

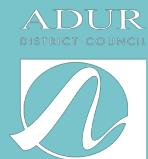


SHOREHAM HARBOUR SOUTH PORTSLADE INDUSTRIAL ESTATE AND ALDRINGTON BASIN

DEVELOPMENT BRIEF

Allies and Morrison
Urban Practitioners

August 2013



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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This document is a Development Brief for South Portslade Industrial Estate and Aldrington Basin. Both of these areas fall within the part of the Shoreham Harbour Regeneration area that lies within the City of Brighton & Hove. The remainder of the Shoreham Harbour Regeneration area falls within Adur District in West Sussex. Refer to Figure 2.3 for a map of the boundaries.
- 1.1.2 This brief is one of a series of planning documents being prepared to underpin the Shoreham Harbour Joint Area Action Plan (JAAP). These documents will together guide future investment and planning decisions throughout the harbour and are being prepared by the Shoreham Harbour Regeneration Partnership, consisting of Brighton & Hove City Council (BHCC), Adur District Council (ADC), West Sussex County Council (WSCC) and Shoreham Port Authority (SPA). The partnership also works closely with key stakeholders including the Homes and Communities Agency (HCA), the Environment Agency (EA) and the Coast to Capital Local Economic Partnership (LEP).
- 1.1.3 Allies and Morrison Urban Practitioners were commissioned in May 2012 to prepare a Development Brief for South Portslade Industrial Estate and Aldrington Basin. A Development Brief has also been prepared

in parallel for the Western Harbour Arm, at the other end of the harbour in Adur. The purpose of these briefs is:

- To manage and facilitate change
 - To define land use and design guidance
 - To identify parameters to ensure that development is of the highest quality
 - To highlight key interventions and priority projects
 - To encourage investment and developer interest in the harbour.
- 1.1.4 The Development Brief is founded on a desire to develop a viable and deliverable spatial plan that responds to the marine character of the area, that promotes high quality innovative design alongside high levels of sustainability and with careful consideration of environmental issues and infrastructure implications.
- 1.1.5 The harbour regeneration area was previously earmarked under the Government's Eco-Towns programme and was nominated for testing to become a second wave Eco-Town. This commitment to delivering the highest standards in sustainable development continues to underpin the guidance within this brief.
- 1.1.6 Both South Portslade Industrial Estate and Aldrington Basin will continue to play a

1.2 STATUS OF BRIEF AND RELATIONSHIP WITH JOINT AREA ACTION PLAN (JAAP)

key role in the local economy, generating a range of new employment opportunities and retaining a strong core of existing businesses and port-related functions. Both areas present an opportunity to deliver carefully located new residential dwellings alongside modern employment space to assist in meeting the city's economic needs.

- 1.2.1 This brief is a planning policy guidance document and is to be read in conjunction with the policies within the Brighton & Hove Submission City Plan (Part One) 2013, other relevant local policy and the National Planning Policy Framework (NPPF) that sit above it.
- 1.2.2 The brief has been informed by a large body of technical background work, public consultation and engagement and has been subject to Sustainability Appraisal (SA). As such it will be regarded as a significant material consideration and afforded weight accordingly when determining planning applications within the brief area.
- 1.2.3 This brief will eventually form the part of the harbour-wide JAAP that deals with the South Portslade and Aldrington Basin character areas. The detail of future proposed development for the other parts of the harbour area will also be set out within the JAAP. The JAAP will contain a Vision Statement and Spatial Strategy organised under a series of Strategic Objectives. Distinct character areas will be identified and key area proposals and policies will be developed for each location.
- 1.2.4 All future planning applications and investment decisions within the harbour area will be assessed against the policies

within both the City/Local Plans and the JAAP. The plan is ‘joint’ because it will be jointly adopted by ADC and BHCC, and endorsed by WSCC.

- 1.2.5 A four stage process is underway in preparing the JAAP. The process is currently at Stage 2:

Stage 1: Information gathering, baseline analysis and identifying issues. (2008 – 2012).

Stage 2 (WE ARE HERE): Consideration of options, shaping the policy direction and developing a spatial framework for the harbour, including detailed Development Briefs for key areas of change (2010-current).

Stage 3: Developing a draft of the JAAP document for public consultation, resolving further technical issues that arise as a result of responses received, before submitting the JAAP to the Secretary of State (2013-2014).

Stage 4: Independent examination conducted by a Planning Inspector followed by formal adoption (2014-2015).



North Basin Quay



Entrance into harbour from Hove



Basin North Road



Basin Road South



Wharf Road from Kingsway



Popular cycle route along Basin Road South



Hove Lagoon



Adjacent seafront character



View west from Aldrington Basin



View east towards Western Esplanade

Figure 2.1: Aldrington Basin: Images of the site and the surrounding context

2 CONTEXT

2.1 A VISION FOR SHOREHAM HARBOUR

- 2.1.1 Shoreham Harbour is an extremely attractive strategic location, benefitting from a natural coastal setting and accessible waterfront environment. The harbour stretches for five kilometres of waterfront; bounded to the north by the A259 south coast road, the West Coastway railway line and the coastal communities of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishersgate, South Portslade and Hove. The regeneration area occupies a strategic location in the south-east region being well-located for a wide range of economic functions and activities, with Brighton and Shoreham-by-Sea readily accessible by quick road and rail journeys and both Gatwick Airport and London within an hour away.
- 2.1.2 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 key landmarks including Hove Lagoon, Shoreham Fort and Kingston Beach lighthouse; a number of established residential communities and Shoreham Port as a highly engineered working environment.

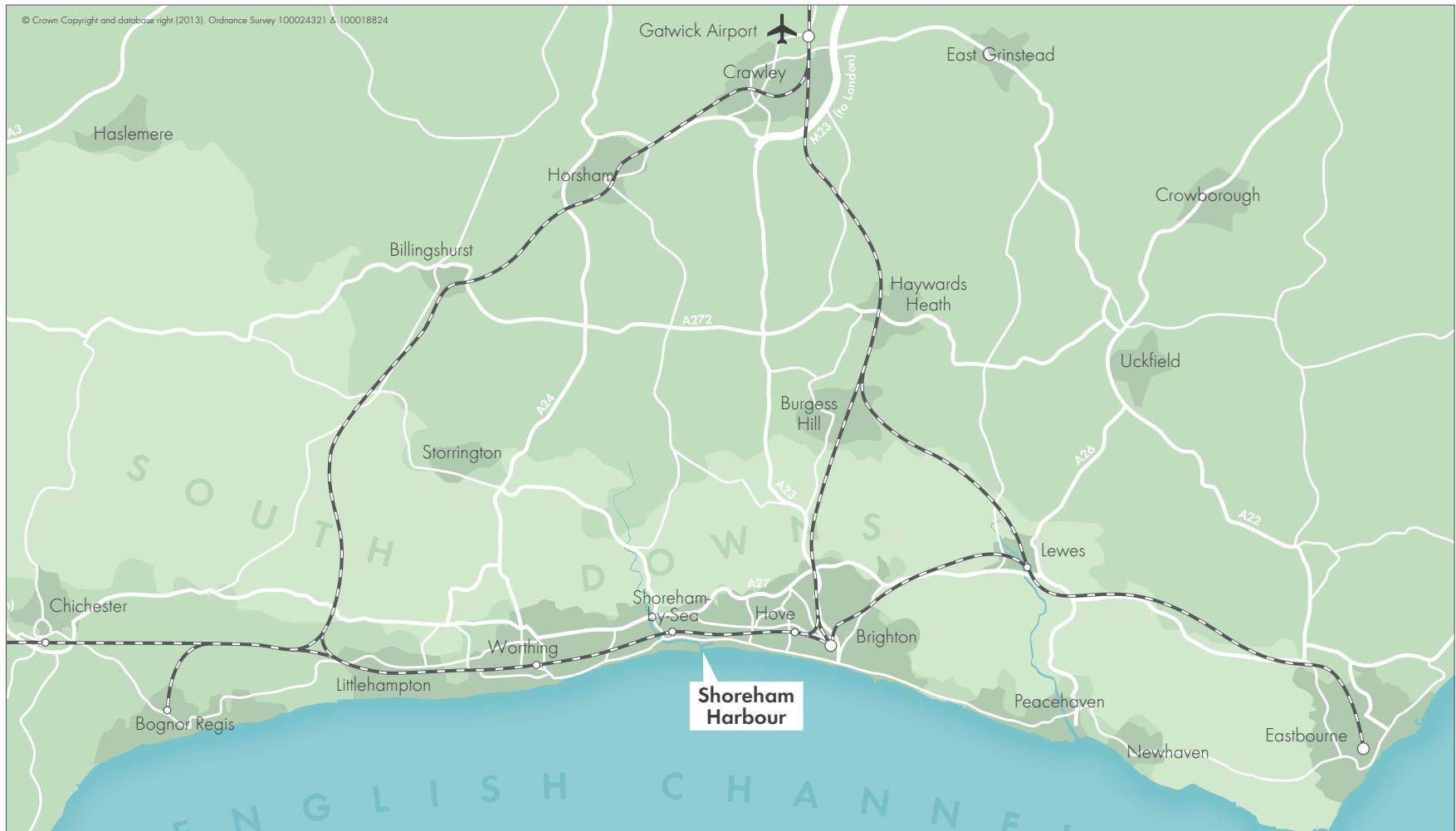


Figure 2.2: Regional position

2.1.3 The modern day harbour area continues to play an important economic role as a thriving operational port. Shoreham is a 'short sea' port providing tidal access to ships and has a stable traffic base. In 2011 trading throughput exceeded two million tonnes for the first time. A Masterplan (2010) has been prepared for the port that identified approximately 71 hectares of land of which 52 are owned by the Shoreham Port Authority. Of this, 38 hectares are in direct operational port use and 3 hectares are vacant.

2.1.4 There is a strong commitment from the local authorities to realise the economic opportunities offered by the harbour area and as such Shoreham Harbour has been identified as a 'broad location' for change in both the Brighton & Hove Submission City Plan (Part One) City Plan and in the neighbouring emerging Adur Local Plan. This brief has been prepared in accordance with the policies set out in both these plans including the Vision Statement as follows:

"By 2028 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."

To deliver this ambitious vision and provide a framework for change, a series of Strategic Objectives have been developed in response to community consultation and the findings of technical work. The Guiding Principles set out in Chapter Five of this brief have been prepared as a direct local level response to these over-arching objectives:

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.

