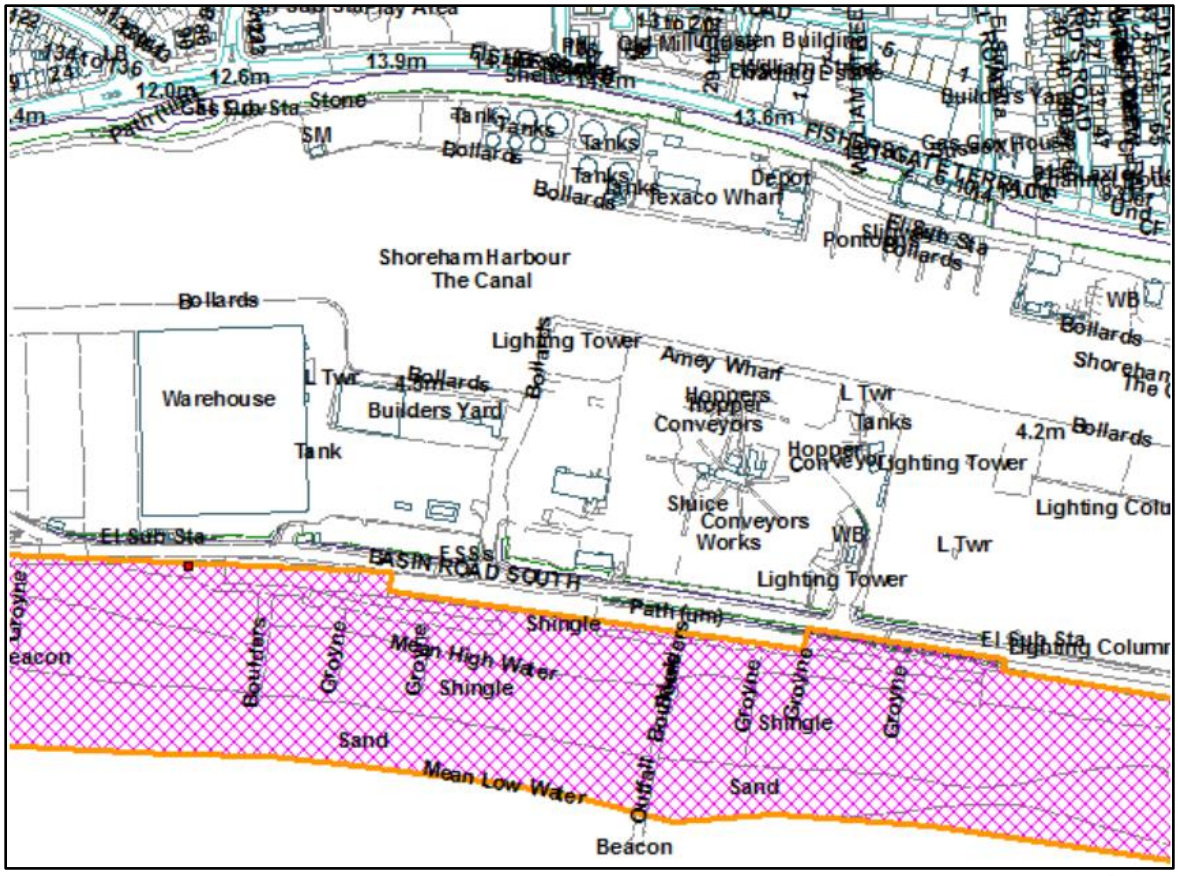
Application Number:	**AWDM/0321/23**	**Recommendation - APPROVE**
Site:	**Land South Of Lorry Park And Adjoining Edge Of Beach, Basin Road South, Southwick**	
Proposal:	**Construction of a new rock revetment along the existing defence along the central Shoreham frontage facing Basin Road South. The proposed alignment follows the seaward perimeter of the existing beach crest. Construction of a new footpath along with a new beach access ramp and steps.**	
Applicant:	Brighton and Hove City Council	Ward: Eastbrook
Agent:	JBA Consulting	
Case Officer:	Peter Barnett	



Not to Scale

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Proposal, Site and Surroundings

