

ENTERPRISE,EMPLOYMENT AND MAJOR PROJECTS CABINET MEMBER MEETING

Agenda Item 25

Brighton & Hove City
Council

Subject:	Shoreham Port Masterplan - Draft Port Masterplan		
Date of Meeting:	21st September 2010		
Report of:	Acting Director of Environment		
Contact Officer:	Name:	Mike Holford	Tel: 29-2501
	E-mail:	mike.holford@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	South Portslade/Wish		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report seeks to agree a formal response from the City Council to the publication of a Draft Port Masterplan by the Shoreham Port Authority.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member approves the comments set out in Section 4 as the City Council's formal response on the Shoreham Port Authority's draft Port Masterplan.

In summary the City Council:

- welcomes the production of a draft Masterplan setting out a clear direction for the Port's operations and the impetus it gives to employment led regeneration of the Harbour area.
- welcomes and supports the future growth of the port as a significant local employer.
- sees the port area as a suitable area for the expansion of non-port related business opportunities. In this respect the City Council supports Option 2 Non-Port Employment for Aldrington Basin.
- does not believe that the significant relocation of existing non port operational employment uses to sites outside of the port is desirable or realistic and would like clarification in the Masterplan in broad terms as to whether the Port's future growth prospects can be met on existing land within the Port.
- notes the comments and concerns that the Port Authority submitted on the East Sussex and Brighton & Hove Waste and Minerals Core Strategy - Preferred

Strategy and the Councils' approach to safeguarding of wharves which are restated in the draft Masterplan. The Council would welcome ongoing dialogue with the Port Authority to ensure that the need to plan for aggregate imports and processing is reconciled with the need for regeneration of the area and also the operational needs of the Port Authority to retain a thriving port.

- welcomes and supports the principles of the proposed access arrangements within the Port area and the potential connections to the wider local transport network at key junctions and would welcome the opportunity for further discussion of these and other transport matters with both the Port Authority and West Sussex County Council.
- welcomes the Port Authority's commitment and progress to date in working towards Ecoport's Ports Environmental Review System (PERS) certification. The City Council would also support subsequent steps to achieving ISO14001 accreditation. The Council welcomes in principle the actions identified in the Masterplan regarding on-site renewable energy generation.
- requests further detail as to the Masterplan's environmental impacts, associated mitigation measures and steps to ensure the port will make a positive contribution to the environment and amenity of the area. In this context the City Council welcomes the proposals for the Port Authority to carry out environmental improvements but asks for clarification as to how this would be funded.
- requests clarification of the reference to a joint property venture and the role that this is expected to perform.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 For a number of years the City Council has been working with a variety of partners investigating the potential for the regeneration of Shoreham Port and the wider area of South Portslade. The most recent plans had been initiated by the South East England Development Agency (SEEDA) and had considered the potential for up to 10,000 homes in the whole of the port, i.e. in Adur District as well as Brighton and Hove, and surrounding area. This proposal was followed up in the South East Plan with the allocation of Shoreham Harbour as a Strategic Development Area. The three local authorities now find themselves in the position to take the lead on investigating the potential for the Shoreham Harbour area to meet local needs in association with the Shoreham Port Authority as a major land owner and operator of the Port.
- 3.2 The Department for Transport recommends that Port Masterplans should be prepared for ports that are handling over 1 million tonnes per annum. Shoreham Port currently handles 1.8 million tonnes (approx.) per annum. The draft Masterplan has been produced for the Shoreham Port Authority and its aim is to establish the future direction of the operational port for the next 20-30 years. The Masterplan area covers some 70.7 hectares of which the Shoreham Port Authority own 52 hectares. Currently, some 37.8 hectares are in direct port operational use (Shoreham Port Authority and private owners).

