

SHOREHAM HARBOUR REGENERATION AREA

TOPIC PAPER



Contents:

- 1. Introduction**
- 2. Background to the Shoreham Harbour Regeneration Project**
- 3. Partnership Working and the Joint Area Action Plan (JAAP)**
- 4. Minerals Wharves**
- 5. Transport**
- 6. Delivery**
- 7. Appendix: Submission Adur Local Plan Policy 8: Shoreham Harbour Regeneration Area**

1. INTRODUCTION

1.1 The Council considers that its approach to the Shoreham Harbour Regeneration Area in the Adur Local Plan meets the soundness tests set out in the National Planning Policy Framework (para 182) for local plan preparation in that:

- The Adur Local Plan has been positively prepared and has sought to meet objectively assessed development and infrastructure requirements as far as it is reasonable to do so and is consistent with achieving sustainable development in Adur.
- The regeneration strategy for Shoreham Harbour set out in the Adur Local Plan is the most appropriate for Adur and is justified when considered against the reasonable alternatives, based on proportionate evidence.
- The regeneration strategy for Shoreham Harbour is effective and is deliverable over the Adur Local Plan period to 2031¹. It has addressed joint working on cross-boundary strategic priorities.
- The regeneration strategy for Shoreham Harbour is consistent with national policy and will enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.

1.2 In developing a regeneration strategy for Shoreham Harbour, the Council has followed national guidance set out in the National Planning Policy Framework and Planning Practice Guidance for “sustainable development” and produced appropriate technical studies.

1.3 The purpose of this topic paper is to provide the background evidence to support the Council’s approach to the regeneration of Shoreham Harbour. It should be read in conjunction with other topic papers submitted in support of the Adur Local Plan, in particular the Flood Risk Topic Paper.

1.4 This topic paper addresses the following key issues in relation to the Shoreham Harbour Regeneration Area:

- Background to the Shoreham Harbour Regeneration project
- Partnership working and the Joint Area Action Plan (JAAP).
- Minerals wharves
- Transport
- Delivery

1.5 Shoreham Harbour is located partly within Adur District and partly within the City of Brighton & Hove. Adur District Council seeks to regenerate Shoreham Harbour and surrounding areas through delivery of the following policies:

Policy 2: Spatial Strategy – sets out the overall spatial strategy for the delivery of development in Adur over the Plan period to 2031². It describes how new development will be distributed in Adur and is supported by the Sustainability Appraisal. Shoreham Harbour is identified as a “*focus for*

¹ Proposed Main Modifications seek to extend the plan period to 2032.

² As above.

development to facilitate regeneration through delivery of a mix of uses including housing, which will be delivered through an Area Action Plan being prepared jointly between Adur District Council, Brighton & Hove City Council and West Sussex County Council”.

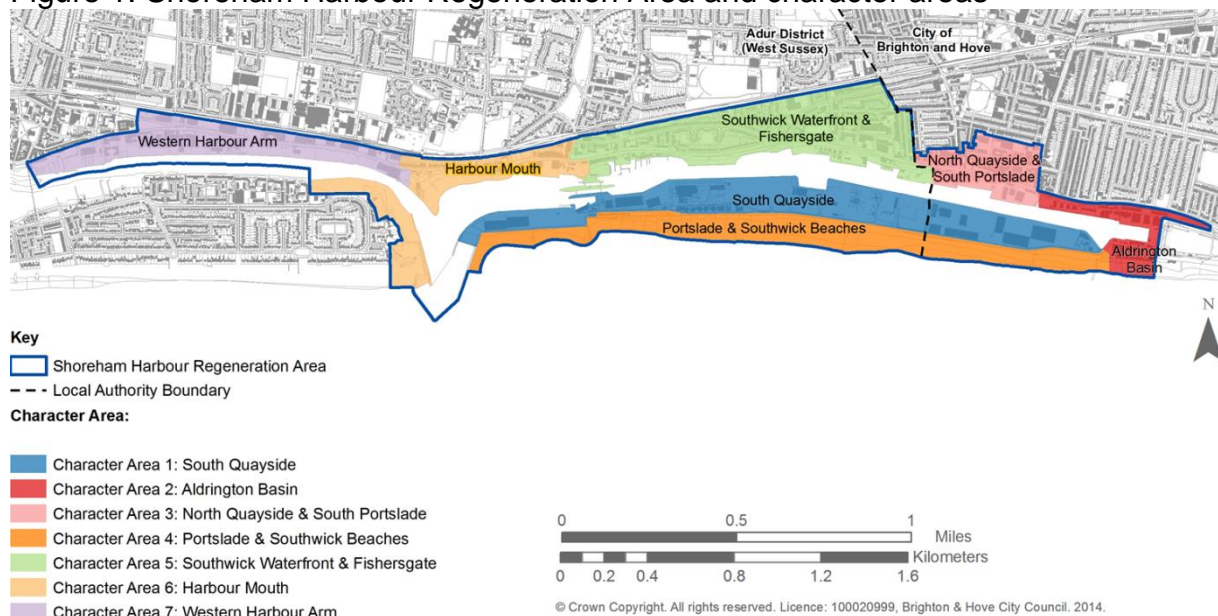
Policy 3: Housing provision – sets a minimum housing delivery target for the plan area, including 1,100 homes as part of the Shoreham Harbour Regeneration Area Western Arm (that part within Adur District).

