

Spring 2017
Number 98
free to Members
non-members £1
511 members

‘Are We There Yet?’

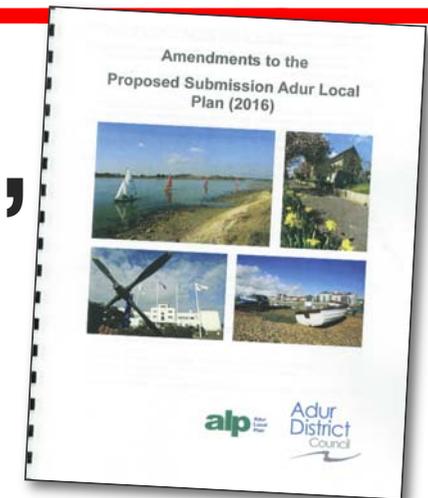
**Gerry Thompson reports on the
ADUR LOCAL DEVELOPMENT PLAN
– a short history**

Following publication of the Proposed Submission Adur Local Plan 2014, it had been intended that the Local Plan would be submitted in March 2015, following the publication stage and assessment of representations received. It had been anticipated that the Plan would then be submitted to the Secretary of State in March 2015.

The Plan was formally published between 20th October and 1st December 2015. This exercise resulted in representations being made by just over 40 residents, businesses and organisations.

Issues were raised in relation to a particular strategic site allocation. As a result, the progression of the plan was put on hold, and not submitted in March 2015 as previously intended.

Most of these representations relate to New Monks Farm Allocation - an area where develop-



ment of 600 homes, employment space, a country park and a new primary school are proposed.

These representations have resulted in amendments to the strategic allocation and other matters being included in a revised version of the Local Plan, called ‘Proposed Submission Adur Local Plan (2016)’

The Amendments were put before Adur Planning Committee and Council in March 2016, and have now been published for a six-week statutory period during which further representations could be made - **but only on questions of legal compliance and soundness.**

The intention is that the Local Plan

Continued on page 8

WHAT'S THIS?

The Cement Works riverside site

THIS is the part you don't normally see in photos, across the road from the quarry. It has nice views of the Adur Valley and is situated on a bend in the river. It is currently full ("All Spaces LET") of abandoned and semi-abandoned vans, buses, mobile homes (and not-so-mobile ones) a wrecked boat or two and lots of vehicles that don't look



like they are going anywhere. You can see some of it from the riverside footpath/cycle track (the Downs Link) that goes alongside it. This is a classic brownfield site but do the owners have any plans for it? Not really. The South Downs National Park people say they're against any housing on it. Instead, developers want to build homes on green fields south of the Airport ('Kingfisher Meadows'). I suppose it's easier, and no asbestos. Does this make sense to you?

Below: This is the tunnel under the road going through to the quarry.



Above & left: a lot of these vehicles seem incapable of going anywhere (apart from the scrapyard)



Journal No 97 - Spring 2016

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Shoreham Society is an Amenity Society, formed in 1984 and originally registered with The Civic Trust. **A registered Charity, no. 299391.** The Society is an independent voice for the residents of the town on matters concerning town planning, conservation, development and its environs. It is non-political, free of all commercial interests and works for the conservation of Shoreham's historic architecture and the enhancement of the town's environment by encouraging an enlightened approach to planning.

A TALE OF THREE SITES, Part 2

WELL, what can we say? Have the developers got it right? They have been spotting and buying up land that our Planning Department says is unsuitable for building on, due, for example to flood risk or that it might be part of a strategic 'green belt' between Shoreham and its neighbours. People have understandably been selling their farmland at a good price to these speculators. Until the time is right the developers are able to lease the land back to farmers for grazing or maybe growing a crop or two.

'THE TIME HAS COME' (...the Walrus said)

Now the climate seems right. Time to complete the Hasler – sorry, West Beach, Estate, which, you may recall, was halted for World War 2. Desperate times – "More houses please" say the government and Hyde New Homes are ready and willing to help. At appeal, the Inspectors have probably been told to err on the side of development. CPRE in the i newspaper of 25th April say, "Green belt 'under seige' as 275,000 homes planned in rural areas... Greg Clark, the Local Government Secretary, this month approved 1,500 homes on green belt land in Gloucestershire. Campaigners had fought for four years against the move... Controls limiting development on rural land were being eased by ministers and planners because of the steadily growing demand for housing."

Do you live in a house, perhaps built on

Please Note – OPINIONS expressed in this Journal are those of the authors and not necessarily those of The Shoreham Society

what was once a green field? Maybe it was on the Downs or where badgers and other wildlife lived, or a delightful orchard full of traditional varieties? Well tough on them. The houses were built and you're living in one. That's the way of the world and what can The Shoreham Society – or our elected councillors – realistically do?

