

# **Addendum to the Consultation Statement (CSD05-01)**

## **1 Introduction**

### 1.1 Purpose of this document

This document comprises the Addendum to the Consultation Statement (CSD05-01) for the Proposed Submission Shoreham Harbour Joint Area Action Plan, under regulation 22.

This provides additional information regarding compliance with provisions under Regulation 18:

- which bodies and persons the local planning authority invited to make representations under Regulation 18;
- how those bodies and persons were invited to make representations under Regulation 18
- a summary of the main issues raised by the representations made pursuant to Regulation 18;
- how any representations made pursuant to Regulation 18 have been taken into account ;

The following table includes a checklist to demonstrate compliance with this regulation.

<b>SCI requirements</b>	<b>How requirements will be met</b>
<p>Notify all statutory and other appropriate consultees that the document is to be produced and the subject of the document</p>	<p>Statutory and other consultees have previously been contacted as part of the ongoing engagement since the late 1990s. More recently they were contacted regarding consultation on the SA Scoping Reports and Development Briefs.</p> <p>All statutory and other appropriate consultees were contacted by email or letter to inform them of the consultation period.</p>
<p>Consult on the SA Scoping Report</p>	<p>Consultation on the SA Scoping Report took place in November 2011 to January 2012. Consultation on a Scoping Report (Update) took place from November to December 2012.</p>
<p>Inform appropriate people and organisations listed in the LDF databases held by the councils.</p>	<p>All organisations and individuals on the Shoreham Harbour consultation databases will be contacted by email or letter to inform them of the consultation period.</p>

SCI requirements	How requirements will be met
<p>Update the planning websites, including relevant background studies for the public to read. Make hard copies available on request.</p>	<p>The Shoreham Harbour Regeneration pages of the Adur &amp; Worthing Councils website have been updated as part of an ongoing process to include full details of the consultation, the JAAP, SA, Transport Strategy and background evidence studies are available to view or download.</p> <p>West Sussex County Council and Brighton &amp; Hove City Council websites have been updated to redirect users to the appropriate pages on the Adur &amp; Worthing Councils website.</p> <p>During the consultation period the documents were available in the following locations:</p> <ul style="list-style-type: none"> <li>• West Sussex County Hall</li> <li>• Hove Town Hall</li> <li>• Brighton Town Hall</li> <li>• Portslade City Direct</li> <li>• Adur Civic Centre (Shoreham-by-Sea)</li> <li>• Portland House (Worthing)</li> <li>• Nautilus House (Shoreham Port Authority)</li> </ul>

SCI requirements	How requirements will be met
	<ul style="list-style-type: none"> <li>• Local libraries</li> <li>• Local community centres</li> </ul> <p>Hard copies were also provided to certain community groups and other stakeholders.</p>
Invite all consultees to make representations.	All consultees were invited to submit representations on any aspect of the Draft JAAP, SA and Transport Strategy.
Advertise the consultation.	The consultation period was advertised in local newspapers and magazines and on the websites, Twitter and Facebook pages of the partner authorities. A joint press release will be distributed to local, national and trade media organisations.
Consult on the draft document and SA.	The Draft JAAP, SA and Transport Strategy were subject to a 10-week period of formal public consultation from 17 February 2014 to 25 April 2014.
Prepare a statement identifying which bodies and persons were invited to make representations under Regulation 18, how they were invited to do so, a summary of the main issues and how	This document contains information regarding the consultees, representations received, a summary of the main issues and

<b>SCI requirements</b>	<b>How requirements will be met</b>
these main issues have been addressed.	how these have been dealt with.
Present results to council members and publicise on the councils' websites	This report will be published on the Adur & Worthing Councils website. West Sussex County Council and Brighton & Hove City Council websites will be updated to redirect users to the appropriate pages on the Adur & Worthing Councils website.
Notify all those who made representations that the DPD has been submitted to the Secretary of State. Inform consultees that the DPD is available for inspection.	All statutory and relevant consultees were made aware that the DPD is available for inspection, and of the upcoming Independent Examination.
Submit DPD, along with copies of representations and summary of issues.	Documents have been submitted to the Planning Inspector for the Independent Examination. This includes all relevant documents such as Core Submission Documents, copies of the individual representations, and documents contain summaries of any issues.

## **2 Draft Shoreham Harbour JAAP 2014: Who has been consulted and how?**

- 2.1 Between February and April 2014 public consultation was held on the Draft JAAP. All organisations and individuals on the Shoreham Harbour consultation databases, including statutory consultees, were contacted by email and/or letter to inform them of the consultation period. All were invited to submit representations on the Draft JAAP.
- 2.2 The consultation period was advertised in local newspapers and magazines and on the websites, Twitter and Facebook pages of the partner authorities. A joint press release was distributed to local, national and trade media organisations.
- 2.3 During the consultation period the documents were available in council offices, libraries and community centres in Shoreham, Southwick, Fishersgate, Portslade and Hove.
- 2.4 All documents and the supporting evidence studies were also available from the Shoreham Harbour Regeneration pages on the Adur & Worthing Councils website.
- 2.5 Drop-in public exhibitions were held at Hove Town Hall, Adur Civic Centre, Shoreham Farmers' Market and local community centres. Officers were available at pre-advertised times to answer questions and discuss the proposals in more detail. Meetings were also held with particular community groups and other stakeholders to discuss the JAAP.
- 2.6 185 written representations were received with many people indicating their support for the regeneration vision and proposals. The team also met and spoke with many local people, businesses and community groups at the public exhibitions.
- 2.7 Key issues raised include:
- Support for improvements to access and connections for cyclists and pedestrians
  - Support for improvements to the public realm, built environment and beach areas
  - Support for improvements to flood defences
  - The need to manage the impacts on the transport network
  - Impacts on social and community facilities
  - Impacts on existing businesses in the area and need to link benefits to local economy
  - The need to protect future port capacity
  - The need for sufficient green open space
  - The need for better facilities for boat-users and need for a public slipway.

### 3 **Draft Shoreham Harbour JAAP 2014: What changes were made to the plan?**

#### Introduction: Summary of changes to the JAAP document

3.1 Since the February and April 2014 public consultation that the policy context and evidence base has changed, and a number of additional priorities have emerged. Several different officers have worked on individual sections of the document. A version of the JAAP was circulated to officers of the project partners in January 2016. This brought together these changes. Feedback from officers has been incorporated into the document in its current form. The summary below presents the main changes to the document from the 2014 draft to present. A more detailed account of changes will be available for the purposes of sustainability appraisal of the plan.

