



# SHOREHAM HARBOUR SOUTH PORTSLADE INDUSTRIAL ESTATE AND ALDRINGTON BASIN

## DEVELOPMENT BRIEF CONSULTATION DRAFT

**Allies and Morrison  
Urban Practitioners**

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# 1 INTRODUCTION



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# 1 INTRODUCTION

## 1.1 OVERVIEW

- 1.1.1 Allies and Morrison Urban Practitioners was commissioned in May 2012 by the Shoreham Harbour Regeneration Partnership comprising Adur District Council (ADC), Brighton & Hove City Council (BHCC), West Sussex County Council (WSCC) and Shoreham Port Authority (SPA) to prepare a Development Brief for South Portslade Industrial Estate and Aldrington Basin. A separate Development Brief is being prepared for the Western Harbour Arm.
- 1.1.2 Shoreham Harbour is an extremely attractive location for business, benefitting from a natural coastal setting, and accessible waterfront environment. The harbour is home to a thriving port with cargo being handled through a combination of Port-owned and private terminals. Economic activity at the Port continues to grow and in 2011 the total throughput exceeded 2 million tonnes for the first time. The Port's 52 ha estate is home to more than 70 tenant companies of various sizes.
- 1.1.3 In addition to being an ideal location for business, Shoreham Harbour also provides an attractive setting for a range of other activities, including residential communities and the visitor economy.
- 1.1.4 The area was originally designated as a second wave eco-town, and this commitment to sustainability continues to be reflected in the brief.
- 1.1.5 The Development Briefs are being prepared in parallel with a series of Development Plan Documents (DPDs) which will carry significant weight in planning terms once adopted.
- 1.1.6 This consultation document is a full draft of the South Portslade Development Brief (SPAB Development Brief).
- 1.1.7 The Development Brief is founded on a desire to develop a viable and deliverable spatial plan and to promote high quality, innovative design, alongside high levels of sustainability, with careful consideration of environmental issues and infrastructure provision alongside the overall marine character of the area.
- 1.1.8 Following a process of review and endorsement by Brighton & Hove Economic Development and Culture Committee and the Shoreham Harbour Leaders' Board, the SPAB Development Brief will be made publicly available for formal review and comment for a period of six weeks.
- 1.1.9 Following a review of consultation feedback, the Development Brief will be updated and adopted.

## 1.2 VISION

- 1.2.1 Shoreham Harbour Regeneration Partnership has proposed the following statement of vision:

*“By 2028 Shoreham Harbour 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.”*

- 1.2.2 South Portslade Industrial Estate and Aldington Basin will continue to play a key role in the local economy, generating a range of new employment opportunities and retaining a strong core of existing businesses and Port-related functions. Both areas present an opportunity to deliver new residential dwellings and will assist in delivering the City Plan target.

## 1.3 OBJECTIVES

- 1.3.1 Shoreham Harbour Regeneration Partnership has proposed the following strategic objectives which inform the overall direction of the Development Brief:

1. Sustainable Development: To ensure that all new developments use energy and water as efficiently as possible, use energy from renewable technologies, use sustainable materials, reduce waste, incorporate innovative approaches to open space and biodiversity, encourage uptake of low carbon modes of transport and support sustainable lifestyles in existing and new development. The Port will be supported in becoming an important location for renewable energy generation.
2. Shoreham Port: To facilitate the implementation of the Adopted Port Masterplan and the provision of a modernised and consolidated Port; to support and promote the important role of the Port within the local and wider economy.
3. Economy and Employment: To provide targeted additional new employment floorspace and to improve the business environment to support the needs of existing businesses. To equip local communities with the training and skills required to access existing and future employment opportunities.



4. **Housing:** To address shortfalls in local housing provision through delivering new homes of a range of sizes, tenures and types, including affordable and family homes.
5. **Sustainable Transport:** To promote sustainable transport choices through ensuring that new developments are well served by high quality, integrated transport systems including improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.
6. **Flood Risk and Coastal Processes:** To ensure that development at Shoreham Harbour avoids and reduces the risks from flooding and impacts on coastal processes and that risks are not increased elsewhere as a result. To ensure that coastal defences accord with the relevant Shoreline Management Plan and the forthcoming Brighton Marina to River Adur Strategy Study for coastal defences.
7. **Local Environment:** To protect and enhance the area's important environmental assets and wildlife habitats including the Site of Special Scientific Interest (SSSI), Royal Society for the Protection of Birds (RSPB) reserve, Sites of Nature Conservation Importance (SNCI), Local Nature Reserves (LNR) and the Village Green at Kingston Beach.
8. **Recreation and Leisure:** To create places that promote healthy and enjoyable living by improving existing and providing new open spaces, green links, leisure and recreation opportunities. To improve connections to and use of the waterfront, coast and beaches as attractive destinations for both locals and visitors.
9. **Place Making and Design Quality:** To promote development of a high design quality that maximises the waterfront setting and improves streetscape through improvements to key gateway routes such as the A259 and areas of public realm. To protect and enhance the area's historic assets including the Scheduled Ancient Monument at Shoreham Fort, the Lighthouse and conservation areas.



North Basin Quay



Entrance into Harbour from Hove



Basin North Road



Basin Road South



Adjacent seafront character



Hove Lagoon



Kingsway



Poor street environment



View west from Aldrington Basin



View east towards Western Esplanade

Figure 1.1: Aldrington Basin: Images of the site and the surrounding context

## 1.4 STATUS OF GUIDANCE

- 1.4.1 BHCC is currently updating its planning policy framework. The key document in this regard is the Brighton & Hove City Plan (consultation draft, May 2012). This document will set the overall policy direction for the part of Shoreham Harbour which is situated in Brighton and Hove.
- 1.4.2 BHCC and ADC are currently working in partnership with WSCC and the Shoreham Port Authority to prepare a Joint Area Action Plan (JAAP) for Shoreham Harbour. The JAAP will define detailed planning policy guidance and allocations for key sites.
- 1.4.3 The Development Briefs have the following purpose:
- To manage and facilitate change;
  - To define land use and design guidance;
  - To identify parameters to ensure that development is of the highest quality;
  - To highlight key interventions and priority projects; and
  - To encourage investment and developer interest in the harbour
- 1.4.4 Although the briefs will not be Development Plan Documents, they will be adopted as planning policy guidance. The briefs have been informed by extensive consultation and engagement with stakeholders, community and residents' groups, businesses and landowners. They have also

been subject to Sustainability Appraisal. As such they will be regarded as material considerations and afforded weight when determining planning applications in the regeneration area.



# 2 CONTEXT



Figure 2.1: Regional position

## 2 CONTEXT

### 2.1 LOCATION

- 2.1.1 The study area occupies a strategic location in the South-East of England being well-located for a wide range of economic functions and activities. Brighton and Shoreham-by-Sea are easily accessible by short road and railway journeys and London is only a little over an hour away. Shoreham Harbour Regeneration Area has been identified as a broad location for change in the emerging Brighton & Hove City Plan and Adur Local Plan.
- 2.1.2 At a local scale, Shoreham Harbour is situated between Shoreham town centre and the western fringe of Brighton and Hove. Between the backdrop of the South Downs and the open horizon of the English Channel, the Shoreham Harbour area has a rich and diverse character including the tidal environment of the River Adur, the historic character of many of Shoreham's key landmarks including Shoreham Fort and Kingston Beach lighthouse, a number of established residential communities and the Harbour as a highly engineered working environment.
- 2.1.3 Shoreham Harbour continues to play an important economic role as an operational port. It is a 'short sea' port providing tidal access to ships and has a stable traffic base. In 2011 trading throughput exceeded 2 million tonnes for the first time. A masterplan was prepared for the Port in 2010. The Adur Employment Land Review update (2011) identifies a total of 70.7 hectares of land

within the port masterplan area of which 52 ha is owned by the Shoreham Port Authority (this figure includes the harbour site across both ADC and BHCC). Of this, 37.8 ha is in direct operational port use and 2.8 hectares of the land is vacant.

