

# SOVEREIGN HARBOUR

## Supplementary Planning Document



February 2013

**EASTBOURNE**  
Borough Council



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# **SOVEREIGN HARBOUR**

## **Supplementary Planning Document**

**Adopted by Full Council on  
Wednesday 20 February 2013**

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## **Foreword by Councillor David Tutt**

It has been recognised that the completion of the Sovereign Harbour development is long overdue and that the area is missing the social and economic infrastructure that is required for it to become a sustainable community. This Sovereign Harbour Supplementary Planning Document (SPD) has been prepared to provide detail to the Vision for Sovereign Harbour contained within the Eastbourne Core Strategy Local Plan, in order to guide development and ensure that new and improved community facilities are at the heart of future building plans.

I am delighted that this Sovereign Harbour SPD shows a strong commitment to ensuring any future development that contributes to the completion of Sovereign Harbour must be sustainable and in the best interests of residents.

The production of the SPD has been guided by a cross-party working group that also included Stephen Lloyd MP, Senior Council Officers and the Sovereign Harbour Residents Association. The help and input from the Sovereign Harbour Residents Association is greatly appreciated and has been important in the development of this document.

During the process of preparing the SPD, it has been very important to ensure that the residents' needs are met and the input that we have had from the community is highly valued. The SPD has been informed by the comments received during the 12 week consultation period between 1 May and 24 July 2012 and by comments made at the Public Exhibition at the Sovereign Harbour Yacht Club on 30 June 2012. Thanks to all those residents who contributed to the consultation.

It is my hope that this Sovereign Harbour SPD will now lead to the completion of Sovereign Harbour by providing appropriate and sustainable development that meets residents' needs, and that it will enhance Sovereign Harbour and Eastbourne as a whole.

**Councillor David Tutt**  
**Leader of the Council**

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# 1 Introduction

## 1.1 Overview of Sovereign Harbour

- 1.1.1** Sovereign Harbour is one of the newest areas of Eastbourne, having been developed from a shingle landscape to an important leisure attraction and residential area over the last 20 years. The development consists of four separate harbours, a retail park and a variety of different housing developments. It is located approximately 2.5 miles north east of the Town Centre. Sovereign Harbour has been designated as one of 14 neighbourhoods in Eastbourne, and is identified in the Eastbourne Core Strategy Local Plan as Neighbourhood 14.
- 1.1.2** It has been recognised that the completion of the Sovereign Harbour development is long overdue and that the area is missing the social and economic infrastructure that is required for it to become a sustainable community.
- 1.1.3** This Sovereign Harbour Supplementary Planning Document (SPD) has been prepared to provide detail to the Eastbourne Core Strategy Local Plan Policy C14 in order to guide development and ensure that new and improved community facilities are at the heart of future building plans.
- 1.1.4** Supplementary Planning Documents are material planning considerations in the determination of planning applications and provide additional guidance on matters contained within Local Plans. In respect of this SPD, the Local Plan is the Eastbourne Core Strategy Local Plan.
- 1.1.5** Sovereign Harbour is identified in the Eastbourne Core Strategy Local Plan as a Sustainable Centre and sets a vision and policy for the Sovereign Harbour neighbourhood (Policy C14), which is a priority location for balanced housing growth alongside delivering significant improvements to the provision of community facilities and services and improving linkages. This SPD provides a detailed strategy for the implementation of the policy by providing guidance on the uses considered to be appropriate for each of the remaining development opportunity sites, including details of the size, scale and form of development and the specific community benefits to be delivered.
- 1.1.6** In order to ensure the proposed community benefits are provided alongside any proposed residential and commercial development, proposals relating to the development of Sites referenced 1 to 8 in this SPD must be submitted together as part of a composite outline planning application. This application would be required to demonstrate the uses proposed on each of the sites; the amount of development; an indicative layout; information relating to the height and scale of development and indicative access points.
- 1.1.7** In addition, all applications for proposed development relating to all of the sites and areas addressed within this SPD will be required to submit supporting documents and plans as part of their planning application, the full details of which are provided in Appendix 16.

**1.1.8** Finally, in order to secure the physical delivery of the community benefits and to confirm what is to be provided, where and when, any grant of permission would be subject to a Section 106 agreement and/or CIL as relevant and appropriate at the time of the consideration of their proposals and to planning conditions that the developers would be required to comply with. Any planning permission will be subject to a time limit commencement condition.

**1.1.9** Where an outline application has been submitted and approved for development on any part of Sovereign Harbour, the detailed design and layout proposals for each of the development sites would thereafter be the subject of 'reserved matters' applications.

## **1.2 Objectives**

**1.2.1** The objectives of the SPD are:

- Complete the Sovereign Harbour development
- Provide community facilities and services in Sovereign Harbour
- Create employment opportunities through the development of a Business Park
- Increase the sustainability of the neighbourhood



## 2 Context and Background Information

### 2.1 History of Sovereign Harbour

- 2.1.1** The Sovereign Harbour development has a long planning history stretching back to an initial planning application for 100 houses to be built on a site owned by the Duke of Devonshire, which was refused in 1948. Before this, land at what is now Sovereign Harbour had been used for the extraction of sand and gravel for about 100 years and was known locally as the Crumbles. The idea of building a Harbour at Eastbourne was introduced in the 1950s and was very much the vision of the Duke of Devonshire and in 1967 a 'harbour village' was incorporated into the Eastbourne Urban Plan. This identified a phased residential development of 150 acres, together with the provision of a primary school and a district shopping centre.
- 2.1.2** The first outline planning application for development of land at the Crumbles for residential, educational, shopping, offices, entertainments, water based activities, recreational facilities and open space was granted permission in 1971. A legal agreement (section 52) was signed in 1976 that stated that the gross floor area for residential dwellings should not exceed 215,000 square metres provided that the number of dwellings did not exceed 2,500. This permission was never implemented and has been superseded by the 1986 application (see below). The construction of the harbour itself required an act of parliament and the Eastbourne Harbour Bill was rejected after the first reading in 1975. A second attempt was made and the Eastbourne Harbour Act received royal assent in 1980.
- 2.1.3** Further progress was halted with the economic recession of the early 1980s and in 1986 a second outline planning application was submitted and granted permission in 1988 for a "comprehensive mixed use development for residential, commercial businesses, hotel, leisure and a retail element not exceeding 240,000 square feet gross, also including the construction of harbours and associated works". One of the conditions stated that "development shall demonstrate a high standard of environmental design as first indicated in the Development Plan" forming part of the outline application. The Development Plan described the concept of housing as 3-5 storey units clustered around the marina, with 2-3 storey buildings around the less formally shaped areas to the north. Sites for housing were identified in the Development Plan, but it did not set a specific number of dwellings. This application superseded the 1971 approval and set the principle pattern of the development we see today.
- 2.1.4** In 1988 Chatsworth Trustees sold the land to Tarmac and ASDA who argued that they wanted to build a large retail park to 'pump prime' development of the harbour. The Crumbles Retail Park was constructed and ASDA opened in 1989. Harbour construction started in 1991 and the marina became operational in 1993.

- 2.1.5** In 1996 housing development commenced and this continued through to 2010 although the bulk of residential development was complete by 2004. Construction of 'The Waterfront' business area commenced in 1999, by which time Tarmac and Wimpey had merged their construction business to form Carillion. Sovereign Harbour Limited (SHL) is a subsidiary of Carillion.
- 2.1.6** During the early 1990s there was a severe downturn in the housing market. In 1995 this led to a revised outline planning application to the 1986 original submission. It only affected the north harbour and saw a reduction in the water area to allow more development land. In 1997, an outline planning application was approved for the development of the north harbour area for "residential development comprising houses and flats and construction of north harbour". An informative at the end of the decision notice stated: "That consideration should be given to the provision of community facilities, including a community hall (centre) for this large residential development". A legal agreement was signed for a £25,000 contribution for sports facilities within the (then) St. Anthony's ward.
- 2.1.7** In 2002, an application for the development of a retail unit with Garden Centre and Builders' Yard was refused on what is now known as 'Site 6' as it would result in the loss of land identified for business development. A subsequent application for a mixed use development comprising office (Class B1) and non food retail (Class A1) floorspace was also refused for the same reasons in 2005.

## 2.2 Facts and Figures

- 2.2.1** Sovereign Harbour has a population of approximately 6,800 (mid year estimate 2010). The population of Sovereign Harbour expanded particularly rapidly in the early part of the last decade from approximately 2,800 in 2001 to 6,000 in 2006. Since then the population has grown at a much slower rate as the housing developments have been gradually completed.
- 2.2.2** At 2010, children (aged 0-15) make up 18% of the population, which is slightly higher than the average across the town. There is a significantly lower proportion of people aged over retirement age in Sovereign Harbour compared to the average across the town, but this still makes up 20.6% of the Sovereign Harbour population. The neighbourhood also has a higher than average proportion of people aged between 50 and retirement age.
- 2.2.3** There are approximately 3,600 dwellings in Sovereign Harbour (2009), the highest proportion of which are in Council Tax Band D (34.0%). There is no up to date data available for type or tenure of dwellings in the area. Sovereign Harbour has been identified as a 'high value' neighbourhood in the Eastbourne Core Strategy Local Plan.
- 2.2.4** The Sovereign Harbour neighbourhood's total area is 150 hectares, just less than a quarter of which is open water (23.9%).

- 2.2.5** Sovereign Harbour contains a retail park with 11 units, of which the ASDA supermarket is the largest with a floorspace of 8,850m<sup>2</sup>. It also includes The Waterfront, which comprises a number of small shops, restaurants and cafés. The marina is the largest man-made marina in Northern Europe and holds berths for over 800 vessels.

## 2.3 Planning Policy

### *Eastbourne Borough Plan*

- 2.3.1** The Eastbourne Borough Plan (2001-2011), which was adopted in September 2003, is the key planning policy document that informs planning decisions in Eastbourne.

- 2.3.2** Policies in the Borough Plan will eventually be replaced by policies in emerging Local Plans. The Eastbourne Core Strategy Local Plan is a key policy document that sets out policies and broad locations for change in each of the town's 14 neighbourhoods. There are a number of saved policies in the Borough Plan that will still apply following the adoption of the Eastbourne Core Strategy Local Plan. The full list of Borough Plan policies that will still apply to Sovereign Harbour are as follows:

- NE1 Development outside the Built Up Area Boundary
- NE16 Development within 250 metres of a former landfill site
- NE20 Sites of Nature Conservation Interest
- UHT8 Protection of Amenity Space
- UHT17 Protection of Listed Buildings and their settings
- HO2 Predominantly Residential Use
- BI4 Retention of Employment Commitments
- SH7 District, Local and Neighbourhood Centres
- LCF18 Extension of Educational Establishments
- US1 Hazardous Installations
- US4 Flood Protection and Surface Water Disposal
- US5 Tidal Flood Risk

### *The Eastbourne Core Strategy Local Plan*

- 2.3.3** The Eastbourne Core Strategy Local Plan sets a vision and policy for the Sovereign Harbour neighbourhood, the detail of the implementation of which will be provided through this SPD. The Vision and Policy for Sovereign Harbour is:

#### **Sovereign Harbour Vision**

**Sovereign Harbour will increase its levels of sustainability through the delivery of community infrastructure and employment development, ensuring that a holistic view is taken of development across the remaining sites.**

### **Policy C14: Sovereign Harbour Neighbourhood Policy**

The vision for Sovereign Harbour neighbourhood will be promoted by:

- **Developing community facilities in order to meet the needs of local residents;**
- **Providing extensive employment opportunities through the development of a Business Park (B1a Office);**
- **Increasing the amount of appropriately landscaped, usable open space and the number of children's play areas;**
- **Allowing up to a maximum of 150 new homes, (including affordable homes) the substantial majority of which should be houses rather than flats, but only if the community facilities are guaranteed to be delivered;**
- **Increasing the importance of the Waterfront as a leisure and tourist centre;**
- **Encouraging opportunities to improve the provision of public transport through improvements to bus routes;**
- **Enhancing the importance of the Marina for tourism through appropriate measures including the provision of additional berths;**
- **Enhancing the provision of cycle and walking routes to improve connections within the neighbourhood and to other parts of the town; and**
- **Encouraging opportunities for renewable energy generation particularly combined heat and power (CHP) on development sites.**

**2.3.4** Other policies of the Eastbourne Core Strategy Local Plan that are relevant to development at Sovereign Harbour include:

- Policy B1: Spatial Development Strategy and Distribution
- Policy B2: Creating Sustainable Neighbourhoods
- Policy D1: Sustainable Development
- Policy D2: Economy
- Policy D3: Tourism and Culture
- Policy D4: Shopping
- Policy D5: Housing
- Policy D7: Community Sports and Health
- Policy D8: Sustainable Travel
- Policy D9: Natural Environment
- Policy D10: Historic Environment
- Policy E1: Infrastructure Delivery

**2.3.5** Policy D1: Sustainable Development is supplemented by the Sustainable Building Design Supplementary Planning Document.

## ***Sustainable Neighbourhood Assessment***

- 2.3.6** The Sustainable Neighbourhood Assessment (September 2011) is an evidence document that informed the Eastbourne Core Strategy Local Plan. It provides an audit of each neighbourhood in Eastbourne to analyse how it looks, feels and functions for the local community. This allows the identification of issues in each neighbourhood that need to be addressed, and also allows the neighbourhoods to be ranked in terms of their relative sustainability, which gives a picture as to which are the most and least sustainable neighbourhoods in the Borough.
- 2.3.7** The Sustainable Neighbourhood Assessment found that Sovereign Harbour is one of the least sustainable neighbourhoods in the Borough (ranked 12<sup>th</sup> out of 14).
- 2.3.8** The Sustainable Neighbourhood Assessment identified that one of the main positives of the Sovereign Harbour neighbourhood is the quality of the public realm. The quality of pavements in the neighbourhood is high, and there are relatively low levels of road accidents and pedestrian and cyclist injuries. This helps make the environment more pedestrian-friendly. The Assessment also confirmed that Sovereign Harbour contains a good mix of housing types and sizes, which provides opportunities for a wide range of households.
- 2.3.9** However, one of the main weaknesses of the Sovereign Harbour neighbourhood is access to services and facilities. There are particular problems with access to community facilities, playing fields, parks and gardens and children's play areas. The neighbourhood has few trees and greenspaces, and there is a low level of local jobs and businesses, meaning people have to travel outside of the immediate area for work.
- 2.3.10** In addition, residents have expressed concern about the ratio of residents to visitors parking facilities. It will therefore be important that any new development does not impact on the current parking situation and should be provided with sufficient parking to meet its needs.

## **2.4 Community Involvement**

- 2.4.1** Over the last 10 years there has been significant concern from the residents of Sovereign Harbour that they do not have all of the facilities required in order to make their community sustainable. However, extensive consultation with the community has led to a good understanding of these complex issues. This culminated in a consultation during the summer of 2011 when there was significant support for a range of proposals for the completion of the harbour.
- 2.4.2** The consultation report is a background document to this SPD and in general there was a consensus that any plans must include, as an absolute priority:
- a Community Centre of an appropriate size which would be delivered before any residential development was started while other community facilities must also be provided
  - children's play areas

- several public open spaces
- and the extension of the promenade to link it from Atlantic Drive to the harbour arm and the outer harbour promenade.

In addition, there was a consensus for:

- The development of the Sovereign Harbour Waterfront and marina as tourist destinations.
- The creation of “clean jobs” by developing a business park on the commercial sites, was also considered to be vital, not only for the benefit of the local community, but for Eastbourne in general.
- A strictly limited amount of sympathetically located residential development, of the appropriate mix, could be accommodated, subject to the normal planning process and considerations.

## 3 Key Issues

### 3.1 Types of development to be considered in Sovereign Harbour

#### Housing

**3.1.1** The Eastbourne Core Strategy Local Plan Policy C14: Sovereign Harbour, states that a maximum of 150 new homes will be developed in Sovereign Harbour to contribute towards the delivery of housing in meeting the target of 5,022 new houses in Eastbourne between 2006 and 2027. Sovereign Harbour has been identified as a Sustainable Centre, a designation that means that balanced housing growth will be delivered alongside significant improvements to community facilities in order to improve the sustainability of the neighbourhood.



**Figure 1** Housing in Martinique Way

**3.1.2** The target of 150 dwellings in Sovereign Harbour has been identified as the maximum figure for delivery, and the majority of the dwellings should be houses rather than flats. The new dwellings will facilitate the provision of the other community infrastructure that the neighbourhood needs in order to make it sustainable.

**3.1.3** Eastbourne Borough Plan Policy HO13 required all residential development with a capacity of 15 or more dwellings or sites of 0.5 hectares or more to provide 30% affordable housing on site, although in exceptional circumstances a commuted payment in lieu of on-site provision may be agreed. The Eastbourne Core Strategy Local Plan also includes a requirement for affordable housing. Sovereign Harbour is identified as a High Value Neighbourhood, which means that up to 40% affordable housing will be sought, subject to viability. This equates to 60 homes. Provision of the affordable housing should be on-site, however if it can be proved that this would be unviable, the Council may accept an equivalent commuted sum to provide the affordable housing off-site.



**Figure 2** Housing at Brisbane Quay

**3.1.4** If provision were to be made off-site, the amount of affordable housing provision would still be 40% of the total number of homes provided in Sovereign Harbour, which equates to 60 units, subject to viability testing.

## Employment

- 3.1.5** The Eastbourne Core Strategy Local Plan Policy C14 describes the Council's ambition to develop a Business Park (B1a Office) in Sovereign Harbour to provide high quality skilled employment opportunities for local communities and attract investment into the town.
- 3.1.6** Policy D2: Economy supports the development of B1(a) office uses at Sovereign Harbour and land is identified for 30,000 square metres of B1(a) use to contribute towards the requirement of 55,430 square metres of employment land by 2027. The Council supports the use of this land for quality B1(a) office use to supplement local employment choice and provide a complementary development to the residential uses at the Harbour.
- 3.1.7** Policy D2 will be the subject of an early review and will eventually be replaced by an Employment Land Local Plan, which will be subject to examination and should be adopted by the end of 2014.

## Community Centre

- 3.1.8** Sovereign Harbour lacks a dedicated community centre. There are facilities in the neighbourhood that can provide a facility for community events, including the Haven School and the Sovereign Harbour Yacht Club, but these do not meet all the needs of local residents.



**Figure 3 Sovereign Harbour Yacht Club**

- 3.1.9** Sovereign Harbour is identified in the Eastbourne Core Strategy Local Plan as a Sustainable Centre, where improvements to community facilities will be delivered in order to make the neighbourhood more sustainable through developer contributions from additional housing growth. The Eastbourne Core Strategy Local Plan Policy C14 states that the provision of community facilities is an issue that should be addressed through the development of the remaining sites and these need to be guaranteed before there is further housing development.

## Open Space

- 3.1.10** There is a lack of usable open green space in the neighbourhood. However, it is recognised that the beach frontage provides a significant area of accessible open space. Some spaces such as the Shingle Mound are used informally as open space for activities such as dog walking. The harbours provide an open space of leisure and recreation. They provide significant visual amenity and are a focus for walking and cycling activity. Policy C14 states that the amount of appropriately landscaped, usable open space should be increased through the development of the remaining sites. In addition, there is an opportunity to upgrade the shingle bank off Harbour Quay to form a more usable open space.



## **Children's Play Space**

**3.1.11** There are currently two children's playgrounds within Sovereign Harbour and both of these are in the northern extremity of the North Harbour. There are many parts of Sovereign Harbour that do not have adequate and safe access to children's play areas. Policy C14 states that the number of children's play areas in the neighbourhood should be increased to improve the area's sustainability. In order to meet the standard for the provision of children's play space for the additional 150 homes in accordance with policy, it is considered that appropriate provision in Sovereign Harbour would be at least 1,000 square metres of children's play space, which is equivalent to three Local Equipped Areas for Play (LEAP). However, the site specific proposals demonstrate that more provision would be preferable and is consequently being proposed.



**Figure 4 Children's Play Area at Samoa Way**

## **Playing Fields**

**3.1.12** There are no playing fields within Sovereign Harbour, and the nearest publicly accessible playing field is Five Acre Field, which is approximately 1 mile from Sovereign Harbour. There is a demand from the local community, especially younger people, for a local playing field to allow informal sporting activities to take place.

## **Retail**

**3.1.13** The Sovereign Harbour Retail Park is a designated District Shopping Centre and provides the main retail facility for the neighbourhood. The Waterfront also provides a retail function, but to a much lesser extent. Additional retail development would enhance the importance of these retail areas and provide an improved retail offer for local residents.

## **Food and Drink**

**3.1.14** The Waterfront contains a number of bars and restaurants, and these provide one of the main attractions of the area for visitors and residents. Further food and drink facilities will increase the offer and attraction of The Waterfront and it is also considered that there are wider opportunities for food and drink uses associated with the Sovereign Harbour Retail Park, Development Opportunity Site 1 (off Prince William Parade), potentially Site 3 (Rear of the Harvester Pub/Restaurant) and Site 4 (off Harbour Quay). The Waterfront and Site 4 are located within the designated District Shopping Centre.



**Figure 5 The Waterfront**

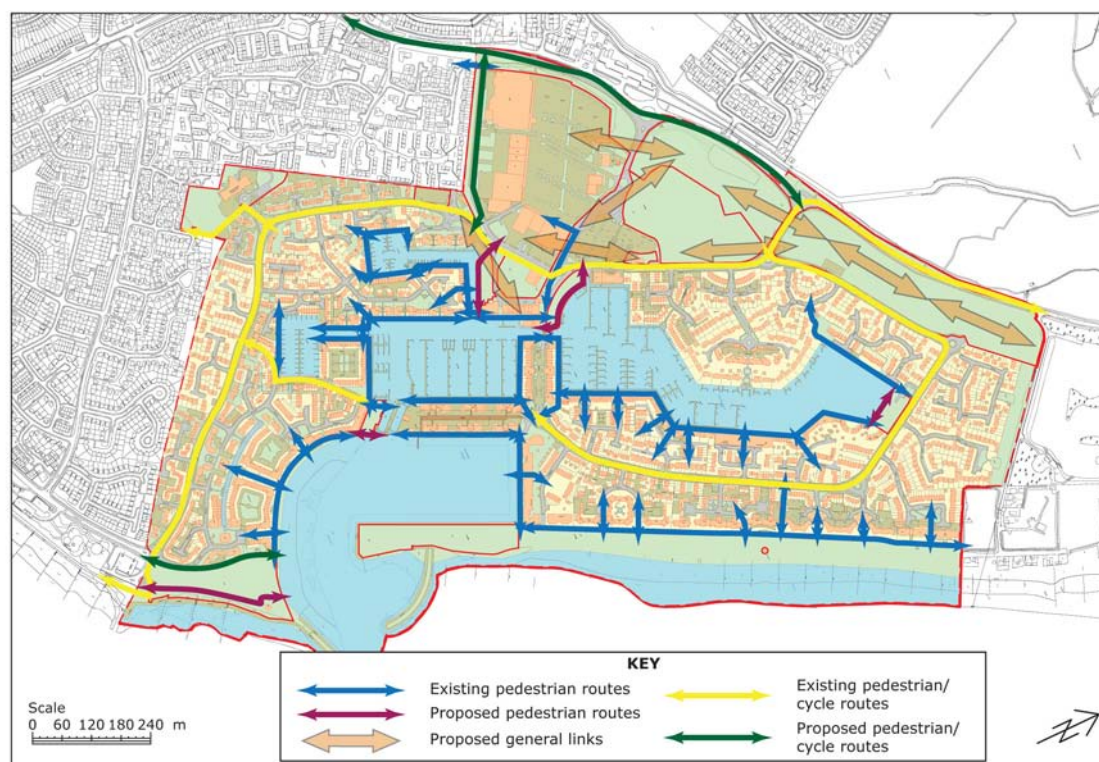
## **Leisure and Tourism**

**3.1.15** The Eastbourne Core Strategy Local Plan Policy C14, aims to increase the importance of The Waterfront as a leisure and tourist destination. It states that The Waterfront is an important centre within the neighbourhood and there is an opportunity to enhance the leisure and tourism offer through the development of well planned business and retail space on surrounding sites.