- 3.3 The Port Masterplan is the first of a number of pieces of work that are now coming together that will establish the regeneration potential for the Shoreham Harbour area. The other main studies are on Flood Risk, Transport and Development Capacity. These studies are due to be completed later in the year and will both inform, and be informed by the Port Masterplan.
- 3.4 The final Masterplan will be adopted by Shoreham Port Authority in October and submitted to the Department for Transport. Following the completion of the studies the local authorities are likely to produce a joint plan (formerly a Joint Area Action Plan) for the Port and wider area.
- 3.5 Draft Masterplan (A map and more details are set out in Appendices)

The main points arising from the draft Masterplan are:

- The Port will be an integral part of the wider regeneration and local authority development plans.
 - The Masterplan will provide capacity for a 25% growth in trade (tonnes) by 2026.
 - The Masterplan does not consider major land reclamation at the port since such an approach is not considered viable.
 - A number of major facilities, e.g. Power Station, Waste Water Treatment Plant, Texaco Terminal, are likely to stay for the duration of the Masterplan.
 - The Western Arm (west of the mouth of the River Adur and outside of Brighton & Hove) has the potential for significant change with the relocation of port-related activities to other areas of the Port and redevelopment for residential, leisure and employment.
- 3.6 The main proposals affecting specific areas (see Map in Appendix 1) of the Port in Brighton and Hove are as follows:

South Quayside: This will remain the main operational area of the port. The focus will be on improvements to port trade. The Masterplan proposes that non-port operational uses will normally be relocated in the longer term.

North Quayside: Currently has a mix of vacant land, port operators and other businesses. The Masterplan states that this area has the potential to develop as a new port operational area that would also require the relocation of non port operational uses.

Aldrington Basin: The Masterplan states that this area has the greatest potential for change. The fishing berth and related fish sales is the only port related activity in this area. Three options are proposed:- (1) new port related activities, (2) new employment (non-port related) or (3) residential development.

Access Improvements:

The draft Masterplan proposes that a new route for traffic is provided on the north side of the canal linking to the A259 at the Church Road junction. The new road would be two way, partly on an improved existing road until the incline to the existing A259/Boundary Road junction. It would then be a new route through Ferry Wharf and the Baltic Wharf. A new service road could also be provided in Adur District north of the canal linking Southwick waterfront to the existing road serving the Texaco Oil Terminal.

Phasing and Delivery:

The draft Masterplan states that the Port Authority is intending to establish a joint venture property company to facilitate the sale and purchase of land and buildings.

Comments:

- 4.1 The City Council welcomes the Masterplan's identification of future growth in trade at the port. The City Council considers that employment growth should be the aim of future developments in the Port. The City Council considers these plans should include non port operational employment uses. The City Council recognises that the precise balance between port and non-port uses should be a commercial matter between the Port Authority and private land owners.
- 4.2 The City Council requests clarification in broad terms as to whether predicted Port growth can be accommodated on existing wharves/land, whether it requires the relocation of existing employment uses not related to port operational uses or whether there is a potential surplus of land since the draft Masterplan refers to all three situations.
- 4.3 The City Council is concerned at the suggestion of the relocation of existing non-port operational uses / users at the Port. It is not clear if the proposed relocation would be within the Port or elsewhere. The City Council would be concerned at the loss of these uses from the local area both in terms of local employment and as these uses perform important functions for the City, including those located in Adur District. Previous work initiated by SEEDA has highlighted the difficulty of finding alternative sites for these uses in Brighton & Hove and Adur.

Aldrington Basin

- 4.4 The City Council's preferred option for Aldrington Basin is option 2 - non-port employment. Incremental development and environmental improvements could develop on the situation in this area already. The City Council could support some residential development as part of employment led mixed-use development subject to there being no direct loss of employment floorspace or indirectly through prejudicing employment activities on adjacent sites. However, the City Council notes that with the Masterplan's proposed changes in access arrangements the available sites would be surrounded on three sides by the main route into the port for heavy goods vehicles. The City Council also considers that this area is likely to be difficult to develop for residential use for technical reasons such as the size and shape of potential development sites. The outcome of the Development Capacity Study being undertaken for the overall harbour area should provide more information on development potential in this area.

North Quayside

- 4.5 Clarification is required as to how port operational use could be implemented in this area since not all the land is owned by Shoreham Port Authority. Clarification is also required as to what port uses could be relocated or established in this area and the environmental impact of those uses. The Masterplan states that the environmental impact of the Port currently in this area is acceptable. Evidence of this assessment would be helpful.

South Quayside

- 4.6 The City Council agrees that port related uses should be the priority in this area (which extends into Adur District). However, the existing Waste Water Treatment Works (in Adur District) serves the west of the City. Southern Water has indicated that expansion of the works would be required to meet future housing development. The Masterplan also indicates that renewable energy facilities could be located in this area which is strongly supported by the City Council but is not necessarily port related. There is also concern about the feasibility and desirability of relocating non port related uses from this area.

