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1 INTRODUCTION
1 INTRODUCTION

1.1 OVERVIEW

1.1.1 This document is a Development Brief for the Western Harbour Arm, part of the Shoreham Harbour Regeneration area that lies within Adur. The remainder of the Shoreham Harbour Regeneration area falls within Brighton & Hove. Refer to Figure 2.2 for map of 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, Adur District Council (ADC), Brighton & Hove City Council (BHCC), 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 the Western Harbour Arm. A Development Brief has also been prepared in parallel for South Portslade Industrial Estate and Aldrington Basin, at
the transformation of the Western Harbour Arm as a new residential-led mixed use neighbourhood, with a reinvigorated, accessible waterfront and a range of commercial opportunities to strengthen the overall offer of Shoreham-by-Sea.

the eastern end of the harbour in Brighton & Hove. 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 The Western Harbour Arm will play a key role in realising the wider vision for the harbour. The Development Brief promotes
1.2 STATUS OF BRIEF AND RELATIONSHIP WITH JOINT AREA ACTION PLAN (JAAP)

1.2.1 This brief is a planning policy guidance document and is to be read in conjunction with the policies within the emerging Adur Local Plan, the National Planning Policy Framework (NPPF) and other relevant legislation and policy guidance 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. 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 Western Harbour Arm character area. 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 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 Local/City Plans and the
Figure 1.1: Western Harbour Arm: Images of the site and the surrounding context
JAAP. The plan is ‘joint’ because it will be jointly adopted by ADC and BHCC, and endorsed by WSCC and SPA.

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).
2 CONTEXT
Figure 2.1: Regional position
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 of England 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 many of Shoreham’s key landmarks including Shoreham Fort and Kingston Beach lighthouse; a number of established residential communities and Shoreham Port as a highly engineered working environment.

2.1.3 The modern day harbour area continues to play an important economic role as a
Figure 2.2: Joint Area Action Plan and Development Brief boundaries
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 emerging Adur Local Plan and the neighbouring Brighton & Hove City 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
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.

Emerging Adur Local Plan (Draft, 2012)

Shoreham Harbour Regeneration Area is identified in the Draft Adur Local Plan (2012) as a broad location for change and a key part of delivering the overall spatial strategy for the district, in particular helping to meet district-wide housing needs. Draft Policy 2 (Spatial Strategy) states:

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

2.2.3 Draft Policy 8 (Shoreham Harbour Regeneration Area) states:

“The Council will facilitate the delivery of between 1200-1600 new dwellings within the Shoreham Harbour Regeneration Area within Adur District (approximately 1,050 of these during the plan period to 2031).

Housing delivery will be balanced with the provision of new employment-generating uses including B1 uses, public open space, community uses and small-scale ancillary retail, restaurants and cafes, leisure and tourism uses as part of a sustainable, new waterfront development.

The Council will work closely with existing site owners and businesses to identify their needs, support their future aspirations and facilitate relocations to suitable sites either within the consolidated harbour or elsewhere in the local area.”

2.2.4 The high level policy priorities for the Western Harbour Arm (Character Area 7) are listed as follows:

- Comprehensive redevelopment of the waterfront area as an exemplar sustainable, mixed-use residential area in accordance with a Development Brief.
- To improve townscape and access arrangements to create better linkages to Shoreham town centre and surrounding areas.
- To enhance the area’s natural biodiversity by incorporating multi-functional green space.
• Facilitate the strategic relocation of appropriate industrial uses to elsewhere in the Port or local area to free up waterfront opportunity sites.
• Delivery of a comprehensive flood defence solution integrated with a publicly accessible riverside route including pedestrian/cycle way and facilities for boat users.
• To ensure that new development proposals take account of noise and local air quality impacts and that improvements are sought wherever possible.

2.2.5 Note that this Development Brief also includes part of Character Area 6: Harbour Mouth. One of the priorities for this area is the public realm upgrade of Kingston Beach, which has village green status.

2.2.6 The Adur Local Plan is emerging and anticipated to be adopted in 2015 and as such updated versions of policies referred to in this brief will be found in subsequent iterations. Furthermore prior to adoption the Saved Policies of the Adur Local Plan 1996 continue to form part of the development plan. The Saved Policies, adoption timetable and details of consultation process for the Adur Local Plan can be found on the planning policy pages of the Adur and Worthing Councils website.

Waste and Minerals Local Plans

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

2.2.8 WSCC is due to update its 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. Refer to WH10: Management of Minerals Wharfage for further detail.

Shoreham Harbour Interim Planning Guidance (2011)

2.2.9 Shoreham Harbour Interim Planning Guidance (IPG, 2011) was adopted by both ADC, WSCC and BHCC 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)**

2.2.10 Shoreham Port Authority has recently produced a Port Masterplan. Although not a statutory planning policy document, the plan is reflective of the Port’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.

2.2.11 The Port’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.

**Interim Guidance for Infrastructure Contributions (2013)**

2.2.12 Interim Guidance has been produced by Adur Council to set out in detail what types of infrastructure developers will be expected to contribute towards (including affordable housing) to support proposals for new development – either on-site or through a contribution to off-site provision. It also includes the infrastructure requirements that are the responsibility of West Sussex County Council. This document will eventually be superseded by the Community Infrastructure Levy (CIL) and a Planning Obligations Supplementary Planning Document (SPD). In the meantime new development proposals should be in accordance with this document.

**Adur Local Plan and Shoreham Harbour Transport Study (2013)**

2.2.13 This transport study was 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.
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 Adur Civic Centre and Hove Town Hall. Discussions focused on the context for the development briefs and current aspirations for existing sites and businesses.
Figure 2.3: Consultation events
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 offices, 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 within Adur. 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 All 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.
3 PLANNING CONSIDERATIONS AND OPPORTUNITIES
Figure 3.1: Planning Considerations
3.1.1 The Western Harbour Arm is formed by the mouth of the River Adur and is the gateway to the historic core of Shoreham-by-Sea town centre. Highly constrained by Brighton Road (A259) and the railway, the Western Harbour Arm area is the principal approach corridor to Shoreham-by-Sea from the west. To the north of the railway line, the brief area is abutted by residential neighbourhoods and a large industrial estate.