## **Parking and Access**

- 3.1.16** There are five main car parks in Sovereign Harbour; the retail park car park, The Waterfront car park and the berth holders car parks in Atlantic Drive, under Midway Quay and under Hamilton Quay. It is understood that The Waterfront car park has a legal requirement to retain a minimum number of spaces and this will be recognised in any future changes to the car parking levels.
- 3.1.17** Further development, especially commercial, retail, employment, leisure and tourism, will be required to provide additional car parking spaces in accordance with adopted parking standards, along with a holistic approach to transport planning.
- 3.1.18** There are car parking issues associated with the Haven School. During school starting and leaving time there is significant congestion around the school due to the parents parking to drop off and pick up their children. There is an agreement for the school to use Site 2 (berth holders car park in Atlantic Drive) for parking, however this rarely occurs.
- 3.1.19** It was planned that there should be no vehicular access between the North and South Harbours other than a dedicated bus lane, with physical restrictions to prevent access by other vehicles.

- 3.1.20** Access around Sovereign Harbour for pedestrians and cyclists is considered to be good, with well maintained footpaths and dedicated cycle lanes. However, this could be improved further by providing additional routes and new harbour walkways where pedestrians will be given priority over cyclists. The existing and proposed pedestrian and cycle links are shown on Figure 6 below.



**Figure 6 Sovereign Harbour Movement Framework**

- 3.1.21** Accessibility to Sovereign Harbour should also be improved by providing a pedestrian and cycle connection between the end of the promenade from the Langney Point Waste Water Treatment Works to join with the existing Harbour promenade that extends to the Lock Gates.
- 3.1.22** A pick up and drop off point for the Dotto Train, which runs along the Seafront from Holywell to the Langney Point, could be provided at the roundabout that serves the Waste Water Treatment Works to link in with the connection proposed in 3.1.21 above. However in the interests of residential amenity, the Dotto would not be permitted to travel along the Outer Harbour promenade.

**3.1.23** There should be increased pedestrian links between The Waterfront car park, the retail park and any development that occurs on Site 3 (at the rear of the Harvester pub/restaurant), Site 4 (fronting the north harbour), Site 5 (off Harbour Quay) and Sites 6 and 7 (alongside Pevensey Bay Road).

**3.1.24** As part of any future development proposals at the Sovereign Harbour Retail Park, it will be necessary to provide a bus link between the North and South Harbour areas which includes the retail park on the route. It is also important to ensure good pedestrian integration between the retail park and the existing complementary uses at The Waterfront.



**Figure 7** Signpost on path between the retail park and The Waterfront

**3.1.25** Transport modelling has been undertaken to assess the impacts of future development at Sovereign Harbour on the highway network. The analysis has indicated that the impact of development at Sovereign Harbour on the highway network is slight when compared to the impact of all development proposals in the Core Strategy. There is no clear indication that further mitigation is needed specifically to accommodate the marginal impacts of the Sovereign Harbour developments. However, all development in Eastbourne, including development at Sovereign Harbour, must contribute to delivery of the whole transport interventions package, the most important of which for Sovereign Harbour is the Seaside Quality Bus Corridor.

**3.1.26** Owners of berth holder parking will be encouraged to release spaces for other users/purposes where there is a surplus, to ensure the efficient use of the parking areas.

### ***Boating and Fishermen***

**3.1.27** The Fishermen have a requirement for an area to land their catch and for facilities to store their equipment. They currently use Site 3 (rear of the Harvester pub/restaurant) for this purpose. They also need to be able to access the site to take their catch away. However Site 3 is not large enough to moor all the fishing fleet and also some fishermen store their equipment elsewhere. It is understood that it was originally intended for the fishermen to be located in the inner basin of the outer harbour. That might be possible if the area were dredged to remove



**Figure 8** Fishermen on Site 3

the build up of silt but would be subject to viability testing. It is acknowledged that re-locating the fishermen to another site may result in some access issues and an increase in commercial vehicle movements through residential areas. In the event that Site 3 is proposed for either a commercial or residential development, arrangements to deal with the fishermen's needs should be put in place to provide for them to land their catch and store their equipment. Any residential development must be within the 150 limit.

- 3.1.28** There is the boatyard that is used for the repair and maintenance of boats. This is an important facility for the Harbour that should be retained. The boatyard is owned by Premier Marinas and occupies a very prominent site at the rear of The Waterfront. If the boatyard was ever to be relocated, attention would have to be paid to the impact on residential and visual amenity.
- 3.1.29** There is also the need to provide boat storage within the Harbour. This facility is currently provided on Site 6 (alongside Pevensey Bay Road), however this only has temporary planning permission until January 2014. Once this consent expires and as part of any plans to develop Site 6, it will be necessary to provide replacement boat storage facilities.

## **3.2 Issues that need addressing**

### ***Viability of Development***

- 3.2.1** There are potential viability issues associated with delivering development on the remaining sites in Sovereign Harbour. There is a requirement for all development sites to contribute to harbour infrastructure costs in Sovereign Harbour, as previous development has done in the past. In addition, development will need to be able to cover the costs associated with providing new infrastructure, services and facilities, such as the need to increase the capacity of the electricity supply to cater for further development, to provide additional sewerage capacity and to provide community facilities. Options to improve the viability of development by assisting in funding the infrastructure requirements should be investigated.
- 3.2.2** The provision of affordable housing, either on site or off-site or by a commuted sum, may also impact on the viability of development, as would compliance with the Code for Sustainable Homes Level 3 in respect of market and affordable housing. The minimum requirement for Code for Sustainable Homes is increasing to Level 4 from April 2013.
- 3.2.3** The provision of other community infrastructure, such as community facilities, children's play areas and open space, is another cost that would have to be met as part of proposals for development, which may also have an impact on viability. In addition, developer contributions would be likely to be sought by East Sussex County Council towards education, libraries, rights of way, waste management and recycling facilities and transport contributions, for example towards the proposed Quality Bus Corridor (QBC) which would also have an impact on the viability of development.

**3.2.4** The development of land at Sovereign Harbour for a business park has been a longstanding objective of the Council. However despite sites being allocated for business use, they have remained undeveloped, as they have not been viable. Various reports have been prepared on the viability of the Sovereign Harbour employment sites which have confirmed that there are weak levels of demand for new purpose built office space in Eastbourne and that in the current market, it is not attractive for developers to build speculatively in the Eastbourne area unless it is part of wider enabling development.

**3.2.5** In order to meet the objectives of the SPD, if development is found to be unviable, then it is considered that the provision of the missing social and economic infrastructure that is required for it to become a sustainable community should be prioritised as follows:

1. Provision of community facilities, including community centre, play areas and public open spaces
2. Creation of jobs
3. Provision of additional retail/food and drink uses to enhance the existing offer
4. Off site transport provision
5. Provision of affordable housing

### **3.3 Other issues for consideration**

#### ***The Environment Agency***

**3.3.1** The majority of the Sovereign Harbour neighbourhood is located within Tidal Flood Zone 3a. This means that development must pass the sequential test, and in addition, 'Essential Infrastructure' and 'More Vulnerable' development (e.g. housing) must also pass an exception test.

**3.3.2** All developments proposed on the remaining sites in Sovereign Harbour will require a Flood Risk Assessment (FRA) in accordance with the Technical Guidance to the National Planning Policy Framework. These FRAs will also need to consider access to maintain the sea defences, where appropriate.

**3.3.3** The Environment Agency and their sea defence maintenance contractor for Pevensey Bay and part of Sovereign Harbour (Pevensey Coastal Defence Ltd) are particularly interested in the following Sovereign Harbour development sites:

#### Site 1 (off Prince William Parade)

The rock revetment and all sea defences south of Sovereign Harbour's southern harbour arm are the responsibility of Eastbourne Borough Council.

However, once the beach passes the most easterly Eastbourne groyne (No. 94, approximately in the centre of Site 1) the shingle “belongs” to the Environment Agency. Because the harbour entrance prevents natural movement of sediment from Langney into Pevensey Bay, any shingle that builds up to the west of the harbour entrance has to be mechanically bypassed around the harbour and placed on the eastern side. There is an obligation to remove shingle from the harbour arm before it has the chance to get into the harbour entrance channel, so there are no specific timings for when the work will occur, however the Council has placed restrictions that only allow shingle to be moved between 1<sup>st</sup> October and 31<sup>st</sup> March each year. Access to Site 1 is via the southerly of the two roundabouts at the western end of the site. Access wide enough to accommodate at least two lorries is needed as far as the Martello Tower, where sufficient space must be available to allow each lorry to turn and then reverse to the end of the southern harbour arm where it will be loaded by an excavator.

There needs to be sufficient space for at least two machines to be parked every night when working, sufficiently far enough from the beach so as to not be exposed to breaking waves, and if access from the roundabout is to be paved it must be suitable to allow tracked machines to travel on it, or sufficient space must be available for low loaders to deliver plant, and turn, between the Martello Tower and harbour arm.

It should also be noted that periodically, shingle has to be removed from the inside of the outer harbour (i.e. from the small beach on the eastern boundary of the site). This is because the rock harbour arms allow shingle to pass through/over them during storms. Subsequent easterly/southerly waves then push this material towards the lock gates ultimately with the potential to block them. This operation has to be undertaken at least every two or three years.

As Eastbourne Borough Council maintains the sea defences along the western part of the southern boundary of Site 1, they will also require access to all parts of the beach for maintenance purposes.

#### The Outer Harbour Peninsula

This area is essentially subdivided into two parts; east and west of the eastern harbour arm. The western section is within the harbour and therefore not affected by sea defence works, however, the eastern half is considered to be part of the remaining 1,000 metres of the north harbour beach.

The agreement between the Environment Agency and SHL in 2002 that allowed the Agency to take on responsibility for management of the north beach specified that the seaward 40 metres of all land would be considered “sea defence” land. The northern edge of this was therefore defined by the southern edge of the cycleway/footpath. It was agreed that SHL could construct the short access track from the electronic gate at the southern

end of Macquarie Quay into the site. Being practical it was acknowledged that the stockpile of emergency sea defence material kept on this site would not encroach any closer to the outer harbour than it currently stands.

The stockpile is a permanent feature of the defences and is not expected to be completely removed at any time before the current contract expires in June 2025. After that, day to day maintenance responsibility will return to the Environment Agency.

#### Martello Tower 64

The Environment Agency accepts that the Tower should be preserved, but as it sits well inside the sea defence area described above for Sovereign Harbour they believe it is difficult to see how this can be achieved. Whilst most of the time sea defence machines operate seaward of the Tower, at least one storm per year erodes the beach sufficiently, that all plant movement has to be to the north of the Tower for a time. The Tower has no access. The adjacent gated track from Pacific Drive is designated for sea defence purposes only by the Council and there is no public right of way along it. The Environment Agency would therefore like to see signage erected in order to minimise the risk to the public when lorries are transporting shingle.

### ***Southern Water***

- 3.3.4** As part of development proposed on the remaining sites, new and/or improved sewerage infrastructure may be required before additional flows from a new development can be accommodated. Ofwat, the water industry's economic regulator, takes the view that enhancements required to the local sewerage system as a result of new development should be paid for by the developer. This ensures that the cost is passed to those who directly benefit from it, and protects existing customers who would otherwise have to pay through increases in general charges.
- 3.3.5** However, Southern Water has limited powers to prevent connections, especially where new development is proposed on previously developed land. They therefore look to the Local Planning Authority to facilitate connection at the nearest point of capacity in planning policies.
- 3.3.6** If the developer connects at a point of insufficient capacity, the sewerage system will become overloaded. This will lead to unsatisfactory levels of service to both new and existing customers.
- 3.3.7** As part of any development proposed, it is important that existing underground infrastructure is protected. More specifically, Southern Water would request that development design must ensure that this infrastructure is not built over. It is also important that future access to this infrastructure is secured for the purposes of maintenance and upsizing. Sewers require an easement width of between 6 and 13 metres, depending on the pipe size and depth. This should be clear of all proposed buildings and substantial tree planting.



- 3.3.8** The consideration of amenity, is important in relation to proposals for sensitive development adjacent to wastewater infrastructure. Southern Water endeavours to operate its wastewater treatment works in accordance with best practice. However, unpleasant odours inevitably arise from time to time as a result of the treatment processes that occur. For this reason, sensitive development such as housing must be adequately separated from wastewater treatment works, to safeguard amenity.
- 3.3.9** Southern Water has also confirmed that there is a 300mm diameter foul sewer and a 300mm diameter pumping main on Site 4 (off Harbour Quay). A section of the pumping main is in the south eastern corner of the site and runs below the harbour. This section below the watercourse would be very difficult to divert. However, it may be possible to divert the foul sewer, which would be at the developer's expense. As part of any development proposed on Site 4, it will be necessary to maintain 3 metre wide easement strips (either side of the sewers) for maintenance purposes, within which no development can take place.

### ***History and Heritage Assets***

- 3.3.10** Sovereign Harbour, or the 'Crumbles' as this area of Eastbourne was originally known, is steeped in history. Originally a shingle spit, the area is of archaeological interest and prior to the relatively recent development of the Harbour, the area had an interesting military and industrial past.
- 3.3.11** In 1805 work began on a series of evenly spaced Martello Towers along the south and east coasts and by 1808, all the ones at Eastbourne and along the shore of the Crumbles were completed. The Towers were used by garrisons of soldiers for many years. However many of them fell prey to the sea and there are now only two which survive (Martello Towers 64 and 66). Martello Tower 65 was located on the beach off the Outer Harbour Peninsula but by 1938 it had collapsed due to coastal erosion. There was also a fort/battery close to Tower 66, rifle butts and a coast guard station at the Crumbles. In addition, the area used to have its own railway line, which was in use for some seventy years. The shingle bank of the Crumbles provided a source of ballast that was essential to the developing railway networks.
- 3.3.12** In 1895, an Isolation Hospital was built at Langney Point, where patients infected by smallpox, scarlet fever and diptheria could be isolated. The hospital closed in 1940 and was later demolished after the Second World War.
- 3.3.13** In 1911, the Eastbourne Aviation Company was formed at the Crumbles. The Company not only taught people how to fly, but it also built planes and was particularly successful during the First World War. However work ceased in the factory in 1924 and after the sheds had remained unused for a number of years, they were demolished in 1940.
- 3.3.14** The Historic Environment Record (HER) contains a range of information about the history and archaeology of Sovereign Harbour and it is considered that as part of any development proposed on the remaining sites, regard should be given to the HER in order to fully assess the potential impacts of future development. The HER also provides information for local residents about

the history of the area and could help develop proposals for the future design and setting of surviving heritage assets. Having regard to Section 169 of the National Planning Policy Framework (NPPF), it is considered that proposals for development should include an understanding of the historic land use, so that it can be used to help consider future design options and opportunities for enhancing the historic environment.

- 3.3.15** The Martello Towers 64 and 66 referred to above are Listed Buildings and Scheduled Monuments. They are both currently in a poor condition and are on English Heritage's Buildings at Risk Register. They will therefore need to be protected from development that would adversely affect their setting, and from additions and alterations that would adversely affect their character. The setting of Martello Tower 66 in particular, contributes to its heritage significance. Aspects of this setting include the open surroundings which make it easier to appreciate the original intention to make the building defensible against incoming artillery or infantry.
- 3.3.16** The views to and from Tower 66 and other Towers in the chain demonstrate the purpose of the Tower as a link in a defensive chain and the intention to create continuous fields of fire that would deny safe landing places to enemy boats. The sea views demonstrate the purpose of the Tower as a place for watching for and firing on enemy shipping. The Tower's isolation on the headland make it a visually prominent focal point in views from the beach to the east and west, which evokes its historic situation. In addition, the wildness of the beach (though now much degraded) creates a sense of the landscape character of the Tower during its military use. This is both an aesthetic value (the visual isolation within a typical Sussex beachscape, which many would consider iconic and locally distinctive) and an historical value (the historical narrative that can be told about the purpose of the Tower and the urgent local need for military defence against invasion at the time when the Towers were built).
- 3.3.17** As part of any proposals for development on Site 1 it will be essential to ensure that this setting is protected. It will also be necessary to retain views between Towers 64 and 66. In addition, views of the two Towers from the beach on Site 1, in which Tower 66 is a prominent focal point, must be safeguarded.
- 3.3.18** Any development proposals for Site 1 should therefore seek to retain or enhance the existing sense of isolation of Tower 66 to help promote an appreciation of the importance of this open setting to defensibility.
- 3.3.19** It is also considered that any proposed landscaping should not reduce the natural character of the site. In particular, great care should be taken to ensure that the treatment of the open space around the Tower retains a naturalistic beachscape character, that hard landscaping is minimised, that planting maintains a shingle beach character and that any topographic profiling to create public spaces does not substantially change the open shingle beach character. This is not to say that any development within the setting of the Tower is impossible, on the contrary, development that enhances the setting should be positively encouraged. This means that development should

certainly not undermine appreciation of the heritage significance of the Tower and should preferably do something to reveal that significance. It will be clear that having a clear appreciation of what the heritage significance of the Tower is, and how the setting contributes to this, will be an essential pre-requisite of any assessment.

- 3.3.20** Having regard to possible new uses for Tower 66, the key criterion will be whether the heritage significance of the place will be protected and preferably revealed or enhanced. It is anticipated that such a use will have a low intensity such as a community, arts or heritage use, but commercial uses, such as a cafe could also be feasible if they protect and reveal the heritage significance of the place.

### ***The Haven School***

- 3.3.21** The Haven School had a new purpose-built nursery provided on site in 2011 and there are additional extensions to the School planned. The first phase of additional permanent primary school places will be provided by September 2013 by enlarging the permanent built capacity of The Haven School from one form entry to two form entry (from 210 places to 420 places). The enlargement of the school's premises to a two form entry will facilitate East Sussex County Council in meeting its statutory duty to provide sufficient school places across Eastbourne, and enables the Governing Body to provide sufficient foundation (church) places in the local area to meet demand.

### ***Broadband***

- 3.3.22** In anticipation that businesses and the general community will expect good broadband connection, the Council will require that all new development will be constructed with easy access to existing and future fibre optic broadband connections. Developers should ensure they allow for including the necessary on site conduit from the plot to the edge of site to facilitate fibre broadband connection.

### ***Electricity Supply***

- 3.3.23** There is currently an inadequate supply of electricity to serve any further development at Sovereign Harbour and EDF Energy has confirmed that there is a need for a new 11kv feeder to Pevensey Bay Primary substation, along with the provision of additional substations and cabling on site. The costs of these works are likely to be in the region of between £1.5 and £2 million.

### ***Houseboats***

- 3.3.24** It has been suggested that if additional pontoons and berth holders facilities are not required in the future on the northern edge of the North Harbour, then there may be the opportunity to moor houseboats there.

### ***Local Labour Agreement***

**3.3.25** It is usual on larger development proposals for a 'Local Labour Agreement' to be secured to ensure that the majority of any new jobs created would be drawn from local sources. There should also be the potential for local firms to tender for the construction elements of any proposed schemes in order to benefit the local economy.

### ***Sustainable Building Design***

**3.3.26** Any development should have regard to the Sustainable Building Design Supplementary Planning Document (SPD), which provides detailed guidance on the acceptable design of domestic and commercial development. It expands upon the sustainability policies in the Eastbourne Core Strategy Local Plan and requires all planning applications to demonstrate that the development proposed is as sustainable as possible. The SPD is designed to assist applicants in the consideration of a number of sustainable initiatives including:

- the incorporation of energy reduction measures;
- renewable energy measures;
- minimisation of water consumption;
- reducing the risk of flooding and surface water run-off;
- Improving waste recycling;
- Improving air quality;
- Using sustainable transport options;
- Provision and protection of wildlife habitats.

### ***Public Slipway***

**3.3.27** There is the possibility of providing a public slipway into the sea from Site 1 (off Prince William Parade), which would consist of a concrete ramp, to allow the public to launch their boats. This would require good road access to be able to get the boats to the slipway and would require further discussions with Premier Marinas. In addition, it is considered that the acceptability of the public slipway on Site 1 should be dependent upon its impact on the setting of the Martello Tower, the shingle beach and sea defences and the compatibility of a slipway with any play space or other managed open space zones across the beach.

### ***Land Ownership***

**3.3.28** There are five principal landowners of the remaining sites at Sovereign Harbour; SHL, Premier Marinas, Asda, Prudential and East Sussex County Council and the extent of these ownerships is illustrated on the Plan below.