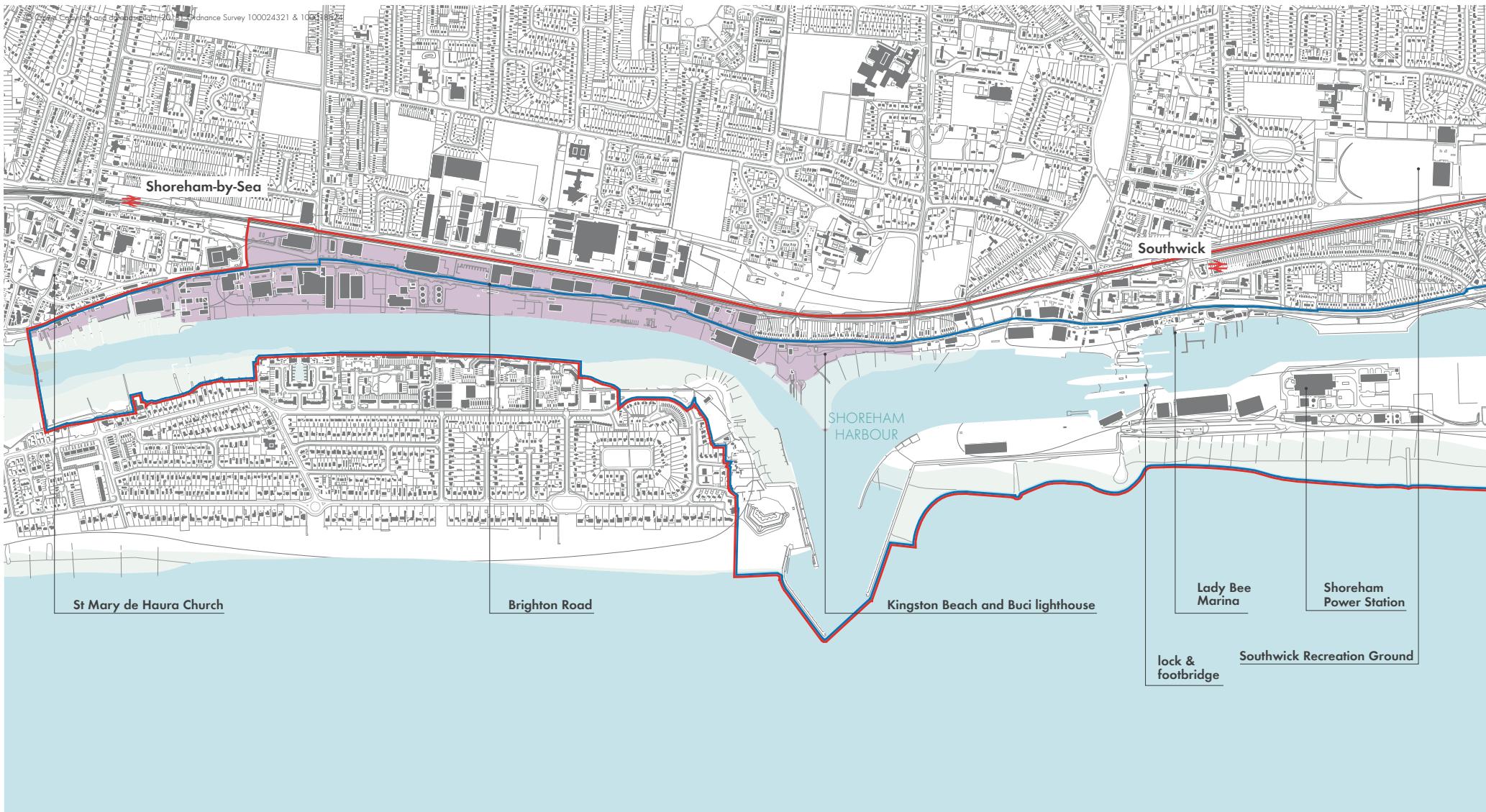
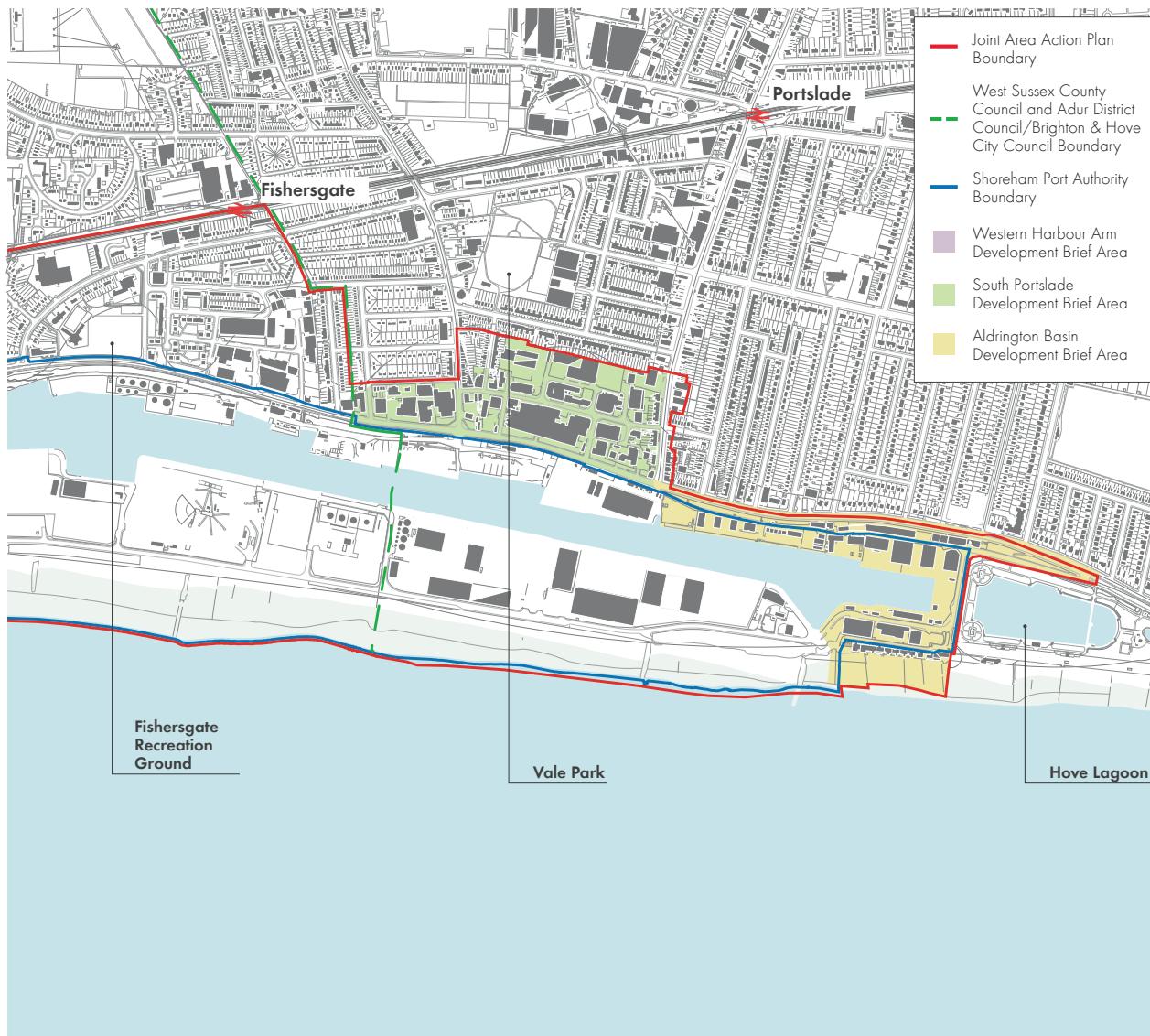


Figure 2.3: Joint Area Action Plan and Development Brief boundaries



SO2. Shoreham Port: 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.

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. Flood Risk and Coastal Processes: 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. Local Environment: 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.

2.2 RELATIONSHIP WITH OTHER PLANNING POLICY DOCUMENTS

2.2.1 The following documents are useful in providing further background to plans for the regeneration of Shoreham Harbour and should be consulted and referred to where relevant when preparing planning applications within the brief area.

Brighton & Hove Submission City Plan (Part One) 2013

2.2.2 Brighton & Hove's Submission City Plan (Part One) 2013 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.

2.2.3 Shoreham Harbour is listed as one of eight development areas in the city which have been identified as locations with sustainable transport links and a significant capacity for new development. Policy DA8 - Shoreham Harbour - identifies the potential for 400 new homes and 7,500sqm of net additional employment floor space within the part of the regeneration area in Brighton & Hove to

be further refined through future local area development briefs and the JAAP.

2.2.4 The DA8 policy sets out the key priorities and proposals for the four harbour character areas located within Brighton & Hove, including South Quayside/Port Operational and North Quayside character areas which focus on protecting and enhancing port operations. Key priorities for the Aldrington Basin character area focus on achieving a balance between retaining the potential for delivering modern employment floorspace, maximising leisure and visitor opportunities as well as sensitively located new residential uses. South Portslade character area is defined as being a strategic employment / mixed-use residential area with a focus on improving access connections and linkages. The importance of responding to flood risk and improving local air quality are also highlighted.

Waste and Minerals Local Plans

2.2.5 Development proposals in the harbour involving or impacting waste and minerals operations should refer to the East Sussex County Council (ESCC), South Downs National Park Authority (SDNPA) and Brighton & Hove Waste and Minerals Plan (2013) as well as the WSCC Minerals Local Plan (2003) and the WSCC, SDNPA Proposed

Submission Draft Waste Local Plan. WSCC is due to update the Wharves and Railheads Study (2008) which will provide further guidance as to how national and local policies in relation to protection of minerals wharfage capacity will be applied at the harbour.

Shoreham Harbour Interim Planning Guidance (2011)

2.2.6 Shoreham Harbour Interim Planning Guidance (IPG, 2011) was adopted by both BHCC and ADC to clarify the current status of regeneration plans for the harbour, to set out the vision and objectives for the regeneration area and to signpost to relevant policy documents in the interim period before the JAAP is adopted. Notably the IPG contains policy guidance for existing industrial uses in the interim period before the JAAP is adopted, for example in relation to temporary consents in locations earmarked for change within the briefs.

Shoreham Port Masterplan (2010)

2.2.7 Shoreham Port Authority has produced a Port Masterplan (2010). Although not a statutory planning policy document, the plan is reflective of the Port Authority's future aspirations. The Masterplan has been subject to consultation and should be taken into account when considering new

developments in the vicinity of Shoreham Port. The Port Masterplan can be viewed at www.shoreham-port.co.uk/Masterplan. It is advisable to consult with the Port Authority as part of pre-application discussions related to developments that may impact areas within the Port Authority's jurisdiction.

2.2.8 The Port Authority's strategy for growth is set out in the Port Masterplan and involves consolidating port-related uses within the eastern canal and south quayside. This will have the effect of freeing up sites for redevelopment along the western harbour arm and improving the overall efficiency of port operations and services. The priority for the Port Masterplan is to provide a clear strategy of land use that maximises the availability of port-operational land and the economic use of non-operational land and financial return from it.

Shoreham Harbour Transport Study (2013)

2.2.9 A transport study has been undertaken by Parsons Brinckerhoff to assess the impact of proposed residential and commercial development to inform the preparation of the Adur Local Plan and Shoreham Harbour JAAP. The study identifies key areas of congestion on the highway network for a future year of 2028. A package of mitigation

measures consisting of sustainable transport initiatives and junction improvements are identified in the study.

Shoreham Harbour Transport Strategy

- 2.2.10 West Sussex County Council is leading on the preparation of a transport strategy to inform planning policies that support regeneration and development at Shoreham Harbour including the area within Brighton & Hove. The strategy will contain a set of integrated measures that will guide the provision of transport infrastructure in the area for the next 15 years. Consultation on a preferred transport strategy will be undertaken as part of the JAAP consultation.

Shoreham Harbour Flood Risk Technical Guide

- 2.2.11 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 parameters and requirements of developers in relation to mitigating flood risk. This guide will inform the Brighton Marina to River Adur Coastal Strategy study, currently being prepared by the Environment Agency,

which will set out preferred options for managing flood risk and coastal erosion along this stretch of coastline.

Shoreham Harbour Streetscape Guidance (2012)

- 2.2.12 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. The guide, along with other key design-related studies, including the Brighton & Hove Legibility Study, will be used to inform an emerging Urban Design Framework for the City.



Figure 2.4: Consultation events

2.3 CONSULTATION

2.3.1 This brief has been prepared in accordance with both councils' Statements of Community Involvement and has been informed by a comprehensive programme of consultation and engagement including:

Informal engagement (on-going)

2.3.2 Dialogue with local residents, community groups, landowners and businesses, conducted by Shoreham Harbour Regeneration Partnership officers.

First Stakeholder design workshop (August 2012)

2.3.3 Allies and Morrison Urban Practitioners facilitated a design workshop at Adur Civic Centre attended by 48 people including residents, members and officers of the partner authorities and other stakeholders. The workshop explored initial proposals for the Western Harbour Arm, Aldrington Basin and South Portslade Industrial Estate.

Drop-in emerging proposals exhibition (August 2012)

2.3.4 Landowners, businesses and developers were invited to attend a staffed exhibition held over four days at Hove Town Hall and Adur Civic Centre. Discussions focused on the context for the development briefs and current aspirations for existing sites and businesses.

Informal consultation on Background and Emerging Proposals Report (October to November 2012)

2.3.5 Interested parties including landowners, businesses, statutory consultees and local stakeholders were invited to comment on a report outlining emerging proposals. Stakeholders were invited to submit written representations which were used to refine indicative proposals.

Formal public consultation on Draft Development Brief (January to March 2013)

2.3.6 The Draft Development Brief and its accompanying Sustainability Appraisal were subject to a six week period of formal consultation. During the consultation period the documents were available from council officers, community centres and public libraries in Shoreham-by-Sea, Southwick, Portslade and Hove and at Nautilus House, the headquarters of Shoreham Port Authority.

Public exhibitions on Draft Briefs (January–February 2013)

2.3.7 Drop-in public exhibitions were held at Adur Civic Centre, Hove Town Hall, CityCoast Centre, Portslade and Shoreham Farmers'

Market. Officers were available to answer questions and discuss the proposals in more detail. Approximately 300 visitors to the exhibition were recorded.

Second Stakeholder design workshop (March 2013)

- 2.3.8 A consultation workshop was held on 7 March 2013 at Adur Civic Centre. This was attended by 60 people including officers, representatives of community and residents' groups, local businesses, landowners and developers.
- 2.3.9 Approximately 50 written representations were received during the consultation period. Around half of these relate to the parts of the harbour in Brighton & Hove. Many representations were broadly supportive of the overall aim to revitalise the area and recognised the need to make provision for new housing and employment space in to the future. All representations and officer responses are provided in a separate Consultation Statement and Summary of Amendments.
- 2.3.10 Representations received during the consultation period have been taken into account when preparing the final version of the development brief.