#### **General notes**

##### **Format of document:**

3.2 The 2014 document was divided into four chapters. These were:

1. Introduction and context
2. Harbour vision and character area proposals
3. Harbour-wide policies
4. Delivery and implementation

3.3 The current document is divided into five chapters:

1. Introduction
2. Spatial strategy
3. Area-wide policies
4. Character area proposals
5. Delivery and implementation

3.4 This format separates the spatial strategy from the character area proposals. This allows a much clearer summary of what is actually proposed in the plan. The spatial strategy section sets out the vision for the regeneration area, the objectives of the project and a short description of the main proposals in each character area. It also includes the constraints on development. This was included in Section 1 of the 2014 document. Placing the area-wide policies ahead of the character area policies creates a more logical order to the plan and will allow for reduction of repetition later on if necessary.

##### **Objectives:**

3.5 Both documents include nine objectives. Two of these have changed significantly.

3.6 In the 2014 document, objective 1: Sustainable Development addressed the environmental sustainability of new development, including renewable energy. This is not consistent with the definition of sustainable development in the National Planning Policy Framework. Sustainable development has environmental, economic and social dimensions. It has therefore been included as an overarching theme for the entire plan. Objective 1 has been renamed: Climate change,

energy and sustainable building. This better reflects the content of policies under this objective and is in line with terminology in the relevant local plans.

3.7 In the 2014 document, objective 7: Nature Conservation sought to conserve the protected sites (SSSI, SNCIs) in the area. However this did not adequately address the non-protected sites. Since 2014 further ecology and biodiversity studies have identified potential for a green infrastructure network throughout the harbour area, and the partnership has committed to preparing a green infrastructure strategy. The objective has therefore been renamed: Natural environment, biodiversity and green infrastructure.

**Policy numbering:**

3.8 Following consultation in 2014, new policies were added to the document. Some of these were very short, and this led to a large number of policies overall. In the January 2016 version these were combined to create single policies for each character area, and for each objective. This meant that some of the policies were overly long. In the current version there is a main policy heading for each character area and objective. There are also a number of sub-policy headings. For example, section 3.3 is on economy and employment. The main policy heading is:

- SH3: Economy and employment – this sets out the overall amounts of employment generating floorspace and the general approach. This is supplemented by the following sub-policy:
  - SH3.1 – Retail uses – this specifically addresses the provision of retail in the regeneration area.

3.9 Similarly, section 4.2 is on character area 2 – Aldrington Basin. The main policy is:

- SH11: Aldrington Basin – this includes the allocation of sites, appropriate land uses and general principles of development. The sub policies deal with the specific topics relevant to this area:
  - SH11.1 – Flood risk management
  - SH11.2 – Sustainable building
  - SH11.3 – Green infrastructure and open space
  - SH11.4 – Transport

**Changes by chapter**

**Chapter 1 – Introduction:**

3.10 This section has changed the most. The current version is intended to be clearer, presented more logically and to avoid unnecessary repetition with later sections of the plan. The language has also been modified where possible to provide a more readable account for those unfamiliar with planning terminology. The table below summarises the revised content.

Section in 2016 JAAP	Notes
1.1 What is the Joint Area Action Plan (JAAP)	This expands on paragraph 1.1.1 of the 2014 document. It gives a clearer description of what the JAAP is and how it will be used.

1.2 Where is the Shoreham Harbour Regeneration Area	In the 2014 document, description of the location was spread across several sections. This section includes both the location in the regional context, and a more detailed description of local context. This includes some of the information included in the 2014 section 1.9 – About the area – drivers for change.
1.3 Who prepared the plan?	This section puts the role of the partnership up front, and explains the joint adoption of the plan. In the 2014 document this information was spread across several sections.
1.4 Why was the plan prepared	These sections have been adapted from 1.5 Why is the Joint Area Action Plan being prepared? The current version updates this information, and separates the reasons for the plan, from the process involved.
1.5 How was the plan prepared?	
1.6 How was the community involved?	The 2014 document included information specific to that consultation period. This version sets out the general approach to consultation and will remain relevant throughout the plan making process.
1.7 What is the status of the JAAP?	The 2014 version did not make sufficiently clear that the JAAP is a local plan (or development plan document) in its own right.
1.8 European policy	These sections have been updated and revised with current relevant legislation and policy. In particular, the Brighton & Hove City Plan has now been adopted, and the Adur Local Plan is nearing submission. Additional detail has been included on the Shoreham Port Masterplan. The Flood Risk Management Guide has now been adopted by Adur and Brighton & Hove councils. The Shoreham Beach Neighbourhood Plan and the emerging Shoreham Harbour Green Infrastructure Strategy have been added. European legislation is currently included as this remains in force, although this will be modified at a later date if required.
1.9 National policy	
1.10 Sub-regional policy	
1.11 Local policy	
1.12 Shoreham Harbour policy	
1.13 Which policies does this plan replace	

- 3.11 The summary of JAAP proposals has been removed as this is now included in Chapter 2. The character area map has also been moved.
- 3.12 There is no equivalent to 2014 section 1.9: About the area – drivers for change. Much of this information was repeated in descriptions of the individual character areas. The map of environmental constraints was not accompanied by supporting text. This has now been moved to Chapter 2.

## Chapter 2 – Spatial strategy:

3.13 This new chapter is intended to provide a clearer and more succinct summary of what is actually included in the plan. It expands on 2014 sections 2.1 and 2.2, and includes a summary of proposals in relation to each objective and character area.

Section in 2016 JAAP	Notes
2.1 What is the vision for Shoreham Harbour?	This vision itself is unchanged. The section now includes sustainable development as an overarching theme. (see note on objectives above)
2.2 What are the objectives of the regeneration project?	1. Renamed Climate change, energy and sustainable building. The objective has been expanded to more directly address zero and low-carbon energy generation. (see note on objectives above) 6. Flood risk – modified to remove reference to specific documents as these may change and add reference to delivering comprehensive flood defence infrastructure. 7. Renamed Natural Environment. Content modified to reflect emerging green infrastructure work, designation of Biosphere and habitat creation (see note on objectives above)
2.3 What is proposed in the plan?	This summarises the proposals for each character area. It includes information previously in Chapter 1 of the 2014 plan.
2.4 What are the constraints in the regeneration area?	The 2014 plan included a map of constraints, but did not have supporting text.

3.14 The 2014 version included policy JAAP 1: Spatial Strategy. This required all proposals and projects to consider and contribute to the vision, objectives and aspirations of the spatial strategy. This policy had little content or purpose, as the plan is intended to be read as a whole. It has therefore been removed.