3.1.2 Shoreham-by-Sea town centre, a few minutes walk to the west has a peaceful, village-like charm consisting of predominantly two storey terraced cottages on streets leading off from the primary shopping area. The town centre is characterised by a grid of narrow streets with a high degree of enclosure often opening up to views of the South Downs to the north. There are open views across the River Adur to the south as well as intriguing river glimpses between buildings where remnant slipways remain. There is a marked contrast moving from west to east out of the town and along the western arm where there are very limited views of the waterfront and public access.

3.1.3 Land directly opposite the Western Harbour Arm on Shoreham Beach has been redeveloped in recent years from industrial
Figure 3.2: Existing key land uses
to residential (Emerald Quay and Sussex Wharf) in the form of 4-5 storey apartment blocks encompassing small private mooring areas and a public waterfront walkway also acting as a flood defence. The experience of living in these properties could be considerably improved through a high quality redevelopment of the opposite bank.

3.1.4 At the far eastern end of the brief area is Kingston Beach, designated with Village Green status to safeguard the beach as a public space. The beach is home to Shoreham Rowing Club as well as the new RNLI lifeboat building, a maritime themed, low carbon building of significant architectural merit.

3.1.5 Along the western arm there are a range of different employment land uses. On the south-side of the A259 the waterfront sites are predominantly large industrial and open storage premises accommodating such uses as fuel storage, plastics manufacturing, aggregates handling and metal recycling. The majority of the sites are privately owned with the exception of Kingston Railway Wharf, Kingston Wharf and Free Wharf which are owned and leased by SPA.

3.1.6 Closer to Shoreham town centre there is a car showroom and some smaller office and workshop units such as the Riverside Business Centre, Ham Business Centre as well as the Sussex Yacht Club and The Ham, a public open space and popular children’s skate park. On the north-side of the A259 are mainly ‘big box’ retail warehouses including B&Q, Dunelm Mill and Halfords, the local waste tip as well as other units (some vacant) suitable for industrial and storage uses.

3.1.7 A number of the premises along the arm are coming to the end of their useful life and are no longer ideally suited for modern business needs either requiring significant investment on site or relocation to a better facility elsewhere. The flood defence infrastructure is in need of upgrade and repair and some of the land stands vacant and underused. The A259 road frontage is particularly harsh and visually unattractive due to the wall of industrial uses that prevent views across the water. The road is a very popular route with cyclists despite the lack of a cycle-way, poor surfacing, high dust and noise levels and heavy use by HGVs.
3.2 HISTORIC ASSETS

3.2.1 The Western Harbour Arm benefits from a number of historic assets and falls within the part of the Shoreham-by-Sea Conservation Area described as “Riverfront which is characterised by clustered development around a riverside setting, yacht club and boats on the river”. The wider town centre conservation area includes 47 listed buildings; including the Grade 1 listed St Mary de Haura Church, arguably the main landmark feature of the town, rising over the lower-rise development that surrounds it. It is clearly visible from Shoreham Beach, the South Downs and much of the wider area. It will be important for any new development at the Harbour to respect views of the church.

3.2.2 Kingston Beach is home to the Kingston Buci Lighthouse, a Grade II Listed feature and distinctive local landmark. Shoreham Fort (1857) is a scheduled monument which is located at the entrance to the harbour and is visible from the Western Harbour Arm. This was built as part of a series of experimental fortifications after the introduction of the ‘rifled’ gun barrels on the continent.

3.2.3 There are a number of historic slipways and hards along the arm in varying states of maintenance. These slipways are owned and managed by WSCC as the highway authority up to the high water mark, by the site owner between high and low water mark and by the SPA below that. Some of the slipways are now only used by light recreational craft yet contribute to the historic character of the town. All of the slipways are unusable for modern craft and lack sufficient parking and turning space. Opportunities are being explored to improve the way Shoreham’s public slipways are maintained by the authorities and alternative locations are being identified.

3.2.4 There is a wealth of local maritime history that could be better interpreted in this location and there is significant potential to improve the landscaping and street furniture to make it more accessible and appealing as a local amenity area and visitor attraction.
3.3 ACCESS, TRANSPORT AND HIGHWAYS

3.2.1 The Western Harbour Arm is dominated by Brighton Road (A259) which is a busy vehicular route and a key connection for industrial and local traffic with limited opportunities to cross the railway line to the north. The Adur Local Plan and Shoreham Harbour Transport Study identify the impact of future development on the highway network. This includes the proposed allocation for the Western Harbour Arm. The findings of the study indicate that development in this area will add to the existing congestion on the highway network unless mitigation measures are provided. The study tests a package of measures consisting of sustainable transport initiatives and junction improvements. This study will inform the preparation of the Shoreham Harbour Transport Strategy, which will identify a package of infrastructure measures and behaviour change initiatives where these would be considered effective and appropriate. It will be important to ensure that this package is comprehensively delivered to accommodate the planned development.

3.2.2 There are a number of transport network challenges that are being explored through the preparation of the Transport Strategy including:

Highways:
- High degree of local congestion, particularly in Shoreham-by-Sea town centre and on routes to and from the A27.
- There is an opportunity to encourage behaviour change initiatives that aim to reduce the dominance of the private car.
- Need to consider air pollution issues by monitoring/improving air quality in existing designated areas.

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 as Controlled Parking Zones and Car Clubs.