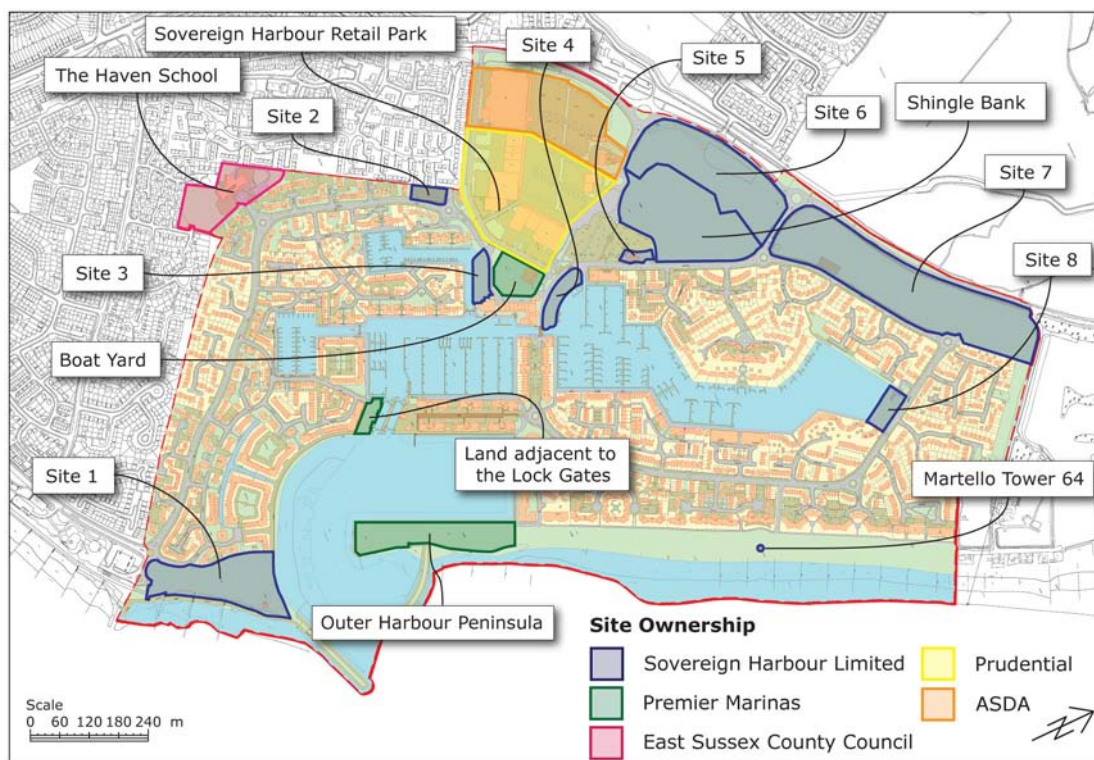


Figure 9 Ownership of Sites relevant to this SPD

## 4 Remaining Development Sites

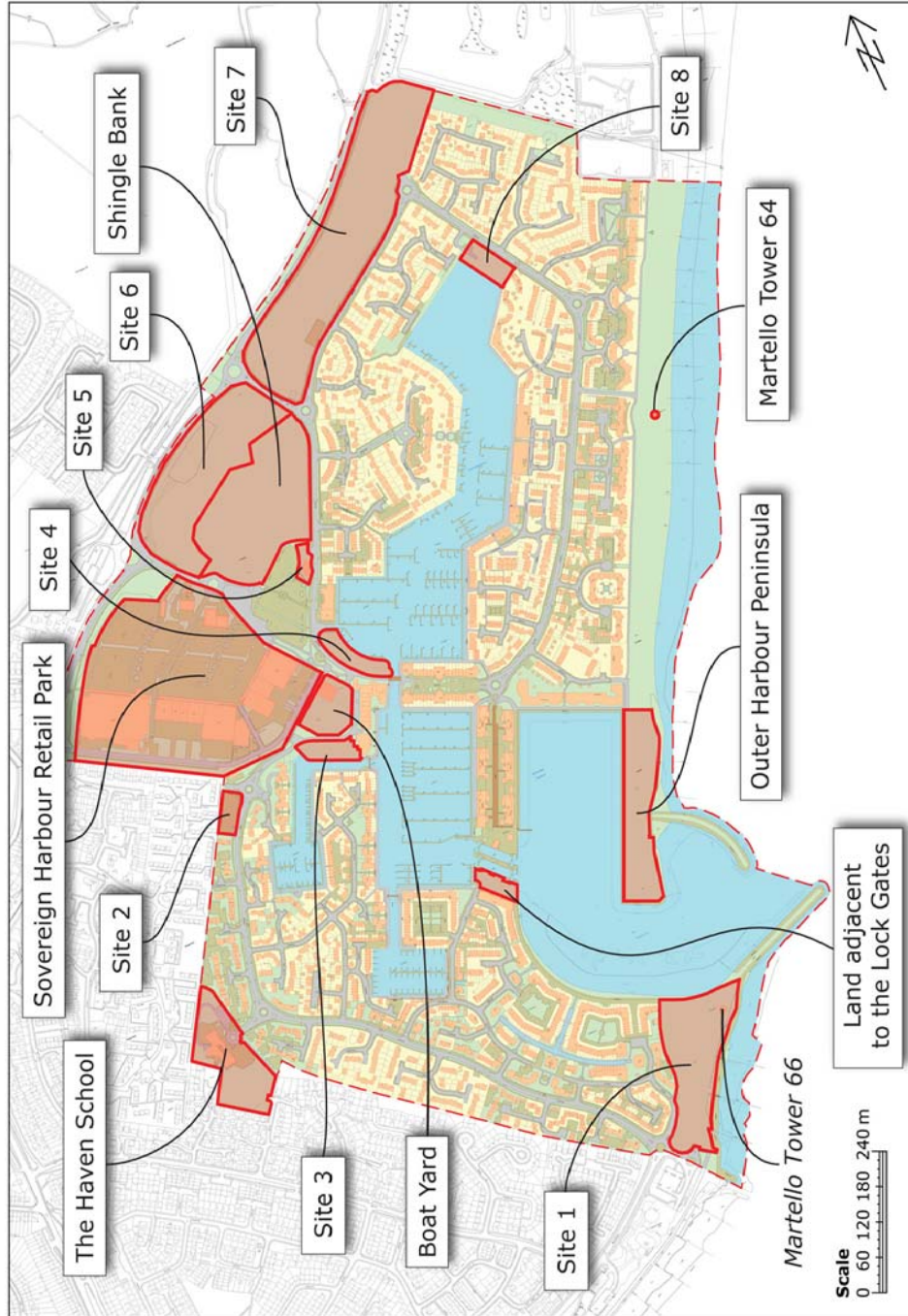


Figure 10 Remaining Development Sites in Sovereign Harbour

## 4.1 Site 1 - Off Prince William Parade

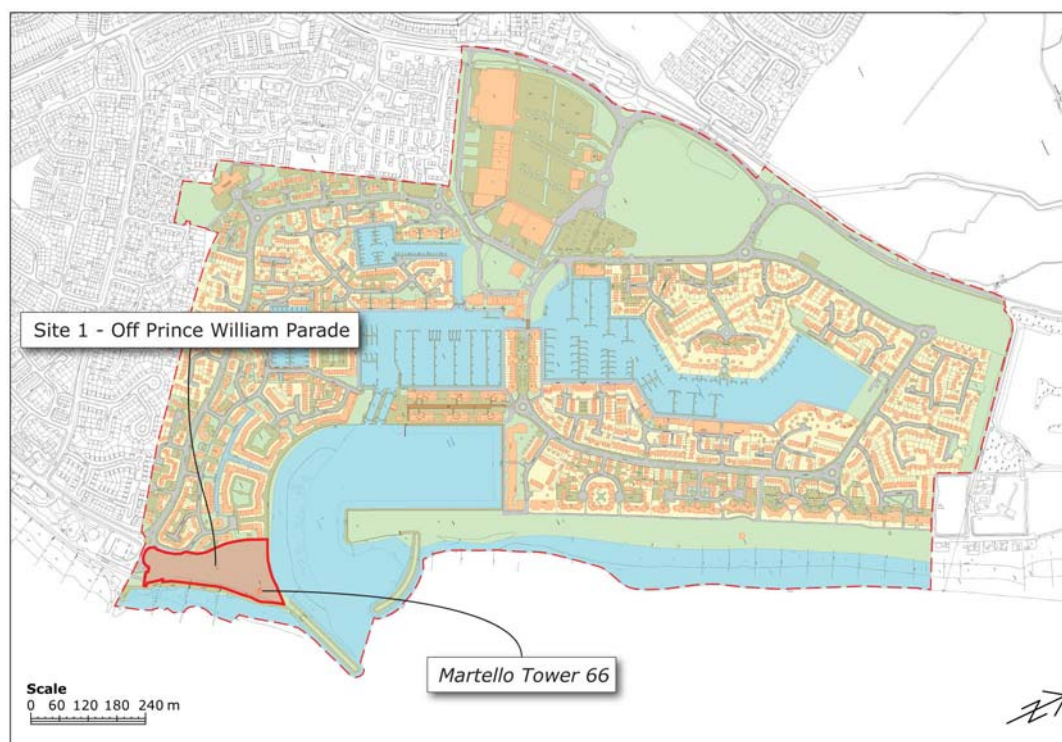


Figure 11 Site 1 - Off Prince William Parade

### Vision Statement for Site 1

The setting, character and heritage of Site 1 provide an opportunity for a unique and high quality architectural response. Currently, the site is characterised by an unfinished domestic edge that fails to mark out this gateway to the Harbour or provide a suitable destination at the eastern end of the Eastbourne seafront. The development of this site offers the opportunity to address this by finishing this edge with built form of an appropriate scale and character, to provide an entrance to the Harbour and a backdrop to both the Martello Tower and a new public open space. As part of the development of this site it will be necessary to provide a new public open space using the area of shingle that has been shaped by the sea defence works and is also the setting for Martello Tower 66. The provision of a public open space in this setting will have to meet the challenges of the exposed coastal location and climate, as well as being sympathetic and appropriate to the setting of the Martello Tower. There is an opportunity to use the character and ecology of the indigenous Sussex vegetated shingle habitat to achieve this and create a space that is rich in biodiversity and a positive addition to the Eastbourne seafront. Public access will be maintained along the frontage of the site. It is envisaged that this access way will not form a traditional hard surface but will still allow full access to the beach for the public and vehicles for sea defence replenishment works. In addition, a formal pedestrian/cycleway should be provided through the residential development. The design proposals for Site 1 should be

treated as a 'set piece' with the architectural and landscape elements treated as one part of an integrated design approach, that focuses on 'place-making' to ensure that all facets of the design are complimentary in their function and contribution to the setting of the Martello Tower, the creation of a Harbour gateway and the provision of a new public open space.

#### Characteristics and Constraints

- 4.1.1** Site 1 has an area of approximately 2.3 hectares and is located at the southern entrance to Sovereign Harbour off Prince William Parade.
- 4.1.2** The site, which is essentially linear in shape, extends to a maximum width of 310 metres and a maximum depth of 130 metres.
- 4.1.3** The site is highly visible from the water and marks the entrance to the Harbour. However the site has limited visibility when viewed from the land, being sited away from major roads and the main approaches into the town. The site is also remote from the commercial part of the Harbour, being a 1 kilometre walk away.
- 4.1.4** The site, which is owned by SHL, comprises a raised shingle beach protected by large rocks on the seaward side and can be accessed via a roundabout at the junction of Atlantic Drive and Prince William Parade and on foot via the Outer Harbour promenade.
- 4.1.5** The site is bounded by the coast on its northern and eastern sides and by the residential development in Martinique Way to the west, which comprises two storey terraced housing and apartment blocks ranging in height from three to seven storeys. This undeveloped piece of land, which is exposed to harsh winds, is approximately two metres higher than the residential development in Martinique Way.
- 4.1.6** Adjoining the site's southern boundary is the roundabout which serves the Water Treatment Works, which could also be used to serve the proposed development site. Immediately adjacent to the roundabout is where the seafront promenade currently terminates.
- 4.1.7** In the north eastern corner of the site there is Martello Tower 66; a Grade II Listed Building and Scheduled Monument which is currently disused. As detailed in paragraph 3.3.15 to 3.3.20 above, it will be essential to protect the setting of the Martello Tower but it will also be necessary to retain views between Tower 66 and Martello Tower 64, which is on the opposite side of the Harbour.



**Figure 12 Site 1 viewed from Prince William Parade roundabout**



- 4.1.8** The Environment Agency require access for lorries from the western edge of the site to the seafront at the eastern end to be maintained, to enable shingle to be moved to the other side of the Harbour to manage the long shore drift.

#### Site Specific Proposals and Development Opportunities

- 4.1.9** Please refer to Appendix 1 for a site plan illustrating the site specific proposals and development opportunities associated with Site 1.
- 4.1.10** It is considered that Site 1 could accommodate some residential development. However, in order to protect the openness of the site, deliver the necessary community benefits and respect the setting and views of the Martello Towers, it is considered that approximately two thirds of the site should remain open which would therefore restrict the amount of built form to approximately only one third of the site.
- 4.1.11** In addition, having regard to the size of the site, relative to the other remaining development sites within Sovereign Harbour, it is considered that between 50 and 80 homes could be built on the site.
- 4.1.12** Development should be set back from the waterfront, towards the existing residential development in Martinique Way and should respect the height, scale and form of the adjacent residential properties.
- 4.1.13** To reduce impacts on the setting of the Martello Tower, it is considered that vehicle access and parking should be screened behind the existing beach level. Houses should be a maximum of three storeys in height and any apartment buildings, should range in height from between three and six storeys.
- 4.1.14** Due to the site's prominence when viewed from the sea, it is considered that any proposed residential development should provide an attractive frontage to the coast and the opportunity exists to develop uniquely designed properties incorporating energy efficient measures and sustainable design techniques.
- 4.1.15** As the northern boundary of Site 1 forms the entrance to the Harbour, there is the space and opportunity to provide a building of greater scale up to 6 storeys. However, this must avoid adverse effects on the setting of the Martello Tower.
- 4.1.16** As part of any development on this site, it will be essential to provide a significant area of public open space (approximately two thirds of the site), which could be planted with appropriate species to restore the naturally occurring habitat along the beach frontage and must incorporate children's play space. The exposure and coastal location may limit the choice of hard and soft landscape finishes. There is however an opportunity to provide a unique space designed to reflect the maritime location.

- 4.1.17** Development of the site will also require public access to be maintained along the frontage of the site. It is envisaged that this access way will not form a traditional hard surface but will still allow full access to the beach for the public and vehicles for sea defence replenishment works. In addition, a formal pedestrian/cycle way should be provided through the residential development.
- 4.1.18** Adoption issues associated with this connection would need to be discussed with the Highway Authority and public access would need to be secured by a Section 106 Agreement if the area is not to be adopted by the Highway Authority.
- 4.1.19** The existing pay and display car park adjacent to the Water Treatment Works is ideally sited for visitors to the open space and extended promenade.

**4.1.20** As detailed in Paragraph 4.1.7 above, it will be essential to ensure the setting of Martello Tower 66 is maintained, but it should also be enhanced to reveal the heritage significance of the Tower. With the proposed extensive area of open space, it is considered that the site will become an important destination and the Martello Tower could be converted to a new use. It could for example become a café, with an external seating area, where customers could take advantage of the long range views out to sea. However such a proposal would need to be discussed in detail with English Heritage, and the key criterion should be whether the heritage significance of the place will be protected and preferably revealed or enhanced. Care should be taken to ensure that the treatment of the open space around the Tower retains a naturalistic beachscape character, and in particular that any hard landscaping is minimised. Planting should maintain a shingle beach character and any topographic profiling to create public spaces should not substantially change the open shingle beach character.



**Figure 13 Martello Tower 66**

- 4.1.21** Whilst Paragraphs 4.1.4 and 4.1.6 above state that access to the site could be from either the roundabout at the junction of Atlantic Drive and Prince William Parade or the roundabout which serves the Water Treatment Works, it is considered that vehicular access should be from Martinique Way and that areas of hardstanding should only be provided at the rear of any buildings (adjacent to Martinique Way).
- 4.1.22** Due to the difference in levels on site, it is considered that undercroft parking could be provided to serve the development. This will not only limit the amount of hardsurfacing on site, but will also provide added security for habitable rooms on the ground floor.

- 4.1.23** As detailed above, as part of any development on Site 1, it will be necessary to maintain access for the Environment Agency to move shingle from the site to the other side of the Harbour in order to maintain the sea defences. This will involve the movement of heavy construction plant and lorries. Access should be from the existing roundabout access shared with the Water Treatment Works and surface treatments within the open shingle area to accommodate the Environment Agency operations should be low key and in keeping with the shingle character so as to protect the setting of the Martello Tower. Any additional requirements such as signage should be minimised for the same purpose and where required, temporary solutions should be considered first.
- 4.1.24** There may also be the opportunity to provide a slipway into the sea from Site 1, as there has been some support for such a facility. However this would require further discussions with Premier Marinas and would need to take account of both the setting of the Martello Tower and on the general amenity and other users of the space.
- 4.1.25** It is considered that there may be opportunities for renewable energy generation on Site 1, particularly combined heat and power (CHP).
- 4.1.26** Therefore it is considered that the development of Site 1 as proposed will complete this southern part of Sovereign Harbour and provide a high quality development when viewed from the land and the sea and will also ensure the delivery of considerable community benefits, with the provision of a public park, children's play space, an alternative use for the Martello Tower and a pedestrian and cycle link between the promenade and the Harbour. There is a need to protect the setting of the Tower and there are opportunities for new uses to be accommodated within or directly alongside it, so long as these are sympathetic to the structure of the Tower and to the function of the proposed public open space.

## 4.2 Site 2 - Berth holders car park



Figure 14 Site 2 - Berth holders car park

### Vision Statement for Site 2

In terms of place-making and connectivity, there is the opportunity to improve the streetscape along Atlantic Drive through the development of Site 2, by filling the gap in the frontages to complete the street. Built development of this site could also be used to improve oversight and surveillance of the pavement, footpath and cycle link that connect northwards to the retail area and Harbour Quay. Built development of this site will need to consider the relationship to scale and layout of the adjacent dwellings to ensure adequate levels of privacy are safeguarded. Any development of this site should also take into consideration the long term uses of the open spaces to the north of the site, including the areas occupied by utility companies, as part of the wider streetscape context.

### Characteristics and Constraints

- 4.2.1** Site 2 has an area of approximately 0.2 hectares and is located in the South Harbour at the northern end of Atlantic Drive. The site is currently used as a berth holders' car park, providing 75 spaces.
- 4.2.2** The site, which is rectangular in shape, extends to a maximum width of 72 metres and a maximum depth of 33 metres.

- 4.2.3** The site, which is owned by SHL, is currently leased to Premier Marinas and there is an agreement that up to 50 spaces should be available for berth holder parking.
- 4.2.4** SHL also has an arrangement with The Haven School for parents to use the car park when dropping off and picking up their children. The car park is currently under used.

**4.2.5** This site is bounded by the Kings Park (single storey) residential development (which is outside of the Sovereign Harbour area) to the west and residential development to the south in Southampton Close, comprising two and three storey buildings. On the opposite side of Atlantic Drive is Daytona Quay, comprising three storey residential properties and to the north of the site there is a BT substation.



**Figure 15 Site 2 Berth holders Car Park**

- 4.2.6** Approximately half of the Kings Park site boundary is screened by a Leylandii hedge.
- 4.2.7** Vehicular access to the site is from two points, one directly off Atlantic Drive and the other off the roundabout at the northern most end of Atlantic Drive.
- 4.2.8** There is no vehicular access through to the North Harbour from Atlantic Drive, however there is access for pedestrians and cyclists to the adjacent retail park and the Waterfront bars and restaurants. Whilst the site is in close proximity to these facilities, it is not visible from a main road and is accessed via a long and convoluted route. As part of any future development proposals at the adjacent retail park, it will be necessary to provide a bus link between the North and South Harbour areas that would link up Harbour Quay with Atlantic Drive.

#### Site Specific Proposals and Development Opportunities

- 4.2.9** Please refer to Appendix 2 for a site plan illustrating the site specific proposals and development opportunities associated with Site 2.
- 4.2.10** It is considered that Site 2 could in part, be used for boat storage. Boats would be able to be taken from the rear of the adjacent boatyard rather than being transported by road to the temporary boat storage area on Site 6. This would be subject to agreeing and securing a safe method of operation with the Highway Authority.
- 4.2.11** However consideration will need to be given to residential amenity to ensure there is no harm to the occupiers of surrounding residential properties.

- 4.2.12** The owners of the site are required to provide up to 50 parking spaces for berth holders. The benefit of using part of the site for boat storage is that during the winter when boats are taken out of the water, there is limited demand for berth holder parking and then in the summer when the boats go back in the water, the parking spaces once again become available for the boat owners to park their vehicles.
- 4.2.13** Alternatively, it is considered that Site 2 could accommodate some residential development. This would be in keeping with the surrounding locality as the site is bounded to the south, east and west with existing residential properties. However, there would still be a requirement to provide up to 50 car parking spaces for berth holders and this could either be provided at surface level or at basement level as part of a residential development. Any residential development must be within the 150 limit.
- 4.2.14** Having regard to the height, scale, form and density of surrounding residential properties, it is considered that the site should provide between 10 and 15 units and that these should not exceed two/three storeys in height and should be sited acceptable distances away from existing properties in Kings Park and Southampton Close and provide satisfactory screening of the respective boundaries.
- 4.2.15** Whatever development is proposed for Site 2, it is considered that any berth holder parking provided will need to be retained and effectively managed.
- 4.2.16** There is a 450mm diameter rising main close to the boundary of Site 2. This will constrain the layout of the site. Easement strips must be left to allow access for maintenance.



**Figure 16 Site 2 - Berth holders car park looking towards boundary with Kings Park**

### 4.3 Site 3 - Rear of the Harvester pub/restaurant

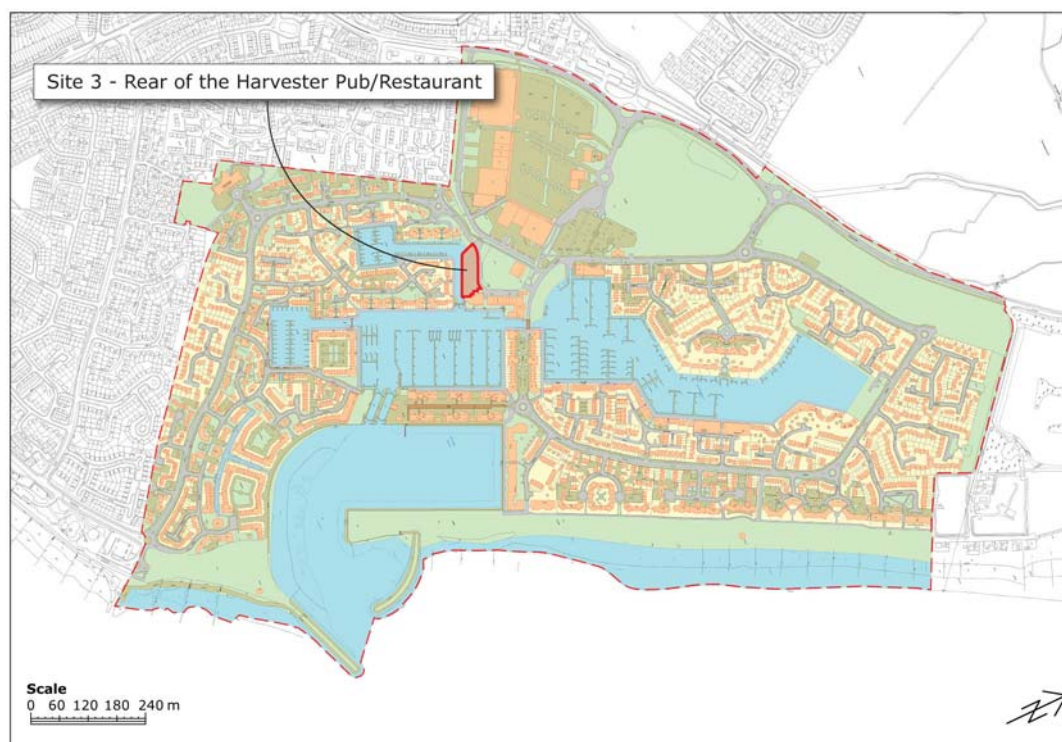


Figure 17 Site 3 - Rear of the Harvester pub/restaurant

#### Vision Statement for Site 3

There is an opportunity to provide enhanced, permanent facilities for the fishermen on this site with appropriate storage. In addition, the provision of a new pedestrian link between The Waterfront and Atlantic Drive, via a new harbour walkway is likely to result in the site becoming more of a destination. It is therefore envisaged that alongside the fishermen, other ancillary and associated uses, such as a fresh fish shop could be provided, to the benefit of residents, visitors and Eastbourne's fishing community.

#### Characteristics and Constraints

- 4.3.1** Site 3 has an area of approximately 0.32 hectares and is located at the rear of the Harvester pub/restaurant at The Waterfront.
- 4.3.2** The site which is essentially rectangular in shape, extends to a maximum width of 110 metres and a maximum depth of 41 metres.

**4.3.3** The site, which is owned by SHL and leased to Premier Marinas, is currently used by fishermen for the storage of equipment and parking of their vehicles and a number of their boats are moored immediately adjacent to the site.