## Chapter 3: Area-wide policies

3.15 Changes to the strategic objectives have been addressed above.

<b>Section in 2016 JAAP</b>	<b>Notes</b>
3.1 Climate change, energy and sustainable building	Background text revised and updated. Reference to Code for Sustainable Homes removed. Further revision to this section will move pollution related section to Natural Environment as this better fits the content and objections. Additional text and sub policy on district heating and cooling to reflect the Shoreham Harbour Heat Network Study. Clauses on water use updated.
3.2 Shoreham Port	Updated and additional text on Shoreham Port. Extract of GPDO removed. Section on minerals wharfs updated to reflect current position.
3.3 Economy and employment	Added reference to start up units and LEP skills strategy. Employment floorspace figures revised
3.4 Housing and community	Section on social and community infrastructure requirements for Western Harbour Arm moved to Character Area 7. Number of dwellings amended to reflect City Plan.
3.5 Sustainable travel	Transport section revised and updated to reflect Transport Strategy.
3.6 Flood risk	Flood risk management section revised, updated and expanded. Added reference to Flood Risk SPD and proposed solutions for each strategic site
3.7 Natural environment, biodiversity and green infrastructure	Section revised, updated and extended. New paragraph relating to Biosphere New paragraph on compensatory habitat and biodiversity improvements and proposed GI strategy New section on designated sites and habitats New section on green infrastructure and wildlife corridors. Reference added to NCN2, England Coastal Path and north-south links to the regeneration area Policy renumbered Added clause on preparation of GI strategy Added clauses on GI network priorities and open space
3.8 Recreation and leisure	Minor amendments. Approach to offsite open space provision set out.
3.9 Place making and design quality	Minor amendments.

## Chapter 4: Character Area Proposals

3.16 Each character area section follows a similar format. This sets out the area priorities, and includes a description of the area. After this specific subsections address the relevant topics for that area. These include:

- Utilities
- Transport and connections
- Environmental considerations
- Historic assets
- Flood risk management
- Green infrastructure
- Development opportunities
- Social and community infrastructure

3.17 Maps of the character area proposals have not yet been updated. However, this will take place before the consultation on the revised JAAP.

Section in 2016 JAAP	Notes
4.1 CA1 – South Quayside	Revised section on utilities includes Edgeley Green Power Station, wind turbines and potential for district heating. Policy SH10: South Quayside includes additional clauses on promoting the area as a hub for renewable energy and promoting the delivery of the Shoreham Harbour Heat Network.
4.2 CA2 – Aldrington Basin	Additional area priority on biodiversity and green infrastructure. A new section on green infrastructure proposals added. Additional paragraphs on flood risk management. Added reference to Flood Risk SPD. Policy SH11 allocates sites for redevelopment and includes specific use classes. The number of dwellings is reduced from 400 to 300 (with CA3) in accordance with City Plan. Sub policies address sustainable building, green infrastructure and open space and transport.

4.3 CA3 – North Quayside and South Portslade	<p>Additional area priorities on intensifying land use, biodiversity and green infrastructure. Added reference to safeguarding port/employment uses.</p> <p>Transport and flood risk sections revised and updated. Added reference to Flood Risk SPD. Policy SH12 allocates sites for redevelopment and includes specific use classes. The number of dwellings is reduced from 400 to 300 (with CA2) in accordance with City Plan. Sub policies address flood risk management sustainable building, green infrastructure and open space and transport.</p> <p>Allocation of specific sites has been adjusted to remove unsuitable residential sites, and to include alternative sites suitable for residential development.</p>
4.4 CA4 – Portslade and Southwick Beaches	<p>Additional priority on supporting England Coast Path. Reference to SNCI changed to refer to vegetated shingle corridor along beaches. Policy SH13 includes new clauses relating to England Coast Path, habitat creation and compensatory habitat.</p>
4.5 CA5 – Fishersgate and Southwick	<p>This character area has been renamed to avoid confusion with the Southwick Waterfront allocation, and as it includes the Southwick council housing estates, which are not on the waterfront.</p> <p>Lady Bee Marina and Southwick Waterfront are separated in the allocation.</p> <p>Added priorities on supporting improvements to social housing, and on green infrastructure and open space.</p> <p>Section on transport revised and updated.</p> <p>New section on flood risk management and reference to SPD.</p> <p>Policy SH14 allocates site for redevelopment. Sub policies address flood risk management, sustainable building, community, green infrastructure and open space and transport.</p>
4.6 CA6 – Harbour Mouth	<p>Additional priorities relating to exploring options for Albion Street Lorry Park, and supporting Adur Homes to redevelop Albion Street housing sites. Additional clauses in Policy SH15 to address these issues.</p>

<p>4.7 CA7 – Western Harbour Arm</p>	<p>Area priorities include reference to allocation and specific land uses.</p> <p>Added priorities on intensifying land use, green infrastructure and open space, and England Coast Path.</p> <p>New section on flood risk management, including reference to SPD. New section on green infrastructure, open space and biodiversity.</p> <p>Revised and extended section on waterfront route. Reference to use as a street and bus route removed.</p> <p>Additional sections on waterfront features and facilities and community infrastructure.</p> <p>Section on development form and type revised. Slightly taller building heights are now considered acceptable in the central parts of deeper sites. The waterfront and Brighton Road frontages should be up to 5 storeys.</p> <p>New clauses in Policy SH16 designate site and land uses.</p> <p>Sub policies address flood risk management, sustainable building, green infrastructure and open space, marine environment and transport.</p>
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## **Chapter 5: Delivery and implementation**

3.18 This section has been updated to reflect the current position. Further update will be required as the project develops and nears submission.

### **Maps**

3.19 All maps have been updated to reflect the current policies.

## **4 Draft Shoreham Harbour JAAP 2016: Who has been consulted and how?**

- 4.1 Between 16 December 2016 and 10 February 2017 public consultation was held on the Draft JAAP. All organisations and individuals on the Shoreham Harbour consultation databases, including statutory consultees, were contacted by email and/or letter to inform them of the consultation period. All were invited to submit representations on the Draft JAAP.
- 4.2 The consultation period was advertised in local newspapers and magazines and on the websites, Twitter and Facebook pages of the partner authorities. A joint press release was distributed to local, national and trade media organisations.
- 4.3 During the consultation period the documents were available in council offices, libraries and community centres in Shoreham, Southwick, Fishersgate, Portslade and Hove.
- 4.4 All documents and the supporting evidence studies were also available from the Shoreham Harbour Regeneration pages on the Adur & Worthing Councils website.
- 4.5 46 written representations were received with many people indicating their support for the regeneration vision and proposals. The team also met and spoke with many local people, businesses and community groups at the public exhibitions.
- 4.6 Key issues raised include:
- Support for proposal to enhance green infrastructure
  - Support for proposal to develop district heat network
  - Support for improvements to pedestrian and cycle infrastructure
  - Mixed responses to land use proposals at Western Harbour Arm
  - Mixed responses regarding building heights at Western Harbour Arm and Aldrington Basin
  - Concerns regarding congestion
  - Concerns regarding noise
  - Concerns regarding air pollution
  - Comments regarding length of document and confusing policy numbering.