Policy 4: Planning for Economic Growth – sets an employment floorspace delivery target for the plan area, including approximately 16,000sqm as part of the Shoreham Harbour Regeneration Area (that part within Adur District).

Policy 8: Shoreham Harbour Regeneration Area – identifies Shoreham Harbour as a broad location for change and identifies regeneration priorities and proposals that will be delivered over the plan period.

- The policy includes the delivery targets of 1,100 new dwellings and approximately 16,000sqm employment generating floorspace (within Adur District) as well as public open space, community uses and ancillary retail, restaurants and cafes and leisure uses as part of a sustainable new waterfront development.
- The policy commits the Council to working closely with existing site owners and businesses to support their needs and facilitate relocations.
- The policy requires new development to meet high standards of environmental efficiency and to submit a Sustainability Statement as supporting information to development proposals within the regeneration area.
- The policy requires development to protect and enhance the area’s environmental assets and wildlife habitats, and to improve and enhance access to greenspace.
- The policy outlines ongoing work to produce a Transport Strategy for the regeneration area to mitigate impacts on the highway network and promote sustainable travel behaviours.
- The policy identifies the Shoreham Port Masterplan (2010), Shoreham Harbour Interim Planning Guidance (2011) and Western Harbour Arm Development Brief (2013) as material considerations in determining applications until the JAAP is adopted. The policy outlines area priorities for the character areas within (or partly within) Adur District (see Figure 1). The Appendix contains the full policy.

Figure 1: Shoreham Harbour Regeneration Area and character areas



Policy 23: Density – this policy seeks to achieve efficient use of land by setting a minimum density, and encourages higher densities in appropriate locations such as Shoreham Harbour – therefore maximising opportunities for housing delivery in appropriate locations.

National Planning Policy Framework (NPPF)

1.6 The National Planning Policy Framework (NPPF), sets out the Government’s planning policies and how these are expected to be applied. It provides a framework “*within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities*” (para 1). Its key message is a **presumption in favour of sustainable development** which is described as being a golden thread running through both plan-making and decision-taking. This is set out in paragraph 14 which states that for plan making this means:

- *Local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *Local Plans should meet objectively assessed needs, with sufficient change to adapt to rapid change, unless:*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *Specific policies in this Framework indicate development should be restricted.*

1.7 This paragraph makes it clear that local planning authorities should plan positively to meet the development needs of their area and should meet objectively assessed needs unless there are significant adverse impacts of doing so.

1.8 This topic paper will demonstrate that the Council considers the regeneration strategy for Shoreham Harbour outlined in the Submission Adur Local Plan is in compliance with the NPPF and the presumption in favour of sustainable development.