Environmental Impact

- 4.7 The draft Masterplan states that in 2009 the Port undertook an environmental audit under the Eco Ports Initiative, and is working towards gaining a certificate under the Port Environmental Review system, which can lead to accreditation under ISO140001. The City Council would strongly support the Port Authority in achieving the sustainable development of port operations. The City Council would also strongly support the Port in its discussions to become a possible base for servicing the proposed off-shore wind farm.

Minerals and Waste

- 4.8 Current planning policy in Brighton & Hove (and West Sussex) is that certain specified wharves within Shoreham Port should be safeguarded to allow the import of minerals (sand and gravel dredged off shore).

- 4.9 The City Council notes that some of the wharfs within the Brighton & Hove part of the Harbour are potentially unviable for importing minerals. The City Council is keen to reach agreement with the Port Authority (and West Sussex County Council) as to how facilities for aggregates imports through the Port can be provided whilst allowing the Port to grow. The City Council has been in discussions with the Port Authority over this issue. Should those mineral wharves be released from safeguarding then the City Council would be keen to see alternative employment uses on the sites as part of the economic regeneration of the area.
- 4.10 It is understood that the existing non-port operational uses include handling waste materials and recycling, which are important in supporting further growth and construction in the City. Similarly, there are waste uses in the western arm of the Port which serve the City. The Council is keen that the future of such uses is not prejudiced by the development of incompatible adjoining uses. These uses may not be port related currently, but could become so in the future, e.g. export of recycled materials by sea.

Transport

- 4.11 There are two key issues at this stage in the Masterplan's development. These are the likely change in, and subsequent effects of, traffic levels and movements resulting from the proposals, and proposed changes or improvements to vehicle/person access into the Port area.
- 4.12 While focusing on the need for large vehicles to access the Port, the Masterplan fully recognises the benefits that the proposed bus-based Coastal Transport System will provide for people accessing the Port, as well as the need to maintain and improve good pedestrian and cycling access between the coastline, Port and local communities, as well as access/movement within it.
- 4.13 The commentary/assessment and proposals for the three main access points into the Port from the A259 at Wharf Road, Station/Boundary Road and Church Road are considered acceptable in principle. Plans to rationalise junctions and access are welcomed, in terms of reducing turning movements and delays to traffic on the A259 but must also take into consideration any possible effects on access into the port for all road users. The proposed new access road/link within the Port will also have potential benefits in terms of reducing the number of vehicles on the adjacent section of the A259 and is supported. Further consideration will need to be given to the effects of large vehicles on the local community, particularly the main A293 (Church Road) connection to the A270 and A27. The location of the Harbour within the city's Air Quality Management Area also needs to be recognised and every effort should be made to ensure that levels of emissions from any port-related activity are minimised, including vehicle movements to and from it.
- 4.14 Although not recognised in the Masterplan, the Port's proposals provide an excellent opportunity to discuss and set up an area/Harbour Travel Plan that could help manage and minimise the effect of increased trade and activity in the Port and deliver wider benefits to existing Port users and future occupants.

Phasing and Delivery

- 4.15 It is understood from the consultants producing the draft Masterplan that the joint venture property company is not the same as the investigations into a special purpose vehicle instigated with the three local authorities and clarification is requested as to the Port Authority's view on this latter proposal.

5. CONSULTATION

- 5.1 Relevant sections of the City Council have been consulted and their comments included in the report

6. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 6.1 There are no direct financial implications arising from the report.

Finance Officer Consulted: Name: Derek Mansfield Date: 23 August 2010

Legal Implications:

- 6.2 As noted in paragraphs 3.3 and 3.4 of the Report the Port Masterplan will inform and be informed by a number of studies following the completion of which a joint plan for the Port and wider area is likely to be produced. This joint plan will be subject to statutory consultation and will, if adopted, be a Development Plan Document forming part of the Local Development Framework. So far as applicable to planning applications falling to be determined by the City Council the joint plan will be a material planning consideration against which such applications will be assessed.

It is not considered that any human rights' issues arise from the Report.

Lawyer Consulted: Name: Hilary Woodward Date: 24 August 2010

Equalities Implications:

- 6.3 The Council's priority for regeneration of the Port is to provide employment for local people.

