.</p>	

3.8 Recreation and leisure

Objective 8 – Recreation and leisure: To enhance and activate the harbour for leisure, recreation and tourism and encourage active, healthy lifestyles.

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

Beaches and water sports

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| <p>3.8.1</p> <p>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.</p> <p>3.8.2</p> <p>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 and fishing). 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.</p> <p>3.8.3</p> <p>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.</p> | <p>3.8.4</p> <p>The harbour is home to a number of sailing facilities including:</p> <ul style="list-style-type: none">• Lady Bee Marina (Southwick Waterfront)• Riverside Yard (Southwick Waterfront)• Sussex Yacht Club (Western Harbour Arm / Southwick Waterfront)• Shoreham Sailing Club (Harbour Mouth)• Shoreham Rowing Club (Harbour Mouth) <p>3.8.5</p> <p>All five 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. Shoreham Port Authority is seeking to increase berthing capacity at Lady Bee Marina.</p> <p>3.8.6</p> <p>Whilst there is good provision of uses in and around the regeneration area, access is constrained in some places, and some facilities are in poor condition in need of replacement, improvement or re-provision.</p> |
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	Slipways and Hards	Pedestrian Routes	Cycle Paths
3.8.7	<p>There are a number of historic slipways and hards in the Shoreham area. These were formerly used to launch and land boats onto and from the water.</p> <p>However most of these are now unable to function effectively for various reasons such as having been in-filled, being too steep, being dilapidated or being inaccessible and lacking sufficient parking and turning areas for trailers.</p>	3.8.10 <p>Strategic routes for rural walkers are concentrated in the South Downs and stop at the outskirts of built up areas. Currently these do not connect well into the town centres and to the sea.</p> <p>Walking routes in the urban areas of the regeneration area are not well designed and signage is poor. The Adur Ferry Bridge has significantly improved the quality of the pedestrian environment in that area.</p>	3.8.12 <p>National cycle route NCN2 runs through the harbour from Hove Lagoon, along the southern section of the canal (the South Quayside area) across the canal locks, then runs inland to re-emerge in Shoreham-by-Sea. It then crosses over Adur Ferry Bridge and continues on to the seafront to the west. This route links Brighton in the east and Worthing in the west and is part of a long distance cycle route from Dover to Penzance.</p>
3.8.8	<p>West Sussex County Council, working in partnership with Adur District Council and the Shoreham Slipways Group, are working towards providing new and improved public slipways for the Shoreham area. These new facilities will help support the local economy through enabling visiting anglers, divers and day boat users to access the harbour. The enhanced access to the water will help to restore Shoreham's maritime heritage.</p>	3.8.11 <p>The pedestrian network running east to west along the majority of the regeneration 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.</p>	3.8.13 <p>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 cycle paths. The section in between that runs through the harbour area is classified as 'on-road', with no dedicated cycle facilities. 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.</p>
3.8.9	<p>A key planning consideration for locating a new public slipway is the need for sufficient appropriately laid out parking and turning areas for vehicles and trailers to manoeuvre.</p>		

- 3.8.14 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. However, signage to this route from the town centre is poor. Other routes to the South Downs from the regeneration area are also poorly signposted.
- 3.8.15 **Open Space**
Provision of new and enhanced areas of open space will be essential to creating a pleasant harbour side environment. Multi-functional open spaces provide a range of health benefits and can create pleasant new spaces for people to sit, relax and interact helping to build a sense of community and identity for the harbour.
- 3.8.16 The NPPF requires that planning policies should be based on robust, up-to-date assessments of local needs for open space, sports and recreation facilities and opportunities for new provision.
- 3.8.17 The Adur District Open Spaces Study was updated in 2014 which has provided open space provision standards for the district.
- 3.8.18 For Brighton & Hove, open space standards are set out within the Open Space Update Study (2011).

SH8: Recreation and leisure

1. Development proposals will be required to provide high quality public open space / green infrastructure 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.
2. Brighton & Hove City Council and Adur District Council 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.
3. Improved linkages to existing open space assets and green corridors will be encouraged.
4. In accordance with local 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.
5. Major waterfront development schemes, are expected to incorporate features that improve open access to the waterfront. These may include facilities for boat users, additional moorings, floating pontoons/docks, slipways and inlets. Early consultation with Shoreham Port Authority and statutory bodies such as the Environment Agency and Marine Management Organisation is advised.
6. 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.
7. Where a new/improved slipways or hards are provided or reinstated it will be necessary to consult with the relevant highway authority to ensure appropriate public highway status is recorded including rights of motor vehicle use.
8. Where additional moorings are provided consideration must be given to the management of additional waste and sewage arising. Appropriate services, such as toilets, should be provided where appropriate.

3.9 Place making and design quality

Objective 9 – 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.

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| <p>3.9.1</p> <p>3.9.2</p> | <p>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.</p> <p>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.</p> | <p>3.9.3</p> <p>3.9.4</p> | <p>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'.</p> <p>Shoreham Harbour benefits from a number of historic assets which are proposed to be protected and enhanced to contribute towards maintaining the cultural history of the area and visual interest within the landscape and local views. The harbour area includes:</p> <ul style="list-style-type: none">● Parts of the Shoreham-by-Sea Conservation Area● The Riverside section of the Southwick Conservation Area.● Three Grade II Listed Buildings<ul style="list-style-type: none">■ Royal Sussex Yacht Club■ Sussex Arms Public House■ Kingston Buci Lighthouse● Shoreham Fort (Scheduled Monument). |
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SH9: Place making and design quality

- 1. Schemes should be designed to reflect the character of the marine environment and should be sensitive to views of the waterfront, surrounding landscape and historic features.**
- 2. 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.**
- 3. 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.**
- 4. 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).**
- 5. Where appropriate contribution will be sought for the provision of public art, in accordance with the scale of development proposed.**
- 6. 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.**
 - 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, including private balconies, terraces, gardens and shared courtyards as appropriate.**
 - Careful consideration of the impact of new development on access to daylight and sunlight for both existing and new residents.**
- 7. The Partnership will work with its partners and other stakeholders to conserve and enhance the harbour's historic assets.**