If we have a Local Plan – and we don't yet because it was delayed – the Inspector at appeal has to take it into account. Similarly a Neighbourhood Plan such as the one Shoreham Beach Residents have spent countless hours producing (we haven't, because there was zero response from our members to the piece in *Journal* 96). However, just how much 'account' may well depend on government pressure one way or another.

So what James Appleton and his team may regard as inappropriate for housing could well be given the

OK and the developers move in with Kingfisher Meadows or other delightful watery-sounding names. The



houses are in strips with flat roofs, (above) cedum we're told to absorb a bit of rainfall. Garages and presumably utility rooms (with a free boat – *only joking*) are on the ground floor like the ones alongside Wide Water; the traditional design for ground with a lot of water in it. Are we bothered? I won't be buying one.

As for infrastructure, what will we get? If some the increased population is going to work in London it seems Southern/GTR will be struggling to cope although the buses and off-peak trains do have much spare capacity. We might even get a railway halt serving the Airport & Hasler? Local shops, pubs and restaurants would probably welcome more customers.

At the Cement Works there's a debate raging. It seems the South Downs National Park

people want tourist-type accommodation, not permanent housing. Hence the Bill Dunster 'off-grid' development proposal which they and Upper Beeding Parish Council seem to favour.

But a "South Down Group" have recently proposed lots of housing, in a rather attractive 'Erringham Village' scheme. This makes good use of a brownfield site and relieves the pressure on our green spaces.

But if it can be housing, why won't the owners, Hargreaves, do it themselves? That's surely what they had in mind when they bought it. Just what the Government Inspector will think of this, if he has to adjudicate, remains to be seen but it should be interesting.

From BBC News Website and as reported on Radio Sussex

TOMMY Ramshaw died after being hit by a train at Shoreham-by-Sea station level crossing in the early hours of 27th February.

Mr Ramshaw's mother, Jeanette Compton, said it had been a tough time financially as well as emotionally and has set up a fund to help families that lose an older child.

Tommy's Fund will be run as a social enterprise with profits generated being used to support bereaved families.

"The idea is that if the parents need to take some unpaid leave we can just step in and help each mother with a few hundred pounds just to help with their rent, necessary things like food, shopping, that sort of thing," Ms Compton said.

She also plans to hold a fun day in Shoreham in August to raise extra funds.

Campaigners called for a pedestrian subway under the railway at Shoreham-by-Sea station to be reopened in the weeks following Mr Ramshaw's death.

Network Rail said the crossing had "good safety features" and reopening the underpass was not a viable option.

We think the best memorial to Tommy would be a plaque in the newly-reopened subway; Shoreham Society to arrange?

The 2016 ANNUAL GENERAL MEETING of The Shoreham Society will take place on Friday 20th May at 7.30pm

in **St. Peter's Hall**, West Street, Shoreham-by-Sea BN43 5WG. Admission is free – members only. Tea and coffee will be available and the bar will be open; nibbles provided. After 'Any Other Business' and discussion we will have a short presentation, see below.

AGENDA

1. Chairman's Introduction – Gerard Rosenberg
2. Apologies for Absence
3. Minutes of the 2015 AGM (see below) and matters arising
4. Committee Reports
5. Treasurer's Report and appointment of independent examiner
6. Election of Officers and Committee *
7. Any Other Business and general discussion as time permits.

Interval – followed by Des King reflecting on Seaside Entertainment I Have Known

The Minutes of the 2015 Annual General Meeting were issued in the Autumn 2015 Journal (No.96) page 5. A few copies will be available at the Meeting as required.

* The current Committee are willing to carry on but there are two vacancies on the Committee so if you are interested in volunteering, please let us know before or at the Meeting.

FREE WHARF

PLANS for a big housing development in the Shoreham section of Shoreham Harbour went on show May 11th to 14th. Nearly 7.5 acres of land off Brighton Road, the former Minelco site west of the harbour entrance, have been sold with outline planning permission for mixed development.

Agents initially said 400 homes are planned for the site known as Free Wharf, plus some retail space and a small hotel (*not sure about the hotel – ed.*) The port authority allowed the site to be sold to a housing association, Southern Housing Group (SHG), after deciding that this part of the harbour is not good for commercial port use.

The SHG website for the project shows the exact site. The plan falls within the approved development briefs for the harbour, which allow for extensive housing development even though planners say the A259 cannot cope with any more traffic.

Ray Chandler from website: www.shorehamsociety.org.uk



This is the information panel on the wall of The Amsterdam pub, Old Shoreham Road side. A similar one disappeared from Buckingham park and Adur District Council promised to replace it (News Sheet 94A) Does anyone know if they have?