Bus services and railway access:
- Although Brighton Road (A259) benefits from bus services, there are issues with reliability exacerbated by local congestion in the town centre. In addition, local railway stations do not benefit from good interchange facilities for passengers travelling by bus, bicycle or by foot.
Walking and cycling:

- Brighton Road (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. Further improvements will build on the recent town centre upgrades such as East Street pedestrianisation and replacement of the footbridge.
- Realise the full potential of the South Coast National Cycle Route No.2 and Monarch’s Way Public Right of Way.
3.4 PROPERTY MARKET ANALYSIS

3.4.1 The Background and Emerging Proposals report (2012) provides an overview of the national property market trends before focusing on the 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.

3.4.2 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 in the town especially as the wider UK economy starts to recover. Agents indicate that the main barrier is the lack of essential infrastructure, which needs investment to support and facilitate larger developments.

3.4.3 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.

3.4.4 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 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.

3.4.5 Analysis supports the managed release of some employment sites for a residential mix of uses including new commercial activities which will create employment opportunities.

3.4.6 Potential office ‘overspill’ from surrounding areas could make the Western Arm and attractive area for emerging digital media and other environmental technology businesses.
3.5 Site Topography and Flooding

3.5.1 Western Harbour Arm occupies a distinctive position between the backdrop of the South Downs which rises behind the study area, and the coastline of the English Channel. The coastline presents a flooding risk to much of the area due to the low lying topography and a comprehensive strategy for mitigation and management is required.

3.5.2 Sites in the Western Harbour Arm Development Brief area are vulnerable to surface water, fluvial, and most significantly tidal flooding. The Adur and Worthing Councils’ Strategic Flood Risk Assessment (SFRA) identifies a number of sites in this area as Tidal Flood Zone 2, 3a and Non-functional Flood Zone 3b. This latter category recognises that some sites have the same risk of flooding as Flood Zone 3b but do not have a significant storage or conveyance potential which materially impacts flood risk elsewhere. Some sites also fall within Fluvial Flood Zones 2, 3a and 3b. New development in this area however will need to take flood risk into consideration in accordance with the guiding principles set out in WHA19 below.

3.6 Technical Constraints

3.6.1 As shown on Figure 3.1, the Western Harbour Arm is subject to a number of designations which constrain development potential. These are summarised as follows:

Waste and Minerals
- Two wharves safeguarded under the WSCC Minerals Local Plan for mineral use.
- Two waste management sites.
- Health and Safety Executive (HSE) Zone which determines boundary zones for different types of development at a distance from a ‘major hazard’ based on the current fuel oil use.

Environmental Protection
- An Air Quality Management Area (AQMA) that covers the western part of the Western Harbour Arm. There are also AQMAs to the north, elsewhere in Adur, and in Brighton & Hove.
- Presence of contaminated land.
- A locally designated nature reserve (LNR) and Site of Nature Conservation Importance (SNCI) at Shoreham Beach
- A nationally designated Site of Special Scientific Interest (SSSI) stretching into the Adur Estuary.
3.7.1 A key consideration in planning for the harbour 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 locations, design and mitigation measures to prevent future conflicts arising that may impact upon the long term viability of Port industry.

3.7.2 The Port Masterplan (2010, see Figure 5.3) explored operational land requirements and enabling redevelopment opportunities. In addition to clarifying future opportunities and priorities for the core areas of port operation, the Masterplan identified proposals for the Western Harbour Arm on the premise of land intensification and the introduction of a wider mix of uses including residential dwellings.

3.7.3 The Masterplan is a particularly important background document for the Western Harbour Arm as it introduced the principle of releasing selected areas of land from industrial and port-related uses and demonstrated that this could be acceptable over the longer term in terms of the Port’s future operation plans.

**Infrastructure**
- 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.

Figure 3.3: Port Masterplan
4 ILLUSTRATIVE FRAMEWORK
Longer term redevelopment opportunity
Phased release of land for residential development
New employment floor space
Phased release of land for mixed use residential and employment
New public open space / inlets
New opportunities for moorings
Improved connections and streetscape
Flood defence upgrade

Figure 4.1: Illustrative concept plan
4.1.1 Figure 4.1 provides 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 emerging Adur Local Plan, the National Planning Policy Framework and other relevant planning guidance.

Proposals for Western Harbour Arm:

1. Phased release of sites for a residential-led mix of uses

4.1.3 The release of sites for redevelopment to alternative uses along the Western Arm is a long term process which requires careful management and will rely on working in collaboration with a number of landowners and businesses. Many of the industrial activities are relatively low intensity uses and although some of them make direct use of the water, a number have no direct relationship with the harbour setting and could be better sited in alternative locations that better suit their modern business needs.
4.1.4 There is a strong commitment from the partnership to ensure any release of sites is backed up by an accompanying employment strategy which minimises impact on existing business operations and retains local firms and jobs in the local area. See below for further details and guiding principles WH12.

Residential Quantum

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

4.1.6 With the exception of Shoreham Yacht Club, and subject to the guiding principles set out in Chapter 5, the JAAP, Adur Local Plan and other relevant policy guidance, it will be acceptable to redevelop sites to the south of Brighton Road A259 within the plan period of the JAAP to 2031. Waterfront sites to the south of Brighton Road A259 have the potential to deliver 1,050 dwellings during the plan period.

4.1.7 Sites to the north of Brighton Road (A259) also have the future potential for redevelopment for a mix of uses including a significant number of residential dwellings (a further 150-550 units), subject to future review (see Figure 5.1 for reference). In the short term, given the proximity to the existing industrial uses on the south-side and the constrained location between the railway and the A259, it is unlikely that these sites will be able to come forward (for residential use) until the process of change is sufficiently underway on the south-side of the A259. However, the status and use of these sites will be kept under review, as in some parts of the arm opportunities may arise within the plan period for a comprehensive approach taking in both sides of the road. As highlighted below, development proposals for sites to the south of Brighton Road (A259) should not unduly prejudice the potential future development of sites to the north of Brighton Road (A259) and vice versa.

