

DA7 – The Shoreham Harbour Area

Currently, the three local authorities believe that although much has been done jointly, the proposal has not yet reached the stage at which the full scale and impact of development can be assessed accurately. A number of studies have been commissioned to provide evidence for the scale and nature of the development, but at this stage evidence, particularly on transport and the economy is not conclusive. It is anticipated that these studies will be available later this year, and they will be subject to further consultation. Full details of the proposals and how they will be delivered will be set out in a Joint Area Action Plan being prepared concurrently.

The Shoreham Harbour area extends from South Portslade, in the west of the City, through to Shoreham town centre in the adjoining Adur District in West Sussex.

The A259 coast road, which runs through the area, provides an important “gateway” into Brighton and Hove from the west. It is a relatively densely developed, mixed-use area. It includes Shoreham Port, a long established and busy commercial port, providing significant employment. The Port itself and areas along the A259 coast road are generally more industrial or commercial in nature while further north, there are large areas of residential development with varied characters.

The Harbour area is one of the biggest potential regeneration areas in the south east of England outside London. The principal objective is to create regeneration based around a thriving port, linking effectively into existing neighbourhoods, providing better and more jobs for local people, improved educational opportunities and investing in the local infrastructure. The level of housing will be determined by the need to ensure the overall viability of the regeneration project

Previous attempts to create large scale development in the Shoreham Harbour area have been unsuccessful because they did not address local community needs and because there was not enough funding to provide the investment in infrastructure needed.

This regeneration project will take some 30 years or so to implement in full. The Joint Area Action Plan being prepared will contain more detailed proposals as to how the area will evolve up to 2026 and beyond. While significant new development within the Harbour area will be delivered between 2012 and 2026, more will take place beyond this period. Indeed, it is anticipated that much of what might be delivered within the City part of the Harbour may well be provided within this later period.

It is important that the harbour area is considered in its entirety, hence the need to provide a comprehensive plan extending between Adur and Brighton and Hove. Solutions at one end of the harbour inevitably reflect on issues across the harbour as a whole, such as the reclamation/relocation strategy (businesses

currently located in Hove are proposed to be relocated on reclaimed land in Adur, flood mitigation measures, transport infrastructure etc.

The Harbour area is one of the few truly “industrial” areas in Brighton and Hove and has consequently been a location for e.g. ‘bad neighbour’ uses requiring such a location. The Port also contains the city’s only active mineral site (an aggregates wharf). There are a number of aggregates wharves within the adjoining Adur District area to the west. Current planning policy for Brighton and Hove (and West Sussex) broadly requires the capacity for aggregates imports to be safeguarded at the Port.

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The partners will work together to deliver the regeneration of Shoreham Harbour and the wider area to be implemented through the preparation of a Joint Area Action Plan.

A. The local priorities to achieve the regeneration strategy are:

- 1. Reducing inequalities by improving housing for local people and providing new housing in a range of sizes, tenures and types of accommodation to complement the area’s existing housing stock and to meet identified needs, including affordable and family homes.**
- 2. Improving the local economy by investing in the business environment and providing a range of premises for business and commerce to support and complement the wider economy of the Brighton and Hove; including sectors which will provide higher wages for local people.**
- 3. Reducing inequalities by equipping the area’s residents and workers for the jobs of the future by providing facilities to enable them to acquire the education, training and skills they will need.**
- 4. Enabling Shoreham Port to continue to play an important role in the local and wider economy including consolidating it on land reclaimed from the sea to the east of the harbour mouth.**
- 5. Ensuring that development at Shoreham Harbour provides opportunities for people to live and work within easy reach, and that it is served by high quality integrated transport systems including walking, cycling and public transport routes and interchanges (including the provision of a new Coastal Transport System linking Worthing and Brighton)**

6. Reducing the risks from flooding and coastal erosion in the area, in particular Shoreham Town Centre and the Canal area, and ensuring that risks are not increased elsewhere.
7. Creating places that enable healthy and enjoyable living by improving existing and providing new open spaces, recreation and sports facilities; and making it easier to get to the waterfront, coast and beaches, to the Adur Valley and other local facilities, and to the Downs, including the provision of a new publicly accessible beach at Southwick.
8. Protecting and enhancing the area's historic, environmental and other important assets including Shoreham Fort; Kingston Beach and the Lighthouse; the Riverside Conservation area (Southwick); the Adur Estuary; and the vegetated shingle beaches, and providing better opportunities for them to be experienced and understood.
9. Making the most of the area's coastal and waterfront location, including designing new development so that it complements the existing built environments of Shoreham town centre, Southwick, Fishersgate and Portslade; enhances the appearance of and access to river and canal-side waterfronts and beaches, and is appropriate to its setting within the largest urban area in Sussex.
10. Improving Shoreham, Southwick and Portslade town centres and creating a new neighbourhood centre for Fishersgate.
11. Enhancing community services and facilities, including providing new schools, to serve the existing and future population.
12. Ensuring that the area is a leading example of sustainable living, including one that mitigates and adapts to climate change, where the natural environment is enhanced, natural resources are used wisely, and environmental issues are considered in a joined up way. New development will be designed, built and laid out in ways which reduce reliance on the private car; use energy and water efficiently; minimise waste; and keep the carbon-footprint as low as possible.