2.4 SUSTAINABILITY APPRAISAL

- 2.4.1 Shoreham Harbour Regeneration Partnership has undertaken a non-statutory Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Development Brief. This was considered necessary to ensure that the brief is robust and sound.
- 2.4.2 The purpose of the Sustainability Appraisal is to ensure that the principle of sustainable development is incorporated into the plans, policies and proposals in the Development Brief and the JAAP. As such, its role is to challenge the development proposals and seek the highest possible standards in relation to sustainability.
- 2.4.3 The appraisal was informed by the outcomes of an officer-led panel who reviewed the Background and Emerging Proposals Report in October 2012. Many of the recommendations of the SA panel directly informed the preparation of guidance in the Draft Development Brief.
- 2.4.4 The Draft Development Brief was subject to further appraisal by officers. The Draft Sustainability Appraisal was subject to public consultation at the same time as the Development Brief between January and March 2013.
- 2.4.5 The Development Brief has been updated and amended to reflect the representations received during the consultation period. Where appropriate, further appraisal has been carried out to ensure that the sustainability impacts of any changes have been taken into account. The final appraisal of the Development Brief is included in the SA Addendum Report.
- 2.4.6 Following adoption of the Development Brief, a Sustainability Statement summarising how sustainability considerations have been integrated into the brief, and the proposed measures for monitoring the impacts of the brief.

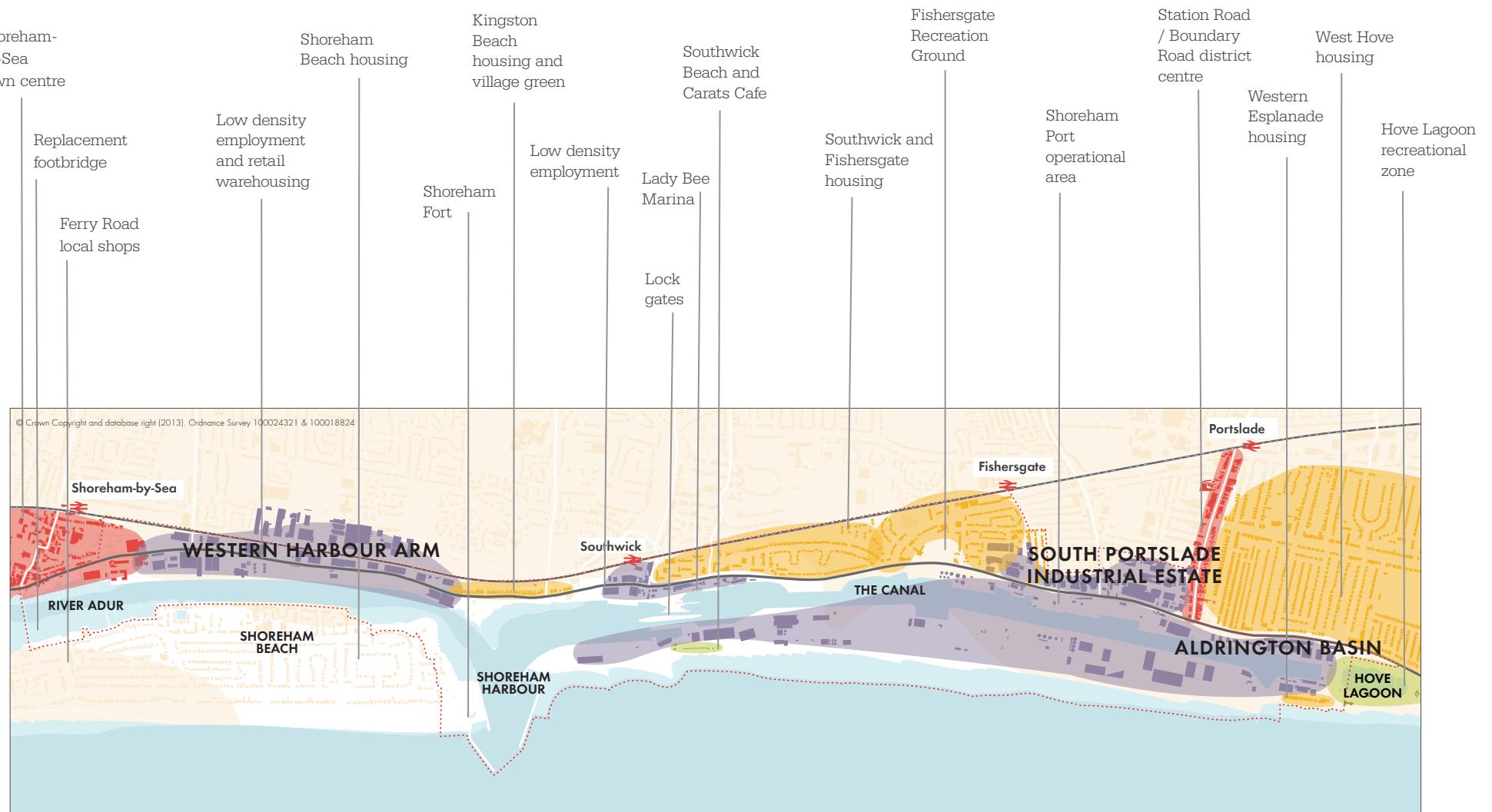


Figure 3.1: Existing key land uses

3 PLANNING CONSIDERATIONS AND OPPORTUNITIES

3.1 LAND USE AND CHARACTER

Aldrington Basin

- 3.1.1 Aldrington Basin forms the eastern gateway in 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, an attractive leisure facility that helps to support a small number of retail and leisure businesses in its immediate vicinity. The basin marks the end of the West Hove seafront promenade and a transition to the harder, more industrial character of Shoreham Port.
- 3.1.2 The Aldrington Basin development brief area currently contains a mixture of mainly employment land uses ranging from office space, retail outlets, a restaurant and a 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, Brighton Van Sales and Quayside offices. The remaining sites are in private ownership.
- 3.1.3 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 watersports 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 port and the wider harbour area.

South Portslade Industrial Estate

- 3.1.4 South Portslade Industrial estate is located on the north-side of the highway further along the A259, where Kingsway becomes Wellington Road, and is home to a diverse mix of mostly industrial premises of varying sizes, styles and quality, nestled within a wider residential neighbourhood. The estate originally emerged as an industrial employment area following the slum clearances of the post-war years. Historically there has been an on-going association between the residential communities of South Portslade and the growth of Shoreham Harbour, with many families living in the estate and working in the harbour. The estate continues to serve an important function in the city's economy offering comparatively affordable industrial and

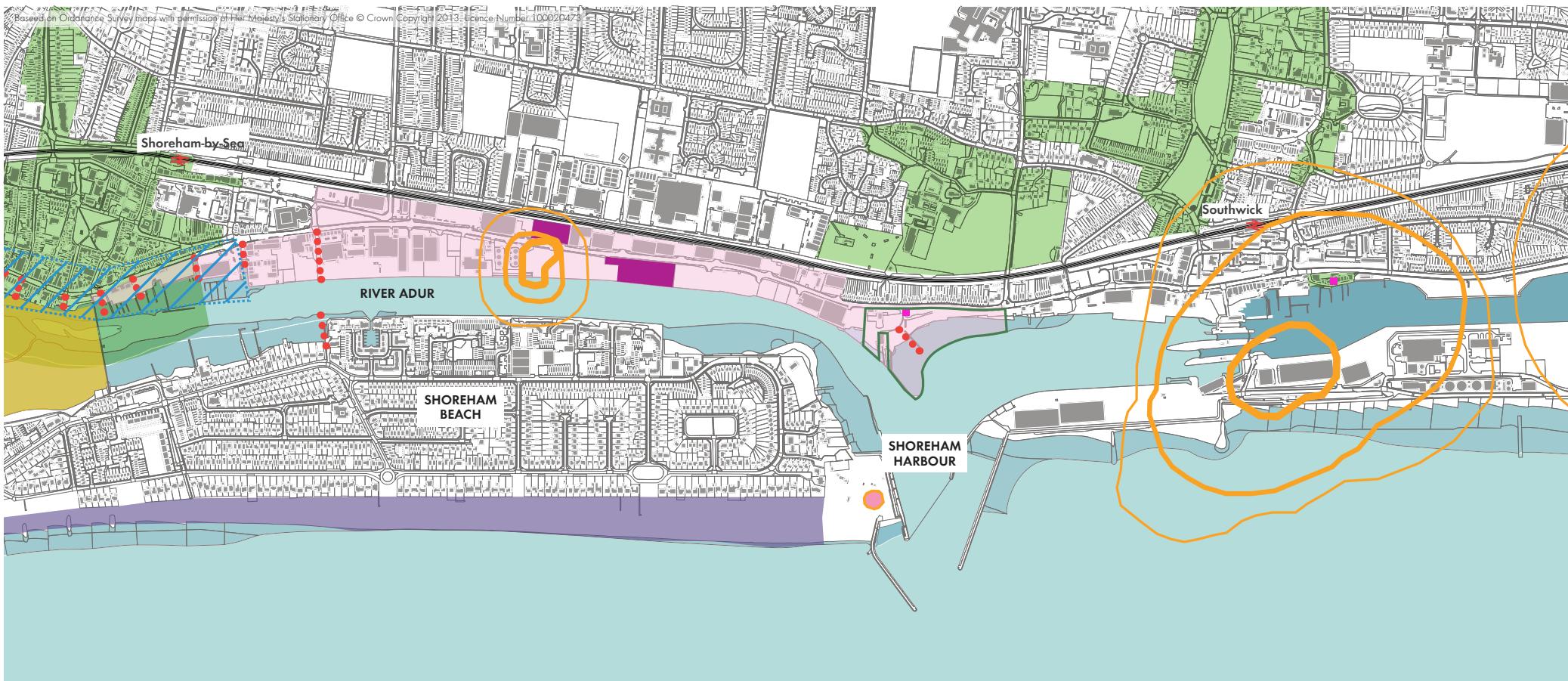
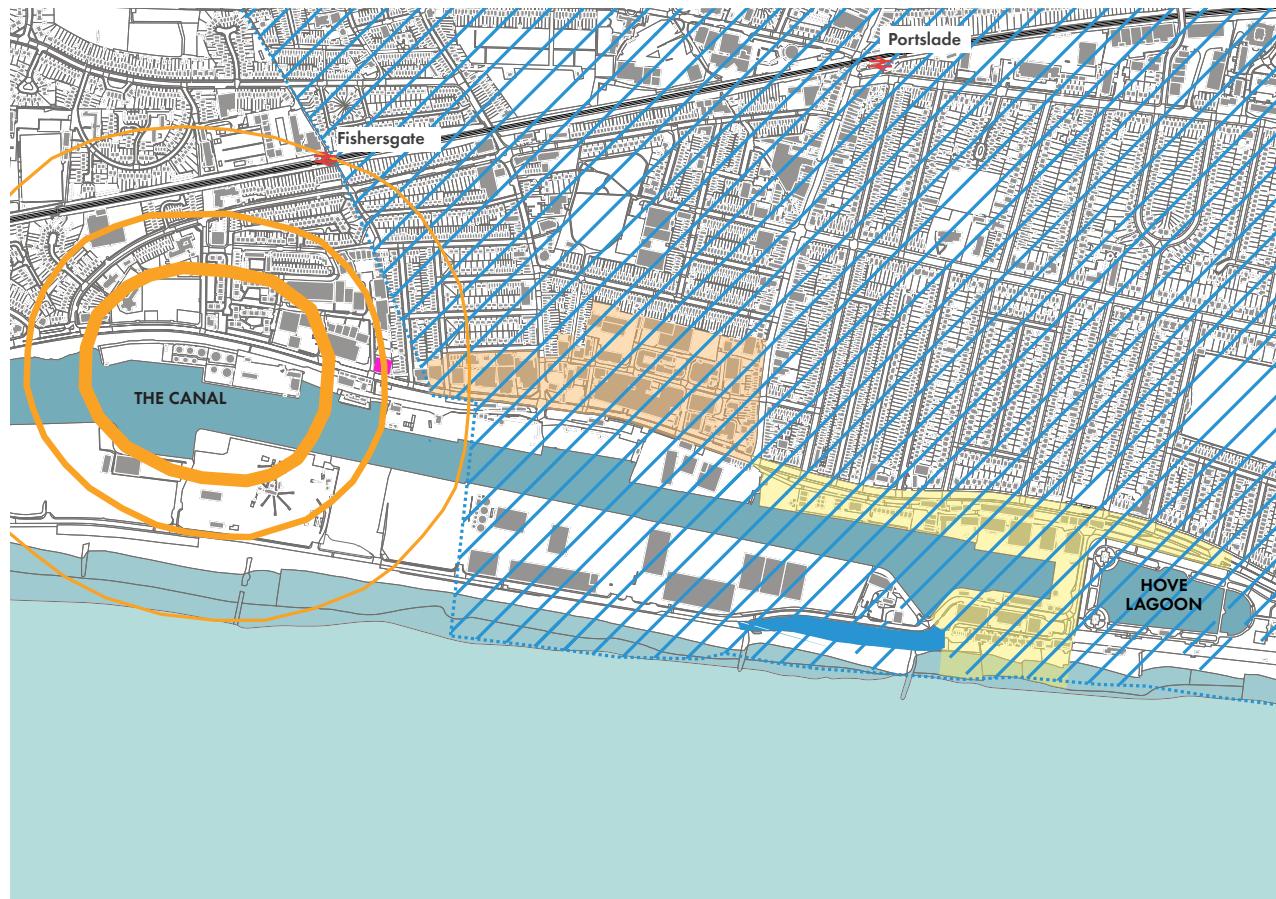


Figure 3.2: Planning Considerations



flexible/workshop premises to small and medium-sized businesses with the benefit of being surrounded by similar uses, reducing the risk of disturbance complaints.