4.1.8 Refer to Chapter 5 Guiding Principles for details of development form and design guidance.

2. New employment floorspace and integrated employment strategy

4.1.9 ADC will promote the inclusion of employment floorspace as part of residential-led mixed use schemes as sites come forward for redevelopment. Proposals will be encouraged to provide a range of commercial spaces in smaller format units. The illustrative framework plan identifies these as standalone commercial “pavilions” which could accommodate a range of functions.

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including shops, food and drink, leisure and office space. Smaller scale (preferably marine-related) leisure facilities might also be appropriate. These activities will play a major role in adding diversity and interest to the waterfront, and helping to generate footfall. This space should be of modern, high quality design with an emphasis on providing studio style or office-based flexible workspace that could accommodate a comparatively higher number of jobs per unit of floorspace than the former industrial uses.

4.1.10 The Partnership is proactively building upon existing local economic strengths and growth sectors and seeking external funding and support to promote the wider Shoreham Harbour area as a hub for environmental technology and digital media technology-related businesses. Major development proposals that are able to incorporate floorspace designed to be suitable for such uses as part of a mixed-use schemes will be supported.

Existing businesses - A managed approach

4.1.11 The Partnership will be proactive in managing the phasing of sites coming forward for redevelopment. It is recognised that most of the brief area is currently occupied by existing businesses with different needs and future aspirations for their operations. The Partnership will continue to have an open dialogue with landowners and businesses to understand their future ambitions and ensure that the process of land use change is managed sensitively. For example, it is understood that some operators are already considering alternative sites outside of the Western Harbour Arm for relocation purposes. However, other businesses have no immediate desire to relocate, and as such may not come forward for redevelopment until the latter part of the plan period. The Development Brief seeks to maintain sufficient flexibility to enable a phased redevelopment approach which enables certain sites to remain in their existing use in the medium-term. Refer to guiding principles WH11 for further detail of associated requirements.

3. Opportunities for new leisure, visitor and ancillary retail uses

4.1.12 Shops, cafes, restaurants that are ancillary to new mixed-use developments have an important role to play in realising the vision for regeneration of the Western Harbour Arm. Although residential uses will be the primary land use, small-scale ancillary retail development (for example, circa 250 sqm, particularly A2 – A5 uses) will help to bring life to the waterfront and strengthen the overall offer of Shoreham-by-Sea complementing the town centre. A hotel use may also be appropriate as the location develops as a destination.
There may be scope to increase the number of berths in the harbour for both visitors and new residents through the incorporation of a new quay or floating docks/pontoons which (in addition to providing a new public slipway in a suitable location) will substantially improve the facilities on offer for the boating community and attract visitors into the area.

The area of the harbour closest to Shoreham-by-Sea town centre has been considered in relation to a larger retail outlet as part of a mixed-use scheme. The Retail Study completed in 2009 indicated that there was limited capacity for additional convenience retail floorspace, however, it recommended that Shoreham town centre as a whole would benefit from a new quality national food store operator trading either in or on the edge of the primary shopping area. Following the recent resolution to grant planning permission for a mixed use development on the former Parcelforce site a significant proportion of the identified capacity would be taken by the proposed ground floor retail store on this site. Whether any additional convenience retail floorspace could be justified would depend on the forthcoming review of the 2009 study and the emerging Adur Local Plan. Any proposal coming forward in advance of the Local Plan would have to demonstrate compliance with relevant Development Plan policies and the NPPF, in particular, that the development would not have an adverse impact on the vitality and viability of the town centre and would deliver significant regeneration benefits.

4. **Delivery of a new waterfront route with cycle way**

Development of a new, publicly accessible waterfront route is proposed. This new route will help to create a waterfront street environment for the Western Harbour Arm, a legible connection linking the town centre to Kingston Beach via a sequence of special places - new retail destinations and open spaces framed by an attractive harbour setting and a new, desirable residential neighbourhood. As shown in Figure 4.1 the route will extend along the central part of the Western Harbour Arm and is intended to have a more intimate scale and character than the A259 which will be retained as the primary vehicular route through the Western Harbour Arm.

The street could operate as a 20 miles per hour one way route with an emphasis on visitor traffic and site access. In addition to some limited on-street parking, the carriageway has potential to accommodate a bus route and will be designed to maximise ease of access for pedestrians and cyclists. Although it is not appropriate to extend the route the entire length of Western Harbour Arm due to narrow plot depth at the eastern end, the likely setback requirement of 8m from the waterfront for flood management purposes makes the provision of a new route more deliverable. Subject to more detailed modelling and design, a total section of
12.25m from building to harbour wall would be sufficient to deliver the new route.

5. Improved connections and streetscape along Brighton Road (A259) corridor

As shown in Figure 4.1, a series of new north-south connections from the waterfront route to Brighton Road (A259) are proposed. The exact form and function of these will depend on a number of factors. In some cases, these links may be pedestrian or cyclist only, whilst others will enable site access or direct connections to the waterfront. Streets adjacent to the proposed public open spaces would be well-suited as one or two-way connections from Brighton Road (A259) to the waterfront and vice versa. Particular consideration will be required in relation to the potential delivery of a larger mixed-use retail scheme close to the town centre which would require direct access from Brighton Road (A259) without having a detrimental impact on Brighton Road (A259) or the main stretch of the waterfront route.

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

6. New public open spaces and landscaping

As shown on Figure 4.1, the illustrative framework plan proposes three significant areas of new open spaces which will help to increase the accessibility and visibility of the waterfront, attract visitors to spend time in the area, provide new space for community activities and enhance the local environment. These spaces could be adapted to provide river inlets to support additional moorings to provide visual interest and increase access to the waterfront. Refer to guiding principles WH23 for further details.

7. Flood Risk Management Strategy

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

4.1.22 All new development proposals along the arm will need to take flood risk into consideration in accordance with the guiding principles set out in WH19 below and with the Flood Risk Management Guide (currently being prepared).

**Delivering the Vision**

4.1.23 It is recognised that Shoreham Harbour is a complex area to bring forward for comprehensive redevelopment in the current economic environment and the process will take place over the long term. The proposals listed above and guiding principles set out below aim to establish a clear framework for more detailed scheme development.