**Figure 18 Site 3 looking towards the Waterfront**

**4.3.4** The southern boundary of the site adjoins the West Channel of the Harbour with three storey terraced residential properties on the opposite side of the channel. The northern boundary of the site adjoins the service road at the end of Atlantic Drive which provides vehicular access to the site and delivery access for The Waterfront premises.

**4.3.5** Whilst Site 3 is centrally located within Sovereign Harbour and is accessible by many residents, it does not occupy a prominent position, being sited at the rear of The Waterfront and backing on to the service areas of the adjacent bars and restaurants.

**4.3.6** Pedestrian linkage from The Waterfront is currently constrained by the existing layout around the West Harbour Bridge with a reduced width, changes in level and a lack of clear line of sight. However the provision of the proposed cinema entrance at the Sovereign Harbour Retail Park will make it a major destination which will result in increased footfall and is also likely to raise the commercial value of the site, particularly having regard to the waterfront setting.

**4.3.7** One option for Site 3 is for the fishermen to continue using it to store their equipment, park their vehicles and land their catch. The site is screened from The Waterfront so the current use has no detrimental impact on visual amenity. In addition, the West Channel is one of only two places in the Harbour (the other being adjacent to Site 4) that has deep water and can allow large fishing vessels to pull up against the Harbour walls.

**4.3.8** It is understood that it was originally intended for the fishermen to be located in the inner basin of the Outer Harbour, however this would require substantial works to be undertaken which would involve dredging the Outer Harbour, providing pontoons and access to the higher level spit. Bearing in mind the costs likely to be associated with these engineering works, it is considered unlikely that the fishermen would be able to relocate to the Outer Harbour.

#### Site Specific Proposals and Development Opportunities

**4.3.9** Please refer to Appendix 3 for a site plan illustrating the site specific proposals and development opportunities associated with Site 3.



- 4.3.10** The preferred option for Site 3 is to provide a permanent home for the fishermen to enable them to land their catch and to store their equipment. In addition, it is considered the site would also be suitable for associated and ancillary uses such as net shops.
- 4.3.11** Consideration has been given in the past to extend the Waterfront into this area, however to date, the site has not been considered to be sufficiently prominent for a commercial development as it is detached from the existing bars and restaurants. The site is also close to a number of residential properties and any commercial development could have an impact on residential amenity. Nevertheless, because of the site's proximity to the existing Waterfront facilities, proposals to provide additional retail and food and drink uses on Site 3 would be supported.
- 4.3.12** However, should the site not become the permanent home of the fishermen and if it is demonstrated that the site would not be commercially viable to provide an extension to The Waterfront, it is considered that the site would be suitable for a residential development as this would be in keeping with the development on the opposite side of the West Channel. As part of any application for planning permission for residential development on this site it would therefore be necessary to confirm that the site is no longer needed for the fishermen as well as providing information to confirm that the provision of additional retail, and food and drink uses, is not commercially viable. Any residential development must be within the 150 limit.
- 4.3.13** Having regard to the height, scale and form of the surrounding residential development, it is considered that the site could accommodate between 15 and 25 homes and any houses should not exceed three storeys in height and any apartment building should be a maximum of four storeys in height.
- 4.3.14** In order to achieve acceptable separation distances between the proposed properties and the existing dwellings on the opposite side of the west channel, and provide an active street frontage, development will be required to face the access road, off Atlantic Drive.
- 4.3.15** As part of any proposed residential development there will be a requirement to provide a pedestrian link between the Waterfront and Atlantic Drive (and beyond to the retail park) via a new harbour walkway which should include a south facing seating area.
- 4.3.16** In the event that an extension to The Waterfront or a residential development is proposed for Site 3, arrangements to deal with the fishermen's needs will need to be put in place to provide for them to land their catch and to store their equipment.

## 4.4 Site 4 - Off Harbour Quay

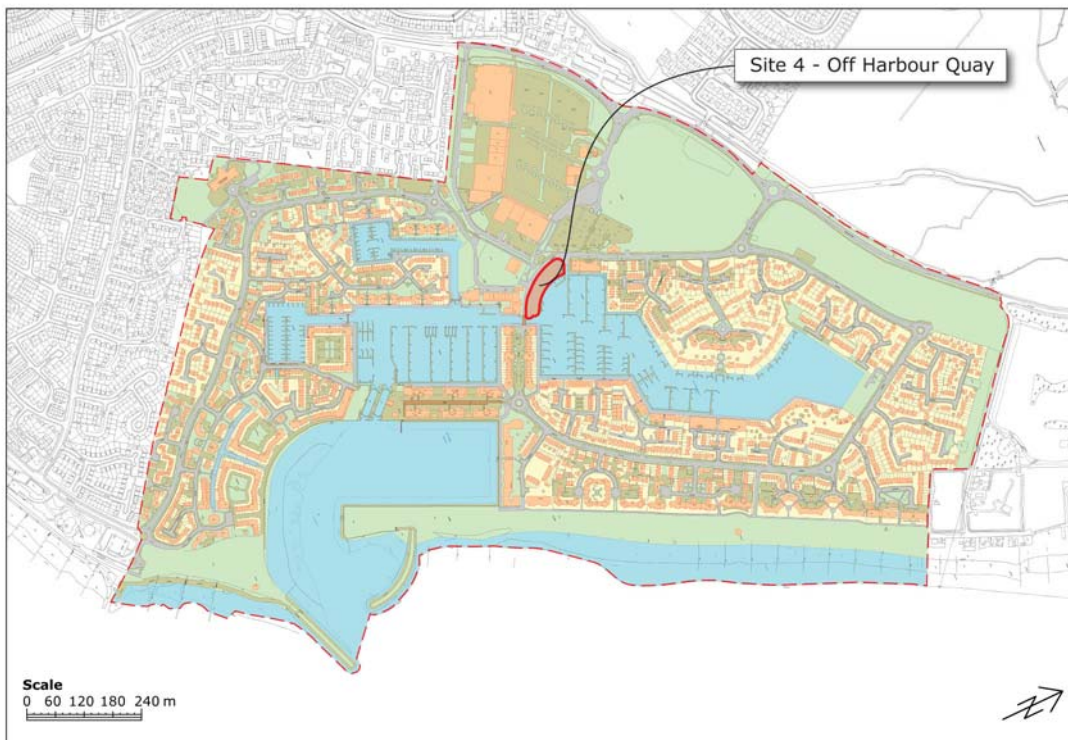


Figure 19 Site 4 - Off Harbour Quay

### Vision Statement for Site 4

Site 4 occupies an important part of the Harbour where a number of existing and proposed routes, activities and connections come together. These include the existing links from the retail park, car parks and Waterfront and the proposed new bus link, retail park link and Harbour walkway. As such it is at the centre of the Harbour making it well suited for a public open space that could be used for a variety of events and activities. In addition to the creation of a new public space, of appropriate size for the proposed community activities, the development of this site will also need to provide built form of an appropriate scale and uses to create a backdrop to the public space, add vitality and contain the Harbour edge. The layout of the built form will need to balance a number of design issues including; its function as a place of arrival and public activity, the approach from, and connection to The Waterfront, access to and views of the Harbour and the management of traffic and servicing. The character of any development on this site, both the built form and public realm should seek to reinforce the Harbour identity and create a positive relationship to the waterfront for the benefit of residents and visitors and to make it more commercially attractive.

### Characteristics and Constraints

**4.4.1** Site 4 has an area of approximately 0.4 hectares and is located to the north of The Waterfront on Harbour Quay.

**4.4.2** This north facing, curved site on the Harbour wall extends to a maximum width of 139 metres and a maximum depth of 35 metres.

**4.4.3** The site occupies a prominent position and is centrally located within Sovereign Harbour. It is in close proximity to the existing Waterfront facilities and the public car park. Both The Waterfront and Site 4 are located within the designated District Shopping Centre.



**Figure 20 Site 4 with Sovereign Harbour Yacht Club in background**

**4.4.4** The site, which is owned by SHL, is currently used as a temporary dry land boat storage facility and boat sales area.

**4.4.5** The site is bounded by the Harbour to the east, providing views across the water, the boat hoist and Yacht Club to the north, and Harbour Quay to the south and west.

**4.4.6** The Yacht Club is three storeys in height and the adjacent apartment block is a six storey building with penthouse accommodation.

**4.4.7** Vehicular access to the site is from the Harbour Quay service road.

**4.4.8** There is a foul sewer and a pumped foul main under the site and associated 3 metre wide easement strips (required for maintenance purposes) within which no building can take place. Southern Water has confirmed that the pumping main would be very difficult to divert, but it might be possible to divert the foul sewer, however this would be at the developer's expense.

### Site Specific Proposals and Development Opportunities

**4.4.9** Please refer to Appendix 4 for a site plan illustrating the site specific proposals and development opportunities associated with Site 4.

**4.4.10** It is considered that Site 4 should comprise a mixed use development incorporating bars, restaurants and retail units on the ground and first floor with potential for some B1 office space or other appropriate employment generating uses above. This will enhance the offer that already exists at The Waterfront for both residents and visitors and will maximise the opportunities associated with this centrally located, prime waterfront site. This site is also one of the few that should incorporate an area of public open space so that visitors and the community can enjoy space close to the water. As it is proposed that this will be a mixed use commercial development, it is considered inappropriate to include any residential units on this site.



**Figure 21 Site 4 (left) opposite the Waterfront (right)**

- 4.4.11** This site is extremely accessible, being adjacent to The Waterfront car park. It is also well served by footpath and cycle path links and will be immediately adjacent to the proposed bus route that will link the North and South Harbour areas.
- 4.4.12** Having regard to the height of buildings in the immediate vicinity, it is considered that any building on Site 4 should be of a height that is appropriate in scale to the adjoining Waterfront development. In addition, the development should have regard to the curved shape of the site and reflect this element in the design.
- 4.4.13** Careful consideration will need to be given to the servicing arrangements for the building as the rear elevation will face Harbour Quay. The building will therefore effectively have two frontages.
- 4.4.14** Any building on the site will also have to be outside the three metre wide easement strips of the foul sewer and pumped foul main under the site. However as part of the detailed design and layout of any development proposed on site, it is considered that opportunities for diverting the foul sewer should be investigated.
- 4.4.15** As part of the development on Site 4 there will be a requirement to provide a new harbour walkway and a public space adjacent to the water that could be used for a variety of public purposes. Having regard to the siting of the pumped foul main in the south eastern corner of the site and the associated restrictions on development, it is considered that this is likely to be the preferred location for the public open space mentioned above. The actual size of the public space to be provided will be subject to viability considerations.

- 4.4.16** Another important consideration relating to this site is the need to ensure that the operational requirements associated with running a Harbour, namely the boat hoist and access to the boatyard and boat storage area are not disrupted.
- 4.4.17** Development on this site will also be expected to be integrated with the pedestrian link across Harbour Quay towards the Sovereign Harbour Retail Park in the area currently comprising paths and hard landscaping, which could also include the provision of a children's play area.

## 4.5 Site 5 - Off Harbour Quay



Figure 22 Site 5 - Off Harbour Quay

### Vision Statement for Site 5

Site 5 occupies a central position within Sovereign Harbour which makes it an ideal location for a community centre to serve the whole neighbourhood. The site is highly accessible and abuts The Waterfront car park, and it may be necessary to reconfigure the parking arrangements but without losing any parking spaces. A community centre with a footprint of at least 750 m<sup>2</sup> will be required to meet the needs of the community, although the ground conditions mean that the community centre building will have to be single storey. The facility must be built as a priority in the phasing of the overall development of the Harbour and should therefore be provided prior to commencement of development on any of the remaining residential development sites.

### Characteristics and Constraints

**4.5.1** Site 5 is located off Harbour Quay.

**4.5.2** The site, which is owned by SHL, is centrally located within Sovereign Harbour and currently comprises the portacabin offices of Sovereign Harbour Limited and a local training organisation. The site abuts the main visitor car park.

**4.5.3** The Waterfront businesses have an agreement with SHL that 350 car parking spaces must be provided and maintained. The car park currently contains 376 spaces which includes 20 disabled parking bays.



**Figure 23 Portacabin Offices currently occupying Site 5**

**4.5.4** The site is bounded to the north by a shingle mound that covers part of a landfill site, to the south west by The Waterfront car park and immediately to the south east by Harbour Quay. Any development proposed for this site will need to have regard to the proximity of the adjacent landfill site and any potential contamination issues associated with it.

**4.5.5** On the opposite side of Harbour Quay there is a six storey apartment block with penthouse accommodation and a residential development of two and three storey houses.

**4.5.6** Vehicular access to the site is either from Harbour Quay, or through The Waterfront car park.

**4.5.7** The site is essentially flat at 4 metres above Ordnance Datum (AOD) but the raised bank around the boundary rises to 10 metres AOD.

#### Site Specific Proposals and Development Opportunities

**4.5.8** Please refer to Appendix 5 for a site plan illustrating the site specific proposals and development opportunities associated with Site 5.

**4.5.9** It is considered that the central location of Site 5 and its close proximity to the retail park and The Waterfront facilities means that this would be an ideal location for a community centre to serve the neighbourhood. In order to achieve the most efficient layout for the community centre, it may be necessary to reconfigure part of the adjacent car park that serves The Waterfront. However, this must not result in the overall loss of car parking spaces.

**4.5.10** It is considered that a community centre with a footprint of approximately 750 square metres will be needed to meet the needs of the Sovereign Harbour neighbourhood. It is acknowledged that the cost of providing such a centre may impact on the viability of the remaining development sites. If this is the case then the landowners will be required to provide a contribution that equates to providing a building with a footprint of at least 400 square metres.



**Figure 24** The Shingle Bank that surrounds Site 5

Eastbourne Borough Council together with its partners will seek opportunities to secure 'gap' funding in order to deliver the size of community centre required. The facility must be built as a priority in the phasing of the overall development of the Harbour and should therefore be provided prior to commencement of development on any of the remaining residential development sites.

**4.5.11** The construction of the building will need to take into account the membrane that covers the landfill site and for this reason the building is likely to be only single storey. The building must also not extend into the shingle bank. In addition, if space allows, an area shall be set aside for a possible future extension or children's play space.

**4.5.12** The site is accessible for pedestrians and cyclists, and there are car parking facilities in the adjacent Waterfront car park. However, there may be a requirement to reconfigure the parking arrangements in The Waterfront car park to provide access, servicing, disabled parking and cycle parking. As a community facility proposed to meet the needs of the Sovereign Harbour community and in view of the central location of the site within the Harbour, dedicated car parking for the community centre will be restricted to meeting essential operational requirements only. The facility will also be subjected to a bespoke Travel Plan that will set out how non car access for the employees and users of the community centre will be promoted, achieved and maintained. The design of the building will additionally need to satisfy the requirements of the Sustainable Building Design SPD.

**4.5.13** If it is necessary for the existing office and training accommodation, which is currently located on part of the site, to be relocated, then this could either be through provision elsewhere such as in The Waterfront or new development on Site 4.



## 4.6 Site 6 - Alongside Pevensey Bay Road

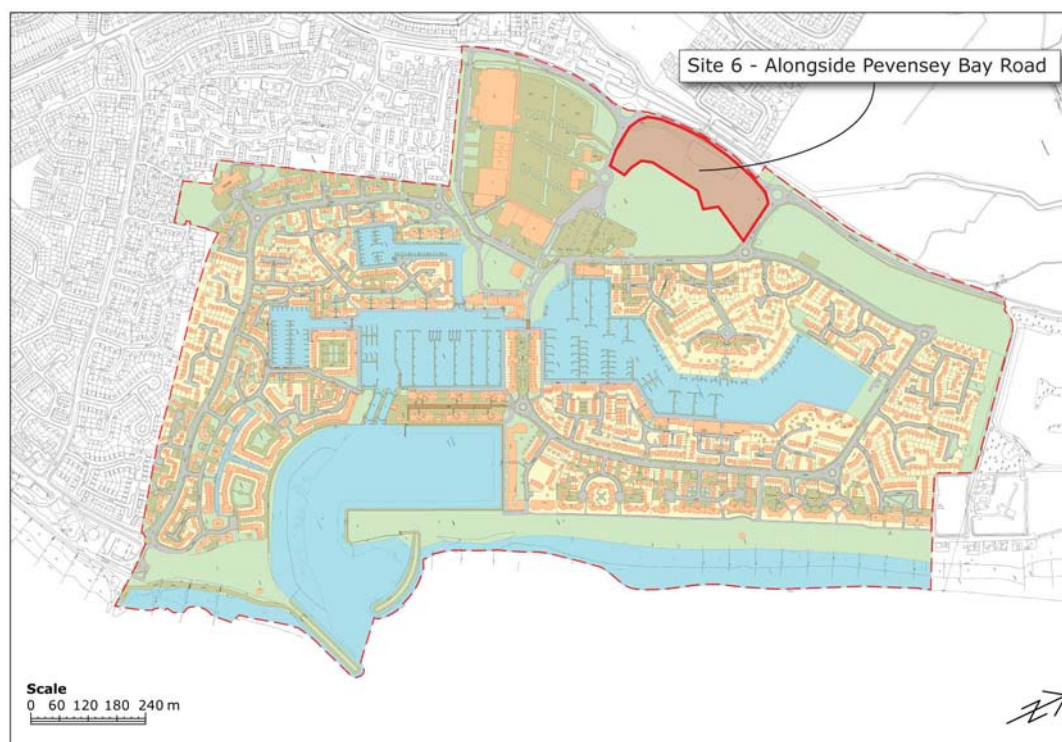


Figure 25 Site 6 - Alongside Pevensey Bay Road

### Vision Statement for Site 6

Site 6, along with Site 7, forms the northern edge of Sovereign Harbour adjacent to the A259 Pevensey Bay Road and is a significant part of an important public frontage and entrance to the Harbour. As such it provides an opportunity to improve the presence and access to the Harbour. It also has a role to play in creating a gateway to Eastbourne. Development proposals for this site therefore need to be part of an integrated design that includes Site 7, linkages south to the retail park and Waterfront, and their combined gateway function. Sitting between the Pevensey Bay Road and the shingle mound and separated from the housing to the north, Site 6 is less sensitive in terms of the proximity to residential development. This may make it more suitable for larger scale buildings. The southern end of Site 6 overlooks the Harbour Entrance roundabout and the retail park, forming part of the main Harbour entrance. There is scope for a larger scale building here sufficient to anchor the site and define the entrance. At the northern end of Site 6, built form needs to provide a similar gateway function, although here it will need to be considered alongside proposals for the southern part of Site 7 opposite, and the same scale may not be required to establish presence. Landscape should form an integrated part of any design proposals for Sites 6 and 7 to create a setting along the Pevensey Bay Road as part of the Harbour character and gateway to Eastbourne. This could include use of the existing tree belt on Site 6 and views across the Pevensey Levels to the north.

### Characteristics and Constraints

- 4.6.1** Site 6 has an area of approximately 3.4 hectares and occupies a prominent position being located alongside Pevensey Bay Road (A259) between the roundabout serving the Sovereign Harbour Retail Park and the Pacific Drive roundabout.
- 4.6.2** The site, which is essentially rectangular in shape, extends to a maximum width of 342 metres and a maximum depth of 147 metres.
- 4.6.3** The site, which is owned by SHL, is currently partly occupied by boat storage (for 150 boats), and has temporary planning permission until January 2014.
- 4.6.4** The site is bounded by Pevensey Bay Road to the north, the shingle bank to the south, the access to Sovereign Harbour Retail Park to the west and the access to Pacific Drive to the east.
- 4.6.5** Along the Pevensey Bay frontage there is a dense belt of trees that is protected by a Tree Preservation Order.
- 4.6.6** On the opposite side of Pevensey Bay Road there is an established housing development comprising two storey houses and bungalows and the Langney Sewer which is a Site of Nature Conservation Importance (SNCI).
- 4.6.7** Site 6 has been the subject of historic landfilling activities and it is possible that contamination may still be present either as impacted soils and groundwater or unidentified landfilling.

### Site Specific Proposals and Development Opportunities

- 4.6.8** Please refer to Appendix 6 for a site plan illustrating the site specific proposals and development opportunities associated with Site 6.
- 4.6.9** It is considered that Site 6 should provide employment through development as an office/business park. As a gateway into the town and a highly visible site, the development should be of a high quality design with a maximum of three to four storeys and could provide up to 15,000 square metres of B1(a) office floorspace. The employment space should be flexible enough to allow different businesses at different stages of development, including start-up businesses, to occupy the office space. There is a long term need for Eastbourne to bring these sites forward for employment use.



**Figure 26 Site 6 with boat storage in background**

- 4.6.10** However, subject to viability, other employment generating uses will be considered, although a general retail use would not be permitted on this site. Should other employment generating uses be proposed on Site 6, they would not contribute to the 30,000 square metres of B1(a) office space required to be provided at Sovereign Harbour.
- 4.6.11** Having regard to the fact that Site 6 has been subject of historic landfilling activities, any proposed development would need a thorough investigation to ensure that the site had been fully assessed.
- 4.6.12** In addition, the poor ground conditions on the site may require piling or raft foundations. The surrounding shingle mound and tree belt provide shelter for the site.
- 4.6.13** Options to improve the viability of development by assisting in funding the infrastructure requirements should be investigated.
- 4.6.14** As a gateway site into the town, the site should be landscaped in order to improve the attractiveness of the site and any development will be required not to have an impact on the adjacent Langney Sewer SNCI. There is also a Tree Preservation Order on the site and any development should preferably seek to incorporate the trees into the scheme. There should be additional screen planting and common landscaping schemes with surrounding sites. There should also be high quality soft landscaping within the site, which should have regard to the underlying geology and prevailing conditions.
- 4.6.15** It is considered that there may be opportunities for renewable energy generation on Site 6, particularly combined heat and power (CHP).
- 4.6.16** Due to the close proximity of the site to the retail park and The Waterfront, there is a need to provide pedestrian and cycle links from the southern corner of Site 6 to link towards the Waterfront and the retail park and to Site 7. Adequate car and secure cycle parking to serve the development should also be provided on site.