3.1.5 The South Portslade development brief area is defined predominantly by employment uses, across a range of different activities including car garages, offices and product fabrication. To the north and west, 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.

3.1.6 Land uses on the south-side of the A259 opposite the industrial estate are predominantly port-operational, industrial and aggregate uses including the port-owned Britannia Wharf. 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. The southern edge of the South Portslade Industrial Estate is defined by the stark environment of the A259. This road is a key corridor for vehicle movements including a large number of Heavy Goods Vehicles

(HGVs). 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.

- 3.1.7 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 into this area; 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 on to the 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.
- 3.1.8 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 with the existing employment uses to the north and port operational uses to the south.

3.2 HISTORIC ASSETS

- 3.2.1 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 sitting within a network of surrounding residential streets. However, there is evidence of a flaw in the street pattern of the neighbourhood which may have contributed to its subsequent redevelopment. Significantly, several streets running north-south (West Street, Ellen Street and East Street) in South Portslade 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 as housing was cleared and replaced by industrial premises, albeit with the retention of the established pattern of streets. The truncated network of streets reinforced this process of separation, which is clearly evident by the 1970s.
- 3.2.2 Although largely light industrial in character, the co-existence of residential dwellings and employment uses echoes the historic development of the area. The quality of buildings is extremely varied. Although none of the buildings are of sufficient merit

to warrant statutory designation in their own right, there are predominantly robust, serviceable buildings which contribute to the character of the area.

- 3.2.3 Since the mid 1800's Aldrington Basin has been predominantly occupied by industrial uses. Over time, a number of physical interventions such as reclamation and the addition of landing stages and wharves, as well as the arrival of residential dwellings at the beginning of the twentieth century at Western Esplanade, have shaped the current character of Aldrington Basin.

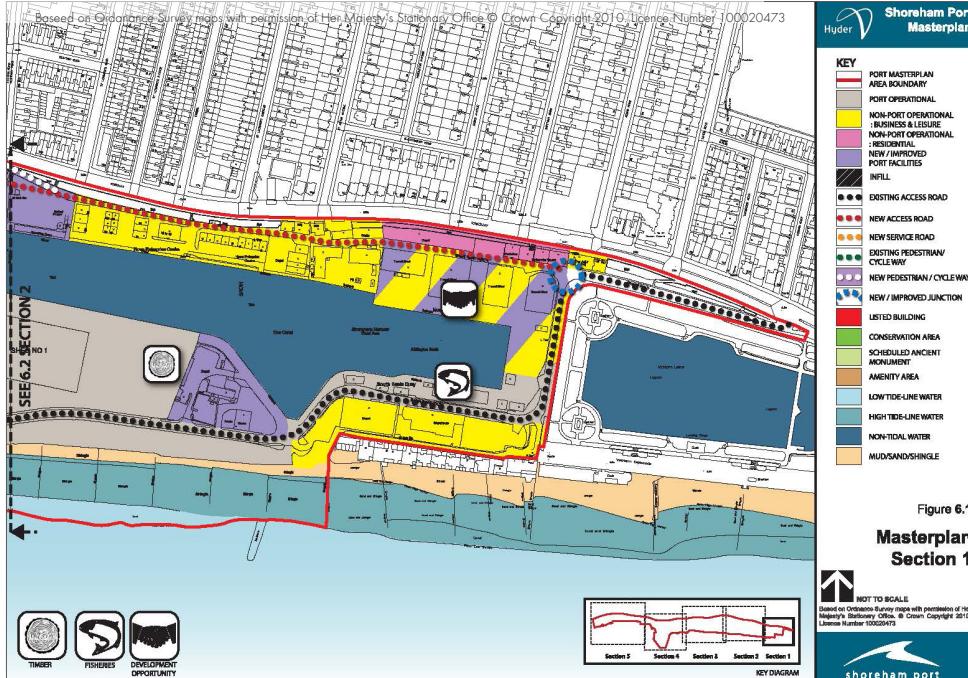


Figure 3.3: Port Masterplan - Aldrington Basin

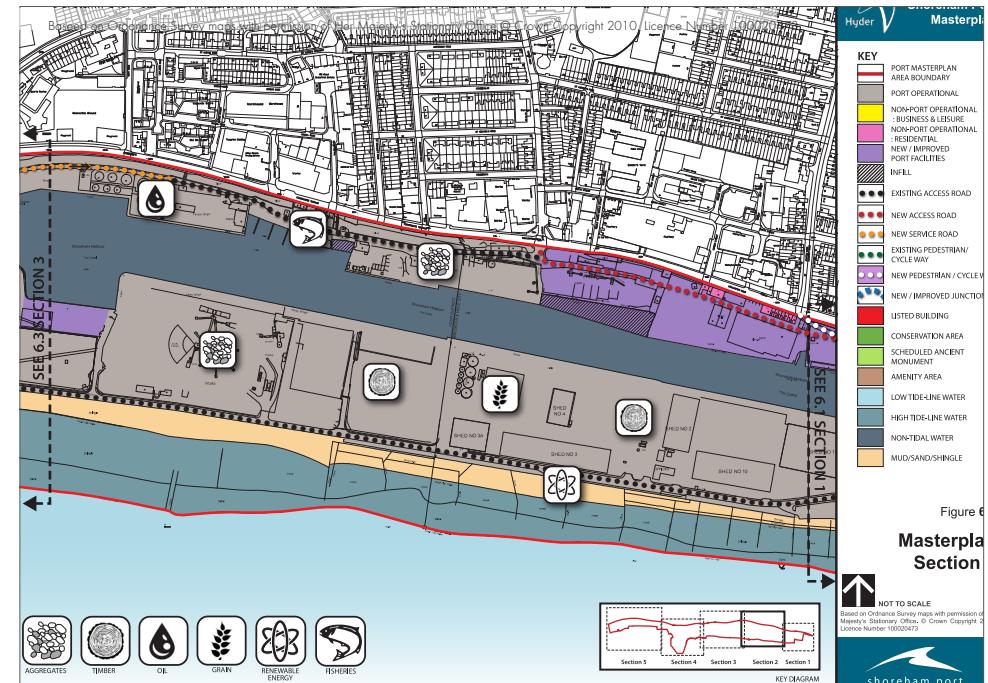


Figure 3.4: Port Masterplan - South Portslade

3.3 SHOREHAM PORT OPERATION

- 3.3.1 A key consideration for both the brief areas is the close proximity to the operational areas of Shoreham Port and associated noise, smells and disturbance. The introduction of new uses, particularly residential, needs to be carefully managed in terms of location, design and mitigation measures to prevent future conflicts arising that may impact the long term viability of port industry.
- 3.3.2 The Port Masterplan (2010) explored operational land requirements and opportunities to enable redevelopment. In addition to clarifying future opportunities and priorities for the core areas of port operation, the Masterplan identified proposals for Aldrington Basin. Proposals for these sites were based on the premise of land intensification and the introduction of a wider mix of uses including residential. Since this time Shoreham Port Authority has resolved that the introduction of residential uses into Aldrington Basin should be limited away from the immediate quayside to avoid prejudicing port operation and adjacent employment uses.
- 3.3.3 A key consideration for any development proposals 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 head means the

opportunity for infilling any of the basin to increase waterfront space is limited. Re-modelling of this head may be a longer term opportunity but would require significant investment.

3.4 ACCESS, TRANSPORT AND HIGHWAYS

3.4.1 The area is dominated by the A259 which is a busy vehicular route and a key connection for industrial and local traffic. The Development Briefs should be read in conjunction with the emerging Shoreham Harbour Transport Strategy under preparation by West Sussex County Council as a joint strategy with involvement from BHCC officers and members. The following list summarises the key considerations:

Highways:

- High degree of local congestion on routes to and from the A27.
- The need to consider air pollution issues through the ongoing implementation of Air Quality Action Plans (AQAPs) in the study area.
- Potential priorities include improvements to North Street, creating two principal access junctions at either end of North Street (Church Road and Boundary Road) and improving Wharf Road/A259 junction for all users.
- Discussion is ongoing in relation to the merits of reducing the number of HGVs using the A259. As proposed in the Port Masterplan, this could potentially be assisted through a new two-way road on the north side of the canal from the existing Wharf Road/Basin Road junction linking to the A259 / Church Road junction.

Parking:

- Careful strategies are required in relation to car parking which may include revised parking standards to ensure a more realistic provision of spaces and measures such Controlled Parking Zones and Car Clubs. Key issues for the area relate to the availability of parking spaces, particularly in relation to the potential future requirements associated with growth targets in the Development Brief.

Bus services and railway access:

- Although the A259 benefits from regular bus services, there are issues with reliability exacerbated by local congestion in the local highway network. In addition the interchange facilities at the local railway stations for passengers travelling by bus, bicycle or on foot are poor.

Walking and cycling:

- The A259 is an unattractive environment for walking and cycling due to the presence of HGVs, inadequate crossing points across the road and poor public realm and pavement conditions.

3.5 PROPERTY MARKET ANALYSIS

- 3.5.1 The Background and Emerging Proposals report (Allies Morrison Urban Practitioners, 2012) provides an overview of the national property market trends and a focus on local characteristics. The commentary focuses on the employment and residential markets given that the majority of change envisaged is planned on land comprising existing employment uses. It is clear from the considerable amount of background work already undertaken that residential use is likely to be a key value driver.
- 3.5.2 Market research and conversations with agents and developers indicate that the residential market continues to perform well, with steady levels of demand across all housing typologies but agents report that apartments are extremely price sensitive in recent years. Looking forward, agents are optimistic about the short to medium term prospects for continued residential growth particularly as the wider UK economy starts to recover. Agents indicate that the main barrier to growth is the lack of essential infrastructure, which needs investment to support and facilitate larger developments.
- 3.5.3 Commercial property market analysis has informed the preparation of the brief. Indicative proposals and guidance have been prepared iteratively with reference to a process of high level viability testing.
- 3.5.4 Analysis indicates that Shoreham Harbour is not currently a recognised office location but has a much more developed industrial market. There are significant concentrations of employment uses throughout the area, with a particular concentration around the harbour as well as standalone estates such as South Portslade and on the outskirts of Shoreham-by-Sea. The quality of the accommodation varies significantly and much of the industrial stock is dated. However, vacancy levels are relatively low.
- 3.5.5 Analysis supports the managed release of some employment sites for a residential mix of uses including commercial activities which will create employment opportunities.
- 3.5.6 Potential office ‘overspill’ from surrounding areas and a proactive public sector approach to supporting provision of new, modern, fit-for-purpose employment accommodation could make the brief area an attractive location for emerging digital media and other environmental technology businesses.

3.6 SITE TOPOGRAPHY AND FLOODING

3.6.1 The coastline provides a flooding risk to much of the area due to the low lying topography. South Portslade is generally located on higher ground which negates the risk of coastal flooding to a large extent.

Aldrington Basin

3.6.2 Due to its elevated position, sites along the A259 Kingsway are not at a significant risk of flooding.

3.6.3 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 Development Brief 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.

3.6.4 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.

3.6.5

South Portslade Industrial Estate

South Portslade Industrial Estate is situated outside of the area at risk of tidal and fluvial flooding despite projected increases in flood severity associated with climate change.

3.6.6

The Brighton & Hove Strategic Flood Risk Assessment (SFRA, 2012) shows that some parts of the Development Brief area are 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.