4.1.24 It is recognised that some sites may be challenging from a viability and deliverability perspective. For example the costs of delivering flood defence infrastructure is significant and the Partnership is currently in the process of applying for external government funding and exploring support mechanisms to expedite delivery and enhance the viability of the development.

4.1.25 ADC and wider Shoreham Harbour Regeneration Partnership will continue to assess the potential barriers to delivery and will engage with relevant government agencies to secure support funds. The Partnership seeks to work in collaboration and welcomes discussions with potential applicants at an early stage in the design process.
Figure 4.2: Existing views along the northern bank of the River Adur
5 GUIDING PRINCIPLES
Figure 5.1: Indicative phasing plan
5 GUIDING PRINCIPLES

5.0.1 The following summarises the Guiding Principles that will be applied to development proposals in the brief area structured around the over-arching harbour-wide strategic objectives.

5.1 SO1 SUSTAINABLE DEVELOPMENT: TO PROMOTE SUSTAINABLE DEVELOPMENT

**WH1 Sustainability Statements**

5.1.2 The Shoreham Harbour Interim Planning Guidance (IPG) (2011) requires a completed Sustainability Statement as supporting information to any proposed development within the parts of the Shoreham Harbour Regeneration Area. This includes the Western Harbour Arm.

5.1.3 Guidance on the format, topics and content of the Sustainability Statement is available in a separate Shoreham Harbour Sustainability Statements Guidance Note (2013). This summarises the policy requirements for each topic area. This is followed by a number of questions which must be answered in full. The topics to be covered include:

- Building standards
- Energy
- Passive design
- Low and zero carbon (LZC) energy technologies
- Materials
- Flood risk
- Open space
- Greening
- Biodiversity
- Public transport
- Pedestrians, cyclists and other users
- Parking
- Waste

5.1.4 A detailed justification must be included for any aspect of the proposed development which does not meet the policy requirements in the guidance note.

**WH2 Building Standards**

5.1.5 Proposals will be expected to establish an exemplary approach to sustainability. This includes the procurement and use of sustainably and ethically sourced materials.

5.1.6 As such, all new residential development must achieve Code for Sustainable Homes level 4 as a minimum. All conversions of non-domestic buildings to residential use must achieve the BREEAM Domestic Refurbishment ‘Very Good’ standard as a minimum. All non-domestic floorspace must achieve BREEAM ‘Very Good’ standard as a minimum.
5.1.7 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.

**WH3 Energy**

5.1.8 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

5.1.9 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:

4.1.10 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.

5.1.11 Glazing and sunlight:

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

5.1.12 Thermal mass:

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

5.1.13 External shading:

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

5.1.14 Ventilation:

- Developments should include appropriate ventilation measures, with a preference for non-mechanical ventilation where possible.

5.1.15 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 or biodiesel
- Biodiesel CHP
- Biomass CHP
- Efficient gas boiler
- Gas Micro CHP
- Solar photovoltaic panels
- Wind turbines

5.1.16 Development proposals must include details of the feasibility of creating new networks, or connecting to existing heating / cooling / CHP networks where these already exist and opportunities for future expansion of any proposed networks beyond the development area.

**WH4: Water**

5.1.17 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 Code for Sustainable Homes Level 4 or higher, or the BREEAM “very good” rating.

5.1.18 Proposals should make reference to 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 will be incorporated to ensure only clean surface water is discharged into the River Adur.

5.1.19 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.

**WH5: Air Quality**

5.1.20 Air quality impacts should be considered at an early stage in the design process to avoid any significant adverse impacts on health, quality of life and the environment. Development should seek to avoid any further deterioration in air quality.
Development should aim to improve air quality and reduce air pollutants in the area. These are related to traffic, energy generation (such as biomass) and industry.

5.1.21 ‘Air Quality and Emissions Mitigation Guidance for Sussex Authorities’ (prepared by Sussex-air) will be used to determine whether an Air Quality Assessment and/or Emissions Mitigation Assessment is required. Proposals will be required to take account of the cumulative effects on air quality of other planned developments.

5.1.22 Proposals will be required to demonstrate that appropriate mitigation measures are introduced to ensure that new and existing residents are not exposed to poor air quality associated with existing industrial uses and traffic pollutants in both the short and long-term.

5.1.23 Air Quality Action Plans (AQAPs) will continue to play a key role in helping to manage issues of localised air pollution. In accordance with the Adur Interim Planning Guidance on Planning Contributions for Infrastructure Provision (2013), 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.

**WH6: Noise**

5.1.24 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.

5.1.25 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.

5.1.26 Proposals should make reference to the Noise Policy Statement for England (NPSE) and the Brighton Agglomeration Noise Action Plan. 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.

**WH7: Contamination**

5.1.27 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).

5.1.28 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.

**WH8: Waste and Recycling**

5.1.29 All development proposals will be required to demonstrate that waste is minimised and opportunities for reuse and recycling of material are taken up both during the construction phase and the lifetime of the building. All development proposals will be accompanied by a Site Waste Management Plan.

5.1.30 All development proposals will be required to incorporate appropriate facilities that enable and encourage high rates of recycling and reuse of waste materials.

5.1.31 Development proposals that include the redevelopment of any Waste Management Site will be required to demonstrate that appropriate replacement facilities have been provided elsewhere.

**WH9: Infrastructure and Utilities**

5.1.32 In accordance with the Interim Planning Guidance on Planning Contributions for Infrastructure Provision (2013), 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.
5.1.33 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 currently being prepared by ADC. This will be informed by the Strategic Infrastructure Package for Adur, currently being prepared by WSCC and through discussions with infrastructure providers and other key stakeholders.
5.2 SO2. SHOREHAM PORT: TO SUPPORT A GROWING THRIVING PORT

WH10: Management of minerals wharves

5.2.1 Minerals wharf capacity at Shoreham Harbour makes a significant contribution to meeting the needs for aggregate imports in to the sub-region. There are two wharves within the Western Harbour Arm (Free Wharf and Kingston Wharf aka Railway Wharf East) that are currently safeguarded under Policy 40 of the West Sussex Minerals Local Plan (2003). The National Planning Policy Framework provides protection to minerals wharfs and states in paragraph 143 that local planning authorities should safeguard existing, planned and potential wharfage for bulk transport of minerals, secondary materials and marine-dredged aggregates.