## 4.7 Site 7 - Land fronting Pevensey Bay Road and Pacific Drive

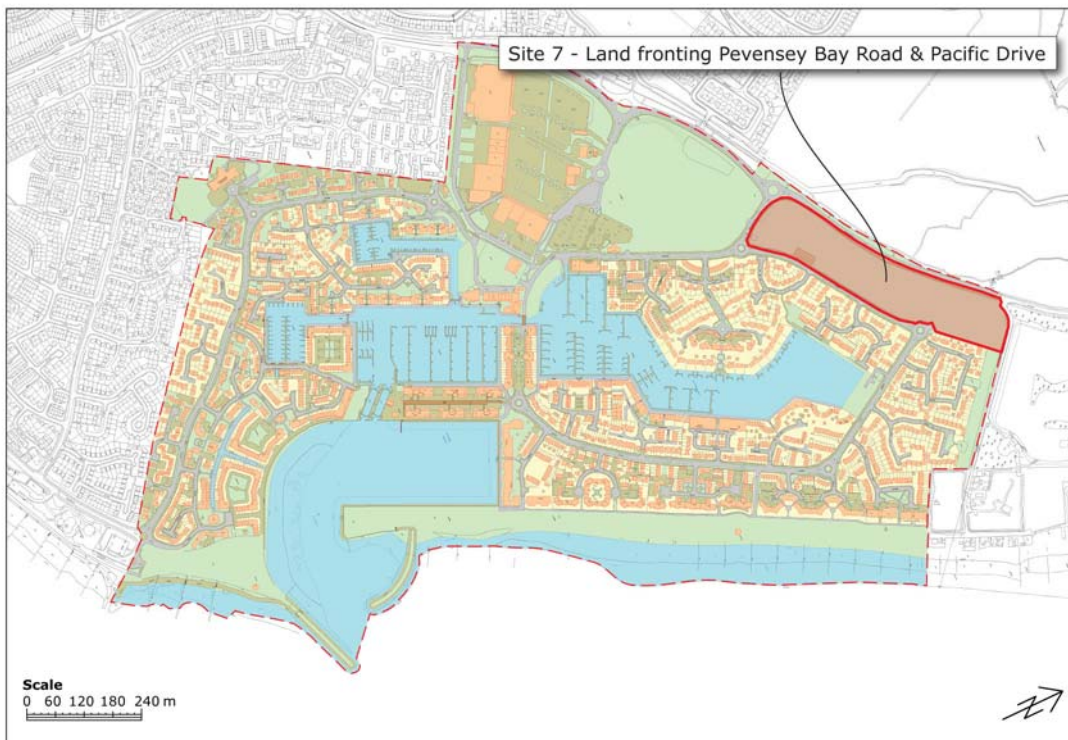


Figure 27 Site 7 - Land fronting Pevensey Bay Road and Pacific Drive

### Vision Statement for Site 7

Site 7 will provide a mix of uses including employment, residential and public open space. Along with Site 6, it forms the northern edge of Sovereign Harbour adjacent to the A259 Pevensey Bay Road and is a significant part of an important public frontage and entrance to the Harbour. As such it provides an opportunity to improve the presence and access to the Harbour. It also has a role to play in creating a gateway to Eastbourne. Development proposals for this site therefore need to be part of an integrated design that includes Site 6, their links ultimately with the retail park and The Waterfront, and their combined gateway function. Site 7 has a closer relationship with the existing residential development to the south along Pacific Drive and layout and scale should reflect this. In practice this may mean larger scale buildings located on the Pevensey Bay Road side of the site to help create presence, with smaller scale buildings on the Pacific Drive side of the site to blend with the domestic scale. Buildings should also be planned along the Pacific Drive edge to provide active frontages and surveillance to the street. Built form on the southern end of Site 7 needs to be considered alongside proposals for the northern part of Site 6 opposite to establish presence and a gateway. Residential development on the northern part of the site will need to be considered as part of the wider masterplan and its contribution to achieving a coordinated design approach along the Pevensey Bay Road. Proposals are to include a public open space which should be accessible and designed to provide

recreation for a range of ages. The function of this space as part of a wider green infrastructure including pedestrian and cycle linkages, and an ecological resource will also need to be considered as part of the overall design. Landscape should form an integrated part of any design proposals for Sites 6 and 7 to create a setting along the Pevensey Bay Road as part of the Harbour character and gateway to Eastbourne.

### Characteristics and Constraints

**4.7.1** Site 7 is the largest undeveloped site in Sovereign Harbour, with an area of approximately 5.9 hectares. The site occupies a prominent position being located alongside Pevensey Bay Road (A259) and to the north east of Site 6.

**4.7.2** The site, which is essentially rectangular in shape, extends to a maximum width of 583 metres and a maximum depth of 130 metres.

**4.7.3** The majority of the site is owned by SHL, and is made up of shingle. In the south eastern corner of the site is a Doctors Surgery.

**4.7.4** The site is bounded by Pevensey Bay Road to the west, Pacific Drive to the south and east, and Old Martello Road and existing residential development to the north.

**4.7.5** On the opposite side of Pevensey Bay Road there are open fields which form part of the Pevensey Levels, a Site of Special Scientific Interest (SSSI).



**Figure 28** Doctors Surgery that occupies the south-eastern corner of Site 7

### Site Specific Proposals and Development Opportunities

**4.7.6** Please refer to Appendix 7 for a site plan illustrating the site specific proposals and development opportunities associated with Site 7.

**4.7.7** It is considered that Site 7 could provide a mix of uses that increase the sustainability of Sovereign Harbour. Part of Site 7 in the south west corner has been excluded as it has already been developed as a Doctors Surgery.

**4.7.8** There is a 350mm diameter rising main close to the boundary of Site 7. This will constrain the layout of the site. Easement strips must be left to allow access for maintenance.

**4.7.9** The main use of the site should be a Business/Office Park of a high quality design to provide a distinctive gateway into the town and Sovereign Harbour. The Business/Office Park should ideally provide between 15,000 square metres and 20,000 square metres of office floorspace, and this space should be flexibly designed to accommodate a range of occupier needs and to future

proof the development. There is a long term need for Eastbourne to bring these sites forward for employment use. However if other employment generating uses are proposed for Site 6, then the amount of office floorspace to be provided on Site 7 would need to be higher in order to ensure a total of 30,000 square metres of B1(a) office space is provided at Sovereign Harbour. Poor ground conditions on the site may mean that piling or raft foundations are required for development.

- 4.7.10** The buildings should be between two and four storeys in height, with three to four storey buildings restricted to the front of the site along Pevensey Bay Road, and two storeys adjacent to the residential properties off Pacific Drive. As a gateway to the town, this is an important frontage that has good visibility from the A259, especially close to the Pevensey Bay Road/Pacific Drive roundabout. High quality landscaping should also be provided along Pevensey Bay Road. In addition, development shall not adversely affect the setting of the Pevensey Levels.



**Figure 29 Site 7 looking north**

- 4.7.11** The site is accessible by road and public transport, and within walking distance for the residents of Sovereign Harbour. Vehicle access to the employment land on Site 7 will need careful consideration and the potential for an alternative access should be investigated and, if required should be subject to agreement with East Sussex County Council as Highway Authority. This would also need to be supported by a Transport Assessment. In addition, there should be adequate parking provided to serve the development. It is also important that pedestrian and cycle links through the site are provided to connect to the retail park, the community centre on Site 5 and the Waterfront.
- 4.7.12** It is considered that there may be opportunities for renewable energy generation on this part of Site 7, particularly combined heat and power (CHP).
- 4.7.13** It is considered that the middle part of the site should be used to provide a usable open space. This space should be flexible enough to provide a range of informal open space uses, but should also include a children's play area. The open space should be appropriately landscaped and sheltered from adjacent uses.
- 4.7.14** It is considered that the northern part of the site would be appropriate for residential development and that the site could accommodate between 30 and 70 homes. Having regard to the height, scale and form of the surrounding residential development it is considered that the majority of buildings should be a maximum of two storeys in height, however adjacent to the Pevensey

Bay Road frontage there may be the opportunity to provide taller buildings that could take advantage of views of the Pevensy Levels. If this was to be the case, then the number of units proposed for the site could be increased.

- 4.7.15** It is also considered that there is the opportunity to provide some sheltered or assisted living/extra care (C3 residential) accommodation on this site and perhaps a limited amount of care home accommodation (C2). However if a care home use is proposed for this site, it must not compromise the delivery of the proposed open space and employment space requirements detailed above.
- 4.7.16** Access to this residential development would be from the existing spur off the roundabout in Pacific Drive. Landscaping should be used to integrate the development within the proposed open space and to create an appropriate setting to Pevensy Bay Road as part of the gateway to the town. The site should have extensive pedestrian and cycle links to the surrounding area, and particularly linking through to the open space, the office park, the retail park, community centre and The Waterfront.

## 4.8 Site 8 - Northern edge of North Harbour off Pacific Drive

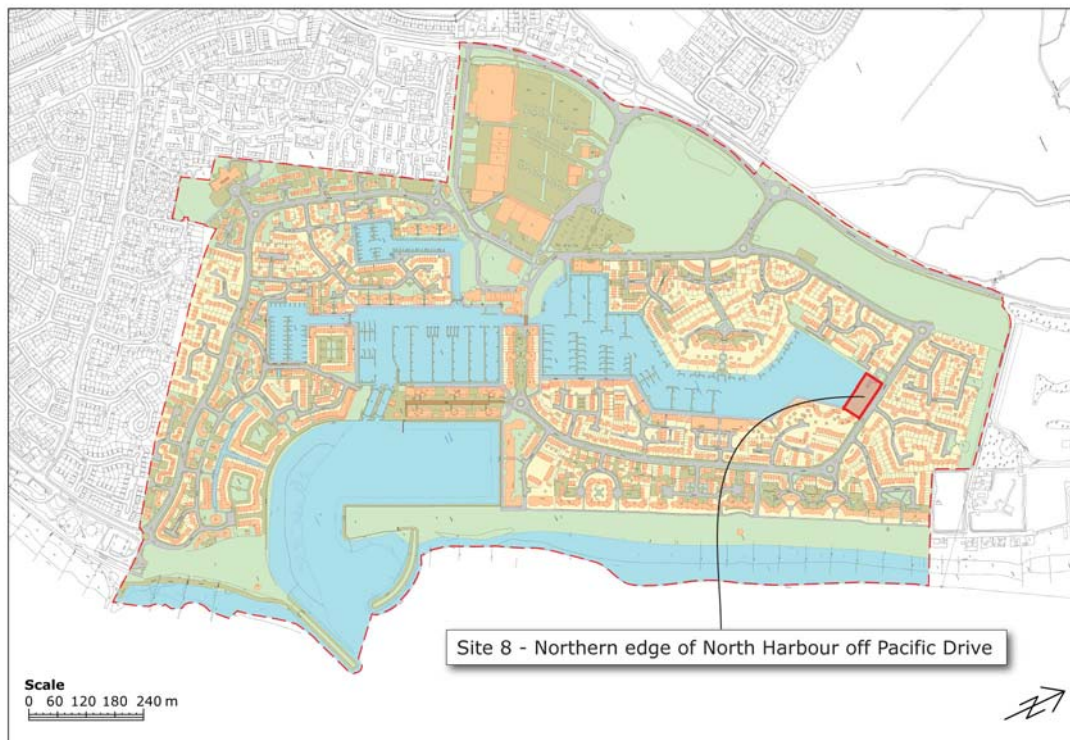


Figure 30 Site 8 - Northern edge of North Harbour off Pacific Drive

### Vision Statement for Site 8

Site 8 occupies an important position at the head of the North Harbour where a combination of built form and public open space should be used to create a focal point that completes the Harbour edge. 50% of the site should remain as public open space and there is an opportunity for a range of spaces with different hard and soft landscape characters to take advantage of the harbourside location and views. Apart from creating a setting for an attractive public open space, the scale and character of buildings will need to respond sympathetically to the existing residential development and create a positive focal point for the North Harbour.

### Characteristics and Constraints

- 4.8.1** Site 8 has an area of approximately 0.33 hectares and is located adjacent to the northern edge of the North Harbour on Pacific Drive
- 4.8.2** The site is essentially rectangular in shape and extends to a maximum width of 86 metres and a maximum depth of 40 metres.



- 4.8.3** The site, which is owned by SHL, is currently vacant and is made up of shingle.
- 4.8.4** Immediately north west of the site, there is a Southern Water pumping station which is served by a vehicular access off Pacific Drive.
- 4.8.5** The site is bounded to the north, south and east by residential development comprising two and three storey dwellings and to the west by the Harbour.



**Figure 31 Pumping Station on Site 8**

#### Site Specific Proposals and Development Opportunities

- 4.8.6** Site 8 is within the predominantly residential area of the North Harbour. Therefore in land use planning terms the development of the site for residential purposes is acceptable in principle.
- 4.8.7** The site has long range views out over the water and has the potential to provide a high quality residential scheme, to complete the development around the Harbour.
- 4.8.8** It is considered that the site could accommodate a maximum of 8 homes and these should be houses rather than flats. The units should range in height from between two storeys fronting Pacific Drive and up to four storeys adjacent to the waterfront.
- 4.8.9** Similar to Site 4 this is one area where the community can enjoy a more extensive area close to the water. In order to provide views through the site of the Harbour, and an area at the waters edge, it is considered that 50% of the site should remain public open space.
- 4.8.10** The public space should include a new harbour walkway linked to existing walkways. In addition, land needs to be set aside for future berth holder's facilities, should additional pontoons need to be provided at this end of the Harbour in the future.
- 4.8.11** Access to the site should be off the existing access off Pacific Drive that serves the pumping station. Site layout should ensure that no habitable rooms are located fewer than 15 metres from the pumping station boundaries.



**Figure 32 Site 8 looking towards Hobart Quay**

## 4.9 Sovereign Harbour Retail Park

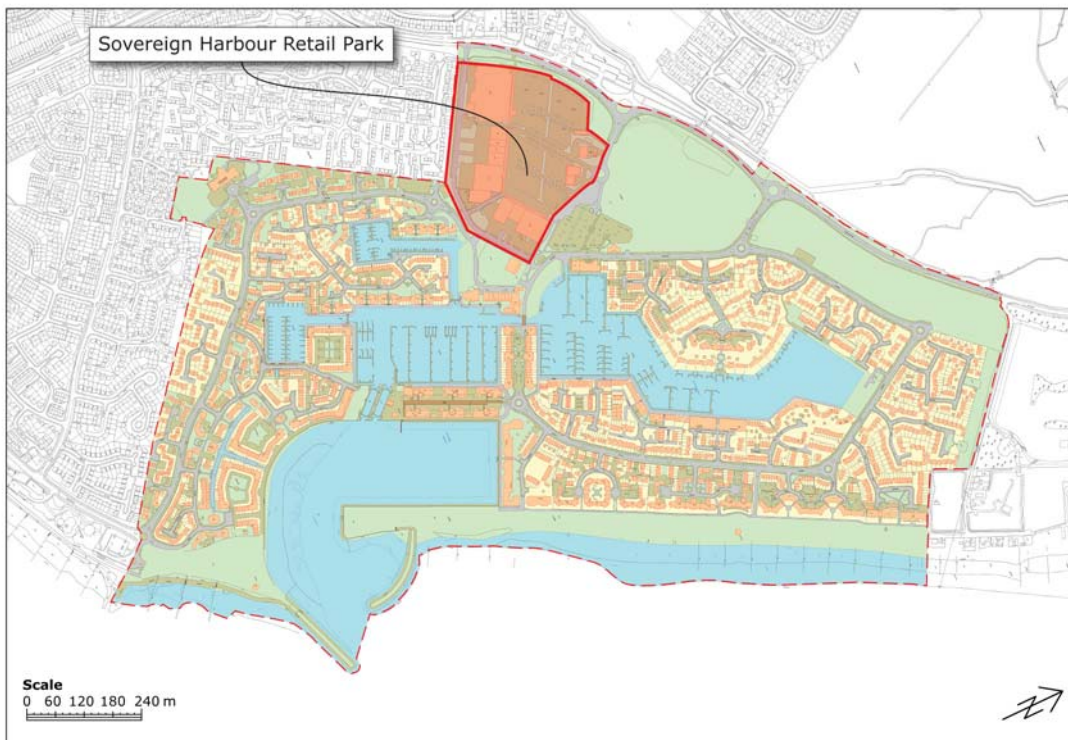


Figure 33 Sovereign Harbour Retail Park

### Vision Statement for Sovereign Harbour Retail Park

Sovereign Harbour Retail Park currently provides a range of shopping facilities for Sovereign Harbour and the town as a whole, and improvements to the leisure and retail offer will be supported, providing future development proposals do not affect the vitality and viability of the Town Centre. Development proposals will also need to include provision of a bus link between the North and South Harbours to improve the bus service in Sovereign Harbour. There should also be good pedestrian integration between the retail park and the complementary uses at The Waterfront as well as the proposals for Site 4.

### Characteristics and Constraints

- 4.9.1** Sovereign Harbour Retail Park is designated as a District Shopping Centre in the Eastbourne Core Strategy Local Plan. It was opened in 1989 and comprises the ASDA superstore, seven other retail units, a cinema, a vacant health and fitness centre, a restaurant, petrol filling station, car wash and extensive areas of car parking. The total commercial floorspace within the retail park is approximately 22,220 square metres, including 8,850 square metres at the ASDA Superstore.

**4.9.2** The site is served by the roundabout off Pevensey Bay Road, which also provides access to The Waterfront car park.

**4.9.3** At the time of writing this document, the Council has resolved to grant planning permission for the demolition of the existing health and fitness building, and the erection of commercial units with a replacement cinema above. The proposals include a change of use of the existing cinema to Class A1 retail use, and the extension of existing units for retail purposes and improvements to the pedestrian and parking facilities.



**Figure 34 Sovereign Harbour Retail Park**

As part of the application, provision will be made for bus access from Atlantic Drive and Harbour Quay to facilitate public transport connections between the North and South Harbour, as well as improvements to pedestrian/cycle links.

#### Site Specific Proposals and Development Opportunities

**4.9.4** Please refer to Appendix 9 for a site plan illustrating the site specific proposals and development opportunities associated with Sovereign Harbour Retail Park.

**4.9.5** The Council will continue to support improvements to the leisure and retail offer associated with the retail park, whilst at the same time ensuring that any proposed development does not affect the vitality and viability of the Town Centre.



**Figure 35 Pedestrian access to rear of retail park**

**4.9.6** As part of any future development proposals, it will be necessary to provide a bus link between the North and South Harbour areas which includes the retail park on the route.

It is also important to ensure good pedestrian and cycle integration between the retail park and the existing complementary uses at The Waterfront and to ensure that any future development at the Sovereign Harbour Retail Park provides adequate on site car and cycle parking and good pedestrian/cycle links.

**4.9.7** It is considered that there may be opportunities for renewable energy generation associated with any development proposals at the Sovereign Harbour Retail Park, for example, heat recovery and it is considered that proposals should provide charging points for electric vehicles.

## 4.10 The Boatyard



Figure 36 Boatyard

### Vision Statement for the Boatyard

The Boatyard, located in a prominent position close to the retail park and adjacent to The Waterfront, is not ideally sited. However there are currently no opportunities to provide an alternative site that has easy access to the water. The Boatyard is considered essential for the maintenance of a fully serviced marina operation and the site has the potential to provide additional boat storage.

### Characteristics and Constraints

- 4.10.1** The Boatyard site has an area of approximately 0.64 hectares and is located close to the Sovereign Harbour Retail Park and adjacent to The Waterfront.
- 4.10.2** The site extends to a maximum width of 98 metres and a maximum depth of 80 metres.
- 4.10.3** The site which is centrally located within Sovereign Harbour is owned by Premier Marinas and comprises a large hard surfaced boatyard and 2/3 storey high building.

- 4.10.4** The building is occupied by a boat repair company along with a number of other marine orientated businesses that lease space within the building.
- 4.10.5** The site is surrounded by Site 4 to the north, the retail park to the west, The Waterfront to the east and Site 3 to the south.
- 4.10.6** Access to the yard for boats leaving the water is across Harbour Quay.



**Figure 37 The Boatyard**

#### Site Specific Proposals and Development Opportunities

- 4.10.7** Please refer to Appendix 10 for a site plan illustrating the site specific proposals and development opportunities associated with the boatyard.
- 4.10.8** As detailed above, the boatyard occupies a prominent site within the heart of Sovereign Harbour and along with the boat hoist, boat storage and berth holders facilities, it is essential for the maintenance of a fully serviced marina operation.
- 4.10.9** However, it is acknowledged that it is not ideally situated, being adjacent to the Waterfront bars and restaurants, but there are currently no opportunities to provide an alternative site for the yard that has easy access to the water.
- 4.10.10** There may be potential for the Boatyard to provide additional boat storage.
- 4.10.11** There is a 450mm diameter sewer and a 350mm diameter rising main close to the northern boundary of the boatyard site. This will constrain the layout of any future development of the site. Easement strips must be left to allow access for maintenance.

## 4.11 The Shingle Bank

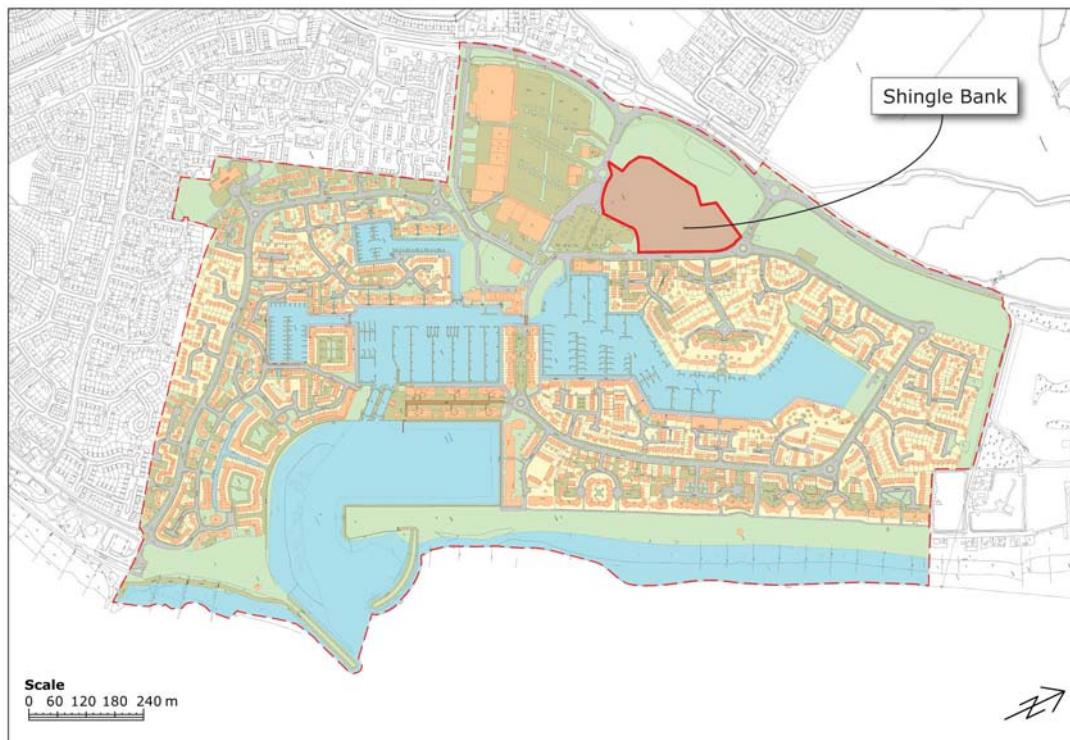


Figure 38 Shingle Bank

### Vision Statement for the Shingle Bank

The Shingle Bank is a former landfill site that has been capped and covered with shingle, with part of the site being scrub, located to the south of Site 6. Whilst there are currently no opportunities to develop this site as the costs of removing the landfill material would be prohibitive, the site should be enhanced as an open space including the provision of informal paths to increase the importance of the shingle bank as a secondary open space used by residents for activities such as walking dogs.

### Characteristics and Constraints

- 4.11.1** This site has an area of 3.65 hectares and is located off Harbour Quay adjacent to Site 6.
- 4.11.2** The site, which is owned by SHL, is a former landfill site that has been capped and covered with shingle, with part of the site being scrub. The site undulates with steep banks in some parts and shallow troughs in others.
- 4.11.3** The shingle bank is surrounded by residential development to the east, the Waterfront car park to the south, Site 6 to the west and the Pacific Drive access road to the north. There is currently no scope for development on this

site because it is a former landfill site and the cap on this cannot be penetrated. Vent pipes have been installed to safely deal with the removal of gases within the existing landfill.

- 4.11.4** The bank is currently used as a secondary open space by residents for activities such as walking dogs.

