SHOREHAM HARBOUR REGENERATION AREA

Delivery TOPIC PAPER
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1 Introduction

1.1 The councils consider that their approach to the Shoreham Harbour regeneration area in the Joint Area Action Plan meets the soundness tests set out in the National Planning Policy Framework (para 182) for local plan preparation in that:

- The Joint Area Action 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 the regeneration area.

- The regeneration strategy for Shoreham Harbour set out in the Joint Area Action Plan is the most appropriate for the regeneration area 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 15 year Joint Area Action Plan Period. 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 councils have 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 Joint Area Action Plan, in particular the Flood Risk Management Guide 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).

- Infrastructure Policies

- Infrastructure Delivery Plans
Shoreham Harbour is located partly within Adur District and partly within the City of Brighton & Hove. The councils seek to regenerate Shoreham Harbour and surrounding areas through delivery of the following vision and policies of the Joint Area Action Plan:

**Vision** – This sets out the overall spatial strategy for the delivery of development in the regeneration area

*“By 2032, Shoreham Harbour Regeneration Area will be transformed into a vibrant, thriving, waterfront destination comprising a series of sustainable, mixed-use developments alongside a consolidated and enhanced Shoreham Port which will continue to play a vital role in the local economy.*

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

**Policy SH4: Housing and community** – Clause 1. sets a minimum housing delivery target of 1,400 new homes across the harbour area by 2032, comprising 1,100 within Adur and 300 within Brighton & Hove.

**Policy SH3: Economy and development** – Clause 1. sets an employment floorspace delivery target for the plan area, including 16,000m² of new employment generating floorspace in Adur and 7,500m² in Brighton & Hove.

Until the JAAP is adopted, the Port Masterplan, Interim Planning Guidance, Development Briefs, Policy 8: Shoreham Harbour Regeneration Area of the Adur Local Plan 2017, and policy DA8 – Shoreham Harbour of the Brighton & Hove City Plan Part One 2016 will be material considerations in determining applications within the harbour.

**National Planning Policy Framework (NPPF)**

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.

1.8 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.

1.9 This topic paper will demonstrate that the councils consider the regeneration strategy for Shoreham Harbour outlined in the Joint Area Action Plan is in compliance with the NPPF and the presumption in favour of sustainable development.

1.10 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.

1.11 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).

1.12 The principle of sustainable development is embedded throughout the Joint Area Action Plan. The development strategy seek to balance the development needs in the regeneration area, including for new homes and jobs, with the need to continue to protect and enhance the high quality built and natural environment.

1.13 In preparing its strategy for the regeneration of Shoreham Harbour, the councils have 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).

1.14 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, wastewaters, 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.

1.15 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.

1.16 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 Joint Area Action 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 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 Adur District Council, Brighton & Hove City Council and West Sussex County Council have prepared for publication the Proposed Submission Shoreham Harbour Joint Area Action Plan (JAAP) in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The publication period ran for six weeks from 10th November 2017 to 22nd December 2017 (12 midnight). 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 appraisal underpinning the emerging plan has 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 2032 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.
Partnership Working and the Joint Area Action Plan (JAAP)

3.1 Policy 8: Shoreham Harbour Regeneration Area of the Adur Local Plan 2017, and DA8 of the Brighton & Hove City Plan Part One 2016, outline on-going 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 the Joint Area Action Plan 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". The Joint Area Action Plan was prepared by a partnership of local authorities working together across the boundaries. The regeneration project is jointly governed by Adur District Council, Brighton & Hove City Council and West Sussex County Council. Joint working arrangements are set out in a Memorandum of Understanding between the project partners. The Duty to Cooperate Statement (2017) sets out in more detail the cross boundary engagement in the preparation of this plan.

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.

4 Delivery

NPPF

4.1 The National Planning Policy Framework (NPPF) was published in March 2012. It sets out the Government’s planning policies for England and how these are expected to be applied. The delivery of appropriate levels of development to meet objectively assessed needs is a key issue. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. Local Plans should not duplicate policies in the NPPF, although in some places this document refers to the NPPF in order to explain the context of certain policies.
Joint Area Action Plan

4.2 The regeneration plans are being driven by the Shoreham Harbour Regeneration Partnership. Members of the Partnership signed up to a renewed joint commitment to deliver renewal plans for the harbour via a Memorandum of Understanding signed in 2011. Partnership work is organised around an agreed governance structure that sets out day to day project management and operating protocols. Progress on project work is overseen by a Project Board of senior officers and key stakeholders that meets every quarter. In turn the Project Board reports back to a Leaders’ Board comprising the leaders of each council and the Chief Executive of the Shoreham Port Authority. Key decisions are taken through the relevant committees of each authority.

4.3 Since 2009, significant technical work has been undertaken by the local authorities to determine the appropriate scale and land use mix to plan for at the harbour. Given the changes in the wider economy and government approach during the recent period, it is critical that the plans are not held back by reliance on a large injection of upfront public funding which may be difficult to access. The current plans aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites under current market conditions. 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.

4.4 Recent work has been focussed on gaining a better understanding of the barriers and costs that have contributed to the large viability gaps that have stalled previous iterations of harbour plans. This has highlighted potential solutions and alternative approaches to reduce costs, delays and risks that are now being taken forward by the partnership:

- 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.

4.5 The objectives for plan delivery are as follows:
• To ensure that the JAAP proposals and policies are realistic, viable and deliverable within the plan period (to 2032).
• To maintain appropriate governance structures and adequate resources to ensure responsibility for implementation.
• To commit to partnership working to identify delivery solutions and to source external funding where required.
• To maximise investor confidence and reduce risk for developers, partners and stakeholders.

4.6 The successful delivery of the JAAP is dependent on a number of factors including:
• Delivery of the allocation proposals
• Funding and timely delivery of infrastructure, including flood defences, highway works and social infrastructure.
• Ability to resource working with local community groups and managing the local area improvement projects.
• The members of the partnership and key stakeholders continuing to provide ongoing commitment to Shoreham Harbour as a strategic development priority.

4.5 Bringing forward the major development opportunities will require the formation of land owner and developer partnerships. Some of the key sites are owned by members of the Partnership, particularly the Port Authority which will enable greater control over the nature of proposals coming forward. Landowner and stakeholder partnerships and potentially joint venture companies will carry forward proposals on the basis of development agreements, within the framework set out in this plan and other supplementary site briefs.