## **5 Draft Shoreham Harbour JAAP 2016: Who has been consulted and how?**

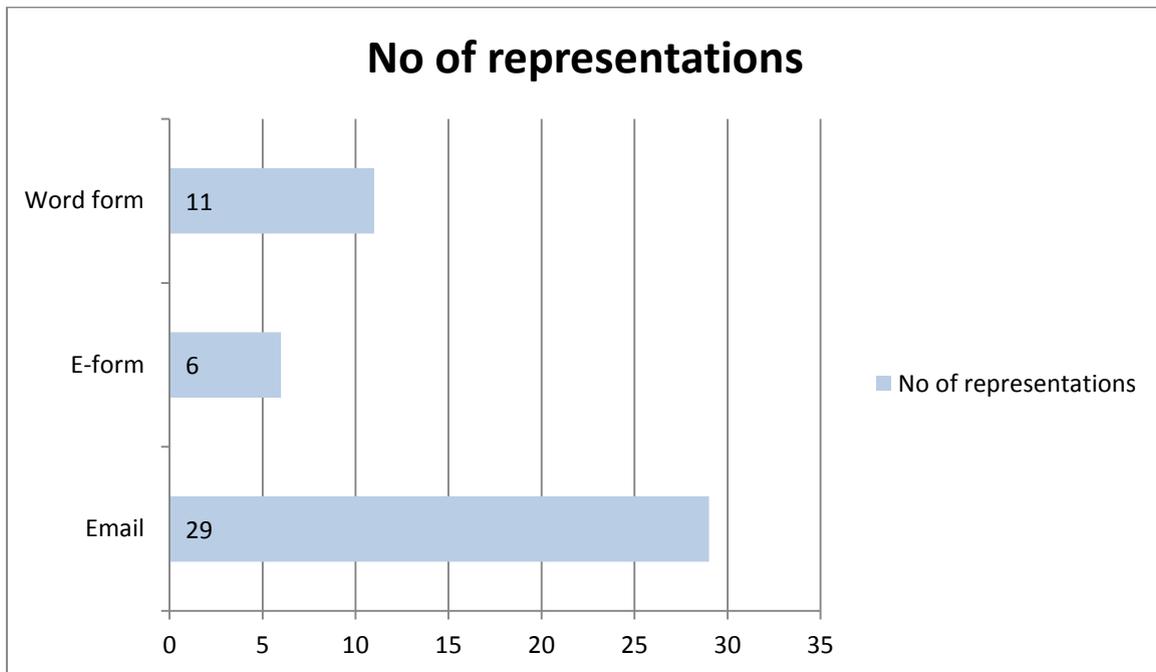
### **Consultation**

- 5.1 Consultation took place on the revised draft of the Shoreham Harbour Joint Area Action Plan between 16 December 2016 and 10 February 2017.
- 5.2 Documents were available online and at council offices and libraries in Hove, Portslade, Southwick and Shoreham.
- 5.3 An engagement event was planned during the consultation period. However due to a low response this was cancelled. As an alternative, meetings were held with the following individuals/groups:
- Shoreham Slipways Group