#### Site Specific Proposals and Development Opportunities

- 4.11.5** Please refer to Appendix 11 for a site plan illustrating the site specific proposals and development opportunities associated with the Shingle Bank.

- 4.11.6** Whilst there are currently no opportunities to develop this site as the costs of removing the landfill material would be prohibitive, it is considered that the site could be enhanced as an open space including the provision of informal paths. Appropriate restoration and sympathetic landscaping using native shingle species appropriate to the area would provide an attractive 'green space' within Sovereign Harbour and be of significant benefit to wildlife by restoring the naturally occurring habitat along the Shingle Bank.



**Figure 39 Shingle Bank**

- 4.11.7** Further discussions regarding these proposals would need to take place with the Environment Agency to ensure there would be no impact on the protective membrane covering the landfill site.

## 4.12 Outer Harbour Peninsula

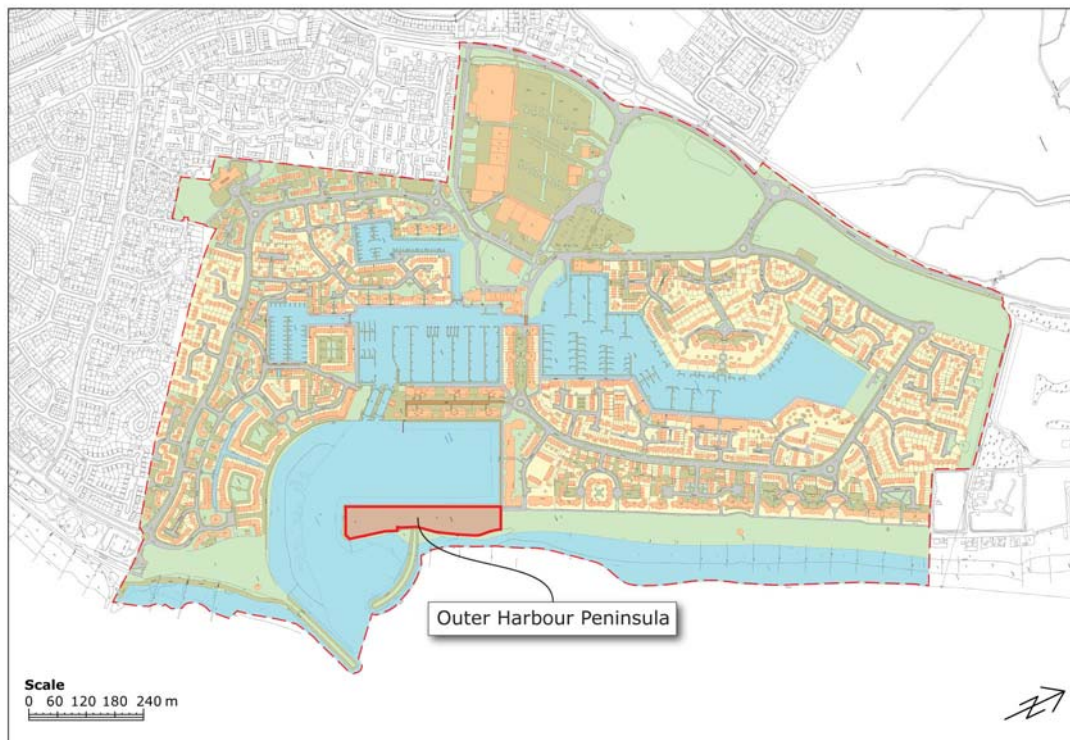


Figure 40 Outer Harbour Peninsula

### Vision Statement for the Outer Harbour Peninsula

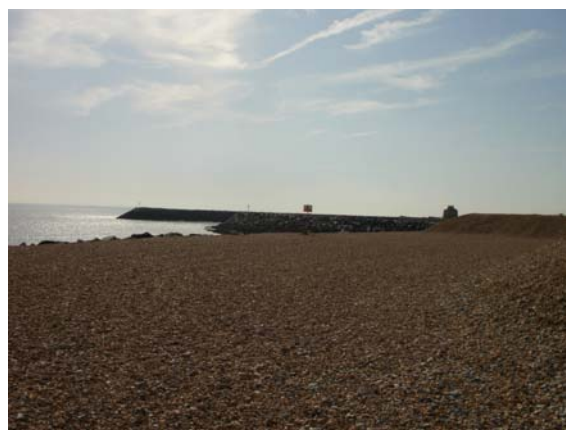
The Outer Harbour Peninsula occupies a prominent location at the entrance to the Harbour. It is surrounded by water on three of its sides and forms a raised shingle area protected by large rocks on the seaward side. As the Outer Harbour Peninsula is unlikely to be able to accommodate the fishermen as originally envisaged, the site will remain as public amenity space and enhanced facilities for pedestrians, such as seating and paths will be provided, with opportunities to revert to a shingle habitat being explored.

### Characteristics and Constraints

- 4.12.1** The Outer Harbour Peninsula, or 'spit' as the site is often referred to, has an area of approximately 1.80 hectares and is located at the seaward entrance to Sovereign Harbour.
- 4.12.2** This important gateway site extends to a maximum length of 325 metres and a maximum depth of 68 metres.
- 4.12.3** The site, which is owned by Premier Marinas and is surrounded by water on three of its sides, forms a raised shingle area protected by large rocks on the seaward side.



- 4.12.4** The Environment Agency requires lorry access to the site to deposit shingle from the other side of the Harbour to maintain the sea defences.
- 4.12.5** Vehicular access to the Outer Harbour Peninsula would be via the gated entrance off Macquarie Quay.



**Figure 41 Outer Harbour Peninsula**

#### Site Specific Proposals and Development Opportunities

- 4.12.6** Please refer to Appendix 12 for a site plan illustrating the site specific proposals and development opportunities associated with the Outer Harbour Peninsula.
- 4.12.7** When the Harbour was originally planned it was proposed that the fishermen would occupy the Outer Peninsula, however, to date this has not happened and they currently use Site 3 at the rear of the Harvester pub/restaurant.
- 4.12.8** In order to relocate the fishermen to the Outer Harbour Peninsula, it would be necessary to undertake considerable works that would involve dredging the Outer Harbour and providing pontoons and access to the higher level spit. As a result of these works and the associated costs, it is considered unlikely that the fishermen would be able to relocate to this site.
- 4.12.9** It is therefore considered that the Outer Harbour Peninsula should remain as public amenity space only and that enhanced facilities for pedestrians, such as seating and paths should be provided. In addition, opportunities for the Outer Harbour Peninsula to revert to a shingle habitat should be explored.

### 4.13 Land adjacent to the Lock Gates



Figure 42 Land adjacent to Lock Gates

#### Vision Statement for Land adjacent to the Lock Gates

The Land adjacent to the Lock Gates is currently used as a car park with the surface of the site unfinished, being predominantly rough shingle. The car park should be formally laid out for public use and the site should be extensively landscaped. A section of promenade should also be constructed adjacent to the Outer Harbour.

#### Characteristics and Constraints

- 4.13.1** This site has an area of approximately 0.2 hectares and is located on the edge of the Harbour.
- 4.13.2** The site which is essentially rectangular in shape extends to a maximum width of 77 metres and a maximum depth of 30 metres.
- 4.13.3** The land is owned by Premier Marinas and is currently used as a car park and includes access across the lock gates for pedestrians and cyclists. The surface of the site is unfinished, being predominantly rough shingle.

- 4.13.4** The site is surrounded by residential development to the south, and water to the north, east and west.

#### Site Specific Proposals and Development Opportunities

- 4.13.5** Please refer to Appendix 13 for a site plan illustrating the site specific proposals and development opportunities associated with Land adjacent to the Lock Gates.



**Figure 43 Land adjacent to the Lock Gates viewed from Key West**

- 4.13.6** This site occupies an important position as it is the gateway to Sovereign Harbour for many pedestrians and cyclists using the harbour walkway from the South Harbour residential development. There is an unrestricted route for pedestrians all the way around the harbour and a shorter 'permissive' route across the lock gates.
- 4.13.7** It is considered that there are opportunities to improve the appearance of this site and it is proposed that it should be formally laid out as car parking for the public and possibly berth holders and that the site should be extensively landscaped.
- 4.13.8** It is also considered that a section of promenade should be constructed adjacent to the Outer Harbour.

## 4.14 Martello Tower 64

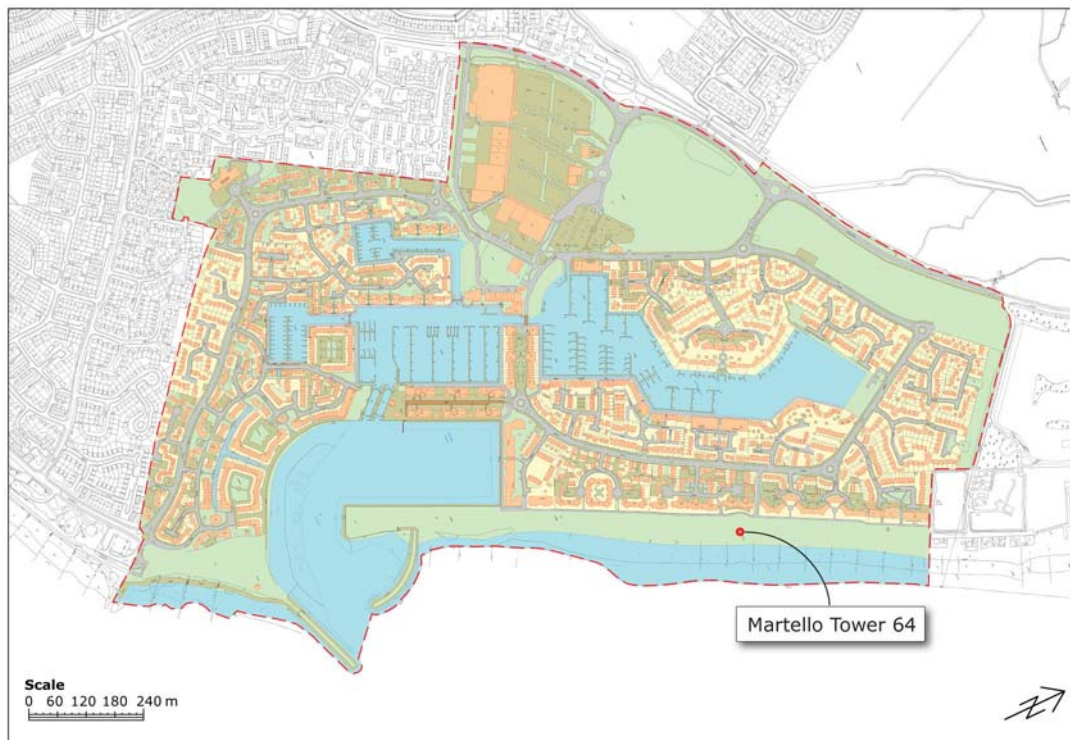


Figure 44 Martello Tower 64

### Vision Statement for Martello Tower 64

Martello Tower 64 is a Grade II Listed Building and a Scheduled Monument. The building is currently in a poor state of repair and is on the Buildings at Risk Register. As a building of historic interest and as it is one of a number of Towers that were built to protect the coastline in the early nineteenth century, it is important to secure the long term repair and maintenance of the Tower. The conversion of the Martello Tower to an alternative use would be supported in principle, subject to discussions with English Heritage.

### Characteristics and Constraints

- 4.14.1** This site is located on the beach in the North Harbour to the rear of Caroline Way, approximately 40 metres from the adjacent residential development.
- 4.14.2** The Martello Tower is a Grade II Listed Building and a Scheduled Monument. It is owned by SHL who have retained access to the building from Caroline Way. The building is currently in a poor state of repair and is on the buildings at risk register.
- 4.14.3** The site is highly visible from the sea and from along the beach but has limited visibility when viewed from within Sovereign Harbour.

### Site Specific Proposals and Development Opportunities

**4.14.4** Please refer to Appendix 14 for a site plan illustrating the site specific proposals and development opportunities associated with Martello Tower 64.

**4.14.5** Martello Tower 64 is a building of historic interest and is one of a number of Towers that were built to protect the coastline in the early nineteenth century.



**Figure 45 A view of Martello Tower 64 from Caroline Way**

**4.14.6** The Tower could in principle be converted into an alternative use. However having regard to its remote and exposed location and due to its poor state of repair and the associated costs of refurbishment, this is considered unlikely in the near future.

**4.14.7** It is therefore recommended that the owners of the building should seek to secure the long term repair and maintenance of the Tower. If there are future plans to convert the building, this would need to be subject to detailed discussions with English Heritage.

## 4.15 The Haven School



Figure 46 The Haven School

### Vision Statement for the Haven School

The Haven School is a primary school that caters for approximately 210 pupils and includes a purpose-built nursery. The school is scheduled to be extended to increase capacity to 420 pupils by September 2013. There are car parking issues associated with the Haven School but these should be alleviated following the implementation of a School Travel Plan to reduce congestion around the school by encouraging non car modes of transport. The school is well established and now that the nursery building has been provided and once the planned extensions are built there will be little land remaining for further development.

### Characteristics and Constraints

- 4.15.1** The Haven School site has an area of approximately 1.52 hectares and is located in the South Harbour off Atlantic Drive and is owned by East Sussex County Council.
- 4.15.2** The site extends to a maximum width of 225 metres and a maximum depth of 95 metres.

**4.15.3** It is a primary school that caters for approximately 210 pupils which is scheduled to be extended to increase capacity to 420 pupils by September 2013. The school also has a new purpose-built nursery within the grounds of the school, which was built in 2011.



**Figure 47 The Haven School**

**4.15.4** The site is bounded by the Kings Park residential development to the north, the Langney Point residential estate to the south and west, and residential development in Sovereign Harbour to the east.

**4.15.5** The school currently has a hall and a community room that are available for hire. However the use of these is only available outside school hours and not in school holidays, or when the hall is being used as a place of worship every Sunday. The long-term use of these will depend on the requirements of the school.

**4.15.6** Once the new extensions are built, the school will have two halls and a larger replacement community room available for hire.

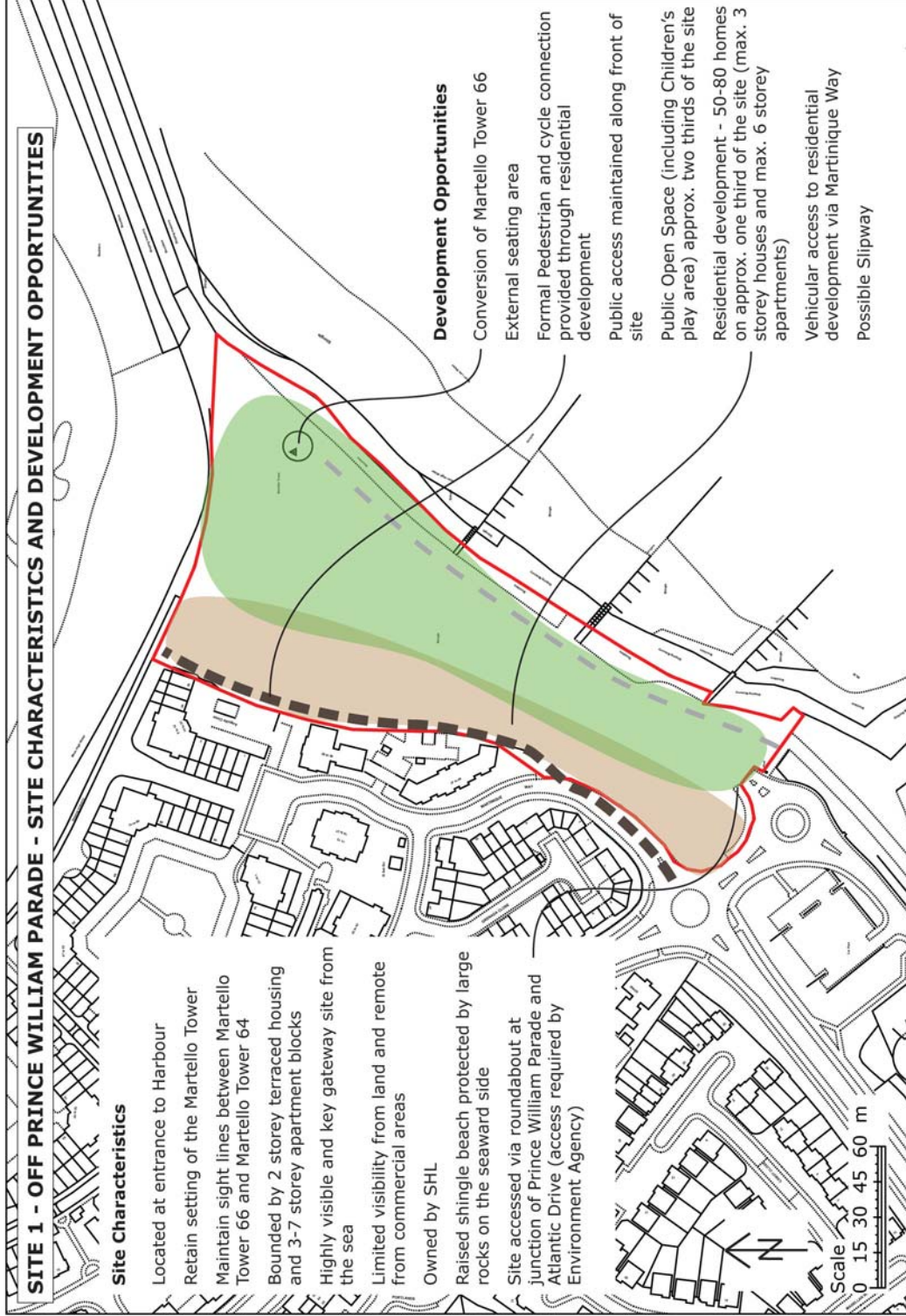
**4.15.7** There are car parking issues associated with the Haven School. During school starting and leaving time there is significant congestion around the school, due to the parents parking to drop off and pick up their children. There is an agreement for the school to use Site 2 (berth holders car park in Atlantic Drive) for parking, however this rarely occurs. The School's Travel Plan will be updated before the extension opens, which may well increase the use of the berth holders car park by parents and should reduce congestion around the school by encouraging non car modes of transport. However this arrangement would be affected by any future plans for Site 2.

#### Site Specific Proposals and Development Opportunities

**4.15.8** Please refer to Appendix 15 for a site plan illustrating the site specific proposals and development opportunities associated with the Haven School.

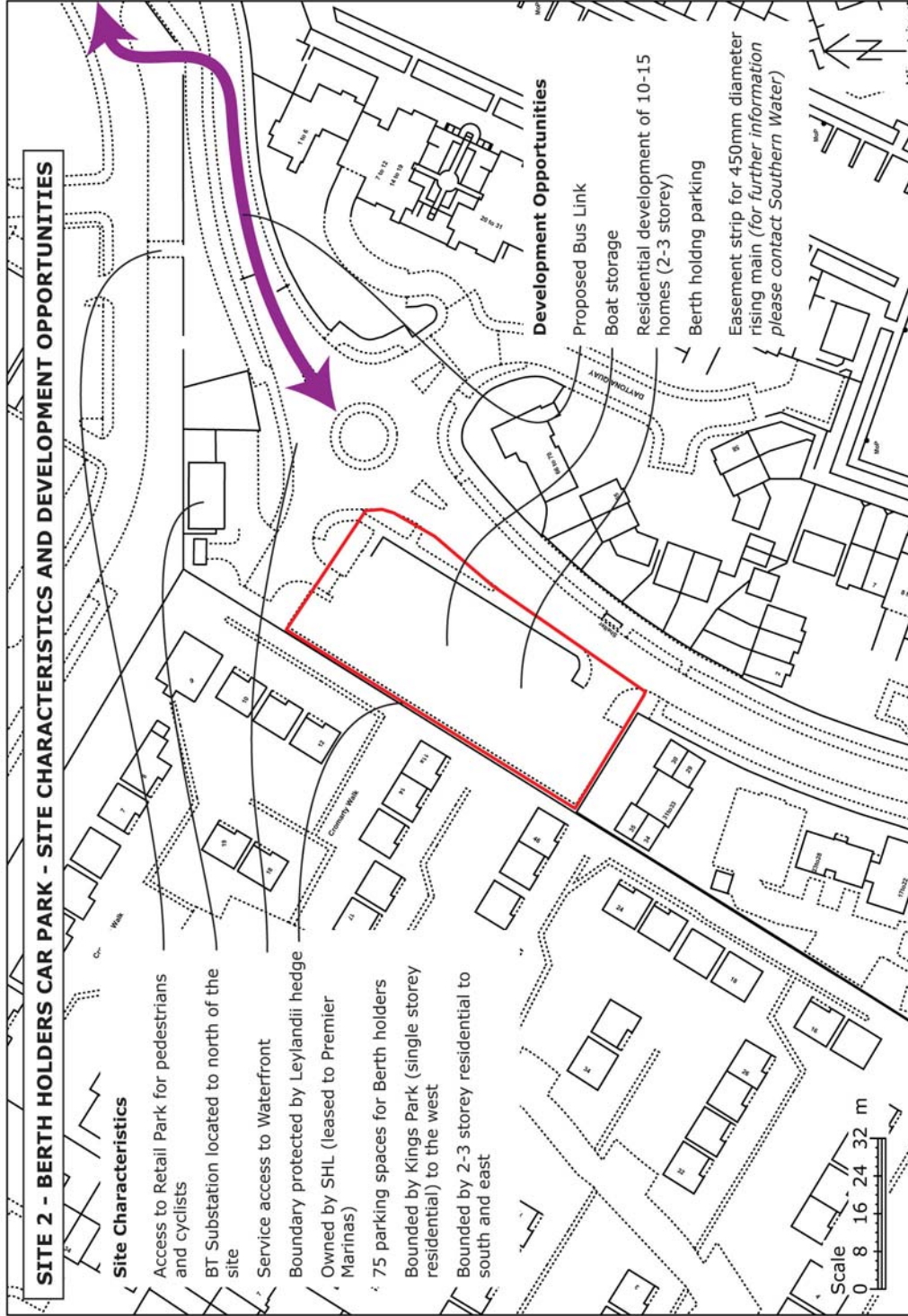
**4.15.9** The school is well established and now that the nursery building has been provided and once the planned extensions are built there will be little land remaining for further development. There is therefore little scope for expanding the school on its current site and there is no other available land in the immediate vicinity. However, should open space be provided on Site 7, there is scope for the school to use these facilities.