1.9 Paragraph 17 of the NPPF sets out the government's twelve core principles for planning which should underpin plan making. These include:

- *Be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency.*
- *Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;*
- *Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*
- *Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);*
- *Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;*
- *Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*
- *Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);*

- *Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;*
 - *Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and*
 - *Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.*
- 1.10 The NPPF states that “*Local Plans must be prepared with the objective of contributing to the achievement of sustainable development*” (para 151) and should “*seek opportunities to achieve each of the economic, social and environmental dimensions of sustainable development and net gains across all three. Significant adverse impacts on any of these dimensions should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued*” (para 152).
- 1.11 The principle of sustainable development is embedded throughout the Local Plan. The development strategy seek to balance the development needs in Adur, including for new homes and jobs, with the need to continue to protect and enhance the high quality built and natural environment .
- 1.12 In preparing its strategy for the regeneration of Shoreham Harbour, the Council has taken account of guidance in the NPPF on building a strong, competitive economy (paras 18 – 22) which sets out how local planning authorities should “*plan proactively to meet the development needs of business and support an economy fit for the 21st century*” (para 20). Planning policies should “*seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing*”, “*set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth*” and “*identify priority areas for economic regeneration, infrastructure provision and environmental enhancement*” (para 21).
- 1.13 Paragraph 156 of the NPPF requires local planning authorities to set out the **strategic priorities** for the area in the Local Plan. This should include strategic policies to deliver:
- *the homes and jobs needed in the area;*
 - *the provision of retail, leisure and other commercial development;*
 - *the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - *the provision of health, security, community and cultural infrastructure and other local facilities; and*
 - *climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.*

- 1.14 As a broad location for change, the regeneration of Shoreham Harbour will boost significantly the supply of housing and employment floorspace, improve infrastructure and services throughout the area and enhance the built and natural environment of the area.
- 1.15 Paragraph 158 of the NPPF requires local planning authorities to “*ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about economic, social and environmental characteristics and prospects of the area*”. This includes housing, business, infrastructure, minerals, environment, viability and deliverability. In addition to the evidence base for the Local Plan as a whole, specific evidence has been gathered to support the regeneration strategy for Shoreham Harbour.

2. BACKGROUND TO THE SHOREHAM HARBOUR REGENERATION PROJECT

- 2.1 Up to 2010 the redevelopment plans for Shoreham Harbour were being led by the South East Economic Development Agency (SEEDA) supported by the Local Authorities and Shoreham Port Authority. During this period there was potential for leveraging in significant Government investment in the site, along with other growth points identified in the South East Plan. The earlier plans for the harbour were therefore developed with a view to accessing this investment. However since that time significant economic and political change has taken place that has impacted on the approach to the harbour. SEEDA has been disbanded, the South East Plan (which established the principle of testing delivering up to 10,000 new homes at the harbour) has been abolished, significant changes to the planning system have taken place and public funding for major regeneration projects has been significantly reduced.
- 2.2 Since 2010 the local authorities have taken local ownership of the regeneration plans and set up a joint Project Board to work together with the Port Authority to advance a deliverable, realistic plan taking into account the impacts and aspirations of the local community, based on taking a more of a ‘bottom-up’ approach. The emerging Joint Area Action Plan aims to provide a strategic framework and promote strategic catalyst sites for investment.
- 2.3 A Capacity and Viability Study (AECOM 2011) was commissioned to assess the quantum of new housing and employment floor space that could be viably delivered in line with the wider harbour vision. Viability analysis was undertaken to establish the funding gap between the value of the land and the full costs of the redevelopment that would need to be met to deliver the required supporting infrastructure. The study also considered the potential of meeting the eco-towns programme criteria for which the harbour had earlier received a limited amount of funding.
- 2.4 Allies Morrison Urban Practitioners was commissioned in 2013 to prepare Development Briefs for the areas of the harbour facing most development pressure and where new housing is proposed. Viability appraisals were carried out for each brief that factored in up to date information since the earlier 2010 study was undertaken (Shoreham Harbour Western Harbour Arm Development Brief 2013).