4.6 Land assembly and anticipated release of development sites through the proactive work of the regeneration partnership will help to kick start progress during the first five years. It is not intended to utilise compulsory purchase powers (CPO) in implementing site allocations in multiple ownership and/or occupation, as the JAAP places an onus on developers to negotiate any land acquisition with support from the Partnership. However, an approach that takes a CPO route to deliver a scheme may be required if negotiation proves unsuccessful. This will be carried out in accordance with Circular 06/2004.
4.7 Private sector funding through planning obligations linked to individual development proposals will be an important mechanism for securing delivery of infrastructure. The authorities are currently exploring the use of the Community Infrastructure Levy (CIL). Work is on-going to identify which types of developments are applicable for CIL as well as suitable rates and how this might impact on the use of traditional contribution mechanisms such as Section 106 Agreements. Local plan policies and Supplementary Planning Guidance set out the approach to planning obligations that will be applied which can be summarised as follows:

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

4.8 For strategic level infrastructure technical work has been carried out to scope out the critical priorities and costs for the harbour. For example, the *Shoreham Harbour Flood Risk Management Guide* has now been adopted as supplementary planning guidance. This sets out the parameters for provision of harbour-side flood defences. A *Shoreham Harbour Transport Strategy* has prepared by WSCC which establishes the priority transport works that are required to support the proposals. Both of these documents will be used as part of planning negotiations to provide greater clarity to developers over contributions.

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

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

4.10 This plan will offer greater certainty for stakeholders to be able to work together to target sources of external funding. Potential sources being currently explored include:
4.11 The progress of the JAAP will be measured at regular intervals over time against the indicators set out within the Sustainability Appraisal that accompanies this document. As the JAAP evolves, the monitoring framework will be established working in partnership with relevant stakeholders. Final monitoring arrangements will be confirmed in the Sustainability Statement to be produced after the JAAP is adopted. The local authorities undertake ongoing monitoring of their Local Development Frameworks of which this JAAP is a part. Progress on the delivery of the key opportunity development sites will be contained with the Authority Monitoring Report (AMR) for each respective council.

4.12 There have been four stages in preparing the Joint Area Action Plan. Delivery was considered during the third stage, which was necessary before preparing a proposed submission version of the Joint Area Action Plan:

- **Stage 1:** Information gathering, baseline analysis and identifying issues (2008 – 2012)
- **Stage 2:** Consideration of options, developing spatial framework, preparing development briefs for areas of change (2012 – 2014)
- **Stage 3:** Consulting on the plan, updating evidence, exploring technical issues, addressing delivery issues (2014 – 2016)
- **Stage 4:** Publication of the proposed submission JAAP, submission to the Secretary of State for independent examination, followed by formal adoption by the councils (2017 – 2018).

4.13 The *Shoreham Harbour Transport Strategy* (2016) has been prepared to support delivery of the Joint Area Action Plan through a programme of transport infrastructure improvements, transport services and travel behaviour change initiatives. It is supported by a technical evidence base, which is set out in the Shoreham Harbour Transport Strategy Baseline Analysis document (2014).
4.14 Several policies in the Joint Area Action Plan contain information regarding delivery:

**Policy SH10: Infrastructure Requirements**
1. Developers will be required to provide or contribute to the provision of infrastructure made necessary by the development.
2. In accordance with each local authority’s planning contributions guidance, infrastructure contributions will be sought via Section 106 Planning Obligations where they meet the statutory tests, and potentially through a future Community Infrastructure Levy.

**Policy SH5: Sustainable travel**
4. Developments will be required to contribute towards the delivery of transport infrastructure which reduces congestion and increases the use of sustainable transport modes. Specific measures are identified in the Shoreham Harbour Transport Strategy including junction capacity improvements, improvements to bus and rail infrastructure and better cycling and pedestrian routes and facilities.
6. To improve the connectivity of the regeneration area, development proposals must provide or contribute towards the delivery of a comprehensive and well integrated transport network with strong linkages to town / district centres, the harbour waterfront / coastline, the South Downs, access routes and surrounding neighbourhoods. Specific network improvements for these supporting links are identified in the Shoreham Harbour Transport Strategy.

**Policy SH6: Flood risk and sustainable drainage**
1. The partnership will support the delivery of measures to mitigate flood risk and coastal erosion in the regeneration area. Development proposals in the regeneration area must comply with the principles and approach to flood risk management set out in the Shoreham Harbour Flood Risk Management Guide, or subsequent guidance and must take account of the most up to date flood risk management evidence and policy in consultation with the relevant authorities, including the Environment Agency.

*Adur Local Plan 2017*

4.15 The Local Plan will play an important part in facilitating the regeneration of Adur, through indicating key sites and strategic locations for new development, and facilitating the delivery of appropriate infrastructure.

4.16 Several policies in the *Adur Local Plan 2017* contain information regarding delivery:

**Policy 2: Spatial Strategy**
Up to 2032 the delivery of new development in Adur will be managed as follows:

Shoreham Harbour will be a focus for 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**

“Over the period 2011 – 2032 a minimum of 3,718 dwellings will be developed in Adur, as follows:

- 1,100 as part of the Shoreham Harbour Regeneration Area Western Harbour Arm

**Policy 4: Planning for Economic Growth**

To facilitate regeneration and ensure a sustainable economy, a minimum of 41,000 square metres of land will be allocated for appropriate employment generating uses in Adur up to 2032 at the following locations:

- Shoreham Harbour Regeneration Area (a minimum of 16,000sqm within Adur)

**Brighton & Hove City Plan Part One (2016)**

4.17 In October 2010 the Shoreham Port Authority adopted a *Port Masterplan* setting out the Port’s plans for future growth. The Masterplan has been subject to public consultation and was endorsed by the three local authorities. The activities of the Port represent a key economic advantage for the area, with direct and indirect economic benefits arising from its planned development. The delivery of the *Port Masterplan* is vital to the success of the wider regeneration of the area as the latter relies on the consolidation of port uses into the eastern part of the port. The local authorities will continue to work closely with the Port and with businesses based at the Port to ensure their future needs and aspirations are addressed through the Joint Area Action Plan process.