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

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

5.2.4 The recently adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012) includes Policy WMP 14 which safeguards the overall mineral capacity in ports subject to no net loss of
Figure 5.2: Land use plan
capacity rather than safeguarded individual sites. The plan states (paragraph 4.50) provision of equivalent capacity (tonnage) within either part of Shoreham Port maybe acceptable subject to future safeguarding by West Sussex County Council.

5.2.5 ADC is committed to working with the Shoreham Port Authority, Brighton & Hove City Council, and West Sussex and East Sussex County Councils to ensure that an appropriate policy approach is incorporated within the updated Minerals Local Plan and Joint Area Action Plan. 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

WH11: Reprovision of employment floorspace

5.3.1 Where relevant, development proposals should provide clear evidence of a relocation strategy which ensures existing business continuity and minimises operational disturbance. To prevent displacement of employment floorspace and associated jobs, ADC will encourage the re-provision of business requirements either on-site, elsewhere in the Development Brief area or local area.

WH12: Impact on existing business operations

5.3.2 The development of the Western Arm is 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 this process of dialogue to ensure a mutually appropriate scenario as sites come forward.

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

**WH13: Training and Skills**

5.3.4 Proposals that incorporate initiatives and opportunities to secure apprenticeships, training and new job opportunities for the local area will be encouraged. 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.

5.3.5 Developers of major schemes will be encouraged to sign-up to the Adur & Worthing ‘Business and Developer Charter’ which promotes good practice and ways to achieve a lasting impact on the local area across 4 key areas – community, education & skills, procurement and communication.
5.4 ** HOUSING AND COMMUNITY: TO PROVIDE NEW HOMES TO ADDRESS LOCAL NEEDS**

**WH14 Affordable Housing, tenure, size and unit types**

5.4.1 The approach taken to affordable housing and unit sizes should be in accordance with the guidance in the emerging Adur Local Plan (Draft Policies 20 and 21) and ADC interim guidance on Planning Contributions for Infrastructure Provision (2013). The Local Plan will be seeking provision of 30% affordable housing. Refer to the guidance for details of minimum threshold levels.

5.4.2 For further information on provision of affordable housing, contact Adur District Council’s Housing Strategy and Enabling Manager.

5.4.3 Developers will be expected to ensure that proposals deliver a balanced community through incorporating a suitable mix of unit sizes and tenures. A mix of apartments and terraced town houses would be appropriate across all tenures, with the majority of residential dwellings likely to be arranged as flatted accommodation. The Adur Strategic Housing Market Assessment indicates that the greatest need in the district is for two and three bed units.

**WH15 Co-location with employment uses**

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 longer term scenario envisaged within the Development Brief. Figure 5.2 illustrates the broad distribution of land uses.

**WH16 Contributions to social infrastructure**

In accordance with emerging Adur Local Plan (Draft Policy 28) and ADC supplementary guidance on Planning Contributions for Infrastructure Provision (2013), new development will be required to make contributions towards community infrastructure priorities. Infrastructure contributions (e.g towards surgeries, education and schools, youth facilities, community buildings, open space) will be sought via Section 106 Planning Obligations where they meet the statutory tests and
potentially through a future Community Infrastructure Levy (CIL).

5.3.6 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 **SUSTAINABLE TRANSPORT: TO IMPROVE CONNECTIONS AND PROMOTE SUSTAINABLE TRANSPORT CHOICES**

**WH17: Promoting Sustainable Transport**

5.5.1 In line with Draft Local Plan 27 (Transport and Accessibility), the Council and WSCC will seek to encourage a sustainable shift in travel patterns, key requirements of development proposals include:

- Subject to national and WSCC criteria, proposals may require a Transport Assessment to identify 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.
- Proposals should include adequate levels of car parking or measures to promote lower levels of car ownership in accordance with the principles set out in the West Sussex County Council Guidance on Car Parking in Residential Development and in accordance with the ADC Sustainability Checklist. Commercial developers should refer to the WSCC revised County Parking Standards and Transport Contributions Methodology.
- 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 development 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 use of the river as a means of transport, such as provision of pontoons and additional moorings will be encouraged.
- Pedestrians and cyclists will be given priority over vehicular traffic on residential streets within the Development Brief area.

5.5.2 The broad approach to connections is shown on Figure 5.3.

**WH18: Transport Infrastructure Contributions**

5.5.3 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
Figure 5.3: Connections diagram
the development in accordance with the Adur Interim Planning Contributions for Infrastructure Guidance, the forthcoming Shoreham Harbour Transport Strategy and other relevant WSCC policy guidance. Specific local measures being promoted include:

- Creation of a new cycle and pedestrian route along the waterfront.
- 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 the Western Harbour Arm and in adjacent areas including a package of junction improvements to improve capacity and balance priorities for road users.
- Implementing an 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

WH19: Flood Risk Management

5.6.1 ADC 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 Adur and Worthing Councils’ SFRA (2012) identifies a number of sites as being Tidal Flood Zone 2, 3a and Non-functional Flood Zone 3b. Three options for addressing this flood risk should be considered for the Western Harbour Arm (which could be used in combination):

- Raising floor levels above the predicted flood level;
- Providing a flood defence wall; and
- Land raising along the frontage.