Sustainability Implications:

- 6.4 The Port has the potential to become an important location for renewable energy generation.

Crime & Disorder Implications:

- 6.5 None identified.

Risk and Opportunity Management Implications:

- 6.6 The only risk identified is the Council failing to make its views known to Shoreham Port Authority before the Masterplan is finalised.

Corporate / Citywide Implications:

- 6.7 The future growth and development of the Port is important to the future economic prosperity of the wider Brighton and Hove area.

7. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 7.1 The alternative would have been not to comment which is not considered a suitable approach in view of the comments at 5.6 and 5.7 above

8. REASONS FOR REPORT RECOMMENDATIONS

- 8.1 The recommendations support the City Council's established view that the basis for the future growth and development of Shoreham Port should be too provided employment opportunities for local people.

SUPPORTING DOCUMENTATION

Appendices:

1. Map of Area covered by Masterplan
2. Summary of Masterplan Strategy
3. Masterplan area proposals

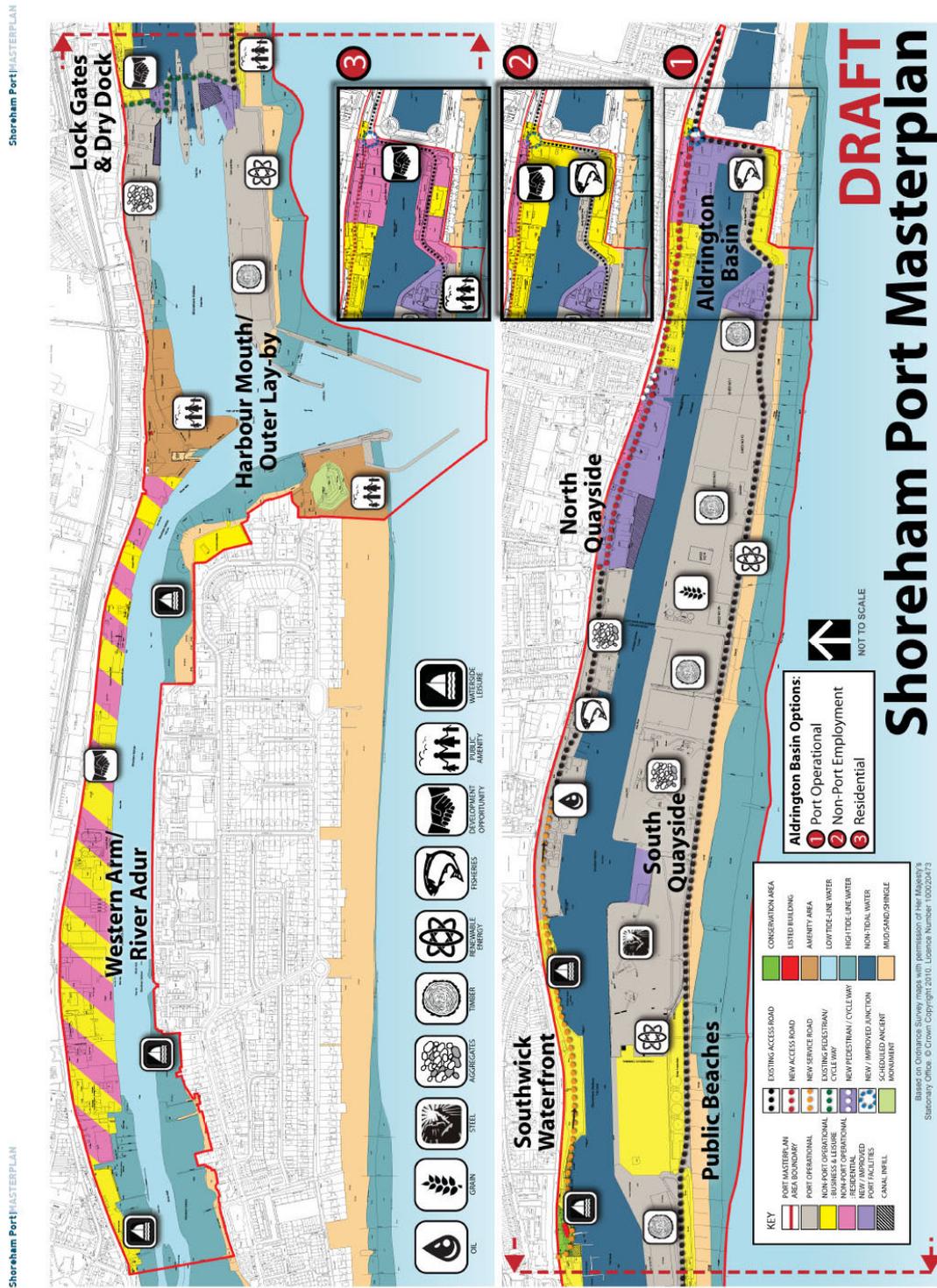
Documents In Members' Rooms

1. Shoreham Port Masterplan Summary Leaflet

Background Documents

1. Shoreham Port Masterplan Summary Leaflet
2. Shoreham Port Masterplan - Draft Port Masterplan

Appendix 1 Map of Area Covered by Masterplan



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Appendix 2

SUMMARY OF MASTERPLAN STRATEGY

- the Port will be an integral part of the wider regeneration and local authority development plans for the area.
- the Masterplan will provide capacity for a 25% growth in trade (tonnes) by 2026.
- the Eastern Arm and Canal will become the focus for future commercial port activity with the use of vacant and underused sites maximised.
- some non-port related uses in the Canal will be relocated to increase port capacity.
- there will be investment in new port facilities – new engineering base, terminals and warehousing.
- vehicular access in the Port will be improved particularly for commercial traffic.
- there will be greater emphasis on processing of imported / exported material that adds value and jobs.
- limited land reclamation may be appropriate in the Canal to create optimum sites for new port activity or other development.
- the Port is likely to become an important location for renewable energy generation.
- major facilities are likely to stay for the timespan of the Masterplan – the Power Station, Waste Water Treatment Plant, Texaco Oil Terminal.
- current port uses in the Western Arm will be relocated and land released for other development.
- the number of marina berths will be expanded in line with demand.