- 2.1.4 The seafront promenade ends at the recreational destination of Hove Lagoon. The boundary of Shoreham Port is marked by a transition to a harder, more industrial character, landmarked by Shoreham Power Station. The harbour benefits from an attractive coastal setting (including Southwick, Portslade and Kingston Beaches).
- 2.1.5 The working port itself occupies 5km of waterfront. The major transport routes of the A259 and the parallel West Coastway Railway Line which serves the necklace of settlements between Brighton and Worthing also run parallel to the waterfront.
- 2.1.6 Aldrington Basin is situated at the very eastern end of the harbour, immediately adjacent to Hove Lagoon. Aldrington Basin is characterised by a mix of employment uses and is situated at a lower level than the Kingsway (A259). South Portslade Industrial Estate is located to the north of the harbour and comprises a range of employment uses nestled within a wider residential neighbourhood.



**Figure 2.2: Proposed areas of change**  
 Top: South Portslade Industrial Estate and Aldrington Basin Development Brief Area shown in context  
 Bottom: South Portslade Industrial Estate and Aldrington Basin Development Brief Area shown in detail



**2.2 ADOPTED AND EMERGING PLANNING POLICY GUIDANCE**

2.2.1 Shoreham Harbour Interim Planning Guidance (2011) adopted by both BHCC and ADC, contains key priorities that cover housing provision, the needs of businesses, improving educational and cultural services, reducing flooding risk, enhancing the area’s historic assets, improving the area’s waterfront location and ensuring the area’s long term sustainability.

2.2.2 Brighton & Hove’s Draft City Plan (2012) contains strategic objectives and city wide policies, while also containing a specific policy relating to Shoreham Harbour as one of eight development areas in the City. These development areas have been identified as locations with sustainable transport links and a significant capacity for new development. Policy DA8 - Shoreham Harbour identifies the potential for 400 new homes and 7,500sqm of net additional B1 employment floor space.

2.2.3 The key development areas highlighted include South Quayside to improve the port operations in this area, Aldrington Basin to maximise the industrial intensification in this area while improving access and considering the flood risk, North Quayside and South Portslade as a Strategic Employment/Mixed-use residential area and to improve the port operational area in line with the Port Masterplan. Portslade Beach

also has the potential to be improved in terms of quality, access and maintenance. It is important to note that adopted policy guidance identifies South Portslade Industrial Estate as an employment site, so the potential shift towards a mixed use approach is significant.

2.2.4 The detail of future proposed development for the harbour area will be set out within the JAAP. The document will contain a vision statement and spatial strategy organised under a number of key objectives for the area. Distinct character areas will be identified and key area proposals and policies will be developed for each location. All future planning applications and investment decisions within the Harbour area will be assessed against the policies within both the Local Plans and the JAAP.



Figure 2.3: public consultation

## 2.3 CONSULTATION

2.3.1 The Development Brief has been informed by a comprehensive programme of consultation and engagement to coincide with the early stages of baseline analysis and the initial development of proposals. The following engagement has taken place:

### **Informal engagement, ongoing**

2.3.2 Consultation with key landowners and businesses conducted by Shoreham Harbour Regeneration Partnership officers;

### **Stakeholder workshop, August 2012**

2.3.3 Allies and Morrison Urban Practitioners facilitated a design workshop on 16th August 2012 which was attended by 48 people including residents, Members, officers and other stakeholders to explore initial analysis and proposals for Western Harbour Arm, Aldrington Basin and South Portslade Industrial Estate.

### **Drop-in exhibition, August 2012**

2.3.4 Landowners, businesses and developers were invited to attend an exhibition about the project held over four days in Hove Town Hall and Adur Civic Centre. Discussions focused on the context for the Development Briefs and current aspirations for existing sites and businesses.

### **Informal consultation on “Background and Emerging Proposals Report”, October to November 2012**

2.3.5 Interested parties including landowners, businesses, statutory consultees and local stakeholders were invited to comment on a report which outlined emerging findings and proposals. Stakeholders were invited to submit written representations which have been reviewed and used to refine indicative proposals for Shoreham Harbour and to influence written guidance in the Development Brief. A summary of comments and responses is provided in a separate Appendix.

2.3.6 Consultation has met the requirements of BHCC and ADC's adopted Statements of Community Involvement.

### **Formal public consultation on Draft Development Brief, January to March 2013**

2.3.7 This document will be subject to a six week period of formal consultation. Representations received during the consultation period will be taken into account when preparing the final version of the Development Brief.



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## 2.4 SUSTAINABILITY APPRAISAL

- 2.4.1 Shoreham Harbour Regeneration Partnership has undertaken an informal Sustainability Appraisal (SA) of the Background and Emerging Proposals report. The appraisal was informed by the outcomes of an officer-led panel who reviewed the document in October 2012. The purpose of the Sustainability Appraisal is to ensure that the principle of sustainable development is incorporated into the plans, policies and proposals in the Development Briefs and JAAP. As such, its role was to challenge the development proposals and seek the highest possible standards in relation to sustainability. A number of recommendations from the SA process have directly informed the preparation of guidance in the Development Brief.
- 2.4.2 The draft Sustainability Appraisal will be subject to public consultation at the same time as the Development Brief.



# 3 CONSTRAINTS AND OPPORTUNITIES

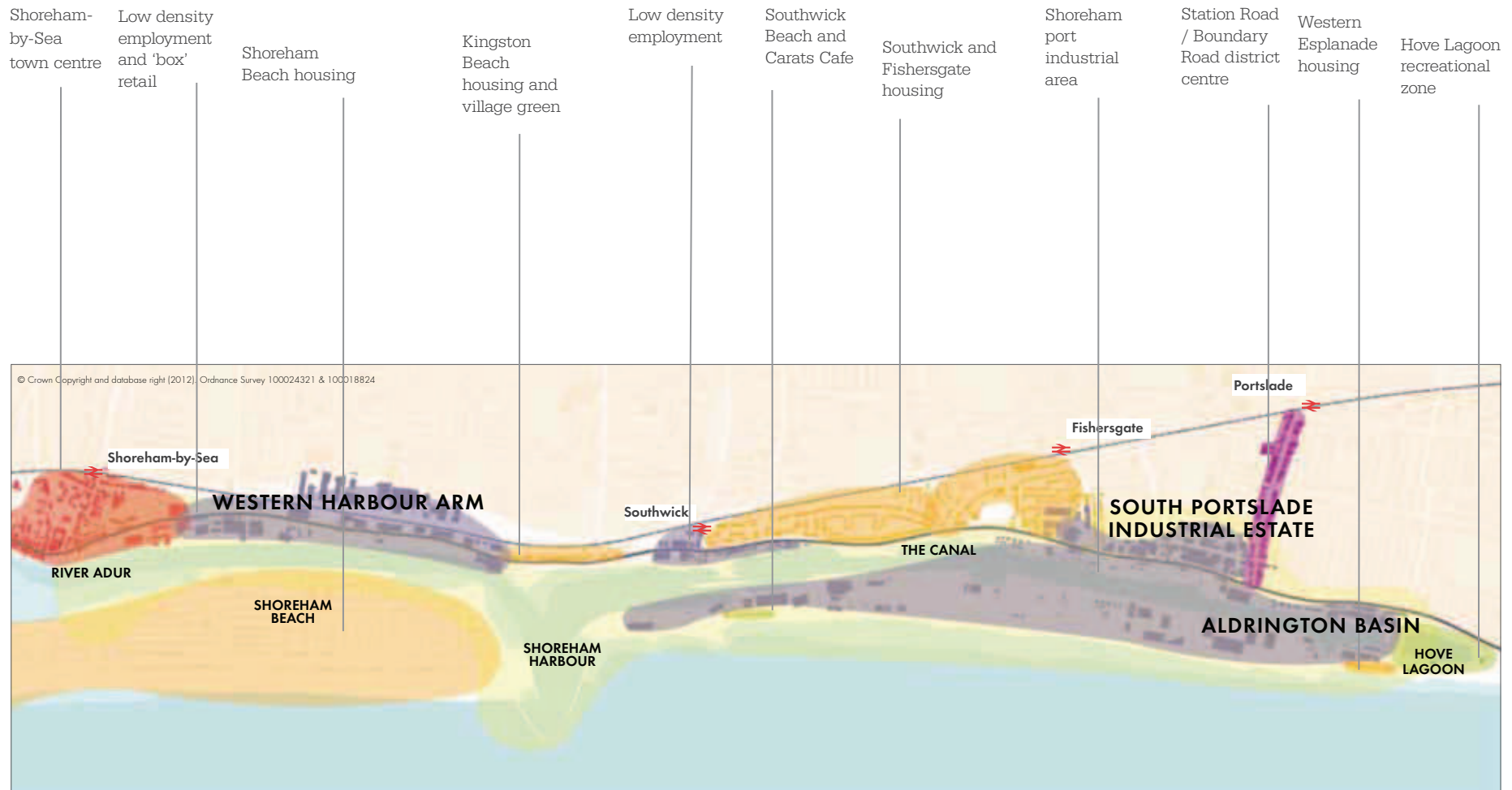


Figure 3.1: Existing key land uses



## 3 CONSTRAINTS AND OPPORTUNITIES

### 3.1 LAND USE

3.1.1 South Portslade Industrial Estate provides a location for a number of businesses of varying sizes which play an important role in the local economy. The Development Brief area is defined predominantly by employment uses, across a range of different activities including car garages, offices and product fabrication. To the north, the area is abutted by residential properties, in some cases on the same street (St Peter's Road) and to the east, the district retailing centre of Station Road / Boundary Road, leading to the Portslade Station.