- 2.5 The JAAP is currently being refined following consultation feedback in advance of submission in 2017 for public examination. The current plans for the harbour aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites.
- 2.6 The viability appraisals underpinning the emerging plans have helped to identify the costs of the enabling infrastructure – in particular flood defences, highways improvements and site assembly costs. The plan covers the period up to 2031 and funding will be required from a number of different sources. The Shoreham Harbour Regeneration Partnership is continuing to work closely with stakeholders and local service providers to identify social infrastructure needs and priorities.
- 2.7 The Partnership recognises that having the right internal governance structures and resources in place to support delivery is essential and significant progress has been made in this area. There are dedicated staff resource tasked with site owner/tenant liaison, facilitating relocations, pre-application engagement and accessing funding and delivery.
- 2.8 The Partnership is proactively seeking ways to reduce viability gaps and unlock stalled sites. For example through working closely with private land owners; maximising the potential of publicly-owned sites and accessing different sources of infrastructure funding (e.g. Growing Places LEP fund, City Deal), and working closely with key stakeholders such as the Environment Agency.

3. PARTNERSHIP WORKING AND THE JOINT AREA ACTION PLAN (JAAP)

- 3.1 Policy 8: Shoreham Harbour Regeneration Area outlines ongoing partnership work between Adur District Council, Brighton & Hove City Council, West Sussex County Council and Shoreham Port Authority to support the regeneration of this area, including the production of a Joint Area Action Plan (JAAP) for the regeneration area and development briefs for key areas of change within the harbour area.
- 3.2 Paragraphs 171-181 of the NPPF set out the “**duty to cooperate on planning issues that cross administrative boundaries**”. Local planning authorities should ensure that “*strategic priorities across local boundaries are properly reflected in individual Local Plans*” and “*consider producing joint planning policies on strategic matters*” Shoreham Harbour is identified as a broad location for change in both the Submission Adur Local Plan 2016 and the adopted Brighton & Hove City Plan Part One 2016. The regeneration plans are being driven by the Shoreham Harbour Regeneration Partnership. This is comprised of Adur District Council, Brighton & Hove City Council, West Sussex County Council and Shoreham Port Authority. The four partners signed a Memorandum of Understanding in 2011 setting out the principles for joint working and cooperation between the partner authorities.

3.3 Paragraph 12-006 of the Planning Practice Guidance states that *“the Government’s preferred approach is for each local planning authority to prepare a single Local Plan for its area”*. However, additional Local Plans, such as Area Action Plans may be prepared if there is a clear justification for doing so. The Council considers that there is justification for producing a separate Joint Area Action Plan (in partnership with Brighton & Hove and West Sussex councils). This is due to the shared cross boundary priority of regenerating the harbour area, ongoing cooperation between the partner authorities and the specific opportunities and constraints of the Shoreham Harbour Regeneration Area. Detailed development proposals and policies for the area will be set out in the Joint Area Action Plan, which is currently being prepared.

4. MINERALS WHARVES

4.1 Paragraph 143 of the NPPF sets out local planning authorities’ responsibility to safeguard:

“existing, planned and potential rail heads, rail links to quarries, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterways of minerals, including recycled, secondary and marine-dredged materials”.

4.2 Paragraph 27-006 of Planning Practice Guidance states that:

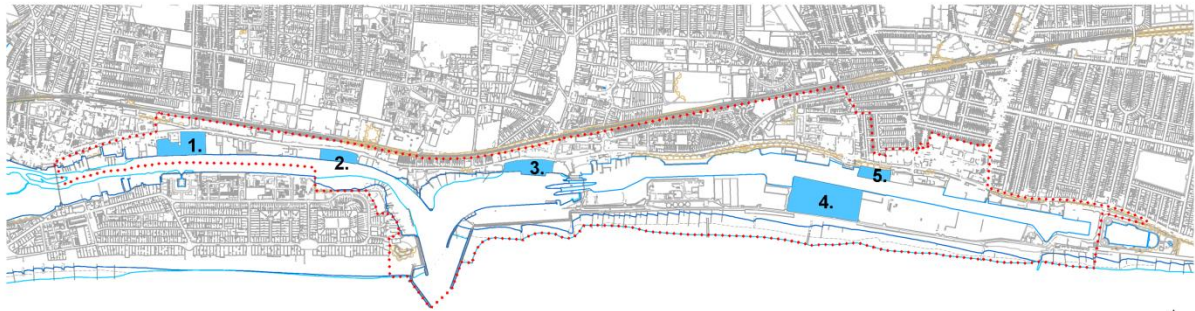
“planning authorities should safeguard existing, planned and potential storage, handling and transport sites to:

- *ensure that sites for these purposes are available should they be needed; and*
- *prevent sensitive or inappropriate development that would conflict with the use of sites identified for these purposes.”*



4.3 Shoreham Harbour is important regionally for the landing, processing and handling of minerals. West Sussex County Council is the Mineral Planning Authority for the portion of the harbour within Adur. Brighton & Hove City Council is responsible for the eastern portion of the harbour within the City of Brighton & Hove.

4.4 A number of minerals wharves are currently safeguarded under ‘Policy 40 – Wharfage’ of the West Sussex Minerals Local Plan (2003). See figure 2.

Figure 2: Safeguarded Wharves (West Sussex County Council Minerals Local Plan, 2003)



© Crown Copyright and database right (2014). Ordnance Survey 100024321 & 100018824

Key:	
	Shoreham Harbour Broad Location
	Safeguarded Wharves (as per WSCC Minerals Local Plan 2003)
1.	Free Wharf
2.	Kingston Wharf
3.	Turberville Wharf
4.	Brighton Power Station A Wharf and RMC Roundstone
5.	Halls Wharf

4.5 **Policy 8: Shoreham Harbour Regeneration Area** – identifies the Shoreham Harbour Regeneration Area as a broad location for change. In particular, one of the identified priorities for the Western Harbour Arm is:

“To facilitate the comprehensive redevelopment of the waterfront area to become an exemplar sustainable, mixed-use residential area, in accordance with the guiding principles of the adopted Western Harbour Arm Development Brief (2013) and the Shoreham Harbour Joint Area Action Plan.”

4.6 The Western Harbour Arm includes two currently safeguarded minerals wharves, Free Wharf and Kingston Wharf. In order to achieve the comprehensive redevelopment of this area, it is necessary to release these wharves from safeguarding.

4.7 In order to ensure that sufficient minerals capacity is retained at the harbour, Adur District Council has signed a Statement of Common Ground (SoCG) (2016) with West Sussex County Council, Brighton & Hove City Council, Shoreham Port Authority and the neighbouring mineral planning authorities (East Sussex County Council and South Downs National Park Authority). Paragraph 1.10 states:

“It is envisaged that the regeneration project will bring forward proposals for alternative land uses on some of these sites alongside relocation of existing businesses, particularly away from the Western Harbour Waterfront area where mixed use development is proposed. Sufficient capacity to meet the demand for transportation of minerals is to be provided at wharves elsewhere in the Port. This is dependent on a change to the West Sussex County Council policy on wharf safeguarding, which will be included in the new West Sussex Minerals Local Plan and will be tested through an examination in public before it can be adopted in 2018.”

- 4.8 West Sussex County Council and the South Downs National Park Authority are currently producing a new Joint Minerals Local Plan. An updated Local Aggregates Assessment (LAA) sets out the anticipated demand through the Plan period. This was subject to consideration by South East England Aggregate Working Party.
- 4.9 Preparation of the Joint Minerals Local Plan considered four policy options for the safeguarding of wharves. Three of these options would enable the delivery of regeneration proposals at the Western Harbour Arm. Policy M10 of the Draft Joint Minerals Local Plan (2016) includes Option W4. This safeguards ARC Wharf, Halls Wharf and Turberville and Penneys Wharf at the Eastern Harbour Arm and seeks safeguarding of Britannia Wharf in Brighton & Hove.
- 4.10 The SoCG sets out the options considered, and the agreement between the parties. This includes recognition of the conclusions of the LAA, the preferred approach included in the Draft Joint Minerals Local Plan and a commitment to improving Port facilities.
- 4.11 The Council considers that the wider regeneration benefits, provision of new housing and employment floorspace justify the release of the minerals wharves on the Western Harbour Arm. Partnership work is continuing with West Sussex County Council and Brighton & Hove City Council to ensure that sufficient wharfage is safeguarded at the port.