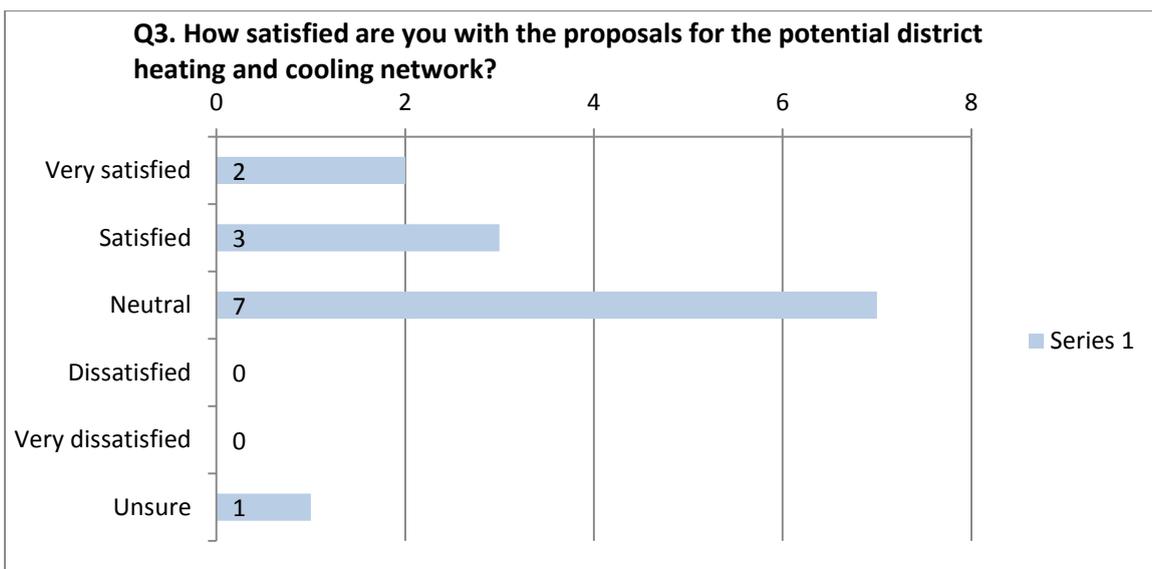
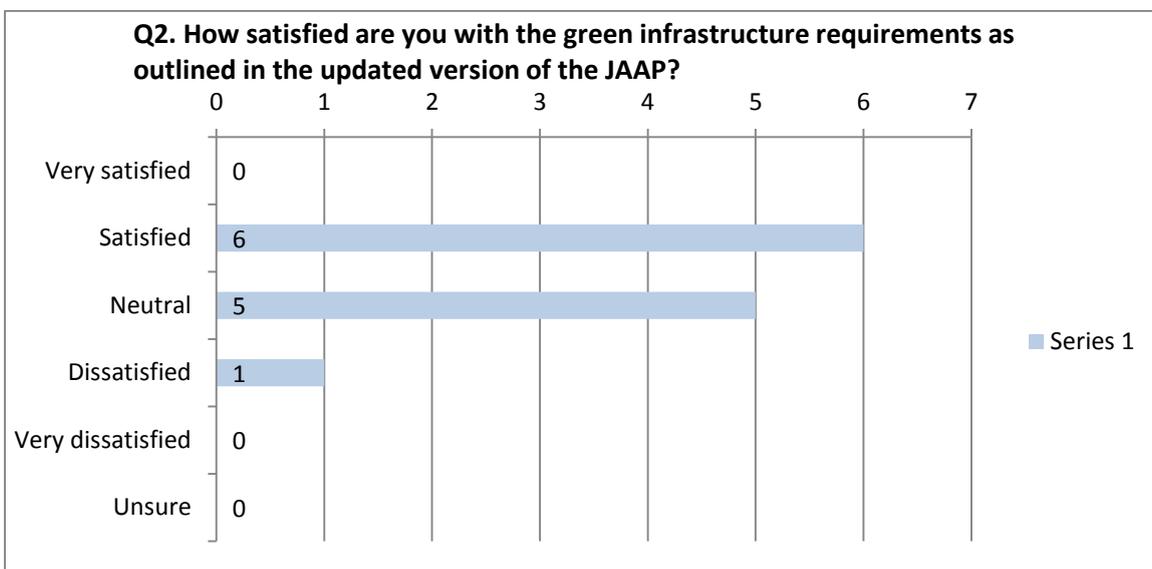
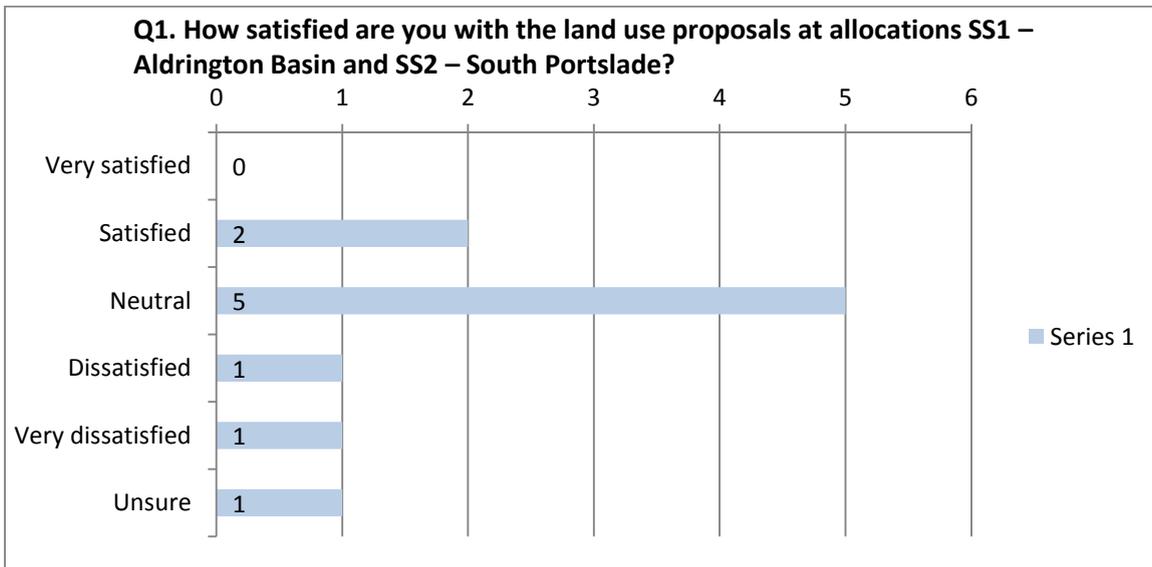
- Cllr Janet Mockridge (WSCC)
- Kingsway and West Hove Residents Association
- Shoreham Society
- Shoreham Beach Residents Association
- Young Calibration
- Teco Products
- Bricycles
- Brighton Society
- Sustrans
- Colin Brace
- Brighton and Hove Buses

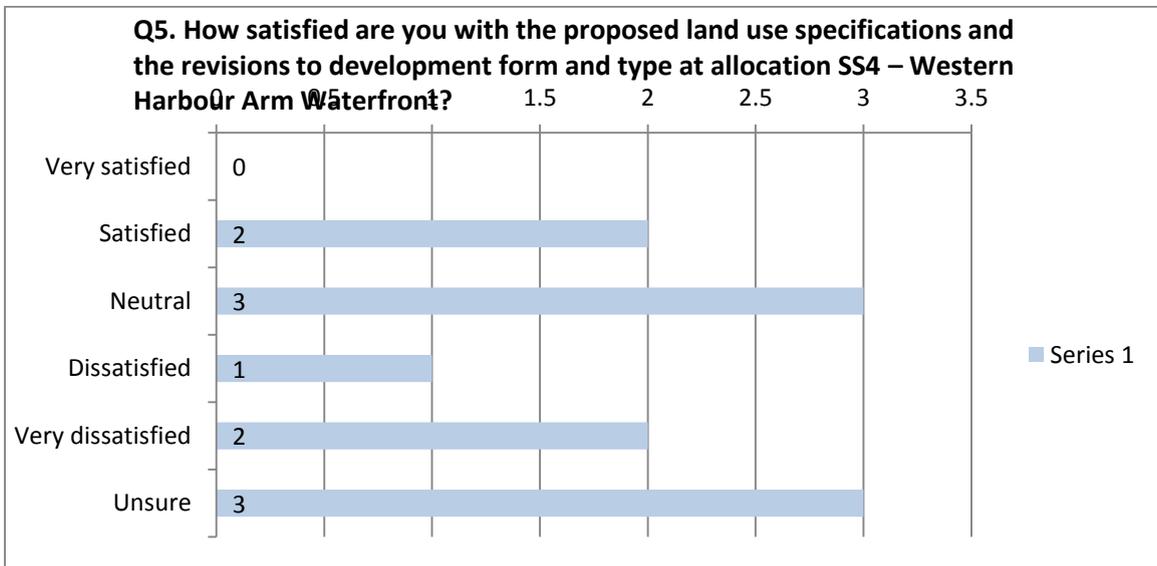
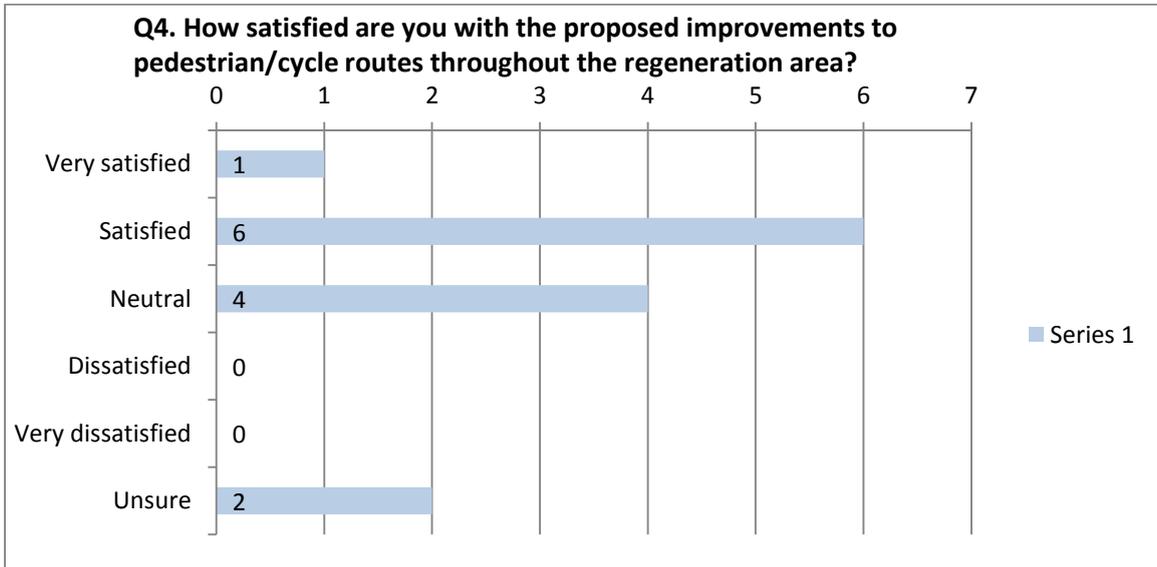
### **Representations**