3.1.2 The southern edge of the South Portslade Industrial Estate is defined by the stark environment of Kingsway and Wellington Road, the A259. This road is a key corridor for vehicle movements including a large number of Heavy Goods Vehicles. Although benefitting from dramatic views to the sea over the working harbour, the A259 suffers from weak frontages and buildings backing on to its northern side, poor quality public realm and a lack of frontage to the south.

3.1.3 Aldrington Basin marks the eastern end of Shoreham Harbour. The existing land use pattern within Aldrington Basin is defined by employment uses surrounding the canal. There is one row of secluded high-end residential properties at the southern end of the site overlooking private beaches.

Hove Lagoon is an attractive leisure facility, immediately adjacent to the study area boundary, which helps to support a small number of retail and leisure businesses in its immediate vicinity.

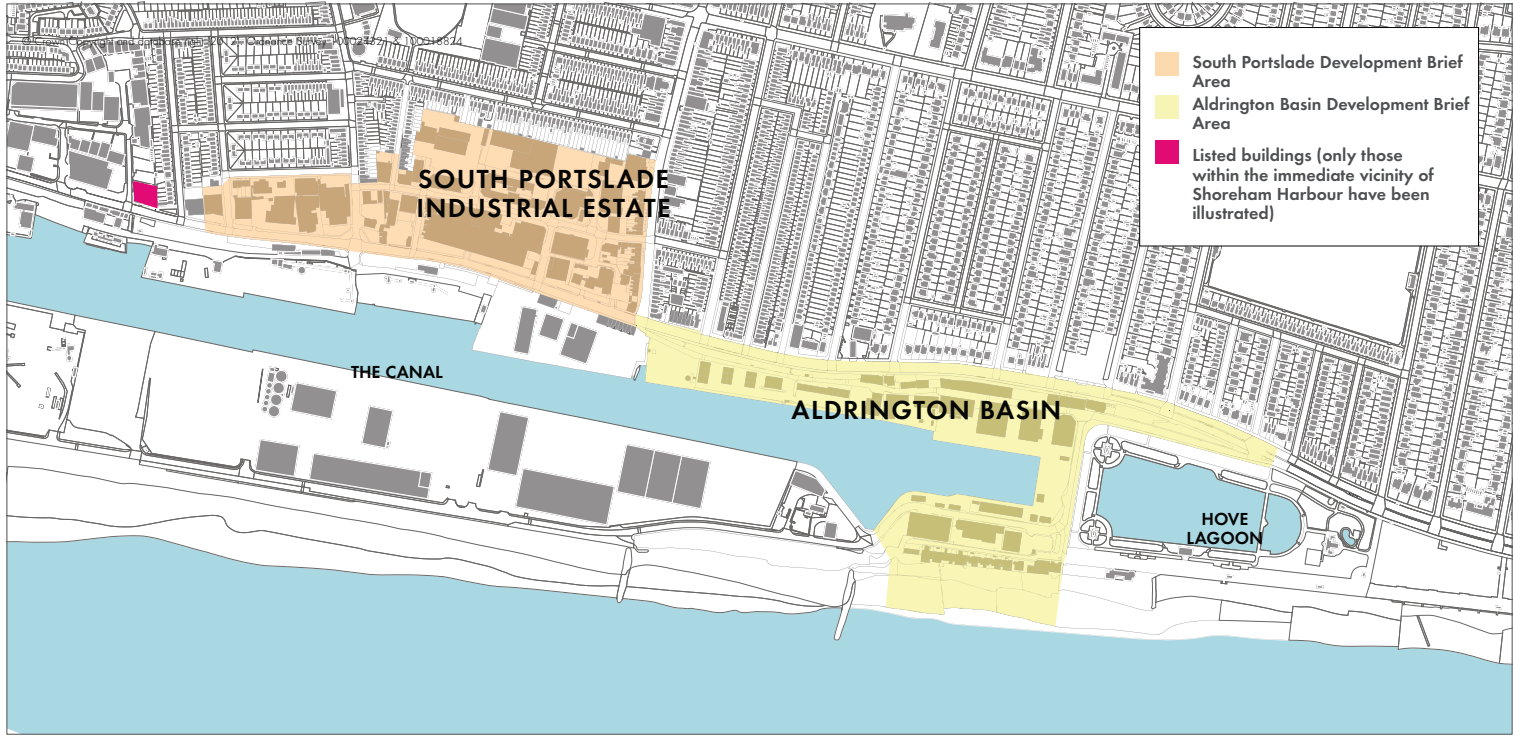


Figure 3.2: Historic assets

## 3.2 HISTORIC ASSETS

- 3.2.1 South Portslade Industrial Estate has an intriguing history and the current legacy of streets and buildings is a product of conscious decisions by landowners and interventions by the public sector. By 1913, South Portslade was firmly established as a residential neighbourhood sitting within a network of surrounding residential streets. However, there is evidence of a flaw in the street pattern of the neighbourhood which may have contributed to its subsequent redevelopment. Significantly, several streets running north-south (West Street, Ellen Street and East Street) in South Portslade were truncated as the land owner to the immediate north established a new east-west street (St Andrew's Road) which prevented its full integration into the South Portslade neighbourhood. The post-war years witnessed the radical reinvention of South Portslade as housing was cleared and replaced by industrial premises, albeit with the retention of the established pattern of streets. The truncated network of streets reinforced this process of separation, which is clearly evident by the 1970s.
- 3.2.2 Although largely light industrial in character, the co-existence of residential dwellings and employment uses echoes the historic development of the area. The quality of buildings is extremely varied. Although none of the buildings are of sufficient merit to warrant statutory designation in their own right, there are predominantly robust, serviceable buildings which contribute to the character of the area.
- 3.2.3 Since the mid 1800's Aldrington Basin has been predominantly occupied by industrial uses. Over time, a number of physical interventions such as reclamation and the addition of landing stages and wharves, as well as the arrival of residential dwellings at the beginning of the twentieth century at Western Esplanade, have shaped the current character of Aldrington Basin.
- 3.2.4 Both South Portslade Industrial Estate and Aldrington Basin have an important relationship with West Hove (to the east of South Portslade and north of Aldrington Basin) which is significant in relation to townscape considerations and historic character.



Figure 3.3: Key network challenges

### 3.3 ACCESS, TRANSPORT AND HIGHWAYS

3.3.1 The area is dominated by the A259 which is a busy vehicular route and a key connection for industrial and local traffic. The Development Briefs should be read in conjunction with the emerging Shoreham Harbour Transport Strategy under preparation by West Sussex County Council as a joint strategy with involvement from BHCC officers and members. The following list summarises the key considerations:

#### Highways:

- High degree of local congestion on routes to and from the A27.
- Need to consider air pollution issues through the ongoing implementation of Air Quality Action Plans (AQAPs) in the study area.
- Potential priorities include improvements to North Street, creating two principal access junctions at either end of North Street (Church Road and Boundary Road) and improving Wharf Road/A259 junction for all users.
- Discussion is ongoing in relation to the merits of reducing the number of HGVs using the A259. As proposed in the Port Masterplan, this could be achieved through a new two-way road on the north side of the canal from the existing Wharf Road/Basin Road junction linking to the A259 / Church Road junction.

#### Parking:

- Careful strategies are required in relation to car parking which may include revised parking standards to ensure a more realistic provision of spaces and measures such Controlled Parking Zones and Car Clubs. Key issues for the area relate to the availability of parking spaces, particularly in relation to the potential future requirements associated with growth targets in the Development Brief.