5. TRANSPORT

- 5.1 Paragraph 30 of the NPPF sets out local planning authorities' responsibility to:
- “support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport”.*
- 5.2 Paragraph 54-001 of the PPG states that:
- “The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.”*
- 5.3 The Adur Local Plan and Shoreham Harbour Transport Study (2013), the Report Addendum (2014) and Adur Local Plan Second Addendum: Revised Reissue September 2016 Transport Study provide an assessment of the impact of potential housing and employment development on the transport network and identify mitigation measures. The evidence indicates that the scale of development proposed can be accommodated, subject to mitigation measures to key junctions and it being supported by a package of sustainable transport initiatives.
- 5.4 West Sussex County Council has produced a Shoreham Harbour Transport Strategy (2016) based on the outcomes of this modelling work. The

Submission Adur Local Plan Policy 8: Shoreham Harbour Regeneration Area requires development in the regeneration area to contribute to the delivery of measures identified in the Transport Strategy. The Council considers that the Transport Strategy provides a deliverable package of mitigation measures and promotion of sustainable travel behaviours.

6. DELIVERY

- 6.1 The regeneration plans for Shoreham Harbour are being driven by the Shoreham Harbour Regeneration Partnership. Members of the Partnership signed up to a joint commitment to deliver renewal plans for the harbour via a Memorandum of Understanding signed in 2011. Partnership work is organised around an agreed governance structure that sets out day to day project management and operating protocols. Progress on project work is overseen by a Project Board of senior officers and key stakeholders that meets every quarter. In turn the Project Board reports back to a Leaders' Board comprising the leaders of each Council and the Chief Executive of Shoreham Port Authority. Key decisions are taken through the relevant committees of each authority.
- 6.2 Significant technical work has been undertaken by the local authorities to determine the appropriate scale and land use mix to plan for at the harbour. Given the changes in the wider economy and government approach during the recent period, it is critical that the plans are not held back by reliance on a large injection of upfront public funding which may be difficult to access. The current plans aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites under current market conditions. The role of the partnership is to provide a dedicated resource to work with developers and investors to facilitate bringing forward packages of catalyst sites and local area improvement projects.
- 6.3 Recent work has been focussed on gaining a better understanding of the barriers and costs that have stalled previous iterations of harbour plans. This has highlighted potential solutions and alternative approaches to reduce costs, delays and risks that are now being taken forward by the partnership. Examples of current areas of partnership work to support delivery include:
- Technical studies to identify infrastructure costs and delivery mechanisms including flood defence, transport and social infrastructure.
 - Supporting business relocation plans including identifying alternative sites in the local area that better meet business requirements.
 - Communications activities to maintain a positive two-way dialogue with land owners, developers and stakeholders and promote joint working for mutual benefit.
 - Proactively seeking ways to reduce viability gaps and unlock stalled sites.
 - Close working and ongoing dialogue with local charities and community groups with an active interest in the harbour area.
 - Close working and engagement with key government agencies including Environment Agency, Highways England, Natural England and the Marine Management Organisation.

7. Appendix

Extract from Submission Adur Local Plan 2016.

Policy 8: Shoreham Harbour Regeneration Area

Shoreham Harbour Regeneration Area is identified as a broad location for change within this Local Plan. This policy identifies the regeneration proposals for the Shoreham Harbour Regeneration Area that will be delivered over the plan period.

The District Council will work with Brighton & Hove City Council, West Sussex County Council, Shoreham Port Authority and other key partners to support the long term regeneration of Shoreham Harbour and immediately surrounding areas.

A Joint Area Action Plan is currently being prepared which will contain a harbour-wide spatial strategy, area-wide policies and proposals and priorities for individual character areas. The plan will be underpinned by a delivery strategy to address a range of issues, including the provision of infrastructure.

As part of the process of preparing the Joint Area Action Plan, development briefs have been adopted for key areas of change within the harbour, setting out guiding principles for development. Developments will be encouraged that are consistent with the Vision and Strategic Objectives as set out in the emerging JAAP and the guiding principles within the adopted development briefs.