4.18 The successful delivery of the Joint Area Action Plan proposals will be dependent upon the ability of the local authorities to work closely with the existing site owners and business throughout the Harbour area. As well as addressing the needs of existing businesses, a central aim of the JAAP is to facilitate the reconfiguration of underused and vacant industrial and employment sites to provide new employment generating uses such as office space, restaurants, cafes, leisure, entertainment and tourism related uses.

4.19 Several policies in the Brighton & Hove City Plan Part One (2016) contain information regarding delivery:

**CP1 Housing Delivery**

**Clause B: Distribution of new housing**

New housing will be delivered broadly in line with the following distribution:

<table>
<thead>
<tr>
<th>Area / Source of Supply</th>
<th>No. of new homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Area</td>
<td></td>
</tr>
<tr>
<td>DA8 – Shoreham Harbour</td>
<td>300</td>
</tr>
</tbody>
</table>
Clause 1: Strategic proposals and allocations for B Use Class employment floorspace as set out in DA2 Brighton Marina, DA3 Lewes Road, DA4 New England Quarter and London Road, DA5 Edward Street and Eastern Road Area, DA6 Hove Station, DA7 Toad’s Hole Valley and DA8 Shoreham Harbour (including South Portslade) and at Patcham Court Farm

Shoreham Harbour Joint Area Action Plan Whole Plan Viability and Deliverability Study 2018

4.20 The Whole Plan Viability and Deliverability Study was produced by Adams Integra to support the Shoreham Harbour Joint Area Action Plan. The report considers the viability of the key allocations in the Joint Area Action Plan. The table below shows the surplus or deficit produced by each appraisal, depending on whether the net land value is higher or lower than the threshold land value. The threshold is the existing use value plus the 20% premium, as discussed in the study:

<table>
<thead>
<tr>
<th>Site</th>
<th>Net land value</th>
<th>Threshold value</th>
<th>Surplus or (deficit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aldrington Basin</td>
<td>£263,746</td>
<td>£5,850,000</td>
<td>(£5,586,254)</td>
</tr>
<tr>
<td>South Portslade</td>
<td>£8,816,024</td>
<td>£8,069,000</td>
<td>£747,024</td>
</tr>
<tr>
<td>Southwick Waterfront</td>
<td>£1,927,956</td>
<td>£3,149,645</td>
<td>(£5,077,601)</td>
</tr>
<tr>
<td>Western Harbour Arm</td>
<td>£31,781,092</td>
<td>£21,807,600</td>
<td>£9,973,492</td>
</tr>
</tbody>
</table>

4.21 Based upon these values, the Study identifies ways to deliver the projects, and provides options to accelerate the delivery of the investment priorities identified within the Joint Area Action Plan.

4.22 Simplified planning: The study recommends creating Local Development Orders to accelerate development within the defined geographical area, to grant planning permission or extend permitted development rights for specific types of development. The Study recognises the suite of planning documents already in place, the 2011 Interim Planning Guidance, Flood Risk Management Guide SPD and Area Wide Policies Document, but recommends bringing these all together. This could make sites more attractive to developers, could be created for the whole harbour or specific sites, provide certainty to the market, maintain development objectives, and would be of low cost. This would be more suited to less constrained sites but the study states this could be applied to all sites within the regeneration area.

4.23 Off-site infrastructure investment: The study states that a number of schemes will be reliant on transport infrastructure, and that an onus for a developer to contribute financially could make schemes unviable. The study states the Shoreham Harbour Regeneration Partnership could themselves invest in this infrastructure, to strip this abnormal cost from developers. The study adds this is possible as the necessary costs and details regarding infrastructure have been identified, and alternative funding sources could exist such as Regional or national infrastructure funds or LEP grant funding for items such as Education and training or highways improvements. Such infrastructure delivery proposals have already been considered in the accompanying Infrastructure Topic...
This regarded the infrastructure policies of the Joint Area Action Plan, and the Infrastructure Delivery Plans of both the Adur local Plan 2017 and the Brighton & Hove City Plan Part One (2016).

4.24 **Investment in off-site place-making:** The study states that the Shoreham Harbour Regeneration Partnership could themselves invest in off-site place-making, such as the proposed green corridor and areas of public open spaces. The study adds that such spaces are already identified within the Joint Area Action Plan, and such investment would enhance the market attractiveness, values and delivery prospects of the adjacent development sites. This will be delivered in the proposed *Green Infrastructure Strategy* that will identify mechanisms for its implementation for the regeneration area and its surroundings. As a “strategy” and not a “supplementary planning document”, the strategy will go beyond the scope of what would be required by developers, being more specific in identifying and delivering green infrastructure and investment.

4.25 **Direct investment to address site development costs:** The study states that the Shoreham Harbour Regeneration Partnership could directly in off-site development costs, such as land assembly, remediation, infrastructure, earthworks, and site access. This could be achieved through compulsory purchase orders to accelerate the assembly of sites in fragmented in ownership, particularly challenging sites with prevalent viability issues that could be unlocked and accelerated through investment. State Aid is a key consideration for this option and it could take the form of direct Council investment or grant/loan to developers.

4.26 **Direct investment in property:** The study states that as a number of sites are ready for development, the only way of accelerating development is through the following forms of direct investment in development projects:

- Conventional ‘gap funding’ in accordance with State Aid provisions to plug viability gaps.
- Purchasing a head lease, for example for 35-40 years with a commitment to annual rental uplifts for inflation, which would compress the yield and allow for subletting at a profit rent.
- A “put option” where the council agrees to purchase a completed property as a last resort at a pre-determined price, to give certainty to the developer and enable development to commence. This offers potential for the council to generate a return by selling or through an income stream from tenants.

4.27 **Utilising public sector assets:** The study states that where there are sites in Council/public sector ownership, the offer of a deferred land payment (where the payments for land are deferred to the back of the development programme) or geared ground rents (where land is sold on a long lease with the rent linked to the rental value of property delivered) reduces
the upfront expenditure requirements for a developer, thus enhancing viability. The study adds that this could be worth exploring where the members of the SHRP have land assets that are being proposed for development given the lack of any upfront cost to the particular site owner.

4.28 The Study identifies a potential list of funding sources that could be suitable and available for supporting the acceleration of the Joint Area Action Plan:

4.29 **Coast 2 Capital LEP:** The Coast to Capital Local Enterprise Partnership administers several funding grants:

- **Local Growth Funding:** Coast to Capital have launched a new call for growth projects that will be funded from unallocated Growth Deal 1 and 2 funds. They are looking for high impact projects that will make a real difference within the region.