3.6.7

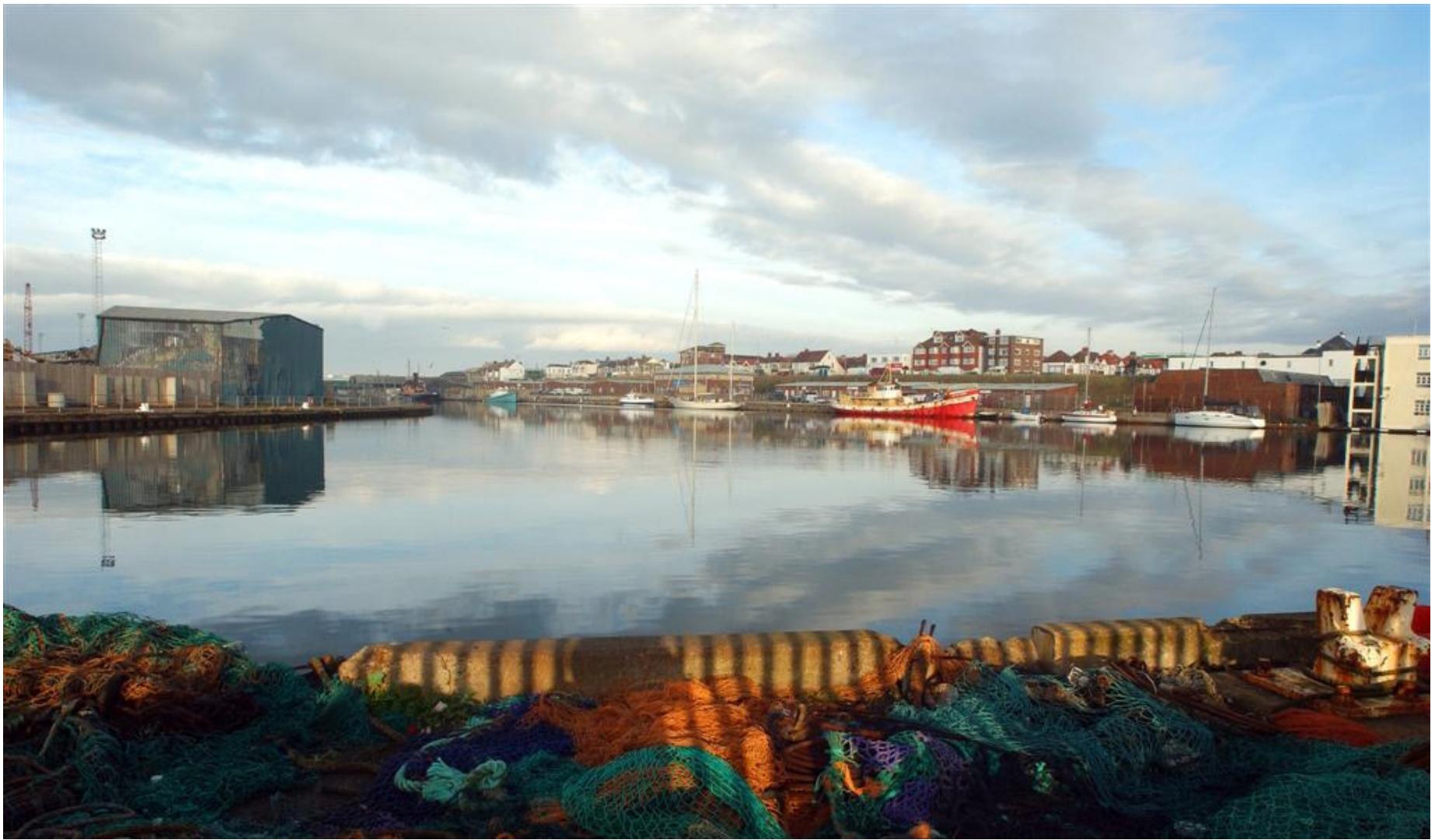
Surface water flooding can result in pollution to water and development in this location will need to take this flood risk constraint into consideration.

3.7 OTHER TECHNICAL CONSTRAINTS

3.7.1 South Portslade Industrial Estate and Aldrington Basin are subject to several statutory planning designations which constrain development potential including:

- Basin Road South Site of Nature Conservation Importance (SNCI)
- Air Quality Management Area (AQMA). This is currently under review by BHCC. A new smaller AQMA and AQAP is expected to be designated during 2013. This will still include Kingsway and Wellington Road (A259), Church Road and Boundary Road/Station Road.

3.7.2 Furthermore 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.



4 AREA PROPOSALS AND PRIORITIES

4.1.1 Figures 4.2 and 4.5 provide an illustration of the proposals promoted by this brief outlined in detail below.

4.1.2 The brief proposals are not intended to be prescriptive and should not be treated as such. They should be read in conjunction with the Guiding Principles set out in Chapter 5 which provide clear targets and criteria for consideration in relation to development proposals as well as the policies within the City Plan, the National Planning Policy Framework and other relevant planning guidance.

4.1 Proposals for South Portslade Industrial Estate

1. Managed release of sites for mixed-use redevelopment opportunities

4.1.3 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.

4.1.4 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 (as shown on Figure 4.2). 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 a mixed use redevelopment scheme would provide wider renewal benefits.

4.1.5 Locations where redevelopment opportunities are promoted are as follows (from east to west). Refer to Guiding Principles SPAB13-15 for associated requirements:

- Sites bounded by Camden Street, North Street and Wellington Road (refer to plot references 1.1, 1.2 on Figure 4.2):
 - 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 (site D) 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 Day Options Service could 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.



Figure 4.1: Illustrative framework for South Portslade Industrial Estate

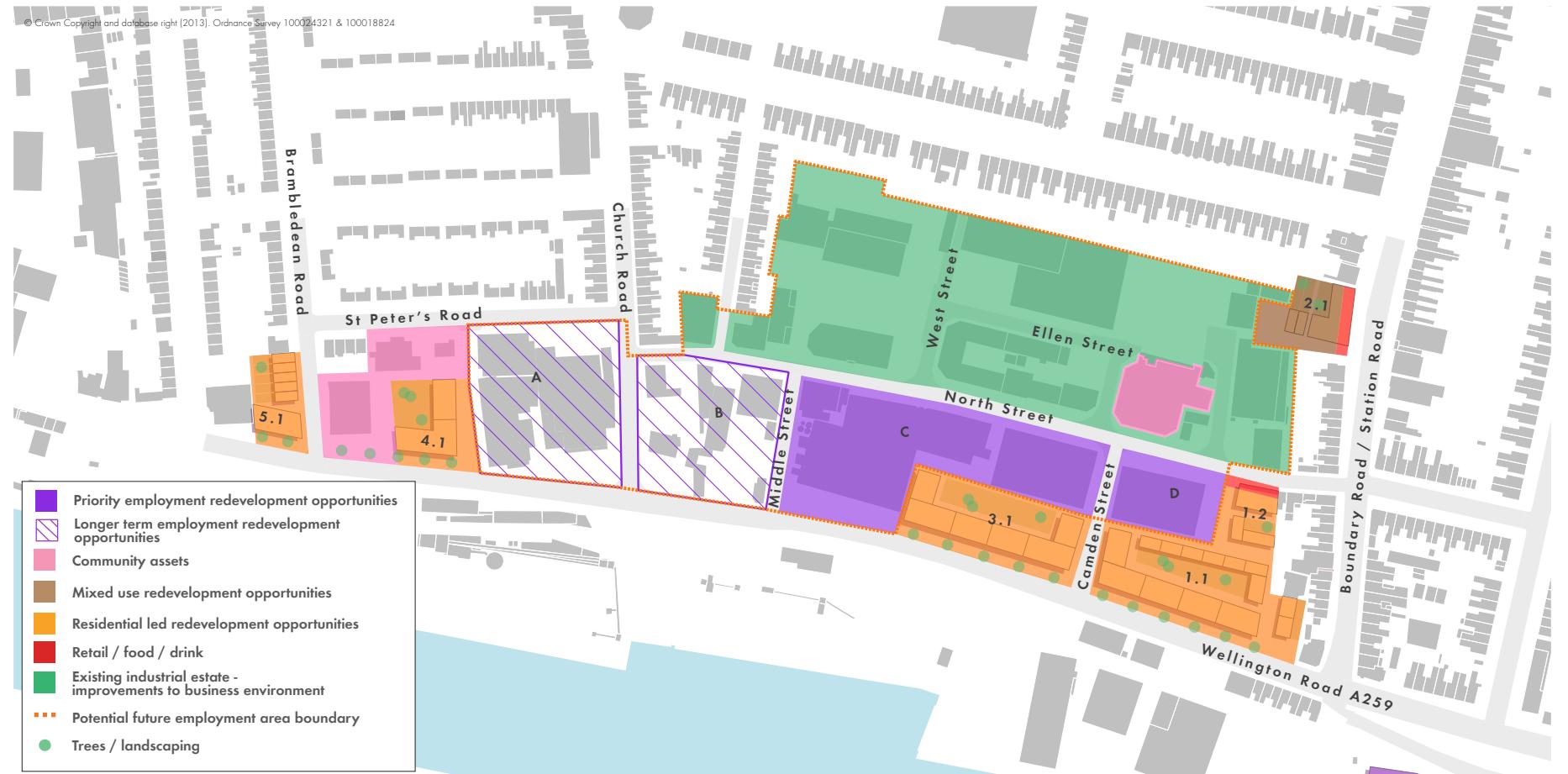


Figure 4.2 Land use plan for South Portslade Industrial Estate

- The existing Kwik-fit store (plot reference 2.1) on Boundary Road / Station Road could be redeveloped to ‘repair’ the retail frontage as well as providing residential and / or new employment uses. 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.
 - Sites bounded by Middle Street, North Street, Camden Street and Wellington Road (refer to plot references 3.1 and C):
 - It is recommended that 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.
 - 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):
 - 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.
- Sites bounded by St. Peter’s Road, Brambledean Road, and Wellington Road (refer to plot references 4.1, 5.1):
 - 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.

4.1.6

2. Delivery of new residential uses in a range of typologies

The Brighton & Hove Submission City Plan (Part One) sets a broad target of 400 new residential units during the plan period in that part of Shoreham Harbour within

Brighton & Hove to assist in addressing the city-wide requirement for housing. New residential developments will also help contribute to the creation of a softer edge to the fringes of the port operational and employment areas and could help to deliver public realm and infrastructure improvements through associated contributions.

- 4.1.7 Locations recommended for residential-led schemes are shown on Figure 4.3. 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. Refer to Guiding Principles SPAB 27-29.

3. Redefining the core employment area boundary

- 4.1.8 As shown on Figure 4.3 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).

- 4.1.9 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.

4. New areas of public open space and landscaping

- 4.1.10 The illustrative framework plan proposes new areas of local green space and landscaped areas as part of new development proposals. BHCC will work with developers to explore the role, function and more detailed design of 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 and allotments / community gardens. Refer to SPAB30.

5. Improving connections and streetscape along Wellington Road A259 corridor

- 4.1.11 Opportunities exist to enhance accessibility and connectivity 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.

- 4.1.12 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. The local authorities are currently exploring an arts-led approach to enhancing the landscaping along this frontage.
- 4.1.13 Linkages to existing recreation and open space assets such as Hove Lagoon, West Hove and Portslade/ Southwick Beaches will also be encouraged.

6. Supporting existing community assets

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





Figure 4.3: Illustrative framework for Aldrington Basin

4.2 Proposals for Aldrington Basin

4.2.1

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. As shown on Figure 4.5 key proposals include:

1. Employment-led redevelopment opportunities

4.2.2

It is recommended that employment uses remain the predominant type of land use at Aldrington Basin. Sites promoted for employment-led redevelopment opportunities are as follows:

- Sites bounded by Basin Road North and Basin Road South, opposite Hove Lagoon (refer to plot references 2.1, 2.2):
 - 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.

• Sites on the south-side of Basin Road North (refer to plot references 3.1, 4.1, 5.1):

- 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 (subject to suitable mineral wharf capacity being identified at the Port to replace Ferry Wharf).
- 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.

2. Residential-led redevelopment opportunities

4.2.3

New residential development will only be considered acceptable along the northern edge of the basin above the Kingsway level subject to the Guiding Principles on design and form set out in Chapter 5:

- Sites on the north-side of Basin Road North (Refer to plot references 1.3, 1.2, 1.1):
 - It is proposed that the plots extending from the site immediately adjacent to the Blue Lagoon Bar to the east, to Ocean