5.6.3 Early engagement with the Environment Agency is recommended and the following principles for development proposals apply:

- In accordance with Draft Local Plan Policy (Flood Risk and Sustainable Drainage), a site specific Flood Risk
Assessment (FRA) will accompany all planning applications for:

- Major developments located in Flood Zone 1
- All development in Flood Zones 2 and 3
- All developments or change of use, regardless of flood zone or size, where flood risk from other sources (surface water, sewer, ground water) is identified by the SFRA.

- Where undefended land levels are below the 1 in 200 year flood event for 2115, land raising and/or a flood defence wall should be provided.

- Development should be designed to be safe for the 1 in 200 year flood level to 2115 for residential and to 2082 for commercial development. Proposals should protect against a breach scenario through the application of an appropriate finished floor level assumed to be 5.77m above Ordnance Datum (AOD) for residential development and 4.94m above AOD for commercial proposals.

- Proposals which seek to provide basement parking will only be acceptable where adequate mitigation and emergency planning are included as part of the planning application.

- Proposals should include adequate mitigation where access to the river must be maintained, for example slipways.

- Where development creates new flood flow routes, the site specific FRA must assess the potential flood hazard posed by them.

- Proposals should demonstrate how the risks of surface water run-off and water pollution have been reduced including through the introduction of Sustainable Drainage Systems (SuDS) and water capture / recycling technology 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 must include an emergency strategy to ensure the safety of residents at times of flooding. This should be developed in conjunction with the Councils' Emergency Planning Officer. The maintenance and review of the strategy will be the responsibility of the development management company.
5.7.1 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.

5.7.2 Development proposals will be required to include schemes to conserve, protect and enhance existing biodiversity, taking into account appropriate, coastal protected sites and species. Measures to enhance biodiversity include, but are not limited to:

- Incorporating appropriate planting schemes for the location, using locally native species wherever possible.
- Incorporating features such as green walls and green/brown roofs, with appropriate planting for the location.
- Providing bird-nesting 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...
Figure 5.4: Sketch Illustration of Western Harbour Arm looking west along the River Adur

N.B. for illustrative purposes only
habitats, including designated nature conservation sites.

5.7.3 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

WH21: Facilities for boat users

5.8.1 The Western Harbour Arm currently benefits from the location of a number of historic slipways and hards to the east of the footbridge. Most of these are either inaccessible or dilapidated and lack sufficient parking and turning areas for trailers to make them usable. The Partnership is currently working with the Shoreham Slipways Group to identify a suitable location in the harbour for a new public slipway with sufficient space for appropriately laid out parking. Major development schemes that result in the loss of an existing slipway or hard and that fail to incorporate a new useable slipway (with sufficient parking/turning space) on-site may be expected to contribute towards reprovision of the facility off-site.

WH22: Public Open Space

5.8.2 Major waterfront development schemes, are encouraged to incorporate features that improve open access to the waterfront such as river inlets as well as facilities for boat users such as additional moorings, floating pontoons/docks and slipways.

5.8.3 Development proposals will be required to provide an appropriate amount of high quality multi-functional public open space on site. The type and quantity of open
Figure 5.5: Open space - indicative locations
space will be determined by the scale and type of development and the identified needs of the area. The Adur Open Space, Sport and Recreation Study sets the following local standards:

<table>
<thead>
<tr>
<th>Type of open space</th>
<th>Hectares (ha) per 1,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks and gardens</td>
<td>0.06</td>
</tr>
<tr>
<td>Natural and semi-natural green space</td>
<td>1.40</td>
</tr>
<tr>
<td>Amenity greenspace</td>
<td>0.81</td>
</tr>
<tr>
<td>Provision for children and young people</td>
<td>0.14</td>
</tr>
<tr>
<td>Outdoor sports facilities</td>
<td>1.50</td>
</tr>
<tr>
<td>Allotments and community gardens</td>
<td>0.30</td>
</tr>
</tbody>
</table>

5.8.4 These standards may be updated in the Open Spaces Strategy currently being prepared by ADC.

5.8.5 As shown on Figure 5.5, the illustrative masterplan proposes three significant areas of new open spaces which will fulfil a variety of functions. Although the exact size, location and design are to be determined, ADC will require one major space to be delivered for each group of major sites:

- Western area
- Central area
- Eastern area.

5.8.6 ADC will work with developers to explore the role, function and more detailed design of each space as it comes forward. These spaces may be adapted to incorporate river inlets and leisure facilities for boat-users.

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

5.8.8 The loss of any 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 public 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
Figure 5.6: Indicative development form
5.9 SO9. PLACE MAKING AND DESIGN QUALITY: TO PROMOTE HIGH QUALITY AND IMPROVE TOWNSCAPE

WH23: Development Form

5.9.1 All development proposals will be expected to embrace principles of good urban design alongside environmental considerations. Buildings should provide strong enclosure to public spaces and streets, and maintain a clear distinction between public and private space.

5.9.2 The Western Harbour Arm occupies a significant length of waterfront, and it is important to avoid a scenario in which a single development form is delivered repetitively across the whole site. As illustrated on Figure 5.6 in general, buildings should be oriented to maximise views of the water. However, the exact form is partly dependent on the depth of the plot and the mix of uses. The illustrative framework identifies the following typologies (see Figure 5.7 for illustrations):

- Former Parcelforce site – creation of frontage to Brighton Road (A259) and fingers of development maximising views across the River Adur.
- Open urban blocks – a number of sites are arranged as a horseshoe of flatted development with frontage on Brighton Road (A259) and views across the River Adur to the rear. Although pavilion buildings are proposed along the southern edge of these blocks, these will be of a lower scale (2 storeys), thus maximising views from within the block, and creating an active frontage along parts of the waterfront. Private amenity space is provided as a courtyard within the block.
- Apartments and terraced arranged as urban blocks – an alternative approach is the arrangement of some north-south blocks as terraced housing, providing variety and much-needed family housing in an attractive location. This typology again accommodates pavilion retail buildings along the waterfront street. Private amenity space is provided within the block.
- Apartment buildings – the more narrow parts of the site are less appropriate for a partially closed urban block. In these locations, the blocks are arranged in pairs along a north-south orientation to maximise views to the harbour. Private amenity space is provided between the blocks.
- Mixed employment / apartments: As identified in principle WH15, there is an expectation that a mixed employment site would need to be designed in an urban format with parking at lower levels and trading areas above. The design of the site to the south is particularly important in this respect, as it will
Figure 5.8: The sketch-up view above illustrates the important relationship between the proposed development to the south of Brighton Road (A259) and the existing residential development to the north of the road, at the eastern end of the site. The white block in the image above demonstrates the scale of the existing domestic terraced houses and the purple blocks represent the proposed scale of the four storey residential blocks.