#### Bus services and railway access:

- Although the A259 benefits from bus services, there are issues with frequency and reliability exacerbated by local congestion in the local highway network. In addition the interchange facilities at the local railway stations for passengers travelling by bus, bicycle or on foot are poor.

#### Walking and cycling:

- The A259 is an unattractive environment for walking and cycling due to the presence of HGVs, inadequate crossing points across the road and poor public realm and pavement conditions.

### 3.4 PROPERTY MARKET ANALYSIS

3.4.1 The Background and Emerging Proposals report (2012) provides an overview of the national property market trends before focusing on the local characteristics. The commentary focuses on the employment and residential markets given that the majority of change envisaged is planned on land comprising existing employment uses. It is clear from the considerable amount of background work already undertaken that residential use is likely to be a key value driver.

3.4.2 Market research and conversations with agents and developers indicate that the residential market continues to perform well, with steady levels of demand across all housing typologies but agents report that apartments are extremely price sensitive in recent years. Looking forward agents are optimistic about the short to medium term prospects for continued residential growth in the town especially as the wider UK economy starts to recover. Agents indicate that the main barrier is the lack of infrastructure, which is needed to support and facilitate larger developments.

3.4.3 Analysis indicates that Shoreham Harbour is not currently a recognised office location

but has a much more developed industrial market. There are significant concentrations of employment uses throughout the area, with a particular concentration around the harbour as well as individual estates in locations such as South Portslade and on the outskirts of Shoreham-by-Sea. The quality of the accommodation varies significantly and much of the industrial stock is dated. However, despite this in general terms vacancy levels are relatively low.

### 3.5 SITE TOPOGRAPHY AND FLOODING

3.5.1 The coastline provides a flooding risk to much of the area due to the low lying topography. South Portslade is generally located on higher ground which negates the risk of coastal flooding to a large extent.

#### **Aldrington Basin:**

3.5.2 Areas along Kingsway are generally not at significant risk of flooding and could be developed for any land use.

3.5.3 In the areas between Kingsway and the coast such as Aldrington Basin, there is a significant risk of tidal inundation and development in this area would need to reflect this risk and also incorporate flood resilience measures.

3.5.4 Whilst the land between the harbour and the sea is somewhat raised and so is less likely to be flooded, this coastal margin could get cut off from the mainland during an extreme flood event. As such significant flood mitigation is unlikely to be required in this area, but new residential development would not be recommended.

#### **South Portslade Industrial Estate**

3.5.5 This zone is outside of the area at risk of tidal inundation despite projected increases in flood severity associated with climate change. Tidal flooding should therefore not pose any constraint on development in this area.

3.5.6 Surface water flooding could however be an issue around the junction of Church Road and Wellington Road as this is a localised area of lower lying land.

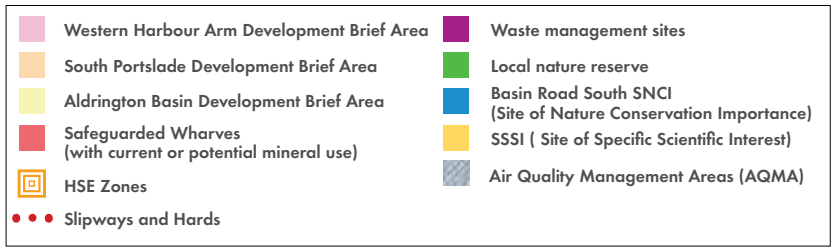
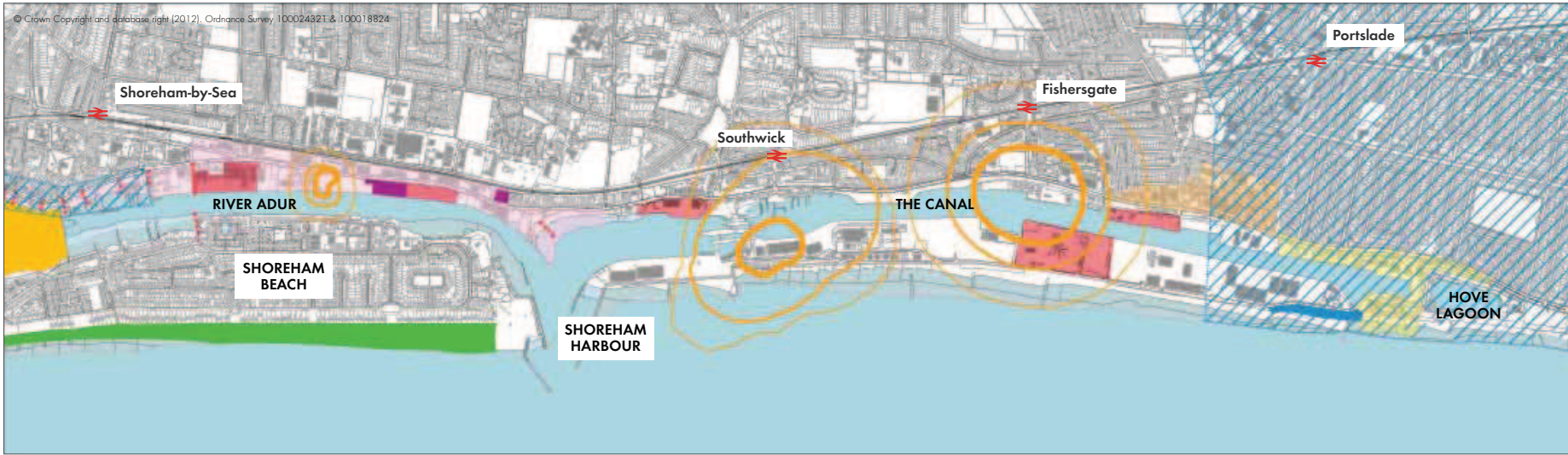


Figure 3.4: Constraints

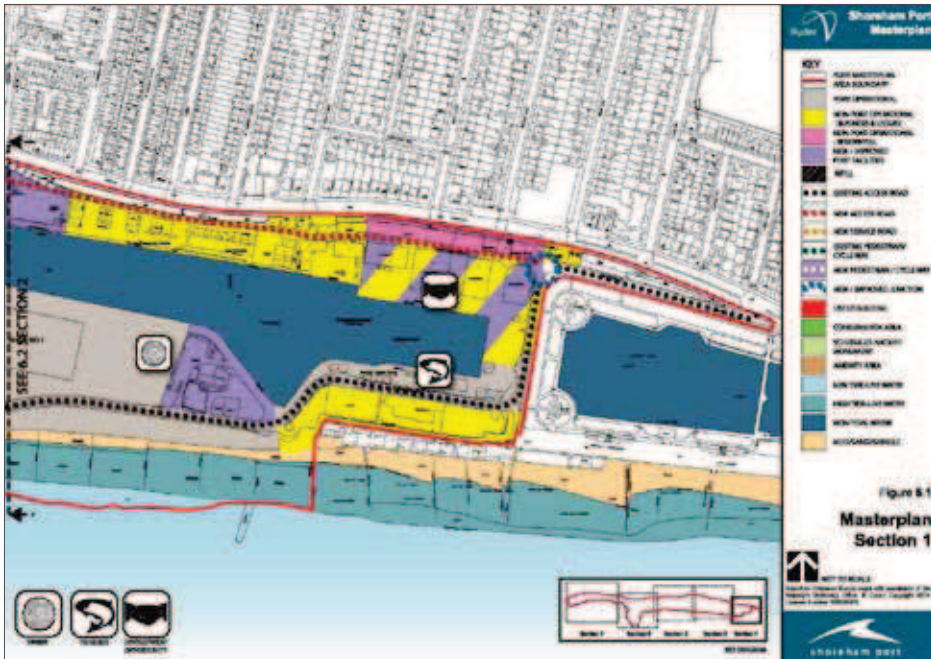


Figure 3.5: Port Masterplan

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### 3.6 TECHNICAL CONSTRAINTS

3.6.1 South Portslade Industrial Estate and Aldrington Basin are subject to several designations which constrain development. These are summarised as follows:

- Basin Road South Site of National Conservation Importance (SNCI); and
- Air Quality Management Area (AQMA) that covers a large proportion of southern Brighton and Hove including the entirety of the Aldrington Basin and South Portslade Industrial Estate Development Brief areas.