- **European Structural Investment Funds:** Coast to Capital secured £52m of ESIF for 2014-2020

- **Growing Places investment Fund:** Coast to Capital is seeking projects to come forward, that have stalled due to the lack of investment. The Board is calling both public and private sectors to take this opportunity to consider the schemes they may have on their books and is looking for projects that will be ready to implement in the short term and will create or unlock job creation.

4.30 This funding opportunity has been identified in paragraph 3.1.7 of the Joint Area Action Plan. This states that The Coast to Capital Local Economic Partnership (LEP) and the Greater Brighton City Deal are promoting the potential for district heating networks and an eco-technology cluster at Shoreham Harbour. This paragraph adds that there is significant potential to leverage investment and resources for delivery in this area. This has further been considered in the accompanying Employment Topic Paper.

4.31 **New Homes Bonus:** The New Homes Bonus is a grant paid by central government to local councils to reflect and incentivise housing growth in their areas. It is paid each year for six years, and is based on extra council tax revenue raised from new-build homes, conversions, and long term empty homes brought back to use. There is also an extra payment for affordable homes and councils can decide how to spend the new homes bonus.

4.32 **Business Rate Retention:** The business rate retention scheme is expected to allow local authorities to retain up to 100% of business rates from 2019/2020, allowing this income to be used for infrastructure investment. The study adds that there is a significant case for utilising business rate income for infrastructure funding and delivery, particularly where infrastructure can help unlock economic development and commercial property opportunities.
4.33 **Proceeds from the Disposal of Assets:** The study states that proceeds from the disposal of surplus council, and other public sector owned assets, could also provide funding to pay for infrastructure. The Study adds that a land ownership audit would reveal if members of the Shoreham Harbour Regeneration Partnership own land that could be released over the plan period.

4.34 **Council tax increase:** The study states that hypothecation of Council Tax has been implemented by other local authorities, effectively ring-fencing revenue specifically for infrastructure. The study adds that this could set an increase for a defined period, demonstrating a commitment to delivering infrastructure, directly or through securitising.

4.35 **Community infrastructure levy:** The study states that CIL would provide a mechanism to secure guaranteed financial contributions from developers on all new floorspace developed within each District. The study however adds that while Brighton & Hove City Council are moving towards, this is not the case in Adur.

4.36 **Prudential borrowing:** the study states that prudential borrowing would have lower costs than either debt or equity. If used however the authority would need revenue headroom to make debt repayments through the borrowing term, taking into consideration the risks of delivery of CIL revenue. The study adds that while such borrowing could be valuable, as it is a debt it will not fill any funding gaps.

4.37 **Institutional investment:** There is currently a drive across Central Government to increase the level of investment from institutions for infrastructure projects, particularly from pension funds. The study adds however, that as with prudential borrowing, this form of funding is equity and must be repaid with interest. Therefore, it will not fill funding gaps, but could be a means of assisting with forward funding and cashflow generally.

4.38 **Joint Ventures:** The study states that a partnership approach is a popular approach pursued by a number of local authorities. The study adds that the development of an infrastructure based joint Venture has potential where the public sector owns development land and is able to use that land to attract private sector investment to deliver infrastructure, and that such potential should be explored.

1.1 The potential for community infrastructure levies have been identified in the accompanying *Infrastructure Topic Paper*. This regarded the infrastructure policies of the Joint Area Action Plan, and the Infrastructure Delivery Plans of both the *Adur local Plan 2017* and the *Brighton & Hove City Plan Part One (2016)*.
5 Employment Space Delivery

Shoreham Harbour Joint Area Action Plan

5.1 Several policies in the Joint Area Action Plan contain information regarding employment space delivery:

Policy SH3: Economy and employment
1. The JAAP proposals support the delivery of a minimum of 16,000m² of new employment generating floorspace in Adur and 7,500m² in Brighton & Hove.

Policy CA2: Aldrington Basin
2. The partnership will work with developers and stakeholders to deliver:
   b. a minimum of 4,500m² employment floorspace (use classes B1, B2 and B8)
   c. ancillary leisure, retail and food and drink floorspace

Policy CA3: South Portslade and North Quayside
2. South Portslade is designated as a strategic employment/mixed use area.
3. The partnership will work with developers and stakeholders to deliver:
   b. a minimum of 3,000m² employment floorspace (use classes B1, B2 and B8)
   c. ancillary leisure uses
4. Site allocations at South Portslade (shown on Map 8) are:
   a. SP1 – Prestwich House (and adjoining): Allocated for mixed use redevelopment (use class B1 on lower storeys and use class C3 on upper storeys).
   e. SP5 – Former Flexer Sacks: Allocated for mixed use redevelopment (use class B1 on lower storeys and use class C3 on upper storeys. Associated leisure and assembly (use class D) uses may be permitted provided they are demonstrated to be compatible with residential and employment uses in the vicinity.

Policy CA5: Fishersgate and Southwick
1. Southwick Waterfront is designated as a strategic employment area (Allocation Southwick Waterfront).
2. The partnership will work with developers and stakeholders to deliver a minimum of 4,000m² new employment floorspace. The partnership will support the redevelopment of sites to deliver high quality, modern employment floorspace.

Policy CA7: Western Harbour Arm
1. Western Harbour Arm Waterfront is designated as a mixed use area (Allocation Western Harbour Arm Waterfront).
2. The partnership will work with developers and stakeholders to secure a comprehensive redevelopment of the Western Harbour Arm Waterfront. This will deliver a minimum of 1,100 new homes (use class C3) and a minimum of 12,000m² new employment generating floorspace (predominantly use class B1a) on the southern side of Brighton Road (A259) within the plan period. Smaller scale retail outlets, food and drink, and marine-related leisure facilities are also encouraged.
Adur Employment Space Delivery

5.2 Within the proposals for seven character areas, the Joint Area Action Plan includes four allocations for new development. This includes the Western Harbour Arm Waterfront allocation and the Southwick Waterfront Allocation, within Adur District:

**Western Harbour Arm Waterfront (within CA7)**
Currently the Western Harbour Arm is mostly an employment area. It includes an allocation for proposed development at Western Harbour Arm Waterfront. This will deliver a minimum of 1,100 new homes and 12,000 m² employment generating floorspace.