5.4 Representations could be made by an online e-form, by completing a Word form, or by email. We have received 46 representations, as shown below:

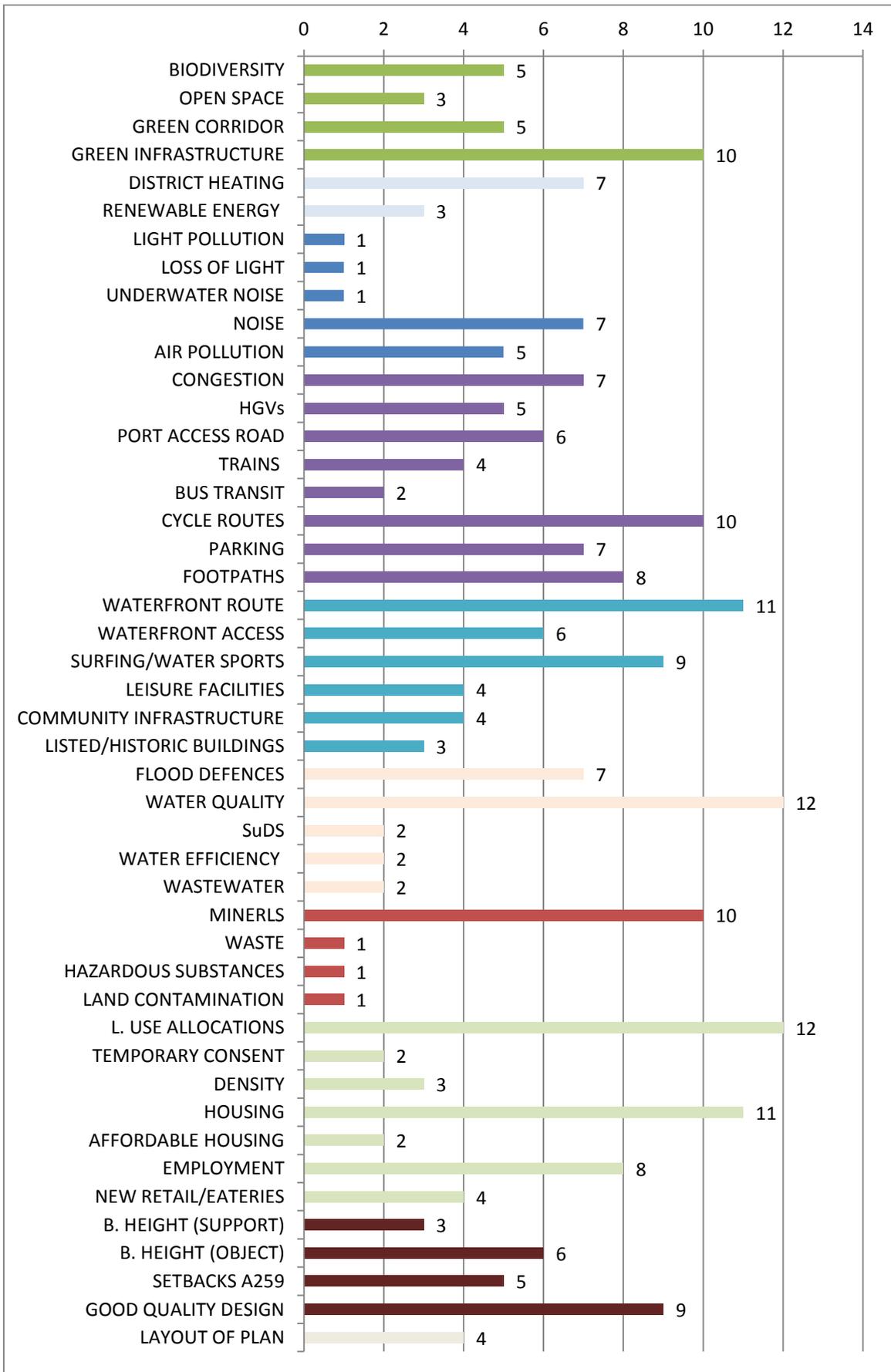


5.5 The e-form and Word form asked consultees to respond to 5 questions. These questions focussed on the main changes to the plan since the 2014 consultation. The results are shown below:





5.6 Across all the representations, the main issues raised were:



## 6 How has the plan changed?

### List of main amendments

6.1 The list below presents the significant amendments to the plan. Minor typographic errors and factual updates have not been included.

### **Format of Document**

6.2 Numerous consultees found policy numbering confusing. Brighton and Hove City Council requested amendment to character area policies.