### 3.7 PORT OPERATION

3.7.2 The Port Masterplan (2010) explored operational land requirements and enabling redevelopment opportunities. In addition to clarifying future opportunities and priorities for the core areas of port operation, the masterplan identified proposals for Aldrington Basin. Proposals for these sites were based on the premise of land intensification and the introduction of a wider mix of uses including residential. Although the possibility of non-employment uses at Aldrington Basin was considered in the draft masterplan, this was not carried through to the adopted version. Shoreham Port Authority has recently emphasised that the introduction of residential uses into Aldrington Basin should be limited away from the immediate quayside to avoid prejudicing Port operation and adjacent employment uses.



# 4 ILLUSTRATIVE FRAMEWORK



Figure 4.1: Illustrative framework for South Portslade Industrial Estate

## 4 ILLUSTRATIVE FRAMEWORK



Figure 4.2: Illustrative framework for Aldrington Basin

4.1.1 The adjacent plans provide an indicative illustration of proposals for South Portslade Industrial Estate and Aldrington Basin. The proposals are not intended to be prescriptive and should not be treated as such. They should be read in conjunction with the guidance in chapter 5 which provides clear targets and criteria for consideration in relation to development proposals and the preparation of policies in the Shoreham Harbour Joint Area Action Plan.

4.1.2 Key interventions and proposals can be summarised as follows:

1. Managed release of sites for development.
2. Delivery of new residential uses (c. 400 units) in a range of typologies.
3. Creation of new fit-for-purpose employment space (c. 10,000 sqm).
4. Recommendation for the definition of a new core employment area through the JAAP process.
5. Improved A259 corridor.
6. Improved connections with Hove seafront and lagoon through landscape and wayfinding.
7. An appropriate approach to scale and massing.
8. Improve the cycle route / public right of way, which follows Basin Road South (National Cycle Route 2 / Monarch's Way).



Figure 4.3: Sketch Illustration of South Portslade Industrial Estate looking west along the A259



Figure 4.4: Sketch Illustration of Aldrington Basin looking north west from Basin Road South





# 5 GUIDING PRINCIPLES



**Figure 5.1**  
**Top: Land use plan for South Portslade Industrial Estate**  
**Bottom: Land use plan for Aldrington Basin**

## 5.1 LAND USE

### SPAB1: Managed release of sites for development

- 5.1.1 The release of sites for redevelopment requires careful management at both South Portslade Industrial Estate and Aldrington Basin.

### South Portslade Industrial Estate

- 5.1.2 It is proposed that a core of employment uses remain the predominant land use at South Portslade. This should be based on the existing Employment Area designation in the adopted Brighton & Hove Local Plan (2005). It is beyond the remit of the Development Brief to re-designate site allocations. However, it is recommended that the forthcoming JAAP gives consideration to the release of a limited number of employment sites that are peripheral to the Employment Area core where they are redundant from their existing use or could benefit from a mixed use employment-led redevelopment scheme. Proposals will be subject to a review of evidence in relation to employment capacity and demand. Areas where redevelopment could be considered are listed as follows:

- Sites bounded by Camden Street, North Street and Wellington Road: With the exception of Regency House and the existing shops and amenities on North

Street and Boundary Road / Station Road, much of this block could be redeveloped.

- Sites bounded by Middle Street, North Street, Camden Street and Wellington Road: The western half of this site should remain in the employment allocation. The eastern half of the site should be subject to a comprehensive redevelopment proposal. It is recommended that the policy position and allocation are re-visited to allow the introduction of residential dwellings along the southern frontage overlooking Wellington Road and Shoreham Harbour. The northern part of the site should provide new high quality, fit for purpose employment space (ideally in B1 use) which is compatible with these adjacent uses.
- Sites bounded by Church Lane, North Street, Middle Street and Wellington Road: Aside from the retention of the modern B1 accommodation in the north-east corner of this block, it is recommended that this site is released for residential development.
- Albion Street: There is potential for the site at the south-eastern edge of Albion Street to be redeveloped with a view to “completing” the terrace of residential dwellings.

- Sites bounded by St. Peter's Road, Brambledean Road, Church Lane and Wellington Road: The north-western corner of this block should be retained in residential and educational use. However, the rest could be redeveloped for a range of uses including residential dwellings. The south-western site is currently subject to proposals for an extension to the primary school.

5.1.3 With this in mind, the illustrative framework plan suggests an indicative future Employment Area boundary for consideration through the JAAP process. More detailed guidance on land uses is defined in guidance below.

### **Aldrington Basin**

5.1.4 In broad terms, there are four groups of sites in which different forms of development would be acceptable in Aldrington Basin as follows:

- Under-used sites adjacent to Hove Lagoon – opportunities to develop the under-used sites to the north of Newhaven & Brighton Fish Sales for modern fit-for-purpose employment space will be encouraged.

- Ferry Wharf – this wharf site is currently required to remain in Port use. If capacity is re-provided elsewhere within the Port, this site could be released for more intensive and modern employment floorspace.
- Basin Road North – opportunities exist to redevelop a series of sites in the strip of land between Basin Road North and Kingsway. It is proposed that development would only be appropriate in the extent of land currently occupied by development with the extent of the Blue Lagoon Bar to the east. Guidance about the distribution of uses within this strip is identified below.
- Other sites – the refurbishment and enhancement of existing activities and sites in the remainder of Aldrington Basin will be encouraged. No fundamental redevelopment or further introduction of new uses is proposed.

### **SPAB2: Residential uses**

#### **Residential quantum**

5.1.5 The draft Brighton & Hove Draft City Plan sets a target of 400 new residential units during the plan period at Aldrington Basin and South Portslade Industrial Estate. Residential development will play a role in

contributing to the city-wide residential target. It will also contribute to the creation of a softer edge to employment areas which will benefit existing residents and visitors to the area. Wellington Road / Kingsway in particular will benefit from a new residential frontage.

### Key considerations

- 5.1.6 The illustrative framework plan proposes a new mix of uses in which existing and new employment functions co-exist with proposed residential uses. The location of proposed residential development adjacent to existing or proposed employment activities should be carefully designed, and incorporate appropriate mitigation to avoid harm to residential amenity, and maintain the continued operation of business uses. Innovative solutions to mitigation will be encouraged to ensure that residential-led development proposals are capable of co-location with current uses.
- 5.1.7 Port land and port activities are unsuitable to be in close proximity to housing. As such, the development of new residential development requires very careful consideration to demonstrate that proposals will not prejudice the current or future operation of the port.

5.1.8 Residential development should be of a high quality design with reference to the following characteristics:

- Suitable scale and massing in relation to housing type and local context.
- Appropriate internal and external space standards which are due to be prepared as part of BHCC City Plan. Dwellings should benefit from excellent provision of private, semi-private and communal space.
- High standards of architectural design and detailing.
- High standards of private amenity space for all residential development, maximising a range of solutions including private balconies, terraces, gardens and shared courtyards as appropriate.
- Provision of suitable family accommodation.
- Commitment to Lifetime Homes standards.
- Avoidance of single aspect north facing provision and provision of dual aspect flats wherever possible.
- Innovative solutions for car and cycle parking.

### **Tenure, type and unit types**

- 5.1.9 Developers will be encouraged to ensure that proposals deliver a mixed and balanced community through the creation of a suitable mix of unit sizes and tenures.
- 5.1.10 At South Portslade, a mix of apartments, terraced town houses and mews housing would be appropriate, with the majority of residential dwellings likely to be arranged as flatted accommodation. At Aldrington Basin, residential development will be arranged as apartments.
- 5.1.11 The overall approach to affordable housing and unit sizes should be in accordance with guidance in the City Plan (Draft Policies CP19 and CP20). Depending on the exact model of provision, and evidence of need, it may be appropriate to deliver extra care housing in this location.

### **SPAB3: Employment uses**

- 5.1.12 South Portslade Industrial Estate and Aldrington Basin will continue to perform a key economic function. Some intensification of sites is desirable, and ground floor B1 uses should be considered subject to financial viability testing. However, it is not appropriate to encourage a consistent high density model of employment generating uses at ground floor with residential apartments above. As identified in SPAB1 above, the Development Brief takes a more pragmatic position, seeking to plan positively for change in accordance with the following principles.