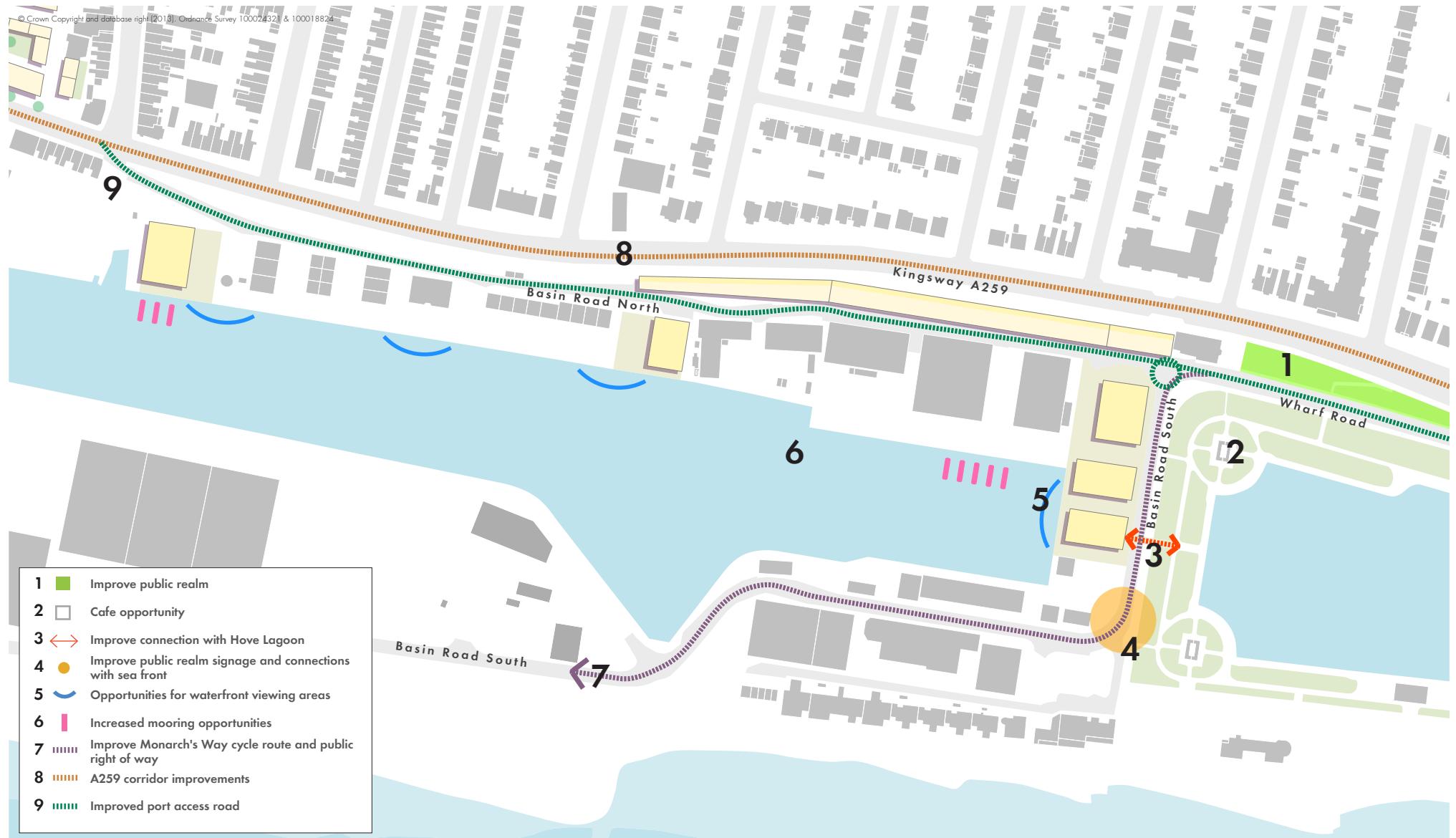


Figure 4.4 Public Realm and connections Plan

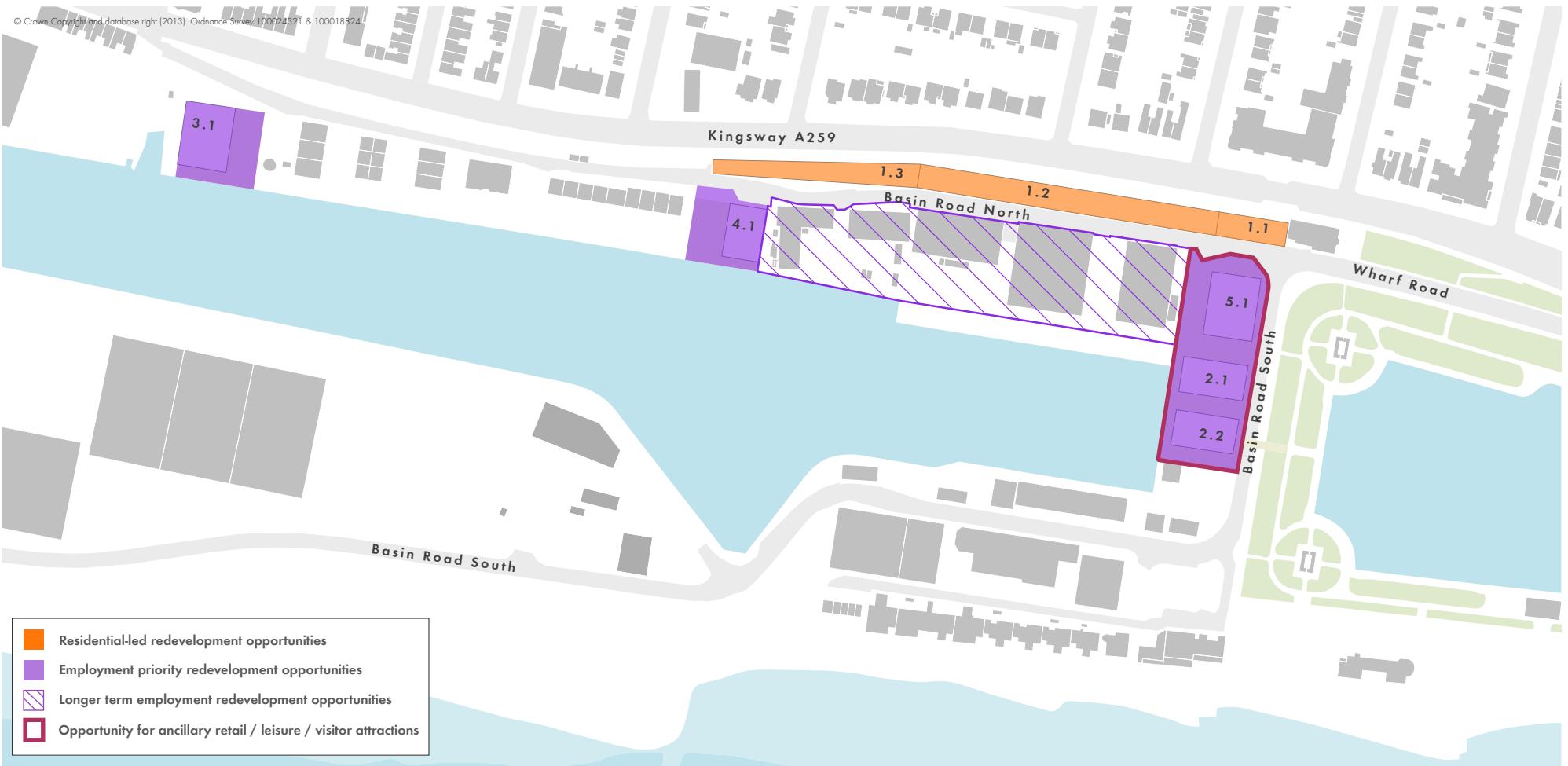


Figure 4.5 Land use plan for Aldrington Basin

Sports Board Riders to the west, could be redeveloped for employment uses at the Basin Road North level with mixed-employment / residential apartments rising above the Kingsway level.

3. Opportunities for new leisure, visitor, ancillary retail linked to Hove Lagoon

4.2.4 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.

4.2.5 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. No fundamental redevelopment or further introduction of new uses is proposed.

4. Improving streetscape along Kingsway A259 corridor

4.2.6 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.

5. Improving connections with Hove Lagoon and Hove Seafront

4.2.7 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.

6. Improving Basin Road South cycle route and Monarch's Way

4.2.8 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.

- 4.2.9 Parallel to the cycle route there is a Public Right Of Way (Route 9So) 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.

7. Improved Port access road

- 4.2.10 Although the main vehicular access route into the basin from the A259 currently works relatively well, it creates a tight turning circle for commercial vehicles and the junction configurations have 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.



5 GUIDING PRINCIPLES

5.1.1 The following summarises the Guiding Principles that should apply to new development proposals in the brief area structured around the over-arching harbour-wide strategic objectives.

- Waste
- Business
- Employment.

5.1 SO1. SUSTAINABLE DEVELOPMENT: TO PROMOTE SUSTAINABLE DEVELOPMENT

SPAB1: Sustainability checklist

5.1.2 A completed Sustainability Checklist is a validation requirement for all planning applications in Brighton & Hove. The topic areas covered in the Sustainability Checklist are:

- CO2 Emissions
- Materials
- Passive Design
- Greening
- Water
- Building standards
- LZC Technologies
- Flood risk
- Food growing
- Open Space
- Public Realm
- Biodiversity
- Public transport
- Pedestrians
- Other users
- Parking

5.1.3 In general schemes should demonstrate compliance with the relevant planning policy standards. A detailed justification must be provided for any aspect of the proposed development which does not meet policy requirements.

SPAB2: Building standards

5.1.4 In line with Submission City Plan Policy CP8 (Sustainable Buildings), proposals will be expected to establish an exemplary approach to sustainability. This includes the procurement and use of sustainably and ethically sourced materials. As such, all new residential development must achieve the following minimum standards, or agreed equivalent:

NEW BUILD	2013-2016		Post 2016	Post 2019		
	Non-major	Major Greenfield	All	All		
Residential Code for Sustainable Homes	Level 4	Level 5	Level 6			
Non-residential BREEAM	Very Good	Excellent		Outstanding		
CONVERSIONS	All					
Residential BREEAM	Very Good					

5.1.5 Developers will be expected to provide certification evidence of the levels for both the Code for Sustainable Homes and BREEAM at the design stage and following construction of the development.

SPAB3: Energy

5.1.6 All development proposals must be accompanied by an energy assessment. This must include information on the predicted energy demand and CO₂ emissions for the site. The assessment must outline how proposals will reduce energy use through the hierarchy of:

1. Demand reduction
2. Efficient energy supply
3. Renewable energy provision.

5.1.7 All new development must aspire to achieving zero-carbon status. This will include the use of passive design measures. Passive design includes, but is not limited to the following considerations:

5.1.8 Orientation and layout:

- Single aspect, north-facing flats must be avoided.
- Habitable rooms, such as living rooms, should be placed on the southern side of the building.

- Non-habitable rooms, such as kitchens and bathrooms, should be placed on the northern side of the building.

5.1.9 Glazing and sunlight:

- All rooms should have natural light.
- The majority of windows should be south facing or within + / - 30° of south facing.

5.1.10 Thermal mass:

- Appropriately located exposed thermal mass should be incorporated into the development.

5.1.11 External shading:

- Developments should include appropriate external shading on the southerly, easterly and westerly faces of the building.

5.1.12 Ventilation:

- Developments should include appropriate ventilation measures.

5.1.13 Development proposals must have good thermal performance and air tightness to prevent heat loss. Energy efficient fittings and appliances must be installed. Low and zero-carbon energy technologies and

networks should be incorporated. These 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
 - Biodiesel
 - Biodiesel CHP
 - Biomass CHP
 - Efficient gas boiler
 - Gas Micro CHP
 - Solar photovoltaic panels
 - Wind turbines

5.1.14 BHCC is currently preparing a new Energy Study which is due to be adopted in 2013. In line with the recommendations of this study, proposals should consider the potential for district heat networks in the Shoreham Harbour area. Consideration should be given to the feasibility of the following:

- District heat and power systems
- Retrofitting supply to existing buildings
- Setting up Energy Service Companies (ESCOs) to supply heat and power to sections of the development brief area.

SPAB4: Water

5.1.15 Development should seek to achieve water neutrality. This will include meeting high water efficiency standards and incorporating facilities to recycle, harvest and conserve water resources. All new development will also be expected to incorporate appropriate Sustainable Drainage Systems (SuDS) and demonstrate how surface water run-off will be minimised. In particular, proposals will be expected to meet the standards and criteria relating to water efficiency as established in the Code for Sustainable Homes or BREEAM set out in SPAB2: Building Standards.

5.1.16 Proposals should make reference to the Water Framework Directive (WFD) requirements and classifications. Proposals should ensure compliance with the WFD, demonstrating no further ecological deterioration in associated water bodies. All schemes should also incorporate opportunities to deliver further WFD objectives. Pollution prevention techniques are incorporated to ensure only clean surface water is discharged into the River Adur.

5.1.17 Development must connect to the sewerage system at the nearest point of adequate capacity. Development should also seek to provide ecological enhancements through

the use of SuDS, including wetland habitat features, which help store and clean surface water, whilst also delivering biodiversity benefits and providing amenity and landscape features.

SPAB5: Air quality

- 5.1.18 Draft City Plan Policy CP8 (Sustainable buildings) of the Brighton & Hove Submission City Plan (Part One) 2013, requires proposals to demonstrate how they will reduce air pollution. Air quality impacts should be considered at an early stage of the design process to avoid any significant adverse impacts on health and quality of life. Development should avoid any further deterioration of current air quality. Development should aim to improve air quality and reduce air pollutants in the area. These are mostly related to diesel traffic, with a much smaller influence from petrol, fixed combustion sources, domestic and commercial heating.
- 5.1.19 Applicants for proposed development should consult the BHCC Air Quality Officer to determine whether an Air Quality Assessment and/or Emissions Mitigation Assessment are required. Proposals will be required to take account of the cumulative effects on air quality in built-up areas. In particular, development should not further

enclose busy and confined roads leading to the creation of more complete street canyons.

- 5.1.20 Proposals will be required to demonstrate that appropriate mitigation measures are introduced to ensure that new residents are not exposed to traffic pollutants associated with existing industrial uses in both the short and long-term. Measures may include intelligent landscaping, green planting and setting back residential development from main road carriageways.
- 5.1.21 Air Quality Action Plans will continue to play a key role in helping to manage issues of localised air pollution. BHCC is in the process of revising the boundaries to the existing AQMA and preparing a new AQAP. The council will consider further extension or declaration of new AQMAs in the future if necessary. 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.

SPAB6:Noise

- 5.1.22 Noise implications should be considered at an early stage of the design process to avoid any significant adverse impacts on health and quality of life. 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.

- 5.1.23 The Planning Noise Advice Document: Sussex (2013) will be used to determine whether a Noise Report is required. Applicants will be expected to demonstrate how noise impacts affecting new residential developments (including noise from existing development) will be minimised and mitigated to prevent future neighbour conflicts arising. Noise Reports should consider the cumulative impact and the nature of impacts over the short and long-term.