**Southwick Waterfront (within CA5)**
Fishersgate and Southwick includes a mixture of port operations, employment space, residential areas and green space. Port facilities will be safeguarded and improved. The area includes an allocation for proposed development at Southwick Waterfront. This will deliver a minimum of 4,000 m² employment generating floorspace.

5.3 The Joint Area Action Plan will be delivering employment space in Adur. This is evident from recent planning permission approvals within the following Character Areas:

**CA7 Western Harbour Arm:**
- Mixed-use development of 132 dwellings, a 1265 m² foodstore (Use Class A1) and 121 m² of ancillary commercial floorspace (Use Classes A1, A2, A3, A5 and B1) (Planning Application: AWDM/0501/12). This development is nearing completion.
  - Under a non-material amendment the floor area of the foodstore (use class A1) was changed from 1265 sqm to 1348 sqm in order to be consistent with approved drawings.
- Site WH5 – Free Wharf. Adur District Council has granted full planning permission for a development comprising 540 dwellings and over 2,700 m² commercial floorspace (Planning application: AWDM/1497/17)
- Demolition of existing building and mixed use redevelopment of 63-67 Brighton Road to construct 5 storey building to provide 375 sqm of A3 (restaurant/cafe)/A4 (drinking establishment)/B1 (business) use on ground floor and 14 dwellings. (Planning application - AWDM/1625/16)

**CA5 Fishersgate and Southwick:**
- Erection of 14 commercial units in three blocks for 1275 m² of use classes B1 (business) and B8 (storage or distribution) with associated car parking, cycle storage and landscaping. (Planning application AWDM/0098/18).

5.4 The above planning permission approvals in total would deliver 5481 m² of employment space
34% of the Joint Area Action Plan’s employment space target for the Adur portion of the regeneration area.

4206m² within CA7 Western Harbour Arm. This represents 35% of the Joint Area Action Plan’s employment space target for the Western Harbour Arm Waterfront Allocation, and the Western Harbour Arm character Area.

1275m² within Southwick Waterfront. This represents 32% of the Joint Area Action Plan’s employment space target for the Southwick Waterfront Allocation, and the Southwick and Fishersgate character Area.

5.5 These approvals reflect the vision, objectives, spatial strategy, and Policy SH3 of the Joint Area Action Plan, and the supporting evidence base by focussing as much growth as possible in the most sustainable locations through the Character Area Policies CA5: Fishersgate and Southwick, and CA7 Western Harbour Arm. This can be seen to be deliverable without compromising valued environmental assets and takes into account the need to provide for, and protect other land uses.

Brighton & Hove Employment Space Delivery

5.6 The following table has been adapted, from the “Brighton & Hove City Plan Part One (2016)” to show the floor space requirements regarding Shoreham Harbour. The majority of Industrial Space that will be provided will come from Shoreham Harbour:

<table>
<thead>
<tr>
<th>Employment Floorspace Requirements162 and Supply (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1a, B1b Office Requirements</td>
</tr>
<tr>
<td>DA8 Shoreham Harbour</td>
</tr>
<tr>
<td>Total:</td>
</tr>
<tr>
<td>B1c, B2, B8 Industrial Requirements</td>
</tr>
<tr>
<td>DA8 Shoreham Harbour</td>
</tr>
<tr>
<td>Total:</td>
</tr>
</tbody>
</table>

5.7 The Joint Area Action Plan will be delivering employment space in Brighton & Hove. This is evident from recent planning applications at the following Character Areas:

Aldrington Basin
- Demolition of business unit to east of Magnet showroom. Erection of new building ranging from 3no to 5no storeys at Kingsway Level and a further one and a half
storeys of car parking beneath Kingsway ground floor accessed via Basin Road North. Development comprises mixed use commercial premises (A1, A3, B1, D1) with associated new access and 52 residential units in 6no blocks. Change of use of existing Magnet showroom at Basin Road North level to storage (B8) with associated service area, lorry delivery bay and car parking. The employment space to be provided is 2615 m², with a net gain in employment space of 1385 m² (Planning application BH2012/04044).

North Quayside and South Portslade:

- South Portslade Allocation – Site SP1: Erection of 2no and 3no storey office building (B1) at 106m2 floorspace and 4no 3 storey dwelling houses (C3) incorporating green roofs, replacing existing single storey office building and land. While this application (BH2017/04027) has yet to be determined, the consultee comments (Brighton & Hove Planning Policy, and Economic Regeneration) have both recommended approval.

- South Portslade Application – Site SP5: Proposed Re-Build of First Floor accommodation and change of use to overnight treatment rooms in the form of 625m2 D1 space. Though this would constitute leisure and assembly space, this would be compatible with other residential and employment uses in the vicinity, complying with Policy CA3 clauses 3c and 4e.

5.8 The above planning permission approvals in total would deliver a net gain in employment space of 2116 m²:

- 28% of the Joint Area Action Plan’s employment space target for the Brighton & Hove portion of the regeneration area.
- 731m² within CA3 North Quayside and South Portslade. This represents 23% of the Joint Area Action Plan’s employment space target for the South Portslade Allocation, and the North Quayside and South Portslade character Area
- 1385m² within Aldrington Basin. This represents 31% of the Joint Area Action Plan’s housing target for the Aldrington Basin character Area

Shoreham Harbour Regeneration Area employment Space delivery

5.9 Owing to the above planning permission approvals, these would deliver a total of 7597m². This would represent 32% of the total employment space target for the regeneration area as set out in Policy SH3: Economy and employment.
Shoreham Port Employment Space Delivery

5.10 As stated in Objective 2: Shoreham Port, the Joint Area Action Plan will facilitate the delivery of the adopted Port Masterplan. Delivery of the proposals identified in the Port Masterplan has the potential to create a further 500 local port-related jobs. A further 175 m² of employment is to be delivered, through a refurbishment of Shoreham Port Authority buildings at 132-134 Albion Street.

6 Housing Delivery

6.1 Several policies in the Joint Area Action Plan contain information regarding housing delivery:

Policy SH4: Housing and community
1. Sites identified for residential-led redevelopment should contribute a minimum of 1,400 new homes across the harbour area by 2032, comprising 1,100 within Adur and 300 within Brighton & Hove.