#### **1. A managed release of sites and protection of core employment capacity**

- 5.1.13 As described in SPAB1, the Development Brief encourages a careful approach to the management of employment activities in South Portslade Industrial Estate and Aldrington Basin. In South Portslade Industrial Estate, the indicative framework plan recommends the identification of a core employment area in which residential development would not be appropriate during the plan period. Beyond this core, sites have greater flexibility for redevelopment in non-employment activities. Sites bordering the core will be expected to deliver a significant quantum of modern

employment space (likely to be in B1 activity) as well as non-employment uses where this is acceptable with reference to business, leisure, retail and residential activities.

- 5.1.14 A similar approach is taken in Aldrington Basin. Development situated within Aldrington Basin should be employment-led. Residential development is only acceptable along the northern edge of the Basin at an upper level as identified in SPAB1. Where sites are vacant or under-used, proposals for modern employment floorspace will be promoted. The council will seek to ensure that new employment floorspace has a positive relationship with the waterfront – ideally in terms of economic function, but certainly in relation to waterfront access. Sites adjacent to Hove Lagoon will be encouraged to have an ancillary retail or visitor function to make Aldrington Basin more accessible.

## 2. Relocation and re-provision

- 5.1.15 BHCC will encourage the re-provision of business requirements either on site, elsewhere in the Development Brief area or within Shoreham Harbour. Where this is not viable or deliverable, the council may require contributions to offset the loss of employment space and will seek to work with landowners and businesses to ensure

an appropriate approach to the delivery of alternative space where this is not already arranged, in accessible and appropriate premises in Brighton & Hove.

## 3. Improvement of the business environment

- 5.1.16 Proposals will be required to contribute to the improvement of the local highways network and public realm to improve the street environment for businesses. Proposals should incorporate or contribute to enhancement of the Basin Road South area.

### SPAB4: Retail uses

- 5.1.17 Ancillary, small scale retail uses are proposed in Aldrington Basin and South Portslade Industrial Estate. Retail activity should be used to enliven key frontages as highlighted below:

#### Aldrington Basin:

- 5.1.18 Opportunity sites situated to the north of Brighton and Newhaven Fish Sales might include ancillary retail facilities as part of employment-led activities.

#### South Portslade Industrial Estate:

- 5.1.19 Retail uses are proposed at groundfloor at the eastern end of North Street, reflecting the current mix of uses leading from

Boundary Road / Station Road. Proposals should be appropriate and complementary in relation to the existing district centre designation on Boundary Road / Station Road.

### **SPAB5: Public open space**

- 5.1.20 Development proposals will be required to provide public open space with reference to the requirements in Brighton & Hove City Plan (see draft Policy CP16). The illustrative framework plan proposes a new local public green space, possibly a pocket park with potential for play provision, which is well-located at the western end of the South Portslade Industrial Estate Development Brief area, centrally located within the residential neighbourhood in close proximity to the primary school.
- 5.1.21 BHCC will work with developers to explore the role, function and more detailed design of spaces as they come forward. These areas could help to meet local need for a range of open spaces including parks and gardens, amenity greenspace, provision for children and young people, outdoor sports facilities and allotments / community gardens.
- 5.1.22 Developers of adjacent sites will be encouraged to work in a collaborative and

innovative way to incorporate open space into proposals with a flexible and proactive approach to practical and pragmatic delivery issues such as current ownership boundaries.

- 5.1.23 Linkages to existing open space assets such as Hove Lagoon, West Hove and Portslade/ Southwick Beaches will also be encouraged.



## 5.2 URBAN DESIGN

### SPAB6: Development form

- 5.2.1 All development proposals will be expected to embrace principles of good urban design. Buildings should provide strong enclosure to public spaces and streets, and should maintain a clear distinction between public, semi-private and private space.
- 5.2.2 The illustrative framework identifies the following typologies:

#### South Portslade:

- Apartments arranged to complete urban blocks or forming new perimeter blocks – a number of sites in South Portslade Industrial Estate are proposed as four storey apartment blocks overlooking the Kingsway and Shoreham Harbour to the south.
- Terraced townhouse dwellings – as highlighted above, infill opportunities exist to complete predominantly terraced streets such as Albion Street and Brambledean Road through the development of two or three storey houses.
- Mews housing – Where site dimensions and depth allow, opportunities exist to create a two storey mews housing typology alongside apartments. This is illustrated at Clarendon Place in the South

Portslade Industrial Estate area.

- New two storey employment accommodation – where sites east of Middle Street and west of East Street come forward, proposals will be required to deliver new employment space, illustrated in the framework plan as two storey B1 office / studio space.

#### Aldrington Basin

- New employment floorspace – the illustrative framework proposes flexible B1 employment (and ancillary uses) arranged as two or three storeys on vacant / under-used plots.
- Mixed employment and residential uses with a dual frontage onto Kingsway (residential) and Basin Road North (employment).

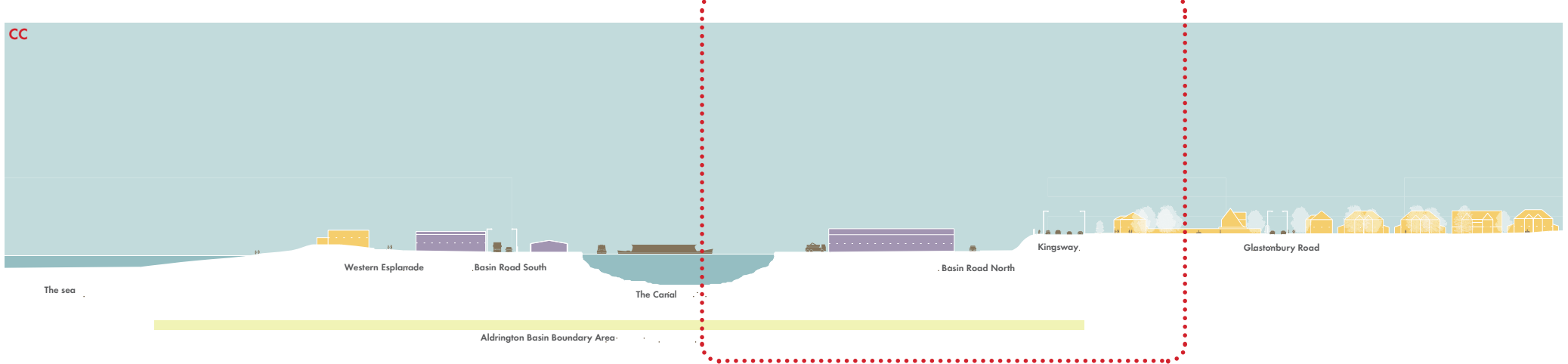
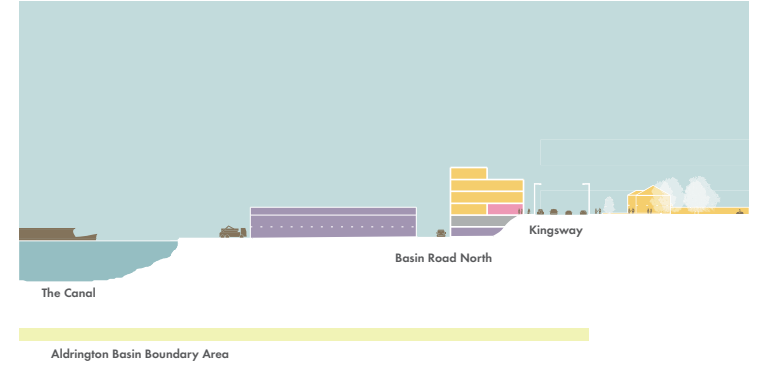
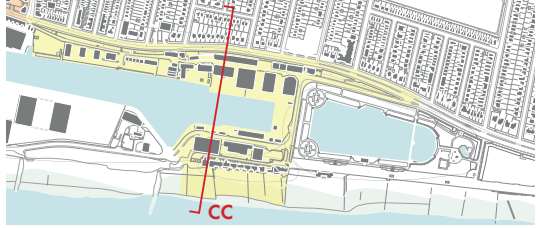