- 5.1.24 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. 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 or yachting activities.

SPAB7: Contamination

5.1.25 Draft City Plan Policy CP8 (Sustainable buildings) of the Brighton & Hove Submission City Plan (Part One) 2013 requires development proposals to demonstrate how they will reduce pollution. The nature of current and historic industrial activities in 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). Any proposed development 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).

5.1.26 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. Risk assessments must be carried out by a suitably qualified, independent professional and submitted to the council for approval.

SPAB8: Waste and recycling

- 5.1.27 All development will be required to incorporate appropriate facilities that enable and encourage high rates of recycling and reuse of waste and materials.
- 5.1.28 All new development will be required to demonstrate that waste is minimised both during the construction phase and the lifetime of the building. All development proposals will be accompanied by a Site Waste Management Plan.

SPAB9: Infrastructure and utilities

- 5.1.29 In accordance with Submission City Plan Policy CP7 (Infrastructure and Developer Contributions), development will be required to provide or contribute to the provision of infrastructure made necessary by the development. This includes infrastructure related to the provision of utilities, such as water distribution and sewerage.
- 5.1.30 Infrastructure must be provided at the appropriate time, prior to any part of the development becoming operational or being occupied. Infrastructure needs will be identified in the Infrastructure Delivery Plan.

5.2 SO2: SHOREHAM PORT: TO SUPPORT A GROWING THRIVING PORT

SPAB10: Proximity of new development to Shoreham Port operations

5.2.1

By their nature the majority of the port's operational activities are unsuitable to be in close proximity to housing due to noise, 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. For example, new developments in the vicinity of Basin Road North should accommodate improvements to the road and junction and should not prejudice the extension of the road to a junction with Church Road.

5.2.2

Proposals in the vicinity of port operational zones should give careful consideration to implications for public access of the waterfront both for health and safety reasons and for the security of moorings and storage areas. Security and safety implications should be considered at the design stage from the outset and discussed with the Port Authority at an early opportunity where appropriate.

5.2.3

SPAB11: Management of wharves

Policy 8 of the East Sussex and Brighton & Hove Minerals Local Plan (1999) currently safeguards existing facilities for receiving and processing sea-borne imported aggregates at the port of Shoreham. This protection is continued in the updated East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan which was publicly examined in September 2012 and since adopted. This position is reinforced by paragraph 143 of the National Planning Policy Framework that states that local planning authorities should safeguard existing planned and potential wharfage for bulk transport of minerals, secondary materials and marine-dredged aggregates.

5.2.4

Wharves at Shoreham Harbour currently make a significant contribution to meeting the need for aggregate imports into Brighton & Hove and East Sussex and neighbouring authorities. The policy position in the updated Waste and Minerals Plan (Policy WMP14) does allow for some redevelopment of protected 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. BHCC is committed to working with ADC, Shoreham Port Authority, and East Sussex and West

Sussex County Councils to explore this issue further through the JAAP process.

- 5.2.5 In the short term 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.

5.3 SO3. ECONOMY AND EMPLOYMENT: TO STIMULATE THE LOCAL ECONOMY AND PROVIDE NEW JOBS

SPAB12: Managed release of sites and protection of core employment capacity

- 5.3.1 South Portslade Industrial Estate and Aldrington Basin will continue to perform a key economic function, in line with Submission City Plan Policy CP3 (Employment Land). The Development Brief encourages a careful approach to the management of employment activities in both brief areas given the proximity to existing employment and port operations.
- 5.3.2 At South Portslade, the revised estate boundary recommends a new core employment area within which new residential-led redevelopment proposals are unlikely to be considered appropriate. It may be that at a later stage some of the other blocks fronting Wellington Road may come forward comprehensively including an element of residential use. This would only be considered appropriate if sufficient buffering could be incorporated between the residential elements and existing port operations and industrial employment uses. The entrance to the port at the junction between Church Road and Wellington Road (sites A and B) is currently not considered an appropriate environment for new residential uses due to potential conflicts with port operations. Beyond the revised core boundary, sites have greater flexibility for redevelopment and change of use to alternative activities.
- 5.3.3 Some intensification of sites is desirable and sites bordering the core will be expected to deliver a significant quantum of modern employment space (likely to be in B1 activity) as part of residential-led redevelopments. Ground floor B1 uses should be considered subject to financial viability testing - however, it is not appropriate to encourage a consistently high density model of employment generating uses at ground floor with residential apartments above.
- 5.3.4 Other leisure, food and drink, community and ancillary retail uses capable of being compatible with residential may also be integrated.
- 5.3.5 A similar approach is taken in Aldrington Basin with the core of the basin protected for employment and port-related uses. Several sites are promoted as priority employment-led redevelopment opportunities, and others for longer term opportunities (as shown on Figure 4.7).
- 5.3.6 Where sites are vacant or under-used, proposals for modern employment floorspace will be promoted. The council will seek to ensure that new employment floorspace has a positive relationship with the waterfront

both in terms of economic function and in relation to waterfront access.

- 5.3.7 Sites adjacent to Hove Lagoon will be encouraged to have an ancillary retail or visitor function to make Aldrington Basin more accessible.

SPAB13: Re-provision of employment floorspace

- 5.3.8 To prevent displacement of employment floorspace and associated jobs BHCC will encourage the re-provision of business requirements either on-site, elsewhere in the Development Brief area or local area.
- 5.3.9 Proposals may be subject to a review of evidence in relation to employment capacity and demand in accordance with Policy CP3 of the Brighton & Hove Submission City Plan (Part One) 2013.

SPAB14: Impact on existing business operations

- 5.3.10 The redevelopment proposals for the area are a long term ambition. In the short to medium term (5-10yrs), 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 including the SPA is committed to continuing a process of dialogue to ensure mutually appropriate development scenarios as sites come forward.

- 5.3.11 In accordance with the Shoreham Harbour Interim Planning Guidance, prior to sites coming forward for redevelopment to alternatives uses, planning permissions for continuation of current employment uses may be granted for temporary periods on a case by case basis.

SPAB15:Training and skills

- 5.3.12 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 in accordance with Policy SA6 (Sustainable neighbourhoods) of the Brighton & Hove Submission City Plan (Part One) 2013. 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.

SPAB16: Improvement of the business environment

5.3.13 New developments 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 in this brief as being of poor quality.

SPAB17: Retail uses

5.3.14 Small-scale, ancillary retail uses are encouraged where such activity will assist in enlivening key frontages and supporting existing retailing areas. Proposals should be appropriate and complementary in relation to the existing district centre designation on Boundary Road / Station Road. Retail uses are proposed at ground floor at the eastern end of North Street, reflecting the current mix of uses leading from Boundary Road / Station Road and potentially as an integral part of redeveloped sites adjacent to Hove Lagoon.

5.4 SO4: HOUSING AND COMMUNITY: TO PROVIDE NEW HOMES TO ADDRESS LOCAL NEEDS

SPAB18: Affordable housing, housing tenure, size and unit types

5.4.1 Developers will be encouraged to ensure that proposals deliver a mixed and balanced community through the creation of a suitable mix of unit sizes and tenures. The overall approach to affordable housing and unit sizes should be in accordance with guidance in Policies CP19 and CP20 of the Brighton & Hove Submission City Plan (Part One) 2013. Depending on the exact model of provision, and evidence of need, it may be appropriate to deliver extra care housing in this location.

SPAB19: Co-location with employment uses

5.4.2 The location of 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. Innovative solutions to mitigation will be encouraged to ensure that residential-led development proposals are capable of co-existing with current neighbouring uses, as well as the long term scenario envisaged within the Development Brief.

SPAB20: Contributions to social infrastructure

5.4.3 In accordance with City Plan Policies SA6 (Sustainable Neighbourhoods) and CP7 (Infrastructure and Developer Contributions) of the Brighton & Hove Submission City Plan (Part One) 2013, new development will be required to make contributions towards community priorities in accordance with BHCC's planning contributions guidance. Infrastructure contributions (i.e towards surgeries, education and schools, youth facilities, community buildings) will be sought via Section 106 Planning Obligations where they meet the statutory tests and potentially through a future Community Infrastructure Levy (CIL).

5.4.4 Further assessment of community priorities, acknowledging the cumulative impacts of planned new development throughout the entire harbour area combined with other strategic land allocations in the pipeline, is currently taking place through engagement with key stakeholders and local service providers as part of the JAAP process.

5.5 SO5: SUSTAINABLE TRANSPORT: TO IMPROVE CONNECTIONS AND PROMOTE SUSTAINABLE TRANSPORT CHOICES

SPAB21: Promoting sustainable travel

5.5.1

In line with Policy CP9 (Sustainable transport) of the Brighton & Hove Submission City Plan (Part One) 2013, the council will seek to encourage a sustainable shift in transport patterns, key requirements of development proposals include:

- Major development schemes will be required to submit a Transport Assessment identifying the likely impacts of the additional demand for travel they create (including impact on the AQMA if relevant).
- Transport Assessments should include measures to mitigate the impacts of new development by reducing car use, promoting sustainable travel behaviours and making appropriate contributions towards sustainable transport measures, highway network improvements and public transport infrastructure (in accordance with Policy CP7).
- In accordance with the BHCC Sustainability Checklist, provision of sufficient car parking spaces in line with current car parking standards.
- 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.

- All new proposals will be required to provide appropriate, secure cycle storage facilities and incorporation of initiatives to encourage cycling and walking will be encouraged.
- 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.

SPAB22: Transport infrastructure contributions

5.5.2

In line with Submission City Plan Policy CP7 (Infrastructure and Developer Contributions), all development will be required to contribute towards providing facilities and infrastructure to encourage sustainable transport behaviours and mitigation measures for additional traffic generated by the development in accordance with the forthcoming Shoreham Harbour Transport Strategy and other relevant guidance. Specific local area measures being promoted include:

- Creating a comprehensive and well integrated network for cyclists, pedestrians and public transport with strong linkages to town and district centres, the harbour waterfront, the coastline, the South Downs and surrounding access routes and neighbourhoods.

- An appropriate programme of traffic calming measures to be applied across South Portslade Industrial Estate and Aldrington Basin.
- A package of highway network improvements to improve capacity, HGV routes and specific junctions to balance priorities for road users and help manage the safe and efficient movement of people and traffic on public and port roads.
- Promoting opportunities to provide enhanced signage and connections with between railway stations and the harbour area.
- Implementing an intensive 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.

5.6 SO6: FLOOD RISK AND COASTAL PROCESSES: TO REDUCE THE RISK OF FLOODING AND ADAPT TO CLIMATE CHANGE

SPAB23: Flood risk and coastal processes

5.6.1

In line with Submission City Plan Policy CP11 (Managing Flood Risk), BHCC and the Partnership are working closely with the Environment Agency and developers to achieve appropriate flood management solutions across the harbour area. A Flood Risk Management Technical Guide is currently being prepared to provide a user-friendly manual on mitigating flood risk associated with new developments and changes of land use in the harbour.

5.6.2

As outlined in Chapter Three, the Brighton & Hove SFRA (2012) identifies most of the Aldrington Basin brief area, below the Kingsway level, as being in Flood Zone 2 and 3a with some small areas of Flood Zone 3b for tidal flooding.

5.6.3

South Portslade Industrial Estate is situated outside the areas of the harbour that face the greatest risks of tidal and fluvial flooding. However the risk of surface water flooding remains an important consideration.

5.6.4

The following principles for development proposals apply to both areas:

- Proposals should demonstrate how the risks of surface water run-off and water pollution have been reduced including

through the introduction of Sustainable Urban Drainage Systems (SuDS) and water capture / recycling technology as part of new developments.

- 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.
- Proposals should not increase flood risk of any type to other sites or neighbouring land and should make an overall contribution to the reduction in flood risk.

5.6.5

In addition, specifically for developments in Aldrington Basin that fall within Flood Zones 2 and 3:

- A site specific Flood Risk Assessment (FRA) will be required to accompany all proposals for new development.
- Development proposals should be designed to be safe for the 1:200yr 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).
- Early engagement with the Environment Agency is recommended

- 5.6.6 Details of the precise approach required to protect and mitigate new development against the risk of flooding will be dependent on the proposed use of the site and the associated risk. Proposals will be expected to comply with the Shoreham Harbour Flood Risk Management Technical Guide currently being prepared, once this becomes available.

5.7 SO7: LOCAL ENVIRONMENT: TO CONSERVE AND ENHANCE THE HARBOUR'S ENVIRONMENTAL ASSETS

SPAB24: Ecology and biodiversity

5.7.1

In accordance with Submission City Plan Policy CP10 (Biodiversity), a completed Biodiversity Checklist will be required to accompany all development proposals. This will indicate whether a full Biodiversity Report is required.

5.7.2

All development will be required 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.

5.7.3

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, including trees and 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 boxes.
- Providing ponds in appropriate locations.
- 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.

5.7.4

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.