B A Joint Area Action Plan (JAAP) will be prepared by Adur District Council, Brighton & Hove City Council and West Sussex County Council to guide development.

The JAAP will provide for the regeneration of the harbour area in accordance with the above priorities, and subject to the following:

A scale of housing and jobs to be agreed.

Investment in the business environment and providing a range of premises for business and commerce to support and complement the wider economy of the Brighton and Hove; including sectors which will provide higher wages for local people.

**A high proportion (e.g. around 50%) of housing to be suitable for families
A high proportion (up to 40%) of housing to be affordable (including social and shared equity housing)**

Providing facilities to enable local people to acquire the education, training and skills they will need to give them employment choice.

Leisure and recreation facilities and public spaces should be improved, in order to benefit existing communities and to reduce the need for the occupiers of new housing to travel elsewhere for these services.

Flood mitigation measures to ensure that the development is free from flood risk, and that existing areas at risk of flooding are better protected

Social, community, healthy and welfare facilities commensurate with the requirements of the regeneration area will be provided locally

Transport infrastructure including a Coastal Transport System will be in place and that the impact on existing roads is acceptable

A lorry routing strategy will ensure that commercial traffic is restricted to suitable routes

New retail provision to accessibly complement the existing retail centres, particularly Shoreham Town Centre and Boundary Rd/Station Rd will be provided

Waterfront access along all developed waterfront areas outside the working port area, and improved access links to the wider coast and countryside, and to green spaces within the urban areas. New open spaces will also be created within the developed areas.

An area of land will be reclaimed to the South of the Harbour to form a new operational Port, and a number of Port Users will have been relocated to it. A new road across the Canal will link this area to the A259. Non-port uses will also be relocated by agreement to other sites in the area.

All development will be to the highest environmental standard, (including homes to code 5 or 6), and energy, waste and water systems will be of exemplary standards

A secondary school/ Primary schools (subject to the scale of the development) will be provided

Developer contributions, including the development of a tariff, will be required to address, amongst other things, flood defences and minimising risk from flooding, open space provision, sustainable transport and access to services such as community facilities, health care and education.

Supporting text

Emerging studies have shown that up to 40% of the housing could be provided as 'affordable' (defined as including social rented and shared equity), and that 50% could be larger units (3 or 4 bedrooms) suitable for family occupation, and about 35% could have ground floor access.

Studies have yet to show the full extent of employment generated by the proposals. This needs to be sufficient both to provide for the needs of new residents, and to allow for increased opportunities for the existing community.

The absence of conclusive evidence relating to transport and employment means that a particular scale of development cannot be supported by the three local authorities at this stage, the preferred option at this stage being support for the general principles of employment led regeneration.

Alternative Options

<p>Option 2 5,500 Dwellings</p>	<p>While development at this scale may be superficially attractive as having potentially less impact, the emerging studies suggest that it would not generate the development levels needed to support the infrastructure that is the backbone of the regeneration strategy. For example, to support a high quality public transport system, without which the lower scale of development would be likely to have greater adverse impact on current traffic congestion. The same applies to other key infrastructure requirements such as energy, waste and water systems, welfare and community facilities and the major infrastructure costs of flood protection and land reclamation.</p>
<p>Option 3 8,000 to 8,700 Dwellings</p>	<p>This emerging option would provide a balance between the number of homes and employment potential to meet the partner's economic development aspirations for the scheme, along with other essential supporting infrastructure.</p>
	<p>The South East refers to the provision of 10,000 dwellings</p>

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Option 4 10,000 Dwellings	subject to the emerging studies. This is likely to require a large number of high density 1 and 2 bed apartments to be provided on the sites identified for development. Studies have shown that there are different development thresholds for infrastructure provision, e.g. 7,500 dwellings are required to justify a combined heat and power system, and the overall development appraisal has shown that 7-8,000 dwellings are required to achieve long term viability. However, none of the key thresholds are as high as 10,000 dwellings.
Option 5 No Development	If the project is not found to be financially viable and deliverable the option, other than “windfall” opportunities, of no development remains at this stage, although this will not achieve the regeneration aspirations for the area and the provision of comprehensive infrastructure.