Figure 5.2: Proposed and existing site sections - Aldington Basin

### **SPAB7: Building heights and townscape considerations**

- 5.2.3 Proposals for South Portslade Industrial Estate and Aldrington Basin should provide a clear design rationale and justification with detailed reference to the impact and degree of integration within the immediate and wider context established by residential neighbourhoods. Both areas require careful consideration in relation to daylight and sunlight studies.
- 5.2.4 In general, buildings should be four storeys (apartments) with a lower scale of terraced / townhouse accommodation (2 to 3 storeys), mews housing (2 storeys) and employment floorspace (2 to 3 storeys). Schemes with a variation of height and scale are encouraged. This scale of development is capable of delivering the residential growth target envisaged in the emerging Brighton & Hove City Plan (2012).
- 5.2.5 Proposals should seek to enhance townscape around key linkages including the Boundary Road/Station Road (B2194) district centre, Church Road (B2193) and along Wellington Road (A259).
- 5.2.6 For Aldrington Basin, particular consideration should be given to the following areas:
- Southwest Hove: This area is a distinctive neighbourhood and forms an attractive setting to the north of Kingsway. New buildings in the vicinity should not seek to replicate the historic form of southwest Hove. New buildings should be of a modern design which complements the existing historic character.
  - Kingsway streetscene: Proposals for buildings to the north of Basin Road North which rise above the level of the Kingsway will have an impact on the streetscene. The Kingsway currently benefits from an open maritime brightness and the overall scale and mass of proposals should reflect this. In this context, it is important that development which addresses Kingsway should be designed to accommodate views through the block to maintain a sense of openness. The scale of development should provide a positive impact on the street environment along Kingsway. It is unrealistic to deliver generous setbacks along the southern edge of Kingsway.
- 5.2.7 Proposals should make reference to appropriate BHCC guidance such as emerging policy CP14 on housing density, SPG 15 (Tall Buildings) and evidence base material such as the Brighton & Hove Urban Characterisation Study (BHCC, 2009).

## **SPAB8: Connections**

### **South Portslade Industrial Estate**

- 5.2.8 Opportunities exist to enhance the permeability of South Portslade Industrial Estate, seeking to repair and reconnect sites to adjacent neighbourhoods and key routes. During the plan period, opportunities may exist to create new north-south connections (e.g. between Church Lane and Brambledean Road, linking Wellington Road to St. Peter's Road). Beyond the plan period, further opportunities may exist to unlock and extend routes (pedestrian or vehicular) such as Ellen Street and West Street.

### **Hove Lagoon**

- 5.2.9 Proposals for Aldrington Basin should manage public access carefully. Where sites and groups of sites come forward, opportunities to create direct public or semi-public access to the waterfront should be explored. There is a major opportunity to augment proposals for improved employment, leisure and retail uses through the delivery of new signage, and improved visual and physical access from Aldrington Basin to Hove Lagoon. This initiative would help to soften the current boundary between Aldrington Basin and Hove Lagoon, i.e. Basin Road South. This could be achieved

through relatively minor interventions in formal landscape and site layout of the Lagoon. In physical terms, this connection could be achieved through the development of pathways and crossings to achieve direct, safe access.

### **Port access**

- 5.2.10 Discussions are ongoing with key stakeholders such as Shoreham Port Authority to consider the relative benefits of routing port traffic via Basin Road North to a new junction at Church Road.

### **Improvements to the A259 corridor**

- 5.2.11 Residential proposals adjacent to Kingsway and Wellington Road will play a key role in providing a more domestic scale and attractive character along the A259.

### **Streetscape design**

- 5.2.12 Subject to adoption by BHCC, proposals should make reference to and draw inspiration from the Shoreham Harbour Streetscape Guide (2012). Reference should also be made to Public Life: Public Space Study and Public Realm Strategy, BHCC publication which provide useful guidance for developers on how to improve legibility and the design of public spaces.

## 5.3 ENVIRONMENTAL

### SPAB9: Sustainability

5.3.1 Applicants will be required to submit a completed Sustainability Checklist as supporting information to any planning application. In general schemes should demonstrate compliance with the relevant planning policy standards with additional reference to the more detailed principles below.

- CO2 Emission
- Materials
- Passive Design
- Greening
- Water
- Building standards
- LZC Technologies
- Flood risk
- Food growing
- Open Space
- Public Realm
- Biodiversity
- Public transport
- Pedestrians
- Other users
- Parking
- Waste
- Business
- Employment

### SPAB10: Energy

5.3.2 All development proposals should be accompanied by an energy assessment which outlines how it will reduce energy use through the hierarchy of:

1. Demand reduction;
2. Efficient energy supply; and
3. Renewable energy provision.

5.3.4 All new development should have a target of achieving zero-carbon status. This will include the use of passive design; energy efficiency measures; and the incorporation of low and zero-carbon energy technologies and networks.

5.3.5 Existing requirements will apply until the adoption of the City Plan. These include SPD08 (Sustainable Building Design) and Local Plan policies SU2 (Efficiency of development in the use of energy, water and materials) and SU16 (Production of renewable energy). When adopted, the standards in City Plan policy CP8 (Sustainable buildings) will apply, along with any additional sustainability policies included in the JAAP.

5.3.6 BHCC is currently preparing a new Energy Study which is due to be adopted in 2013. In line with the recommendations of this

study, proposals should consider the potential for district heat networks in the Shoreham Harbour Area. Consideration should be given to the feasibility of the following:

- District heat and power systems;
- Retrofitting supply to existing buildings; and
- Setting up Energy Service Companies (ESCOs) to supply heat and power to sections of the Development Brief area.

### **SPAB11: Ecology, biodiversity and water**

- 5.3.7 All development will aspire to provide net gains to biodiversity and make reference to Biodiversity Action Plan species and habitats. This will include appropriate planting schemes, as well as on-site features such as green roofs, green walls and the provision of bird nesting boxes and bat roosting boxes and the creation or enhancement of off-site habitats. Policy CP10 (Biodiversity) in the Draft City Plan states that development should provide net gains for biodiversity where possible.
- 5.3.8 Development should seek to achieve water neutrality. This will include meeting high water efficiency standards and incorporating facilities to recycle, harvest and conserve water resources. All new development will also be expected to incorporate SuDS and demonstrate how surface water run-off will be minimised in line with SPAB11. In particular, major proposals will be expected to meet the standards and criteria relating to water efficiency as established in Code for Sustainable Homes Level 5 or the BREEAM “outstanding” rating.

**SPAB12: Flooding****South Portslade Industrial Estate**

- 5.3.9 The Strategic Flood Risk Assessment (SFRA, January 2012) shows that some parts of the Development Brief area are at risk of surface water flooding in both the 1 in 30 and 1 in 200 year events. Surface water flooding can result in pollution to water. Proposals should demonstrate how the risk of water pollution can be reduced through more sustainable usage of water, including the introduction of SuDS and water capture and recycling. Provision of open space, appropriate planting, green roofs and green walls (subject to coastal growing conditions) can reduce the level of surface water run-off and the consequent risk of pollution.

**Aldrington Basin**

- 5.3.10 The SFRA (January 2012) identifies that much of Aldrington Basin is situated within flood zones 3a and 3b. In addition the SFRA considers wave over-topping to be a significant risk in this area. The SFRA also found the area to be at increased risk of flooding due to the projected impacts of climate change.
- 5.3.11 Proposals will be required to incorporate SuDS, appropriate open space, planting, green roofs and green walls can reduce the level of surface water run-off and the consequent risk of flooding.

**SPAB13: Noise**

- 5.3.12 Noise implications should be considered at an early stage of the design process to avoid any significant adverse impacts on health and quality of life. Proposals should make reference to The Brighton Agglomeration Noise Action Plan and the Noise Policy Statement for England (NPSE) which provides an appropriate structure for the management and control of environmental, neighbour and neighbourhood noise. Particular consideration will be required in relation to environmental noise generated by transport and neighbourhood noise arising from adjacent industrial premises, trade and business premises, construction sites and noise in the street. Assessments should consider cumulative impact and the nature of impacts over the short and long-term. All development proposals will be accompanied by a Noise Impact Assessment. Developments will take account of noise impacts, and demonstrate that adequate soundproofing measures have been incorporated.
- 5.3.13 Applicants will be expected to demonstrate how noise impacts affecting new residential developments (including noise from existing development) will be minimised and mitigated to prevent future neighbour conflicts arising.

## **SPAB14: Air quality**

- 5.3.14 South Portslade Industrial Estate and Aldrington Basin fall within the Brighton & Hove AQMA that was designated in 2008. The potential impact of development on air quality should be considered at an early design stage to avoid any further deterioration of current air quality and should aim to improve air quality in the area (i.e. reduce air pollutants, mostly related to traffic, but also biomass and industry). Proposals will be required to take account of the cumulative effects on air quality in built up areas. Proposals will be required to demonstrate that appropriate mitigation measures are introduced to ensure that new residents are not exposed to traffic pollutants associated with existing industrial uses in both the short and long-term. Draft City Plan policy CP8 (Sustainable buildings) requires development proposals to demonstrate how they will reduce air pollution.
- 5.3.15 Air Quality Management Areas will continue to play a key role in helping to manage issues of localised air pollution in built-up areas. BHCC will consider the extension or declaration of new AQMAs if necessary. All developments must therefore include an air quality assessment.