The Council will facilitate the delivery of a minimum of 1100 new dwellings within the Shoreham Harbour Regeneration Area within Adur District during the plan period to 2031. A total of approximately 16,000 sqm of employment generating uses (including B1 uses) will also be provided up to 2031.

Public open space, community uses and small-scale ancillary retail, restaurants and cafes, leisure, and tourism uses will also be provided as part of a sustainable, new waterfront development. Suitable education provision will be made.

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.

New development at the harbour will be expected to meet high standards of environmental efficiency and a Sustainability Statement will be required as supporting information to accompany all development proposals in the parts of the Shoreham Harbour Regeneration Area within Adur. The Sustainability Statement should be set out in accordance with the Sustainability Statements Guidance Note for Shoreham Harbour Regeneration Area (July 2013).

Development will be expected to incorporate low and zero carbon decentralised energy generation, in particular heat networks, and required to either connect, where a suitable system is in place (or would be at the time of construction) or design systems so they are compatible with future connection to a network.

All development will be required to protect and enhance the area's important environmental assets and wildlife habitats and in particular minimise impact on the Adur Estuary SSSI. As part of new development, north-south links will be improved to enhance access to greenspace in the rest of Adur including the South Downs National Park.

A Transport Strategy for Shoreham Harbour has been produced to mitigate impacts on the highway network and to promote sustainable travel behaviours. Development in this location should contribute to the delivery of measures identified in the Transport Strategy.

All new development proposals must take into account contaminated land, local noise and air quality impacts and improvements should be sought wherever possible.

Until the JAAP is adopted, the Port Masterplan, Interim Planning Guidance, Development Briefs and this policy will be material considerations in determining applications within the harbour.

Area Priorities

An area vision and detailed proposals will be defined for the seven Character Areas within the regeneration area through the JAAP process.

Character Area 1: South Quayside

Area Priorities:

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

Character Area 4: Southwick and Portslade Beaches

Area Priorities:

- To seek improvements to the quality, access, appearance and maintenance

of the Public Right of Way corridor, beach promenade, public areas and beach environment.

Character Area 5: Southwick Waterfront and Fishersgate

Area Priorities:

- To designate Southwick Waterfront as a strategic employment area (Strategic Site 3).
- To support the comprehensive redevelopment of Southwick Waterfront to accommodate a mix of new and improved employment uses (classes B1, B2 and B8).
- To safeguard and develop port operational areas to accommodate new and relocated port uses with limited land reclamation and a new access road (within the port boundary) in line with the Port Masterplan.
- To support the comprehensive reconfiguration of Lady Bee Marina.
- To address deprivation through partnership working with Action Eastbrook Partnership and local service providers.
- To improve sustainable transport links with surrounding communities.
- To support improvements to local community facilities, including enhancing Fishersgate recreation ground.
- To enhance biodiversity by creating and improving habitats and improved green infrastructure links, including landscape enhancements to social housing estates.

Character Area 6: Harbour Mouth

Area Priorities:

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

Character Area 7: Western Harbour Arm

Area Priorities:

- To designate the Western Harbour Arm (Waterfront) as a strategic mixed-use area (Strategic Site 4).
- To facilitate the comprehensive redevelopment of the Western Harbour Arm (Waterfront) to become an exemplar sustainable, mixed-use area (classes B1 and C3).
- To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, ensuring to respect and complement the character of surrounding areas.
- To maximise intensification and redevelopment opportunities of existing lower grade, vacant and under-used spaces.
- To facilitate the strategic relocation of industrial uses to elsewhere in the Port or local area to free up waterfront opportunity sites.
- To improve access arrangements to create better linkages with Shoreham town centre and surrounding areas.

- **To improve connections around key linkages including Shoreham High Street/Norfolk Bridge (A259) – Old Shoreham Road (A283), Brighton Road (A259) – New Road – Surry Street, and Brighton Road (A259) – Ham Road.**
- **To deliver a comprehensive flood defence solution integrated with a publicly accessible riverside route including pedestrian/cycle way and facilities for boat users.**
- **To enhance the area's natural biodiversity by incorporating multi-functional green space, creating and improving habitats and improved green infrastructure links.**