- Area wide policies consist of:
  - SH1 - Climate change, energy and sustainable building
  - SH2 - Shoreham Port
  - SH3 - Economic and employment
  - SH4 - Housing and community
  - SH5 - Sustainable travel
  - SH6 - Flood risk and sustainable drainage
  - SH7 - Natural Environment, biodiversity and green infrastructure
  - SH8 - Recreation and leisure
  - SH9 - Place-making and design quality
  - SH10 – Infrastructure Requirements
- Character area policies consist of:
  - CA1 - South Quayside
  - CA2 - Aldrington Basin (including Allocation Aldrington Basin)
  - CA3 - North Quayside and South Portslade (including Allocation South Portslade)
  - CA4 - Portslade and Southwick Beaches
  - CA5 - Fishersgate and Southwick (including Allocation Southwick Waterfront)
  - CA6 - Harbour Mouth

- CA7 - Western Harbour Arm (including Allocation Western Harbour Arm Waterfront)

### **Plan Period**

- Amended to 2032 in line with Adur Local Plan

### **Strategic Objectives**

- Objective 6
  - Title changed from “flood risk management” to “flood risk and drainage”
    - Amendment was made at the request of the Environment Agency; the change was accepted as it better matches the content of the plan. The amendment has been supported by Adur District Council engineers.
- Objective 7
  - The objective now includes reference to natural capital.
    - The amendment was made at the request of Sussex Wildlife Trust and has been supported by the Environment Agency.

### **Factual updates**

- Objectively Assessed Need (OAN) updated
- Reference to Edgeley Green removed

### **Area Wide Amendments**

- SH1 – Climate change, energy and sustainable building
  - Removed reference to BHCC Sustainable Building Design SPD as now revoked. Amended reference to City Plan CP8
  - Updated reference to Heat Network study to reflect new study.
- SH2 – Shoreham Port
  - Background text on minerals wharves updated, and redrafted to avoid repetition and confusing structure.
- SH3 – Economic and employment
  - No significant amendments

- SH4 –Housing and community
  - Added paragraph on housing mix
- SH5 – Sustainable travel
  - Background text redrafted to provide a more coherent structure. Added detail on cycling provision.
- SH6 – Flood risk and sustainable drainage
  - Objective 6 has been amended to reference “drainage”
  - Clarified position on Environment Agency/Marine Management Organisation licence
    - A licence is required for all development within 16m of river edge.
    - Setback for flood defence maintenance to be agreed with Environment Agency.
- SH7 – Natural Environment, biodiversity and green infrastructure
  - Added reference to natural capital, and green infrastructure (glossary to be included)
  - Additional reference to contaminated land, at request of EA
  - Additional reference to waste management, at request of ESCC
- SH8 – Recreation and leisure
  - Added reference to recreation facilities
- SH9 – Place-making and design quality
  - No significant amendments
- SH10 – Infrastructure Requirements
  - No significant amendments

#### **Character Area Amendments**

- CA1 – South Quayside
  - Factual amendments on port operations
- CA2 – Aldrington Basin
  - BHCC allocations disaggregated
  - Amended text on acceptable building heights
  - Non-allocated employment sites to be safeguarded
  - Reference to Ferry Wharf amended to reflect waste use
  - Ground levels added for flood risk at request of EA.

- Site references updates
- CA3 – North Quayside and South Portslade
  - BHCC allocations disaggregated
  - Non-allocated employment sites to be safeguarded
  - Site references updated
- CA4 – Portslade and Southwick Beaches
  - No significant changes
- CA5 – Fishersgate and Southwick
  - Site levels added at request of EA
  - Amended development requirement at Southwick Waterfront
- CA6 – Harbour Mouth
  - No significant changes
- CA7 – Western Harbour Arm
  - Reference to compensatory habitat amended at request of EA
  - Amended housing mix
  - Added site references
  - Amended text on acceptable building heights
  - Amended text on preserving views of heritage assets

## Policy Amendments

- In general there was a large amount of repetition in character area policies (numerous character areas had policy clauses on sustainability, flood risk, green infrastructure and transport). Generic clauses have been drafted and added to area wide policies in order to simplify the plan.
- **Policy SH1**
  - **Amended clause (3): Where it is feasible and viable, ~~D~~ development should seek to achieve zero-carbon status (emitting no net annual ~~carbon~~ emissions from regulated and unregulated energy use), in particular within the four site allocations. This will include the use of passive design measures. Proposals must demonstrate good thermal performance and air tightness to prevent heat loss.**

- **Policy SH3**
  - **Added clause (4):** “The Councils will seek agreement with developers to secure appropriate training and job opportunities for local residents”.
- **Policy SH4**
  - **Amended clause (2):** Developers will be required to ensure that proposals deliver a mixed and balanced community through providing a mix of dwelling types, sizes and tenures in accordance with identified local needs including suitable family accommodation. ~~A mix of apartments and terraced town houses would be appropriate across all tenures.~~
  - **Removed clause (4):** Developers are encouraged to work towards the principles of Lifetime Neighbourhoods and incorporate Age-Friendly Cities features”
    - Reference remains in the BHCC City Plan but does not apply to Adur.
  - **Added clause (5):** Development will be required to contribute towards provision of community and social infrastructure, in accordance with the relevant Infrastructure Delivery Plan.
- **Policy SH6**
  - Clauses on “flood defence and drainage” moved from character areas to area wide policy
- **Policy SH7**
  - **Amended clause (8):** “Where biodiversity impacts ~~biodiversity~~ **on biodiversity** cannot be mitigated, compensatory measures actions will be required, **taking account of an up-to-date ecological survey** ~~Compensatory habitat to be like for like basis based upon up to date surveys”.~~
  - Clauses on natural environment/biodiversity moved from character areas to area wide policy
  - **Amended clause (10):** “**All development must comply with the Water Framework Directive.** Development must protect **surface and** groundwater quality ~~and to ensure~~. Only clean surface water is should be discharged into the River Adur, **the Canal and groundwater. Pollution control measures will be required to deal with surface water run-off where this is discharging straight into the River Adur or the Canal, especially where waterside vehicular access is promoted”.**
    - Amended at request of the Environment Agency
- **Policy SH8**
  - **Added clause (5):** “The provision of appropriate measures to enhance watersports and other traditional coastal activities will be supported”.
  - **Added clause (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**

- **Amended clause (2):** “The partnership will work with developers and stakeholders to deliver:

**a) a minimum of approximately 300 90 new dwellings (use class C3) and 7,500m<sup>2</sup>** -

**b) a minimum of 4,500m<sup>2</sup> new B-class employment floorspace (use classes B1, B2**

**and B8) (in combination with** -

**SS2: South Portslade) The**

**partnership will support**

the redevelopment of sites to deliver high quality, modern employment floorspace, and appropriately located residential dwellings.