Policy CA2: Aldrington Basin
2. The partnership will work with developers and stakeholders to deliver:
   A. a minimum of 90 new dwellings (use class C3)
3. Site allocations at Aldrington Basin (show on Map7) are:
   D. AB4 – Kingsway/Basin Road North: Allocated for mixed use redevelopment (use classes B1 and B2 at Basin Road North level, use classes A2, B1 and ancillary A1 at Kingsway level, and use class C3 on upper storeys).

Policy CA3: South Portslade and North Quayside
3. The partnership will work with developers and stakeholders to deliver:
   A. a minimum of 210 new residential dwellings (use class C3)

Policy CA7: Western Harbour Arm
1. Western Harbour Arm Waterfront is designated as a mixed use area (Allocation Western Harbour Arm Waterfront).
   2. The partnership will work with developers and stakeholders to secure a comprehensive redevelopment of the Western Harbour Arm Waterfront. This will deliver a minimum of 1,100 new homes (use class C3) and a minimum of 12,000 m² new employment generating floorspace (predominantly use class B1a) on the southern side of Brighton Road (A259) within the plan period. Smaller scale retail outlets, food and drink, and marine-related leisure facilities are also encouraged.
Adur Housing Delivery

6.2 The Joint Area Action Plan will be delivering housing in Adur. This is evident from recent planning permission approvals within the following Character Areas:

Western Harbour Arm:
- Mixed-use development of 132 dwellings, a 1265m² foodstore (Use Class A1) and 121m² of ancillary commercial floorspace (Use Classes A1, A2, A3, A5 and B1) (Planning Application: AWDM/0501/12). This development is nearing completion.
  - Under a non-material amendment the floor area of the foodstore (use class A1) was changed from 1265 sqm to 1348 sqm in order to be consistent with approved drawings.
- Site WH5 – Free Wharf. Adur District Council has granted full planning permission for a development comprising 540 dwellings and over 2,700m² commercial floorspace (Planning application: AWDM/1497/17)
- Demolition of existing building and mixed use redevelopment of 63-67 Brighton Road to construct 5 storey building to provide 37sqm of A3 (restaurant/cafe)/A4 (drinking establishment)/B1 (business) use on ground floor and 14 dwellings. (Planning application - AWDM/1625/16)

6.3 The above planning permission approvals in total would deliver 686 dwellings:
- 62% of the Joint Area Action Plan’s employment space target for the Adur portion of the regeneration area, and also the Western Harbour Arm Waterfront Allocation, and the Western Harbour Arm character Area

Brighton and Hove Housing Delivery

6.4 The Joint Area Action Plan will be delivering housing in Brighton & Hove. This is evident from recent planning permission approvals within the following Character Areas:

North Quayside and South Portslade:
- South Portslade Allocation – Site SP1: Erection of 2no and 3no storey office building (B1) at 106m² floorspace and 4no 3 storey dwelling houses (C3) incorporating green roofs, replacing existing single storey office building and land. While this application has yet to be determined, the consultee comments (Brighton & Hove Planning Policy and Economic Regeneration) have both recommended approval.
- South Portslade Allocation: Erection of additional storey to create 2no one bedroom flats (C3) and alterations to existing fenestration. While this application was approved for residential development in an area allocated for the protection of employment space, the proposal would lead to a mixed use of the existing
commercial building and does not include the loss of any employment/commercial space. As such, this does not conflict with Policy CA3 but will deliver appropriately located mixed use development (B1, and C3), in line with the character area priorities. (Planning application BH2016/02457)

Aldrington Basin:

- Demolition of business unit to east of Magnet showroom. Erection of new building ranging from 3no to 5no storeys at Kingsway Level and a further one and a half storeys of car parking beneath Kingsway ground floor accessed via Basin Road North. Development comprises mixed use commercial premises (A1, A3, B1, D1) with associated new access and 52 residential units in 6no blocks. Change of use of existing Magnet showroom at Basin Road North level to storage (B8) with associated service area, lorry delivery bay and car parking. The employment space to be provided is 2615 m², with a net gain in employment space of 1385 m² (Planning application BH2012/04044). This application has been approved and work has commenced.

- Site Allocation AB4 – 336 Kingsway (Planning application - BH2016/00784): The proposal is to convert the ground floor from office to 3no 1-bedroom flats and 1no studio flat and the basement level from office to 2no 2-bedroom flats. Car parking and cycle parking is proposed in the sub-basement, which has access directly onto Basin Road North. While this constitutes a change of use, the application is in line with Policy CA2: Aldrington Basin clause 3(d) which states that the site is allocated for mixed use redevelopment, and the only site within this character area allocated for residential use.

- Site Allocation AB4 – 332 Kingsway (Planning application BH2015/04408): Erection of additional two full floors and one half floor to create 9no residential units (C3) over existing office building and alterations to existing fenestration. (Part retrospective).

6.5 In addition to the above planning applications, Brighton & Hove City Council is setting up a ‘Living Wage Joint Venture’ with Hyde Housing to develop 1,000 affordable homes in the city1. Councillors approved recommendations for the joint venture at the Policy, Resources & Growth Committee on 8 December 2016. The project is aiming to deliver 1,000 new homes at living wage levels - 500 to rent for working Brighton & Hove residents earning the new National Living Wage and 500 shared ownership homes affordable to buy for residents on average incomes. Work has been underway to put together the business plan setting out how the partnership will operate, and identify priority sites for development. The Housing & New Homes committee approved the business plan at a special meeting on Monday 25 September 2017 and it was also approved unanimously at Policy, Resources & Growth Committee on 12 October (agenda item 50). The committee also agreed the first three priority sites to look at for potential development opportunities. This will include 80 social housing units at a council-owned site, Former Belgrave Day Centre, Clarendon Place, Portslade, Brighton, BN41 1DJ, which is within the regeneration area.

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1 BHCC Living Wage Joint Venture to deliver affordable homes https://www.brighton-hove.gov.uk/content/planning/major-developments/living-wage-joint-venture-deliver-affordable-homes
6.6 The above planning permission applications in total would deliver 75 dwellings.