- the Port will work with the local authorities and respond positively to its local community and make amenity and environmental enhancements.
- the Port will maintain its role as an important source of employment opportunities both direct and indirect.

Appendix 3

MASTERPLAN AREA PROPOSALS (see Appendix 1 for locations)

SOUTH QUAYSIDE

South Quayside (together with the outer lay-by berths) is the main operational area of the Port. The focus will be on continuing to improve operational efficiencies, develop new port trade and accommodate the relocation of existing port operators. With the exception of the existing Power Station non-port operations will normally be relocated.

SOUTHWICK WATERFRONT

Southwick Waterfront has the potential to be redeveloped for leisure purposes, increase marina berths with associated facilities, develop as a 'public hub' with certain commercial activities, provide parking and improve public access to the waterfront. It is also an important Conservation Area.

HARBOUR MOUTH / OUTER LAY-BY

The Harbour Mouth/Outer Lay-by Area is the sea entrance to the Port with tidal berths, new RNLI station, amenity areas and historic sites (e.g. Shoreham Fort, Lighthouse). Kingston Beach and the Fort have the potential to be improved as local amenity areas.

LOCK GATES / DRY DOCK

The Lock Gates/Dry Dock is a key functional part of the Port, where the locks, port control and pumping station are located. It is identified as the new air engineering base together with renovated dry dock and associated facilities. It is also an important Public Right of Way.

WESTERN ARM / RIVER ADUR

The Western Arm/River Adur area has the potential for significant change with the relocation of port-related activities to other areas of the Port, the possible relocation of other uses and in the longer term redevelopment for residential, leisure and employment uses. There is also potential for a reduction in the Port's responsibilities with regard to navigation and dredging of the river area once commercial shipping finishes.

ALDRINGTON BASIN

Aldrington Basin is the area with the greatest potential for change. With the exception of the fishing berth there are currently no direct port-related activities. The area could be developed for either port-related activities, new employment (non-port related) or primarily residential development.

NORTH QUAYSIDE

North Quayside has a mix of vacant land, port operators and other businesses, but with the relocation of certain non port related uses together with land reclamation and a new access road, it has the potential to develop as a new port operational area.

PUBLIC BEACHES

Southwick and Portslade beaches are important to local residents and watersports participants and there are opportunities for upgrading / enhancing them as valued local amenity areas.