**c) ancillary leisure, retail and food and drink floorspace**

- **Amended clause (3):**

**“Site allocations at Aldrington Basin (shown on Map 7) are:**

**a) AB1 – North Basin Quay: Allocated for port related and compatible employment floorspace (use classes B1, B2 and B8). Between Hove Lagoon and the Canal an area of open space fronted by ancillary leisure, retail and food and drink uses will be supported in order to improve the connection between Hove Lagoon and the harbour.**

**b) AB2 – Aldrington Marina: Allocated for new employment floorspace (use classes B1, B2 and B8)**

**c) AB3 – Ferry Wharf: Allocated for port related and compatible employment floorspace (use classes B1, B2 and B8).**

**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 Kings way level, and use class C3 on upper storeys) ”.**

At the basin level, plots bounded by Basin Road North, Basin Road South and the Canal (sites A, B and C and D on Map 8-7) will be ~~are~~ safeguarded for port related and compatible employment uses (classes B1, B2 and B8)

a) ~~Building heights of two to three storeys are generally considered acceptable at the basin level. If taller buildings are proposed, care needs to be taken to consider sunlight impacts on other sites.~~

- **Added clause (5):** “Hove Enterprise Centre and Maritime House are safeguarded for employment generating uses (use classes B1, B2 and B8). The council will support proposals for the upgrade and refurbishment of these premises. The council will resist proposals for change of use to other types of floorspace”.

- **Added clause (6):**

“For sites AB1, AB2, AB3:

a) Building heights of two to three storeys are generally considered acceptable.

b) If taller buildings are proposed, care needs to be taken to consider sunlight impacts on other sites.”

- **Amended clause (7):**

~~Plots between Basin Road North and Kingsway (site D-E on Map 8-7) will be released for mixed use redevelopment (B1 and B2 at Basin Road North level, A1, A2 and B1 at Kingsway level, and C3 on upper storeys).~~

**For site AB4:**

**a) Building heights should be justified with regard to analysis of the local urban design context, orientation, sunlight and daylight impacts and apply high quality design principles.** Building heights of up to four storeys above Kingsway and six storeys above Basin Road North are considered acceptable subject to high quality design and being suitably orientated to accommodate generous views between new buildings. Development shall not exceed the height of the nearby Vega apartment building and care needs to be taken to consider sunlight impacts on other sites.

**b) Development should maintain a sense of openness and promote views through to the harbour wherever possible. The scale of development should provide a positive impact on the street environment along Kingsway.**

**c) Development should provide an attractive character along the A259 and contribute towards the street scene.** Residential development will need to demonstrate compatibility with employment uses at the basin level below in order to prevent future conflicts arising.

- **Policy CA3**

- **Amended clause (3):**

“The partnership will work with developers and stakeholders to deliver:

**a) a minimum of approximately 300 ~~210~~ new residential dwellings (use class C3) and 7,500m<sup>2</sup>**

**7 b) a minimum of 3,000m<sup>2</sup> new B-class employment floorspace (use classes B1, B2 and B8) (in combination with SS1: Aldrington Basin).** The partnership will support the redevelopment of sites to deliver high quality, modern employment floorspace and appropriately located residential dwellings.

**8 c) ancillary leisure uses”**

- Amended clause (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)

b) SP2 – Former Belgrave Centre (and adjoining): Allocated for residential development (use class C3)

c) SP3 – Wellington House: Allocated for residential development (use class C3)

d) SP4 – Regency House: Allocated for mixed use development (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.

f) SP6 – Church Road/Wellington Road/ St Peter’s Road: The southern portion of the site is allocated for new employment development (use classes B1, B2 and B3). Employment uses must be compatible with adjacent residential development. As part of a comprehensive redevelopment, residential development is acceptable on the northern portion of the site, fronting onto St Peter’s Road .

g) SP7 – Station Road: Allocated for mixed use redevelopment (use classes A1, A2,A3 and B1 fronting Station Road and use class C3 to the rear and on upper storeys) Site A is released for mixed use redevelopment. Wellington House, Tthe Belgrave Day Centre and adjacent equipment store are suitable for residential development (class C3). The remainder of site A is suitable for mixed-use development – employment (class B1) on the lower storeys, and residential (class C3) on upper storeys.

a) Building heights of four to six storeys are generally considered acceptable. If taller buildings are proposed, care needs to be taken to consider sunlight impacts on other sites.

b) Proposals for development at the far eastern boundary of the site need to be mindful of impacting access to daylight on the rear of adjacent properties on Station Road. Building heights of three to four storeys are generally considered acceptable.

c) Buildings fronting Wellington Road must be set back beyond the proposed green corridor.

- **Added clause (5):** “South Portslade Industrial Estate (as shown on Map 8) is safeguarded for employment generating uses (use classes B1, B2 and B8). The council will support proposals for the upgrade and refurbishment of these premises. The council will resist proposals for change of use to other types of floorspace”.

- **Policy CA5**

- **Amended clause (3):**

The partnership will work with developers and stakeholders to deliver the reconfiguration of Lady Bee Marina. This will include

- Improved marina facilities, expanded berthing capacity and waterside leisure provision, including a new slipway, utilising canal edge water space to the east
- Complimentary waterside facilities and attractions, such as an expanded chandlery, café/bar and public conveniences
- Possible location for a youth sailing centre.
- Amendment is in response to the SPA pursuing a different scheme

- **Policy CA7**

- **Amended clause (6):** Building heights of up to five storeys are generally considered acceptable on the Brighton Road and River Adur frontages. **Away from these frontages, greater storey heights may be acceptable within deeper sites. At sites WH1 and WH2, the setting of Kingston Buci lighthouse must be considered if development over 3 storeys is proposed. At sites WH2, WH3, WH4 and WH5 views from the coast at Shoreham Beach to the South Downs must be retained.**

- **Amended clause (7):**

~~Proposals for individual~~ Taller buildings **may be considered in the centre of the allocation (western portion of site WH3, site WH4 and eastern portion of site WH5).** ~~Proposals above a threshold of five storeys~~ will be required to demonstrate an appropriate response and high quality design in relation to the following elements:

- Scale and height
  - Architectural detailing
  - Materials
  - Public realm and open space
  - Public transport accessibility
  - Views into and out of the area, including assessment of glimpse views, local views and long views in relation to the waterfront, local landmarks, the South Downs National Park, conservation areas, and historic assets
  - Microclimate impacts including wind, daylight and sunlight effects, air pollution and urban heat island effects.
- **Amended clause (10):** “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.**

- **Added clause (12):** “Prior consent is required for any works in, under or over the River Adur Tidal, a classified ‘main river’ under the jurisdiction of the Environment Agency, and subject to its byelaws, or within 16metres of the landward toe”.