- 25% of the Joint Area Action Plan’s employment space target for the Brighton & Hove portion of the regeneration area.
- 6 dwellings within CA3 North Quayside and South Portslade. This represents 3% of the Joint Area Action Plan’s employment space target for the South Portslade Allocation, and the North Quayside and South Portslade character Area
- 69 dwellings within Aldrington Basin. This represents 77% of the Joint Area Action Plan’s housing target for the Aldrington Basin character Area

6.7 Owing to the above planning permission approvals and recommendations, these would deliver a total of 761 dwellings. This would represent 54% of the minimum housing target for the regeneration area as set out in Policy SH4: Housing and Community.

7 Environmental Benefits Delivery

District Heat Network Delivery

7.1 The Heat Network Delivery Unit (HNDU)\(^2\) has provided part funding to explore the potential for heat networks in and around Shoreham Harbour. The *Shoreham Harbour Heat Network Study* (2016) mapped heat demands and identified potentially viable scenarios for network development. The Shoreham Heat Network Partnership is progressing the delivery of a district heating network. The *Shoreham Harbour District Energy Feasibility Study* (2018) proposes a network served by marine source heat pumps and gas CHP. The study identifies the Middle Pier at the mouth of the harbour as a potential abstraction point for marine source heat pumps, and a discharge point to the west of the lifeboat station. There is a potential location for an energy centre to serve the planned network at the Old Customs House on Brighton Road (A259).

7.2 Several policies in the Joint Area Action Plan contain information regarding the delivery of the district heat network.

**Policy CA6: Harbour Mouth**

9. The council will support the development of infrastructure to deliver the Shoreham Heat Network.

**Policy CA7: Western Harbour Arm**

4. The council will support the development of the Shoreham Heat Network. Until the network is constructed, development will be required to incorporate the necessary infrastructure for connection to future networks. When the network is constructed, development will be required to connect.

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\(\text{\textsuperscript{2}}\) HNDU is now part of the Department for Business, Energy and Industrial Strategy (BEIS). It was formerly part of the Department for Energy and Climate Change (DECC), which was abolished in 2016.
7.3 Several of the area priorities of the Joint Area Action Plan Character Areas also contain information regarding delivery of the district heat network:

**Character Area 6 – Harbour Mouth**

**Area Priorities**
- To support the delivery of the Shoreham Heat Network.

7.4 The district heat network will begin to be delivered through the approval of the planning application within the regeneration area:

- Free Wharf: The consultation response from the Shoreham Harbour Regeneration Partnership sets out a number of proposed conditions to ensure that the scheme can be connected at a later date. The developer has allocated plant room space for future connection to a District Heat Network. A development of this size will require a minimum of 6 m² for heat exchangers, which appears to have been included. (Planning application: AWDM/1497/17)

**Coastal Path and Cycle Route**

**Area 4 – Portslade and Southwick Beaches**

7.5 Monarch’s Way is a long distance footpath running between Worcester and Shoreham Harbour. The route runs along Basin Road South and then along the promenades of Hove and Brighton before turning inland. Natural England is leading the delivery of the England Coast Path: a national trail that will run the entirety of the coast of England. This is planned to share the route along Basin Road South then cross the harbour at the lock gates and follow the A259 as far as Adur Ferry Bridge. In the longer term the waterfront route at the Western Harbour Arm could be designated as part of the route. The National Cycle Route 2 (NCN2) from Dover to Penzance runs through the regeneration area. This route also uses Basin Road South, before crossing the lock gates and taking an inland route to Shoreham town centre and the Adur Ferry Bridge.

7.6 Several policies in the Joint Area Action Plan contain information regarding delivery of the coastal path and cycle route:

**Policy SH8: Recreation and leisure**
10. The partnership will work with Natural England to support the delivery of the England Coast path through the Shoreham Harbour Regeneration Area.

**Policy CA2: Aldrington Basin**
11. The partnership will work with developers and stakeholders to deliver the package of transport measures for Aldrington Basin as set out in the Shoreham Harbour Transport Strategy. Critical measures include:
• The following cycling infrastructure improvements:
  o Improvements to the cycling facilities along the A259
  o Improvements to NCN2 to create a safe and continuous route along Wharf Road and Basin Road South
• Improvements to pedestrian and cycle crossing points.

Policy CA4: Portslade & Southwick Beaches
5. The partnership will work with Natural England to support the delivery of the England Coast path through the Portslade and Southwick Beaches area.

Policy CA5: Fishersgate and Southwick
10. The partnership will support the delivery of the Southwick Waterfront access road, with limited canal infill where required, to create space for an access road and waterside footway / cycle path.

Policy CA7: Western Harbour Arm
12. A setback from the waterfront is safeguarded to enable the delivery of a waterfront pedestrian and cycle route between Shoreham-by-Sea town centre and Kingston Beach. Developments should be sufficiently set back from the riverside (at least 8m from harbour wall to building) to incorporate the new waterfront route. The setback may also be required for flood defence maintenance requirements. Set back distance should be discussed and agreed with the Environment Agency.

20. The partnership will work with developers and stakeholders to deliver the package of transport measures for the Western Harbour Arm as set out in the Shoreham Harbour Transport Strategy. Critical measures include:
  • New waterfront route for pedestrians and cyclists between Shoreham Town Centre and Kingston Beach

7.7 Several of the area priorities of the Joint Area Action Plan Character Areas also contain information regarding delivery of the coastal path and cycle route:

Character Area 2: Aldrington Basin
Area priorities
• To support the delivery of the England Coast Path through the Aldrington Basin area.

Character Area 4 – Portslade and Southwick Beaches
Area priorities
• To support the delivery of the England Coast Path along the beaches.

Character Area 5 – Fishersgate and Southwick
Area priorities
• To support the delivery of the England Coast Path through the Southwick Waterfront area.

Character Area 7 – Western Harbour Arm
Area priorities
To support the delivery of the England Coast Path through the Western Harbour Arm area.

7.8 Natural England will designate the route for the coastal path. The coastal path and cycle route will begin to be delivered through the approval of the planning applications within the regeneration area:

- Free Wharf: The developers for this application have agreed to a riverfront route of sufficiently high quality to be adopted. The development will provide a riverside pedestrian/cycle route. The development will also provide a public walkway/boardwalk along the length of the site, extending out over the edge of the river. This will then allow connections into neighbouring sites should they come forward for development. The provision of this route accords with the requirements of the policy within the Adur Local Plan 2017 for Shoreham Harbour. Improvements are also proposed for cyclists in the form of Advanced Stop Lines at the Humphreys Gap signalised junction and a signed and lined on carriageway cycle route along Eastern Avenue and Ham Road into the town centre. The carriageway cycle route is supported in principle subject to the submission of detailed designs under condition. (Planning application: AWDM/1497/17).