The application site runs along the south side of Basin Road South at Shoreham Port and includes part of the beach. It is proposed to construct rock revetments (sea defences) as part of a wider package of coastal defence works between Brighton Marina and Shoreham Port known as the Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy (FCERM). As background to the application, the submitted Planning, Design & Access Statement explains:

"*The open coast frontage between the River Adur and Brighton Marina is at risk of flooding from wave overtopping.*

There are significant erosive forces at the Shoreham end of the frontage. There is a natural drift of sediment along the South Coast, Brighton included, from west to east. The supply of natural sediment drift material to the Shoreham frontage is impeded by the mouth of the River Adur and associated walls. Limited sediment supply, coupled with wave action, has resulted in significant erosive forces at the western end of the frontage. As a result, the residual life of the existing defences is inadequate. The open coast frontage is also at risk of flooding from wave overtopping due to a combination of significant variations in defence heights and beach widths and deterioration of defence assets.

The shingle beach along the frontage provides the main form of coastal defence and is controlled by a series of timber, rock, masonry and concrete groynes. Historic storm events have previously led to flooding of commercial premises and properties along Brighton seafront and on adjacent roads. Emergency repair works have been undertaken to repair breaches in seawalls and some structures, but many remain in a collapsed or partially collapsed condition. There are significant variations in defence heights and beach widths along the frontage which have resulted in a number of weak points susceptible to flooding. Deteriorated and aged assets along the frontage have resulted in a poorly controlled beach susceptible to significant storm draw down and breach risk."

The proposed FCERM proposes work in six different locations, and this application considers works in Area 2, which is the only area within Adur District which requires planning permission.

The application proposes to construct a new rock revetment following the seaward perimeter of the existing beach crest. A new footpath will be constructed along the top of the existing sheet piles, along with a new beach access ramp and steps. The rock revetment would span an area of approximately 740 metres in length, between 8.6 and 11.8 metres in depth and ranging from 2 to 3 metres in height from toe to crest. The footpath would be approximately 3 metres wide and approximately 545 metres in length.

The site runs from the west side of a car park, regularly used by surfers, which is to the east of a parking/storage compound on the south side of the road, in front of Barret Steel and Solent Wharf.

Rock used for the revetment would be delivered from the Lydd Ranges Sea Defence

scheme (in Lydd, Kent, approximately 40 miles from the site) either by barge or by road. Any additional rock required would be imported and delivered by road.

A number of existing redundant timber and steel groynes on the beach are to be removed as part of the works.

The application is supported by the aforementioned Planning, Design & Access Statement, a Biodiversity Net Gain Justification Report, Ecological Impact Assessment, Ecological Design Strategy, Outline Construction and Environmental Management Plan (CEMP), Landscape and Visual Appraisal and Flood Risk Assessment.

Consultations

West Sussex County Council: The ***Highway Authority*** has no objection. Comments that Basin Road South is privately maintained and thus any access works required should seek permission of the proprietor of the private road. Footpath 9So runs along Basin Road South. Access to the west from 'T' class access route between Basin Road South and Albion Street is also maintained by WSCC PROW. The nearest vehicular route would be in Brighton & Hove/ East Sussex County Council (Wharf Road leading to A259).

Construction vehicles will arrive/leave via this route and thus ESCC, as local highway authority, should provide comments in this respect. WSCC have commented on the proposals from the perspective of any impact in safety and capacity terms on the nearby publicly maintained road network within West Sussex (which would predominantly be the A259 to the west). An outline Construction Environmental Management Plan (CEMP) has been submitted. From site preparation to installation and finishing works is anticipated to take circa. 7 weeks. The access route has been identified to be from ESCC highway (A259, Wharf Road to Basin Road South). The final CEMP should outline the wider construction vehicle routes so the LHA can assess which routes within West Sussex boundary will be used and any impact on these. A Traffic Management Plan will be provided - further details should be included in the finalised CEMP. The applicant states that HGV movements are unlikely to exceed 18 one-way movements (36 two-way) per day over the construction period and will deliver a total 15,000 tonnes of rock. Details of the construction compound area, contractor parking etc would also be expected in the final CEMP.
Subject to a finalised CEMP and appropriate traffic management measures, which can be finalised by condition, the LHA would not wish to raise an objection to the proposals.