5.8 SO8: RECREATION AND LEISURE: TO ENHANCE AND ACTIVATE THE HARBOUR'S LEISURE AND TOURISM OFFER

SPAB25: Facilities for boat users

- 5,8.1 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. Incorporation of new facilities for boat users such as additional moorings are encouraged where appropriate, in discussion with SPA.

SPAB26: Public open space

- 5,8.2 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 and, the identified needs of the area and the local standards in Policy CP16 Open Space of the Brighton & Hove Submission City Plan (Part One) 2013.

- 5,8.3 BHCC 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.

5,8.4 Developers of adjacent sites will be encouraged to work in collaborative and innovative ways to incorporate open space into proposals with a flexible and proactive approach to overcoming practical delivery issues such as current ownership boundaries.

5,8.5 Improved linkages to existing open space assets such as Hove Lagoon and Portslade and Southwick Beaches will be encouraged.

5,8.6 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.

5.9 SO9: PLACE MAKING AND DESIGN QUALITY: TO PROMOTE HIGH DESIGN QUALITY AND IMPROVE TOWNSCAPE

5.9.1 The illustrative framework recommends the following development typologies as reflected in Figures 4.2 and 4.5 :

SPAB27: Development form

South Portslade:

- 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 (Refer to SPAB29) overlooking Wellington Road and the port to the south.
- Terraced townhouse dwellings – a limited number of infill opportunities exist to complete predominantly terraced streets such as Brambledean Road through the development of two-three storey houses.
- 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.
- New employment accommodation – where sites east of Middle Street and west of East Street come forward, proposals will be required to deliver new employment B1 office / studio space.
- New development fronting Station Road / Boundary Road - redevelopment of site 2.1 should comprise a two-three-storey building with active commercial / retail

uses at ground floor and residential dwellings above with amenity space to the rear. 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 and SPAB12.

Aldrington Basin:

- New employment floor space at the basin level - the illustrative framework proposes flexible B1 employment (and other ancillary uses) arranged as two-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.

Note that for the purposes of this brief a single storey is typically considered to be 3 metres in height

SPAB28: Design of residential areas

5,9.2 In line with Submission City Plan Policy CP12 (Urban Design), all development proposals will be expected to embrace principles of good urban design alongside environmental considerations 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, in accordance with City Plan Policy CP14: Housing Density of the Brighton & Hove Submission City Plan (Part One) 2013.
- Appropriate internal and external space standards which are due to be prepared as part of BHCC City Plan. 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.

- Commitment to Lifetime Homes standards.
- Avoidance of single aspect north facing provision and provision of dual aspect flats wherever possible.
- Innovative solutions for car and cycle parking.
- Delivery of social and community infrastructure requirements (see above).
- Compliance with sustainability standards (see above).
- Integration of flood risk mitigation where appropriate (see above).
- Incorporation of the features and principles of Secured by Design.

5,9.3 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.

SPAB29: Building heights and townscape considerations

5.9.4

Design review, technical analysis and stakeholder consultation has been undertaken as part of preparing this brief in order to provide broad recommendations for new building heights within the different parts of the brief area. Key planning considerations include the existing setting and context, the need for townscape and street frontage improvements, impacts on neighbouring residential areas, the need to maximise opportunities for housing on previously-developed land and viability.

South Portslade Industrial Estate:

- The sites 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:
 - Plot 1.1: Proposals for development at the far eastern boundary of plot 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.

- Plots 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.
- 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.
- Most of the proposed redevelopment sites are surrounded by industrial and commercial uses rather than residential and therefore as the townscape changes over time, comprehensive redevelopment schemes 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.

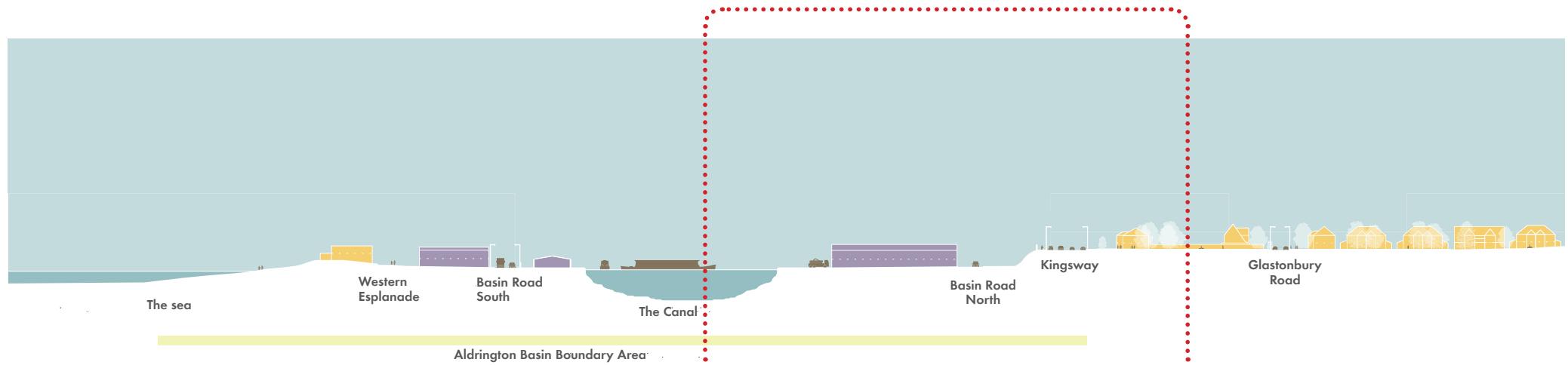
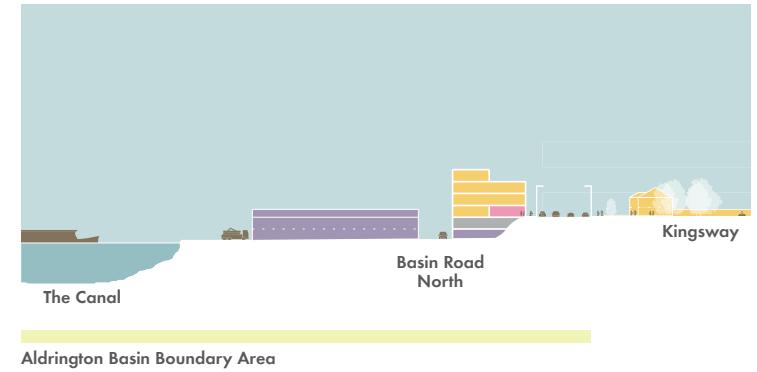
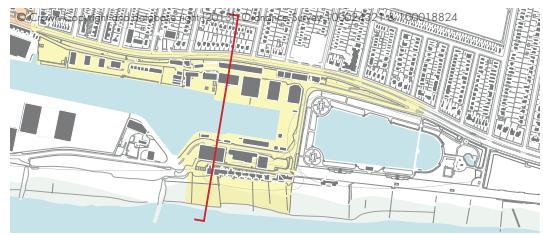


Figure 5.1: Proposed and existing site sections - Aldrington Basin

Aldrington Basin:

- New developments fronting the Kingsway will have a significant impact on the character of the local streetscene and image of the entrance to the Harbour / Port. 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.
- 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 and in order to protect the amenity of the West Hove townscape, any new development should not exceed the height of the recently built Vega flats.
- As set out in SPAB27 (Development Form), new employment and associated ancillary uses down at the Basin Road North / South 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 impacts on 1.3 and 1.1 respectively.

Further considerations for all areas include:

- To create visual interest, schemes with a variation of height and scale are strongly encouraged.
- All proposals should provide a clear design rationale and justification with detailed reference to the impact and degree of integration within their immediate and wider context established by residential neighbourhoods.
- Careful consideration in relation to the impact of new development on access to daylight and sunlight for both existing and new residents.
- Proposals should seek to enhance townscape around key linkages and junctions, in particular:
 - Boundary Road/Station Road / Wellington Road junction
 - Wellington Road / Basin Road North junction
 - Church Road (B2193) / Wellington Road (A259) junction
- Within the brief area, all applications that fall within the definition of a 'Tall Building' (defined as 6 storeys, 18 metres or more in height) will be required to be accompanied by a Tall Building Statement, as currently set out in the adopted Tall Buildings Supplementary Planning Guidance (SPG 15).

- Proposals should make reference to appropriate BHCC guidance such as Submission City Plan Policy CP14 (Housing Density), Policy CP12 (Urban Design), SPG 15 (Tall Buildings) and evidence base material such as the Brighton & Hove Urban Characterisation Study (BHCC, 2009).
- Further detail on the boundaries of the tall building areas and guidance on appropriate height ranges will be provided in the emerging Brighton & Hove Urban Design Framework, which is currently being prepared, informed by studies such as this brief. The framework will replace SPG15.

SPAB30: Public realm

- 5,9.5 Development proposals should improve the quality, accessibility, security and legibility of public streets and spaces in accordance with Policy CP13 Brighton & Hove Submission City Plan (Part One) 2013, best practice guidance published by the government, the council and other bodies.
- 5,9.6 The public realm elements of development proposals must be designed in accordance with the Public Space: Public Life Study and BHCC's Public Realm Strategy. These provide useful guidance for developers on how to improve legibility and the design of public spaces.
- 5,9.7 Shoreham Harbour Streetscape Guide (2012) includes technical specifications for elements including:
- Seating
 - Benches
 - Bins
 - Cycle Stands
 - Bollards
 - Signage
 - Lighting
 - Guardrails
- 5,9.8 The public realm elements of development proposals should maximise opportunities for natural surveillance.
- 5,9.9 Lighting incorporated into developments should provide the minimum required for public safety, be energy efficient, designed to illuminate the target only and avoid light pollution.
- Walls and Fences
 - Footpaths
 - Carriageways and Kerbs
 - Tree Surrounds
 - Vegetation.

APPENDIX A

ABBREVIATIONS

Adur District Council (ADC)
Air Quality Management Area (AQMA)
Brighton & Hove City Council (BHCC)
Development Plan Document (DPD)
East Sussex County Council (ESCC)
Joint Area Action Plan (JAAP)
Health and Safety Executive (HSE)
Local Nature Reserve (LNR)
Shoreham Port Authority (SPA)
Site of Nature Conservation Interest (SNCI)
Site of Special Scientific Interest (SSSI)
Strategic Flood Risk Assessment (SFRA)
West Sussex County Council (WSCC)

Planning Policy

- Shoreham Waterside North Interim Planning Guidance (September 2000)
- Shoreham Harbour Interim Planning Guidance (August 2010)
- Brighton & Hove Submission City Plan (Part One) 2013
- Adur Local Plan (Draft, September 2012)

Delivery and Viability

- Shoreham Harbour Assessment of Development Capacity & Viability Stage 1 Report (October 2010)
- Shoreham Harbour Capacity & Viability Study Final Report (March 2011)

Economic Development

- Shoreham Harbour Retail Capacity & Impact Implications Study (August 2009)
- Brighton & Hove Employment Land Study Update Addendum Report (August 2009)
- Brighton & Hove Retail Study Update (September, 2011)
- Brighton & Hove Creative Industries Workspace Study (March 2008)
- Adur Employment Land Review Update (June 2011)

Environment

- Shoreham Harbour Contaminated Land Desk Study Review (March 2009)

Flood Risk Management

- Shoreham Harbour Design and Flood Risk Study (June 2011)
- Adur and Worthing Strategic Flood Risk Assessment (January 2008)
- Adur and Worthing Strategic Flood Risk Assessment Update (January 2012)
- Brighton & Hove Strategic Flood Risk Assessment (January 2012)
- Beachy Head to Selsey Bill Shoreline Management Plan (May 2006)
- River Adur Catchment Flood Management Plan (December 2009)

2009)

- Rivers Arun to Adur Flood and Erosion Management Strategy (February 2011)

Housing

- Adur Locally Generated Housing Needs Study (May 2011)
- Brighton & Hove Strategic Housing Land Availability Assessment (Dec 2011)

Transport

- Adur Core Strategy and Shoreham Harbour Transport Study (Mar 2011)
- Transport Assessment for Brighton & Hove Core Strategy (Jul 2009)

Shoreham Port

- Shoreham Port Masterplan (2010)

Social Infrastructure

- Shoreham Harbour Assessment of Open Space and recreation (May 2009)
- Shoreham Harbour Community Infrastructure Study (May 2009)
- Brighton & Hove Open Space Study Update (Nov 2004)

Urban Design

- BRE Review of Daylight and Sunlight Issues (August, 2013)
- Shoreham Harbour Streetscape Guidance (May 2012)
- Shoreham Harbour Urban Design Study (February 2009)
- Adur Character Study (June 2009)
- Shoreham Renaissance Strategy (March 2006)
- Shoreham Conservation Area Appraisal (March 2008)
- Southwick Conservation Area Appraisal (July 2009)
- Brighton & Hove Tall Buildings Study (October 2003)
- Brighton & Hove SPG15 Tall Buildings (2004)
- Urban Characterisation Study – West Hove (2009)
- Urban Characterisation study – Portslade (2009)
- Brighton & Hove Legibility Study (September 2007)
- South Portslade Urban Design Framework (July 2005)