## Appendix 1 Site 1 - Off Prince William Parade

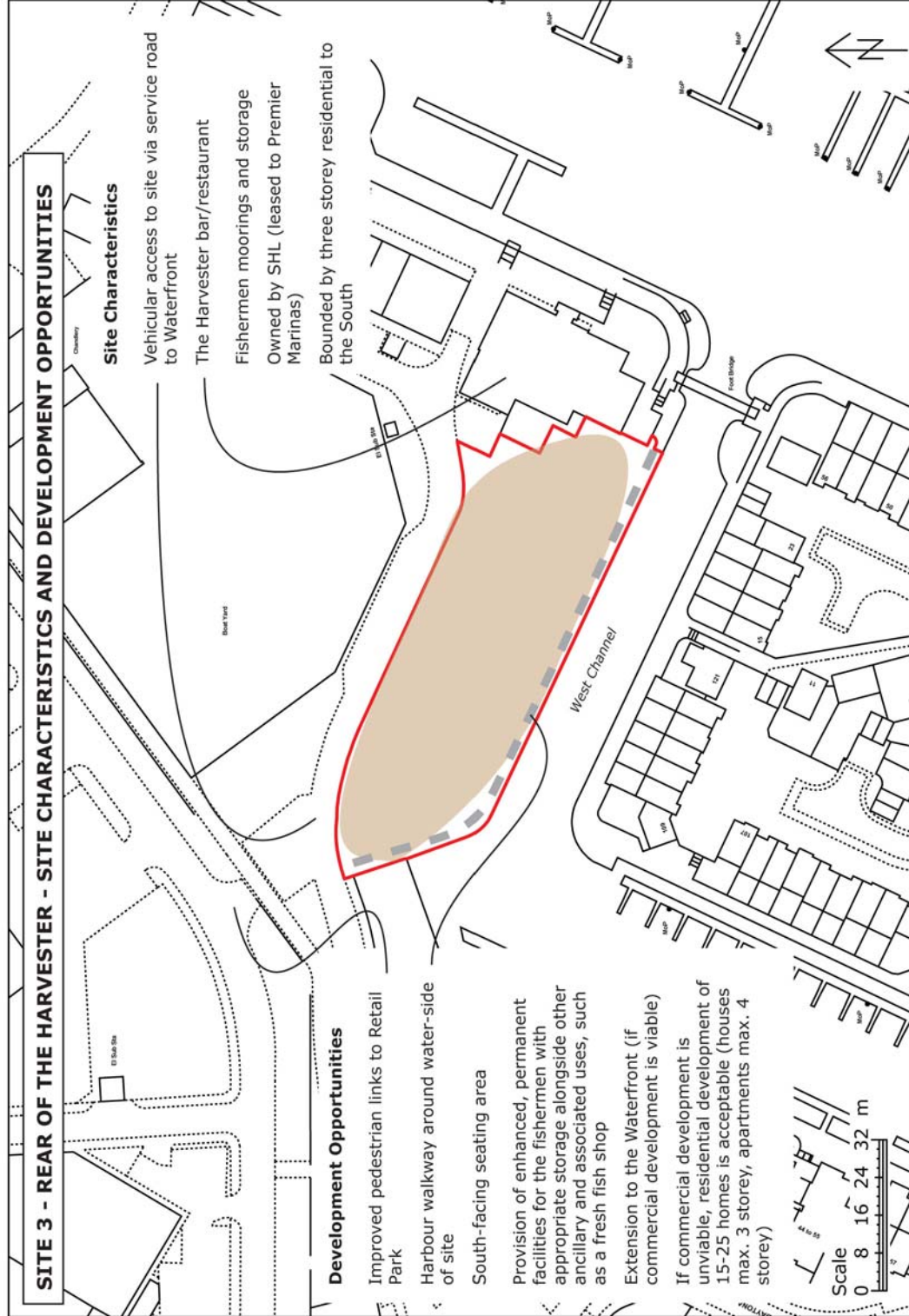




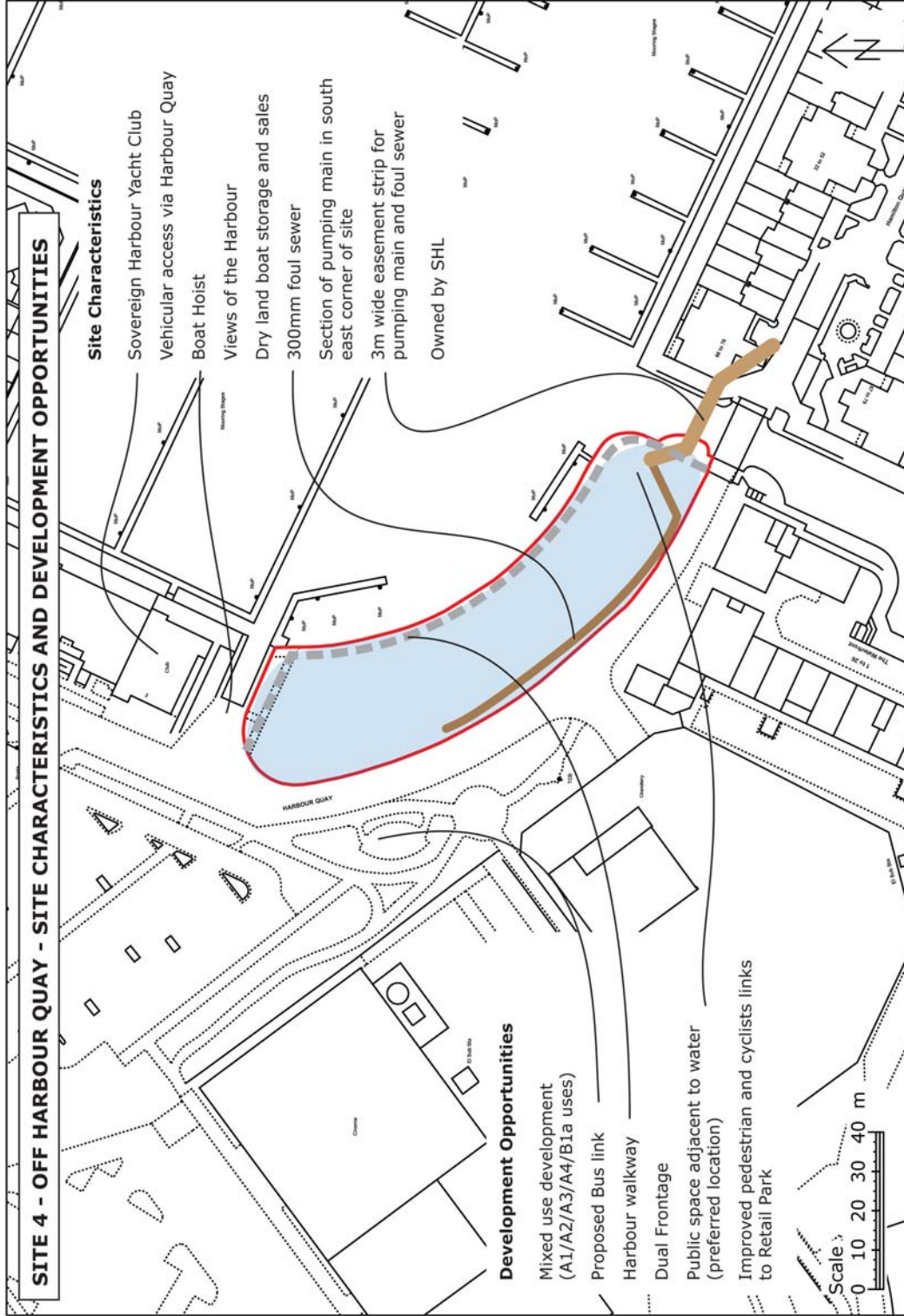
# Appendix 2 Site 2 - Berth holders car park



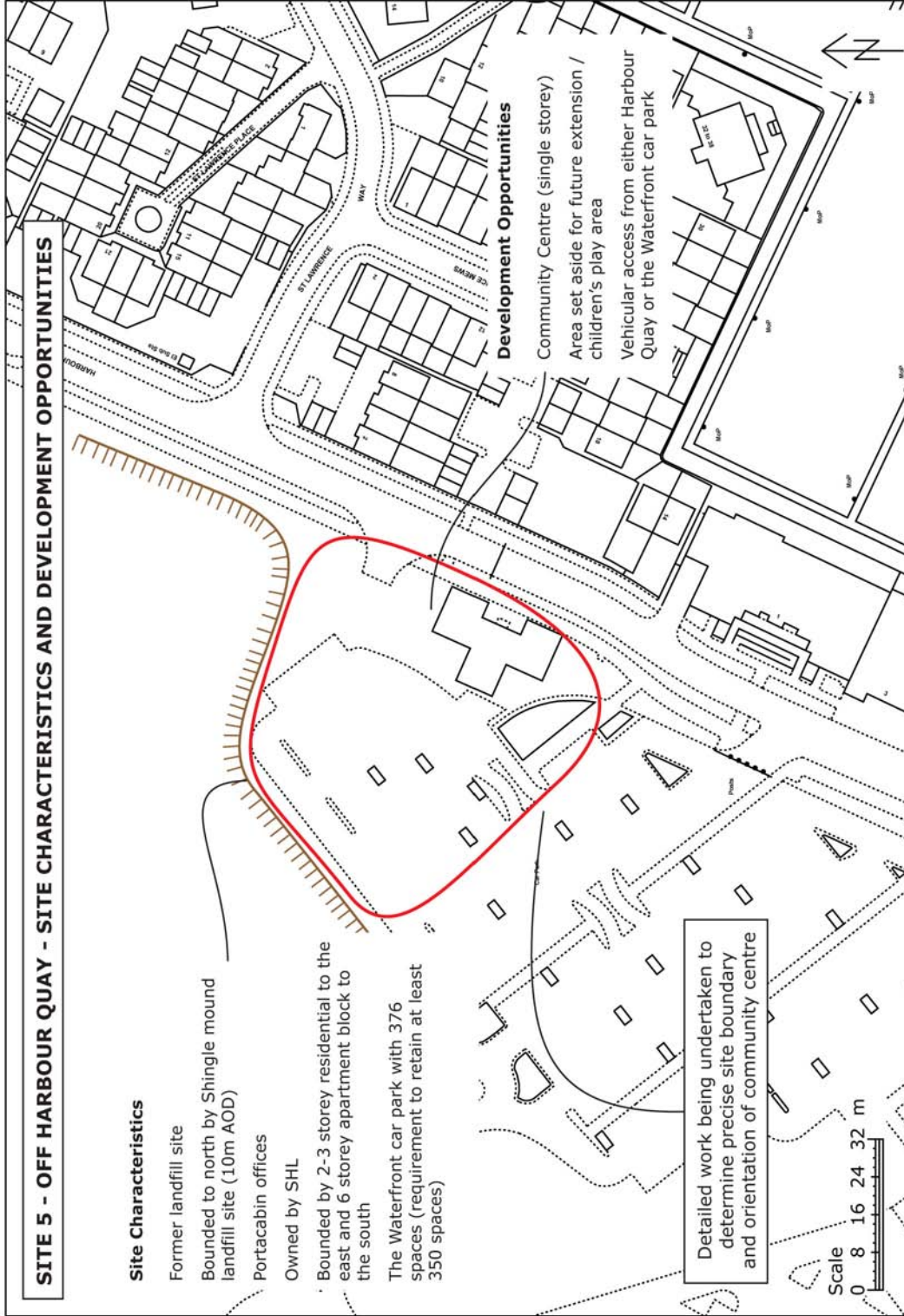
### Appendix 3 Site 3 - Rear of the Harvester pub /restaurant



# Appendix 4 Site 4 - Off Harbour Quay



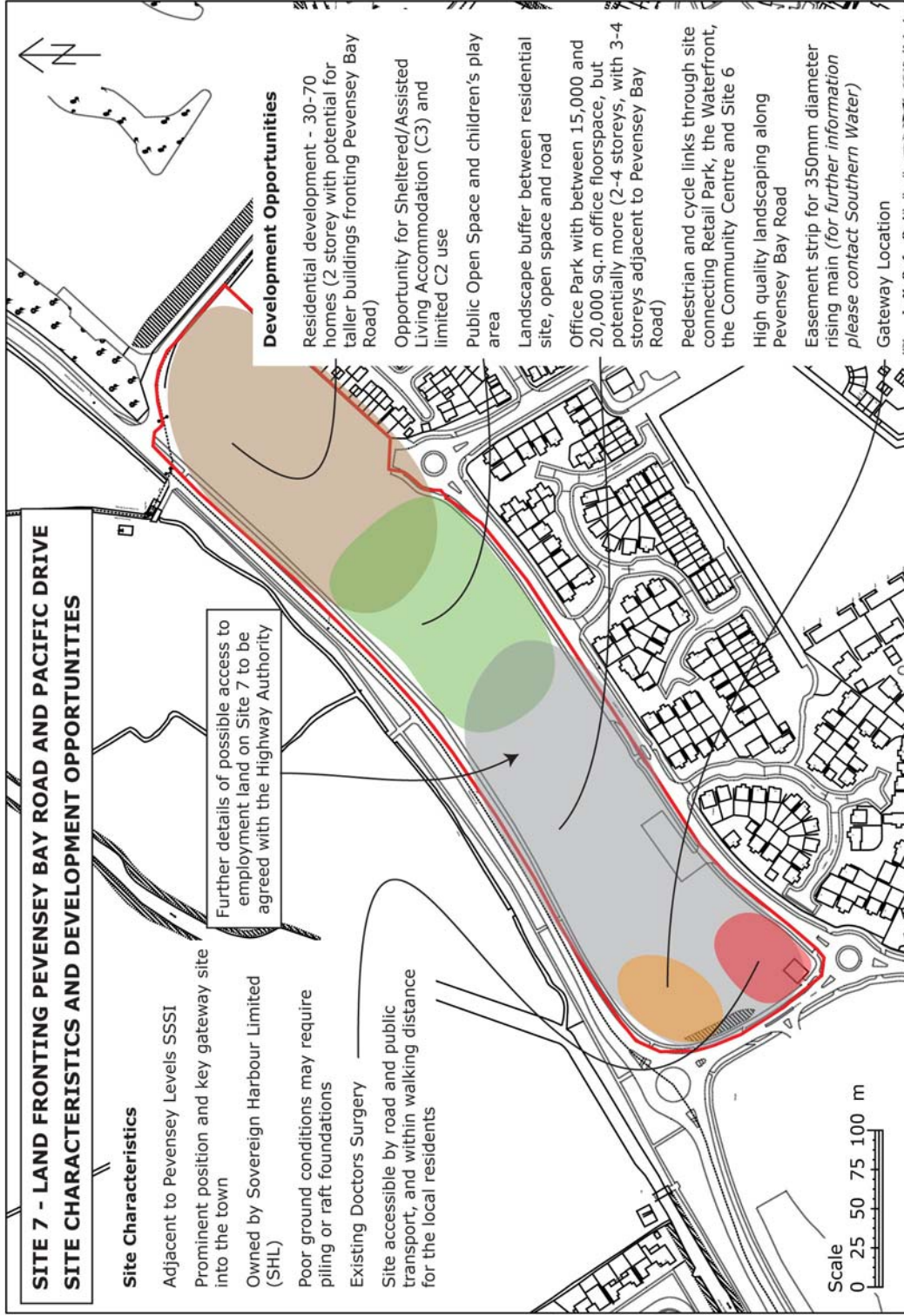
## Appendix 5 Site 5 - Off Harbour Quay



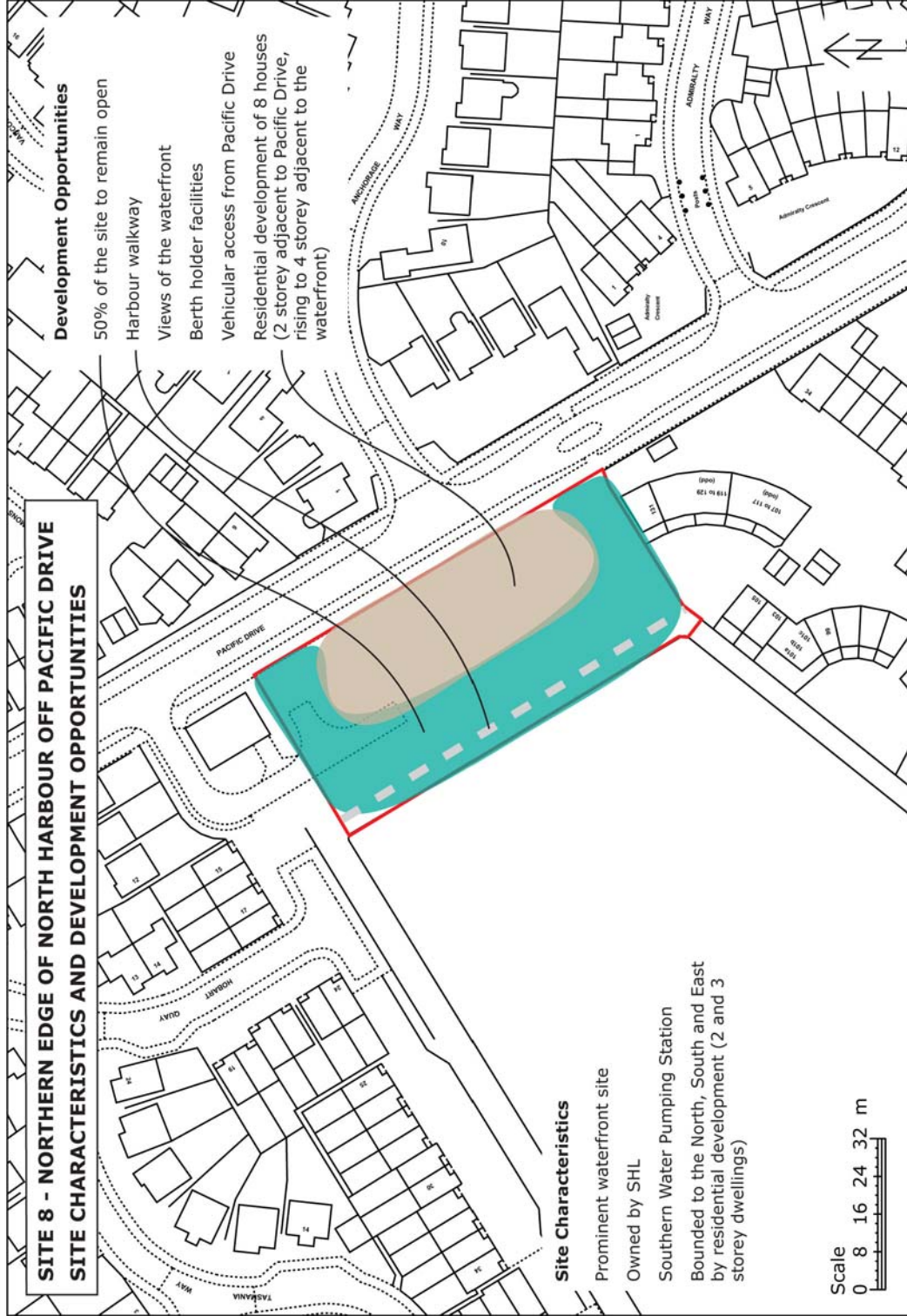
# Appendix 6 Site 6 - Alongside Pevensey Bay Road



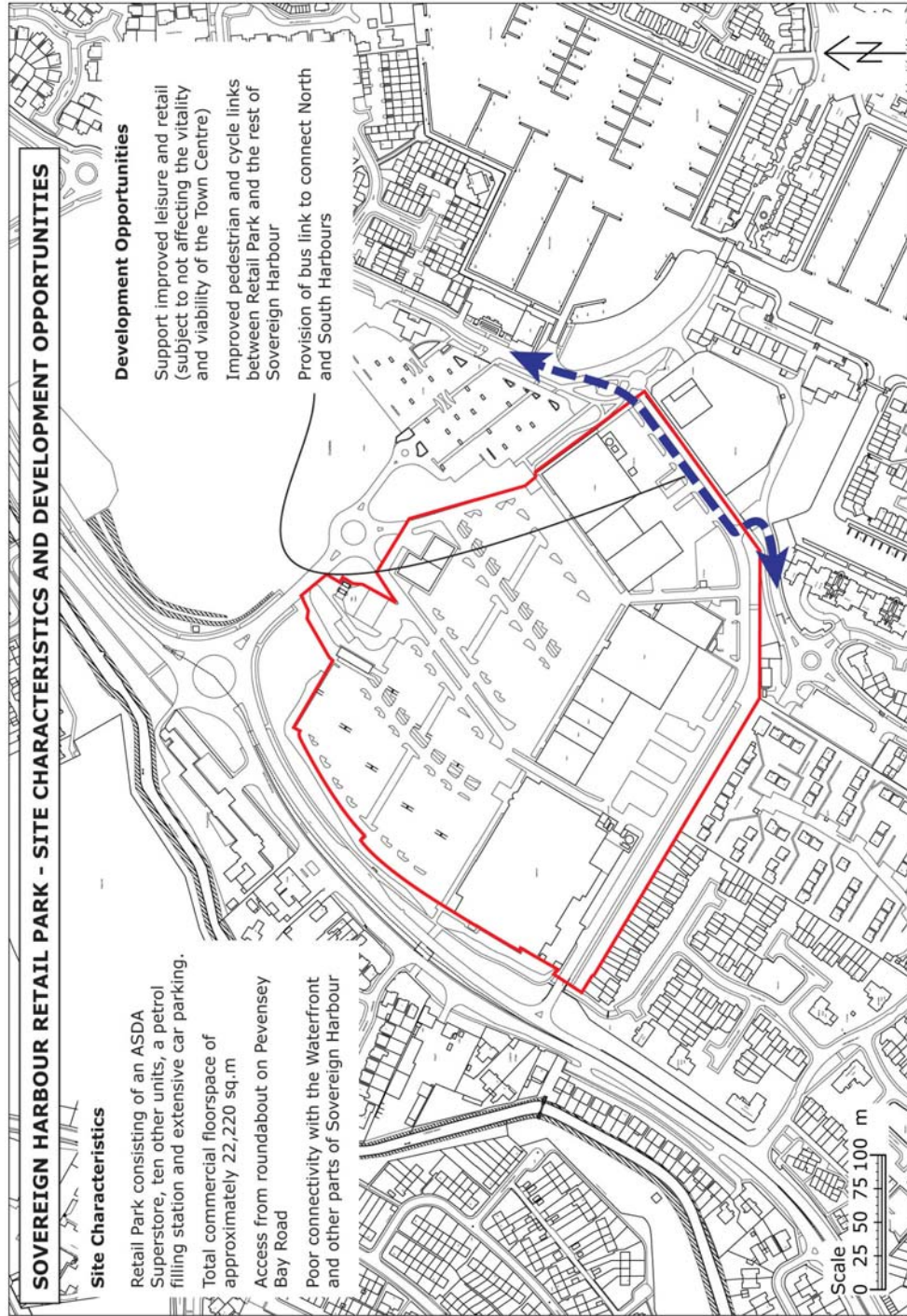
## Appendix 7 Site 7 - Land fronting Pevensey Bay Road and Pacific Drive