## **SPAB15: Management of wharves**

- 5.3.16 Policy 8 of the East Sussex and Brighton & Hove Minerals Local Plan (1999) currently safeguards existing facilities for receiving and processing sea-borne imported aggregates at the port of Shoreham. This protection is continued in the updated East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan which was publicly examined in September 2012. The Inspector's report is anticipated to have been received by the time this draft brief goes out to public consultation. This position is reinforced by paragraph 143 of the National Planning Policy Framework that states that local planning authorities should safeguard existing planned and potential wharfage for bulk transport of minerals, secondary materials and marine-dredged aggregates.
- 5.3.17 Wharves at Shoreham currently make a significant contribution to meeting the need for aggregate imports into Brighton & Hove and East Sussex and neighbouring authorities. The policy position in the updated Waste and Minerals Plan (Policy WMP14) does allow for some redevelopment of protected wharves if overall capacity is maintained at the Harbour. It is recognised that this capacity could be in the West Sussex portion of the Harbour. BHCC is committed to working with Shoreham



Port Authority, and East and West Sussex County Councils to explore this issue further through the JAAP process. In the short term any applications for alternative development proposals on safeguarded minerals wharves will need to clearly demonstrate that there will be no net loss to capacity for the import of aggregates at the Port as a result of the proposals.

### **SPAB16: Contamination**

- 5.3.18 Existing and former land uses in South Portslade Industrial Estate and Aldrington Basin are likely to have caused contamination to the land. Opportunities for a more comprehensive strategy of remediation will be promoted where possible. Draft City Plan policy CP8 (Sustainable buildings) requires development proposals to demonstrate how they will reduce pollution.
- 5.3.19 Assessment of contamination should not be limited to site boundaries as contamination could extend beyond the proposed site development. In determining the requirement for remediation, the Council will consider the likelihood of off-site migration. It is expected that applications for sites immediately adjacent to contaminated sites will also submit remediation schemes for approval.

### **SPAB17: Transport improvements**

- 5.3.20 In line with Draft City Plan policy CP9 (Sustainable transport), the Council will seek to encourage a sustainable shift in transport patterns. Major development schemes will be required to submit a Transport Assessment to identify the likely effects of the demand for travel they create, and to include mitigation measures and make an appropriate contribution towards sustainable transport measures.
- 5.3.21 Key priorities are summarised as follows:
- Proposals should ensure that an appropriate programme of traffic calming measures is applied across South Portslade Industrial estate and Aldrington Basin.
  - All new development proposals will be required to provide appropriate, secure cycle storage facilities.
  - Railway Access and Station Environments: The council will encourage enhanced signage and station access to support the 'leisure' offer adjacent to the harbour.
  - Bus Services: Opportunities to reduce congestion will help to address issues of service reliability.

### **SPAB18: Waste**

- 5.3.22 All development will be required to incorporate appropriate facilities that enable and encourage high rates of recycling and reuse of waste and materials.
- 5.3.23 All development proposals will be accompanied by a Site Waste Management Plan.
- 5.3.24 All new development will be required to demonstrate that waste is minimised both during the construction phase and the lifetime of the building.

### **SPAB 19: Community and social infrastructure**

- 5.3.25 Draft City Plan policy SA6 (Sustainable neighbourhoods) identifies the possibility of using planning obligations to secure good quality employment and training opportunities.
- 5.1.26 Development proposals will be required to make contributions to social and community infrastructure related to the scale and impact of the development in accordance with Brighton & Hove's planning contributions guidance.
- 5.3.27 The council will also work with key local partners to establish potential opportunities to enhance provision.

## 5.4 DEVELOPMENT CONSIDERATIONS

### **SPAB20: Viability considerations**

- 5.4.1 It is recognised that Shoreham Harbour is a complex area which is defined by a number of technical challenges such as flooding, contamination and infrastructure. The principles in the Development Brief establish a clear framework for more detailed scheme development. It is recognised that some sites may be challenging from a viability and deliverability perspective. BHCC and Shoreham Harbour Regeneration Partnership will seek to assess potential barriers to delivery and welcome discussions with potential applicants at an early stage in the design process.



# 6 NEXT STEPS



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## 6 NEXT STEPS

- 6.1.1 Following presentations to BHCC Economic Development and Culture Committee the Shoreham Harbour Leaders' Board, the Draft Development briefs will be published for a six period of formal consultation. Comments submitted in response to the brief will be reviewed and incorporated in the final Development Brief which is targeted for adoption in Spring 2013. The development brief will have material weighting in planning terms, and will also help to inform the ongoing preparation of the JAAP for Shoreham Harbour.

# APPENDIX A

# ABBREVIATIONS



Adur District Council (ADC)  
Air Quality Management Area (AQMA)  
Brighton & Hove City Council (BHCC)  
Development Plan Document (DPD)  
Joint Area Action Plan (JAAP)  
Health and Safety Executive (HSE)  
Local Nature Reserve (LNR)  
Shoreham Port Authority (SPA)  
Site of Nature Conservation Interest (SNCI)  
Site of Special Scientific Interest (SSSI)  
Strategic Flood Risk Assessment (SFRA)  
West Sussex County Council (WSCC)

# APPENDIX B

## KEY REFERENCES

## **Planning Policy**

- Shoreham Waterside North Interim Planning Guidance (September 2000)
- Shoreham Harbour Interim Planning Guidance (August 2010)
- Brighton & Hove Draft City Plan (Draft, May 2012)
- Adur Local Plan (Draft, September 2012)

## **Delivery and Viability**

- Shoreham Harbour Assessment of Development Capacity & Viability Stage 1 Report (October 2010)
- Shoreham Harbour Capacity & Viability Study Final Report (March 2011)

## **Economic Development**

- Shoreham Harbour Retail Capacity & Impact Implications Study (August 2009)
- Brighton & Hove Employment Land Study Update Addendum Report (August 2009)
- Brighton & Hove Retail Study Update (September, 2011)
- Brighton & Hove Creative Industries Workspace Study (March 2008)
- Adur Employment Land Review Update (June 2011)

## **Environment**

- Shoreham Harbour Contaminated Land Desk Study Review (March 2009)

## **Flood Risk Management**

- Shoreham Harbour Design and Flood Risk Study (June 2011)
- Adur and Worthing Strategic Flood Risk Assessment (January 2008)
- Adur and Worthing Strategic Flood Risk Assessment Update (January 2012)
- Brighton & Hove Strategic Flood Risk Assessment (January 2012)
- Beachy Head to Selsey Bill Shoreline Management Plan (May 2006)
- River Adur Catchment Flood Management Plan (December

2009)

- Rivers Arun to Adur Flood and Erosion Management Strategy (February 2011)

## **Housing**

- Adur Locally Generated Housing Needs Study (May 2011)
- Brighton & Hove Strategic Housing Land Availability Assessment (Dec 2011)

## **Transport**

- Adur Core Strategy and Shoreham Harbour Transport Study (Mar 2011)
- Transport Assessment for Brighton & Hove Core Strategy (Jul 2009)

## **Shoreham Port**

- Shoreham Port Masterplan (2010)

## **Social Infrastructure**

- Shoreham Harbour Assessment of Open Space and recreation (May 2009)
- Shoreham Harbour Community Infrastructure Study (May 2009)
- Brighton & Hove Open Space Study Update (Nov 2004)

## **Urban Design**

- Shoreham Harbour Streetscape Guidance (May 2012)
- Shoreham Harbour Urban Design Study (February 2009)
- Adur Character Study (June 2009)
- Shoreham Renaissance Strategy (March 2006)
- Shoreham Conservation Area Appraisal (March 2008)
- Southwick Conservation Area Appraisal (July 2009)
- Brighton & Hove Tall Buildings Study (October 2003)
- Brighton & Hove SPG15 Tall Buildings (2004)
- Urban Characterisation Study – West Hove (2009)
- Urban Characterisation study – Portslade (2009)
- Brighton & Hove Legibility Study (September 2007)
- South Portslade Urban Design Framework (July 2005)





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