Figure 5.8: The view to the left illustrates the scale of development along to the south of Brighton Road (A259) and the new open spaces that have been created. Although the Western Arm is a large collection of sites, the scale of development needs to be managed carefully to ensure that Brighton Road (A259) and waterfront route has a human scale. Development has been illustrated indicatively to the north of Brighton Road (A259).
complete the urban block around the mixed employment site. As such the mixed employment site will have a pedestrian entrance and strong frontage on Brighton Road (A259). However, the waterfront will have a more typical character, arranged as a residential frontage, possibly with ancillary retail facilities at ground floor. Access in and out of the store should be arranged around the streets formed by the new open space. This structure is compatible with a scenario in which the mixed employment site is not developed, or, in the longer term (i.e. significantly beyond the plan period), relocates to an alternative location. In this version of events, the mixed employment site could be re-cast as the northern half of a normal residential block.

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

**WH24: Design Quality**

Development should be of a high quality design with reference to the following characteristics:

- Suitable scale and massing in relation to housing type and local context (townscape character and historic environment).
- Appropriate internal and external space standards which are due to be prepared as a Supplementary Planning Document by ADC. Until this is prepared and adopted, the Interim Internal Space Standards will apply. Dwellings should benefit from excellent provision of private, semi-private and communal space.
- High standards of architectural design and detailing, with appropriate variation in style and character.
- 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.
Figure 5.9: Place-making
• Compliance with Lifetime Homes criteria.
• Incorporation of the features and principles of Secured by Design.
• Avoidance of single aspect north-facing provision and maximised opportunities for dual aspect homes.
• Innovative solutions for car and cycle parking (see above).
• Delivery of social and community infrastructure requirements (see above).
• Compliance with sustainability standards (see above).
• Integration of flood risk mitigation (see above).

**WH25: Building Height**

In general, buildings should be developed to 4 or 5 storeys (apartments) with a lower scale of terraced / townhouse accommodation (2.5 storeys) and retail pavilions (2 storeys). Schemes offering a variation of height and scale are encouraged. This scale of development is capable of delivering the residential growth target envisaged in the Draft Adur Local Plan (2012). If buildings are consistently taller than 4 storeys, the overall vision and appeal of the Western Harbour Arm could be diluted. Excessive height could also create issues of traffic congestion, infrastructure provision and microclimatic impact. The waterfront route and the street environment of the A259 will only be successful if an intimate scale of development is established.

In addition to guidance in Policy 14 in the Draft Adur Local Plan (2012), proposals for individual taller buildings above a threshold of four or five storeys will be required to submit evidence and demonstrate an appropriate response and high quality design in relation to the following elements:

• Scale and height
• Architectural detailing
• Materials
• Public realm and open space
• Public transport accessibility
• Social and community provision
• Views into and out of the area, including assessment of glimpse views, local views and long views in relation to the waterfront, local landmarks (e.g. maintaining the dominance of St. Mary de Haura on the skyline), the South Downs National Park and Conservation Areas and historic assets as appropriate
• Microclimatic impacts including wind, daylight and sunlight effects and air pollution.

**WH26: Public Realm**

Development proposals should improve the quality, accessibility, security and legibility of public streets and spaces in accordance with best practice guidance published by the government, the council and other bodies.
Figure 5.10: Sketch Illustration of Western Harbour Arm, looking south towards Shoreham Beach and looking west along the new waterfront

N.B. for illustrative purposes only
5.9.7 The public realm elements of development proposals must be designed in accordance with the Shoreham Harbour Streetscape Guide (2012). This includes technical specifications for:

- Seating
- Benches
- Bins
- Cycle Stands
- Bollards
- Signage
- Lighting
- Guardrails
- Walls and Fences
- Footpaths
- Carriageways and Kerbs
- Tree Surrounds
- Vegetation

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 for public safety, be energy efficient, designed to illuminate the target only and avoid light pollution.

5.9.10 Shoreham Harbour is identified in the Adur Public Art Strategy (2009) as being a key location that could benefit from public works of art as the area develops to improve its cultural identity. In accordance with saved Local Plan policy AB32 (Per Cent for Art) and detailed within Adur’s Planning contributions for Infrastructure Provision (2013, Interim Guidance) contribution will be sought for public art in accordance with the scale of development proposed.

**WH27: Waterfront character**

Development proposals will be required to accommodate a high-quality waterfront route. The character of the waterfront is a key opportunity for the Western Harbour Arm. As described above and illustrated in Figure 5.9, the new waterfront, trafficked along its central section, creates a coherent connection between Shoreham-by-Sea town centre and Kingston Beach.

5.9.11 The form of development must help to define a strong edge to the water – establishing a simple, intimate sense of formality, adding value to the proposed residential neighbourhood, and generating a sufficient vibrancy and activity to support the provision of new retail and other commercial functions along the waterfront. In addition to the creation of a distinct waterside setting, the proposals also enable provision of future maintenance to Western Harbour Arm flood defences.
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)
APPENDIX B
KEY REFERENCES
Planning Policy

• Shoreham Waterside North Interim Planning Guidance (September 2000)
• Shoreham Harbour Interim Planning Guidance (August 2010)
• Brighton & Hove Draft City Plan (Draft, May 2012)
• 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)
• 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

• 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)