# Appendix 8 Site 8 - Northern edge of North Harbour off Pacific Drive

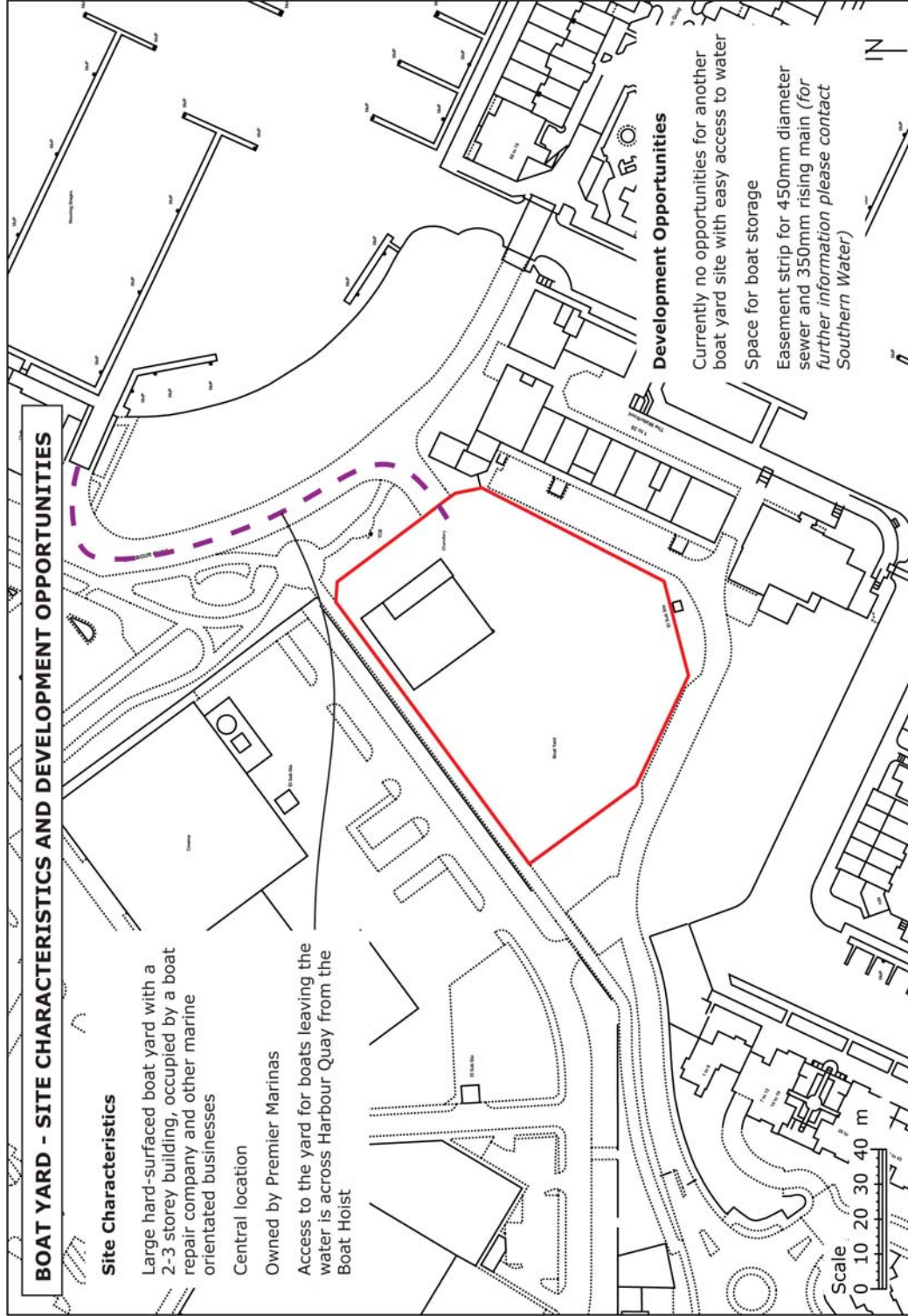


## Appendix 9 Sovereign Harbour Retail Park

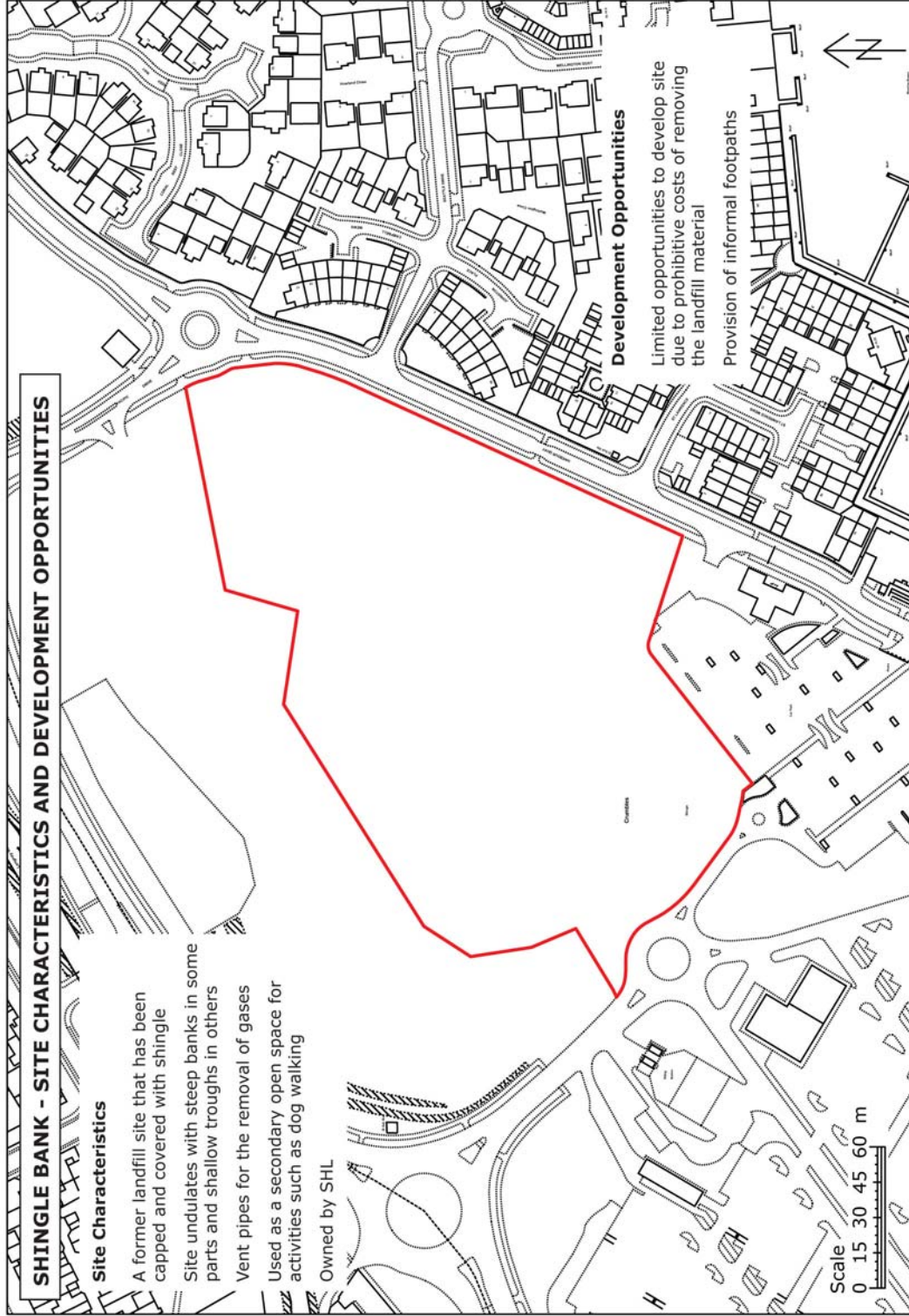




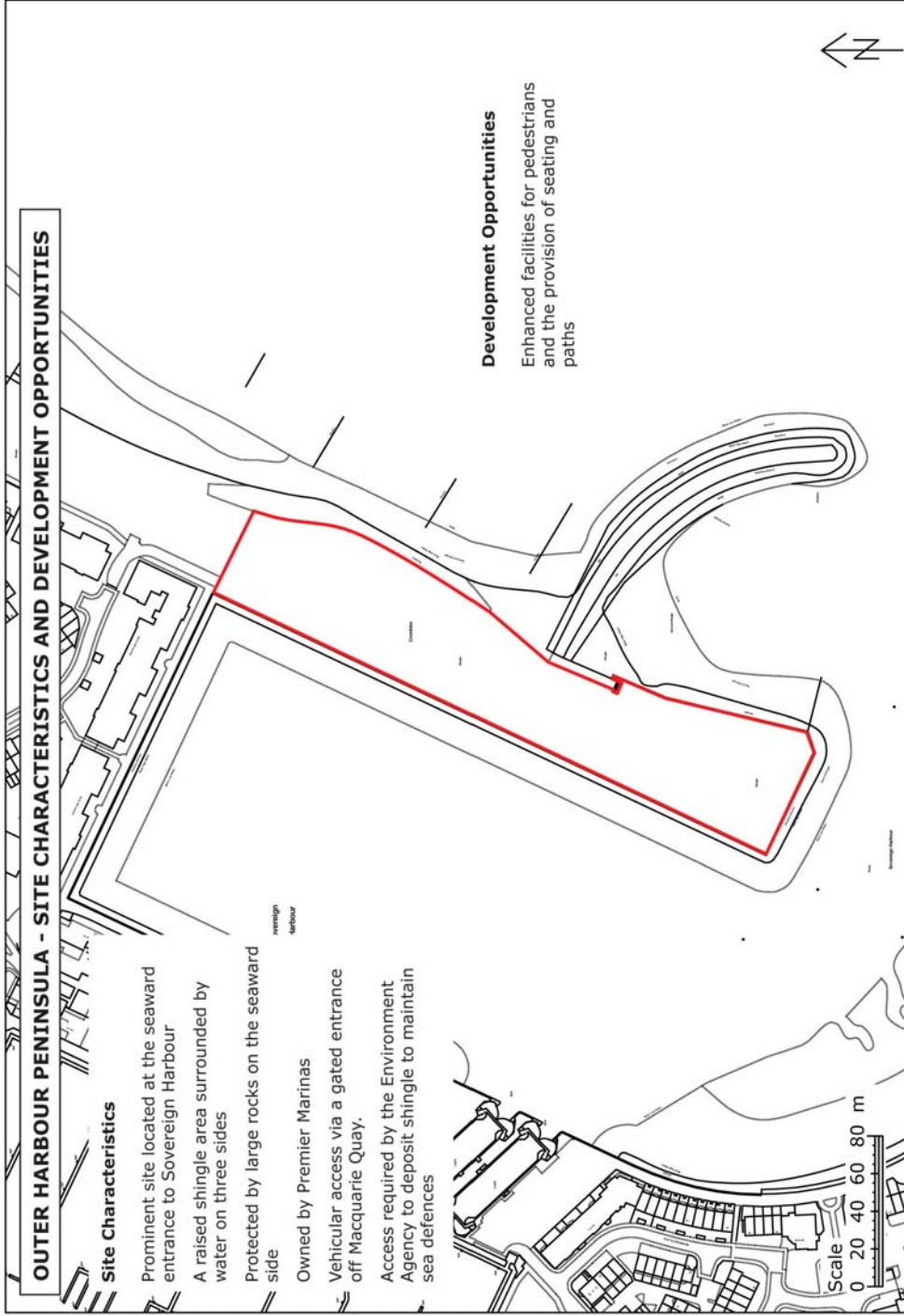
# Appendix 10 The Boatyard



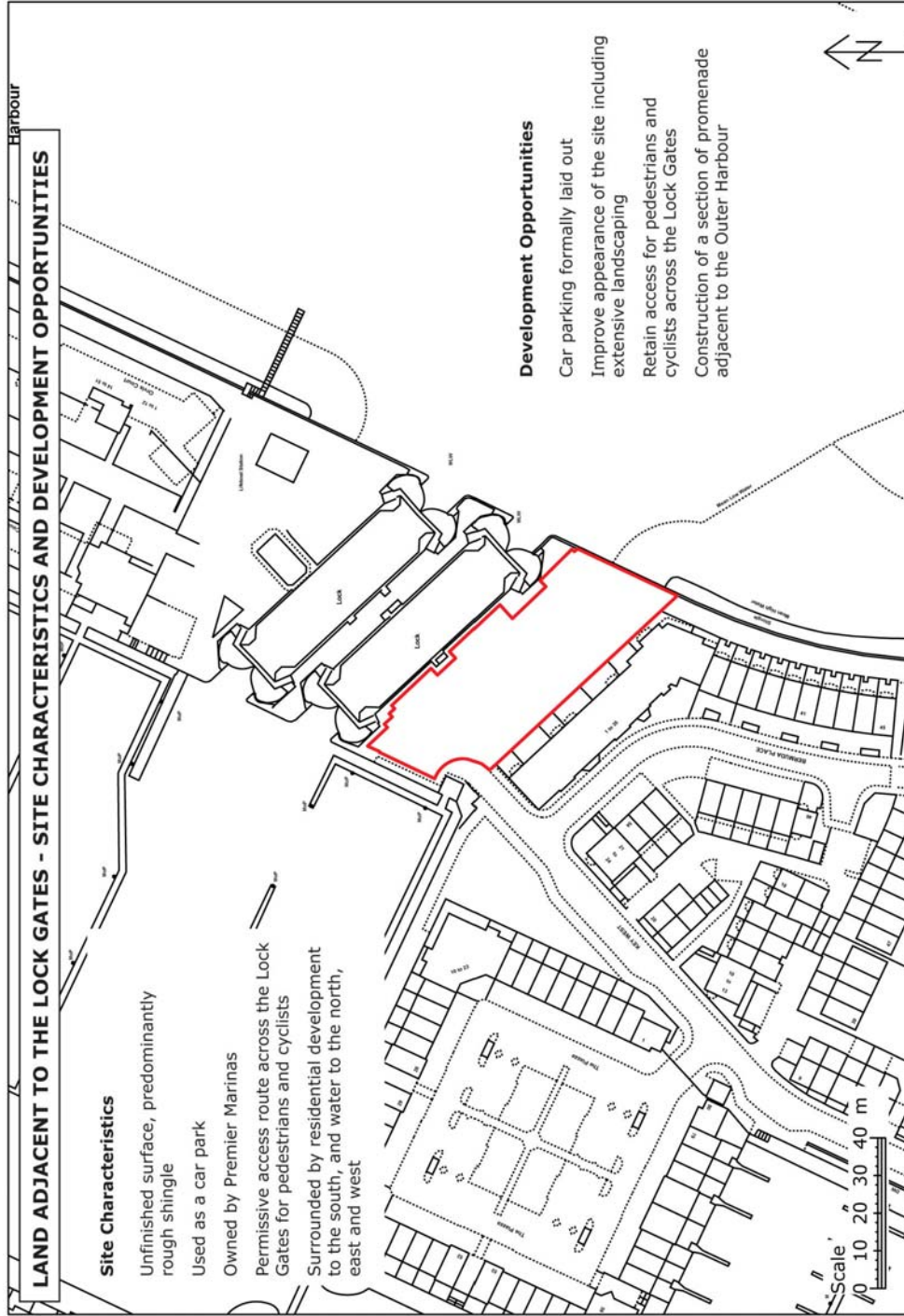
## Appendix 11 The Shingle Bank



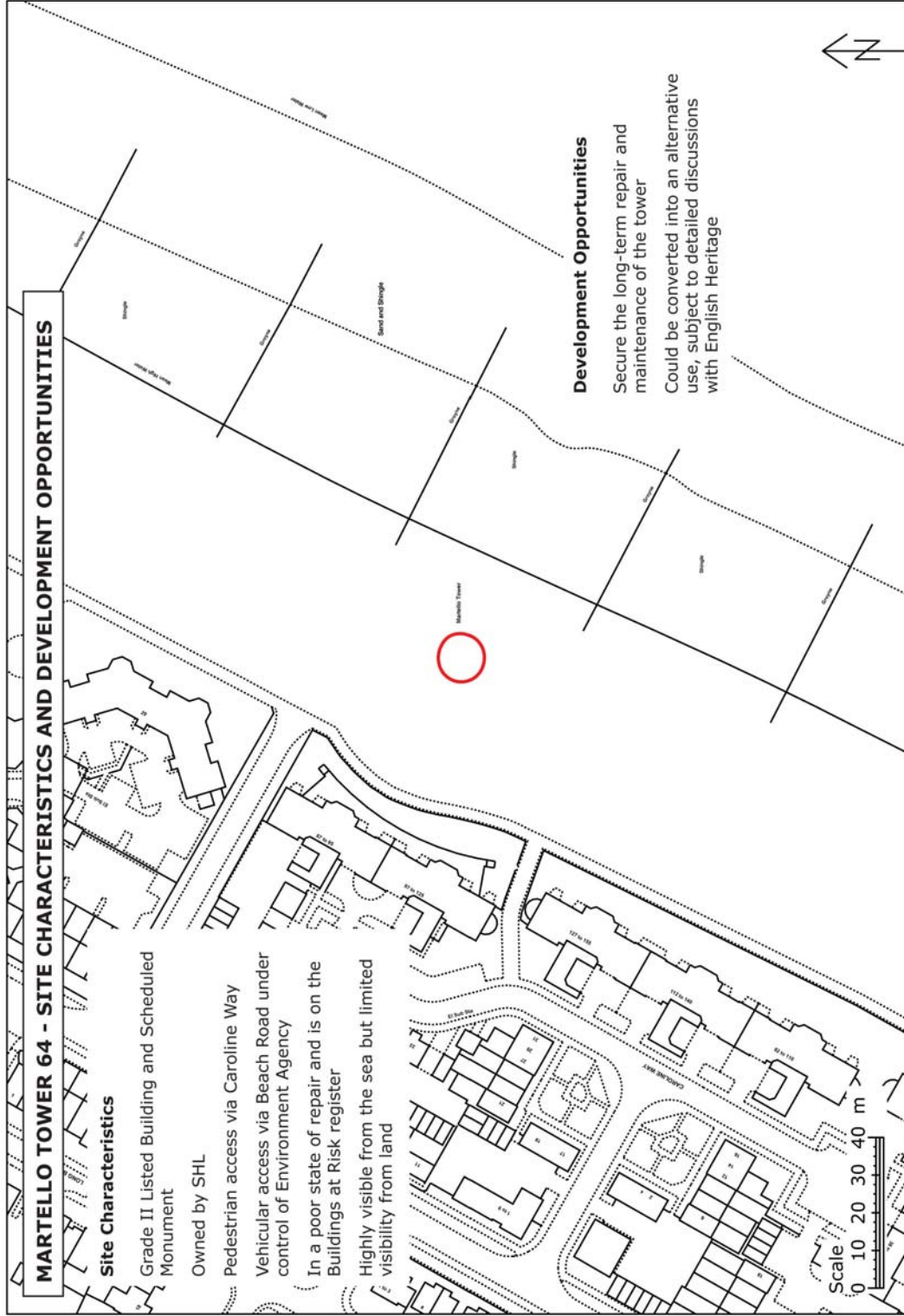
# Appendix 12 Outer Harbour Peninsula



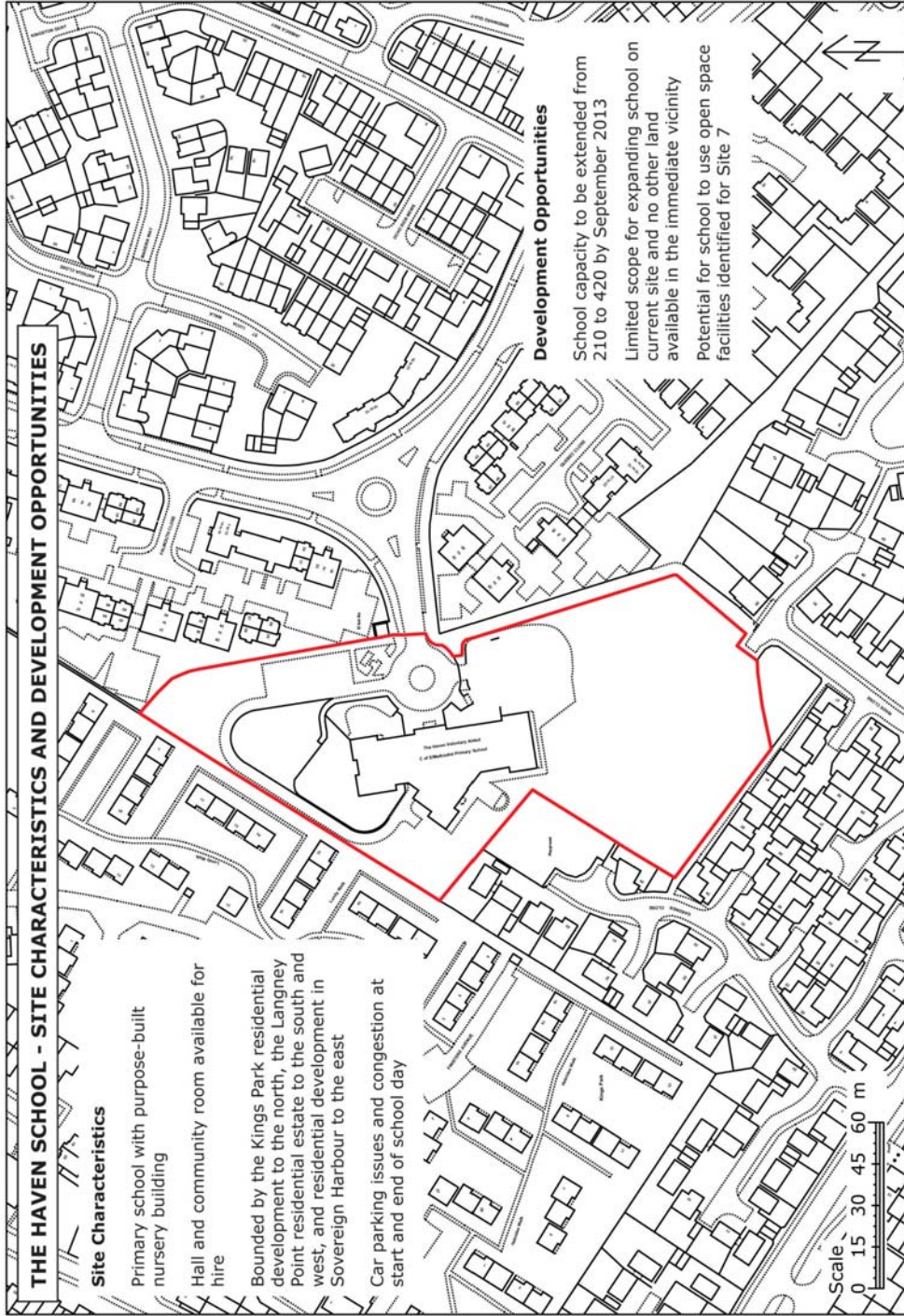
## Appendix 13 Land adjacent to the Lock Gates



# Appendix 14 Martello Tower 64



## Appendix 15 The Haven School



## Appendix 16 Requirements for applications for outline planning permission

### Application for outline planning permission with all matters reserved (principle of development):

- Completed application form
- Site plan edged red
- Certificate of ownership
- Agricultural holdings certificate
- Fee

The following information **must** be submitted as a basic minimum:

- Use – details of the uses proposed on the sites
- Amount of development (numbers and/or floorspace) proposed for each use
- Indicative layout
- Scale parameters – indication of upper and lower limits for height, width and length of each building
- Indicative access points

In addition the following documents are **mandatory** and will need to be submitted:

- Block plan
- Design & Access Statement
- Affordable housing statement
- Economic statement
- Flood risk assessment
- Parking provision (car and cycle)
- Photographs
- Planning obligations (draft Heads of Terms)
- Site Waste Management Plan/Waste minimisation statement
- Tree survey (where there are trees on the application site or adjoining land)

In addition to the above mandatory requirements there are also the following documents that will need to be submitted:

- Biodiversity survey and report<sup>(i)</sup>
- Environmental statement
- Land contamination statement
- Landfill statement
- Foul sewage and utilities assessment
- Heritage statement
- Landscaping details

i This should include data from the Sussex Biodiversity Record Centre

- Open space assessment
- Planning statement
- Statement of community involvement
- Transport assessment / Transport statement / Transport report
- Travel plan / Travel plan statement