- Lady Bee Marina: The development will include pedestrian crossings to link the National cycle route and Albion Street, removing the need to walk across the car park entrance to Nautilus House. Pedestrians and cyclists would also not have to cross the car parks of the scheme itself. A new access ramp at the south of the site will be used when the main lock access is closed to maintenance. Further pedestrian access is to be provided onto the quayside land to the east and the south of the site. A new pedestrian route would be provided to the north of the site, and pedestrian ramp and steps to the north east of the site, would provide access to the quayside to the east. Two gates access routes would be provided for the SPA land for access to quay side at the south of the site, though this land will be controlled by Shoreham Port Authority. (Planning application AWDM/0098/18).

- Former Parcelforce site (planning application - AWDM/0501/12) As part of the redevelopment, WN Developments consider the opening up of the waterside as a priority to improve both amenity facilities for Shoreham residents and provide activity and security to those living within the development. While this may not strictly constitute the future location of the coastal path, the development will have an access route around the perimeter of the site.

Green Infrastructure

7.9 The Shoreham Harbour Ecology and Green Infrastructure Study (2015) makes a number of proposals to enhance the green infrastructure and biodiversity of the harbour and surrounding areas. These include:
The preparation of a green infrastructure strategy for the regeneration area and links to surrounding areas.

A259 green corridor. The study identifies fourteen green spaces located along the A259. These act as a series of ‘stepping stones’ for wildlife. These sites include designated spaces such as Kingston Beach village green, but also the embankments between the A259 and the port, and the grassed amenity spaces around the Adur Homes estates at Southwick and Fishersgate. The Partnership is working with Adur Homes, Action Eastbrook and local communities to deliver improvements to these sites. Specific proposals are included within each character area policy in Section 4 of this plan. Further detail will be included in the Shoreham Harbour Green Infrastructure Strategy.

Portslade and Southwick Beaches green corridor. The Shoreham Harbour Vegetated Shingle Assessment identified significant potential for coastal vegetated shingle habitat creation along these beaches. Habitat creation could be delivered as part of improvements to coastal defences and through the delivery of the England Coast Path and improved cycle route along the beaches.

Linear intertidal habitat creation. The study identifies opportunities to deliver habitats as part of new flood defences along the waterfront. This includes timber baulking and ‘vertical beaches’ attached to sheet piling.

Green roofs and walls. These could compensate for the loss of open mosaic habitats at ground level on vacant or unused sites. These should be appropriately planted for the coastal location, including vegetated shingle.

7.10 Several policies in the Joint Area Action Plan contain information regarding green infrastructure delivery:

**Policy SH7: Natural environment, biodiversity and green infrastructure**

1. The partnership will prepare a green infrastructure strategy and identify mechanisms for its implementation for the regeneration area and its surroundings.

2. The partnership will work with stakeholders, developers, landowners and communities to deliver an improved green infrastructure network including:
   - A259 green corridor improving and connecting improvement sites alongside the road, including embankments and grassed amenity space
   - Portslade and Southwick Beaches including coastal vegetate shingle habitat creation
   - Intertidal habitat creation, including baulking and vertical beaches as part of flood defence works.
   - Green walls and roofs, and appropriate street planting.
3. The partnership will promote and require the creation and enhancement of open space and green infrastructure in accordance with the emerging Shoreham Harbour Green Infrastructure Strategy and Brighton and Lewes Downs Biosphere objectives.

4. All development applications must be accompanied up to date ecological information to ensure no net loss, and seek to provide a net gain to biodiversity, in particular to Habitats of Principal Importance (formerly known as BAP habitats). The indirect impacts of development, such as recreational disturbance, on designated nature conservation sites and other significant habitats must be considered. Appropriate mitigation must be identified, along with the means for its delivery and maintenance.

7.11 Green infrastructure will be delivered through the approval of the planning applications within the regeneration area

- Free Wharf: The proposals deliver a significant amount of landscaping and public realm (14,723sqm). The entrance square will contain specimen trees and low level planting. The shared surface entrance area will contain raised boat shaped planters. The Lane area of the development will be edged with a climber screen along its north side. The eastern continuation of The Lane will contain raised planters with low shrubs and street trees. The secondary north to south access route to the east of the site will contain narrow crown, shade tolerant trees. The plaza will be framed by pine trees, with the square itself containing smaller evergreen trees and boat shaped planters. The north to south walkway known as Humphrey’s gap will contain shrub planting to the east, and an avenue of trees to the west. The river front public realm will contain raised planted gravel beds. The podium gardens throughout the site will contain lawns, lush shrub vegetation and trees. Taller trees in these areas will reduce wind-tunnel effects. Roof planting will enhance the green corridor to the east of the site.

- Lady Bee Marina: On the west of the site, located by the pedestrian crossing, is an area of proposed soft landscaping with trees and hedges suitable for a coastal location. This would provide green infrastructure that would be visible to the pedestrians and cyclists. This can be seen to be a benefit to the public realm. The new access ramp to the south of the site would also feature aligned planting suitable for a coastal location, as would the new ramped access to the north east of the site.

- Former Parcelforce site (planning application AWDM/0501/12): Between each ‘finger’ the roof of the ground floor foodstore would be visible and this is proposed to be a ‘green’ roof. The use of photovoltaic solar panels is proposed for the flat roofs on the south side of the building at seventh floor level (maximising opportunities for solar gain). New landscaping will wrap around the whole building providing a hard edge to Brighton Road, breakdown as it creeps
around the building to the waterfront, to provide a mixture of planting and architectural elements. The sycamore trees to Brighton Road will be removed during construction and replaced in the new landscape proposal with silver birch.

7.12  Green infrastructure has already been delivered in the regeneration area through two pocket parks in the following areas:

- The Garden, a pocket park at Coates Court, Southwick
- The Sanctuary, a pocket park at Laylands Court, Fishersgate

The partnership will continue to work with Adur Homes and Action Eastbrook Partnership to improve these areas.