Public Rights of Way: The planned new footpath in Area 2 is welcomed. It is not clear from the application whether this will be a permissive path or whether an application will be made for this to be adopted as a public right of way (PROW). This should be clarified. Whilst the 545m of new footpath in Area 2 is welcome, the connectivity & public amenity value of this new path could be improved by extending it further eastwards to and beyond the boundary with Brighton & Hove City Council, (subject to the necessary planning approvals with input from BHCC). It is assumed that the existing Public Right of Way (PROW), footpath 9So, which runs alongside Basin Road South will remain unaffected and open to path users during & after the construction of the revetments.

Environment Agency: No objection subject to compliance with submitted CEMP and compensatory habitat creation and biodiversity net gain proposals

Natural England: No objection s it considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes

Marine Management Organisation: Any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Springs mark

Representations

None received

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 13, 15, 31, 34, 36
Shoreham Harbour Joint Area Action Plan 2019 Policy SH6, SH7, SH9, CA4
National Planning Policy Framework (July 2021)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

Principle

The proposal would have substantial public benefits through the protection of residential and commercial properties (including Shoreham Sewage Pumping Station and Shoreham Power Station). There is widespread policy support for the improvement of coastal defences in this area. Both the Beachy Head to Selsey Bill and South Downs Shoreline Management Plans require the continued defence of the sea frontage through upgraded and new defences. The JAAP requires appropriate flood infrastructure to be delivered. In addition, the Shoreham Harbour Flood Risk Management Guide (SHFRMG) gives specific support for rock revetments in this location.

The application is therefore considered to be acceptable in principle subject to consideration of the visual and environmental impacts.

Visual amenity

The proposed rock revetments will be noticeable but will be in keeping with existing rock defence elements elsewhere along the wider sea front. Due to the difference in levels from the road down to the beach, the rocks will not obscure the existing open views of the foreshore from the road. The site already contains steel sheet piling, a smaller rock revetment, redundant timber groynes and security fencing and it is not considered that the proposed works would have a harmful visual impact when viewed from the beach.

Mitigation and enhancement measures are proposed, including the creation of 0.16ha of coastal shingle vegetation to compensate for the loss of 0.07ha of vegetation due to the scheme. A new 3m wide public footpath/cyclepath is to be created along the top of the defence and redundant groyne debris is to be removed from the beach.

Accessibility and parking

The works include a new footpath plus access steps and ramp to the beach, the precise details and location of which has yet to be determined. Subject to a condition requiring the submission of these final details, the proposal will represent an enhancement of the public right of way and will enable improved access to the beach at this location.

In highway terms, the works will generate HGV movements and a Construction Management Plan (CMP) has been submitted. West Sussex Highways has confirmed that, subject to a finalised CMP and appropriate traffic management measures, which can be finalised by condition, they would have no objection to the proposals.

Flood risk

The site lies in Flood Zone 3 and a FRA has been submitted. The purpose of the application is to improve flood defences and there are no sequentially preferable sites for the proposal as it is required in this particular location in order to offer protection from flooding and reduce flood risk. The proposal would be flood resilient and resistant, and water-compatible and safe for its lifetime. As the rock revetments would allow water to flow through them and back into the sea, it is not considered that there would be an increase in flood risk elsewhere.

The Environment Agency has no objection.

Ecology and biodiversity

The site contains coastal vegetated shingle and some will be lost as part of the defence scheme, as well as an area of shingle beach. In order to achieve biodiversity net gain, the lost vegetated shingle will be compensated for through the creation of a new area west of Carat's Cafe in Adur and in an area within Brighton and Hove.

Furthermore, a biodiversity wall will be created on an existing concrete sea defence wall in Basin Road South. It is approximately 200m in length and 4m in height and will be enhanced to provide habitats for a range of species. Enhancements include providing a range of bird boxes, bug hotels and planters.

The off site biodiversity enhancements would normally be secured by way of a legal agreement, however, a number of enhancements will be carried out on Port Authority land and Officers are discussing with the applicant how a grampian style condition could ensure the necessary mitigation works are implemented. Members will be updated at the meeting.

Recommendation

Approve

Subject to conditions:-

1. Approved Plans
2. Standard time limit
3. Construction management plan
4. Compliance with biodiversity proposals
5. Details of footpath, access steps and ramp to be submitted and approved