Wet Lettuce sorry this Journal's a bit rushed so no time to do one

RAIL TICKET OFFICE CLOSURES

I thought you might want an update, which I received from one of the ticket staff yesterday (Tuesday 5th April).

The results of the consultation have been collated and it showed, unsurprisingly, overwhelming opposition to the proposed closure. However, Southern have told staff that they have not changed their minds about the closure and putting a 'Station Host' onto the concourse instead.

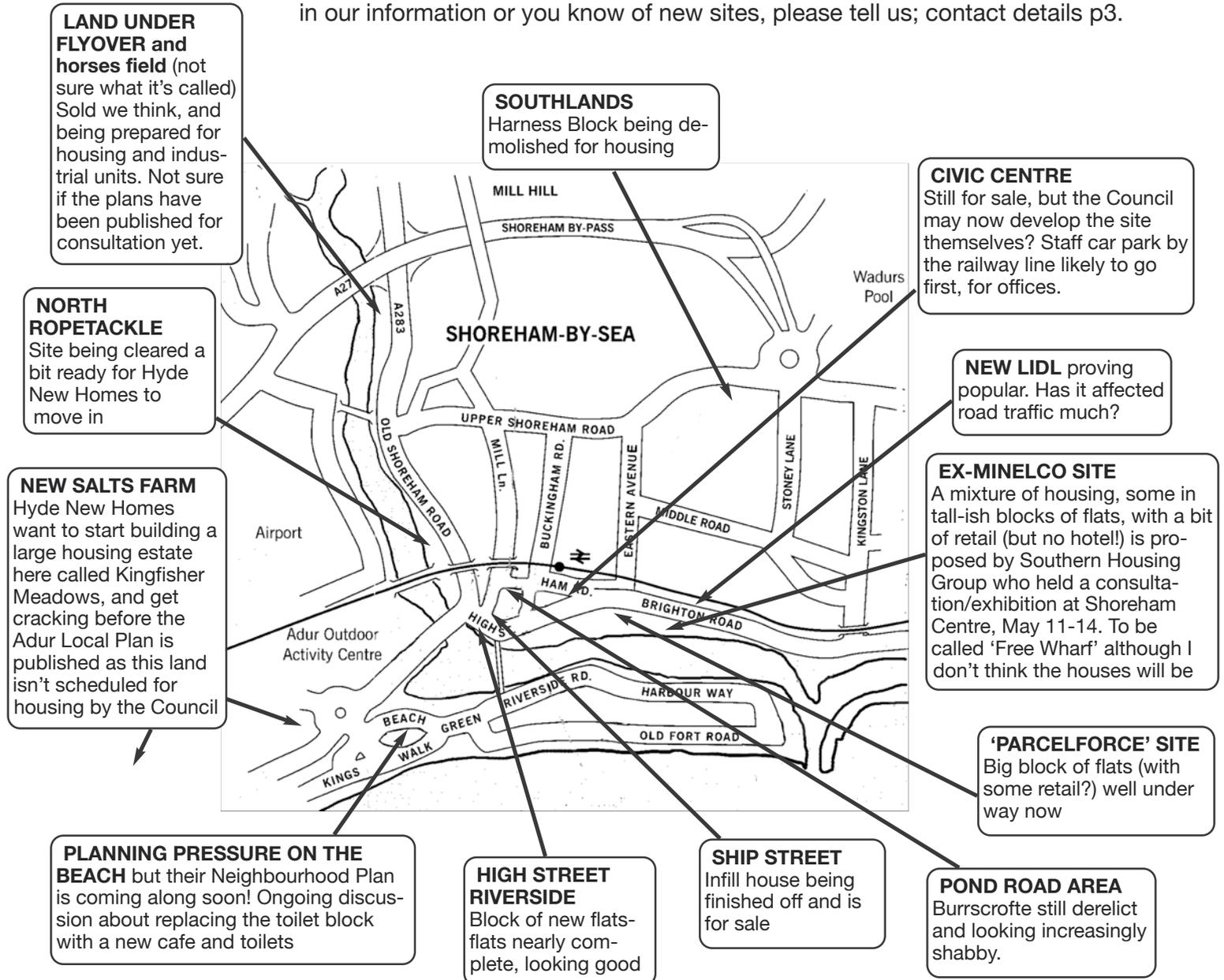
Staff have not yet been told what this means exactly – for example whether this means that the 'Host' will be located before or after the ticket barriers - but they understand it is to be one person only on duty at any one time. GTR's website says that the changes will be implemented from the summer through to September 2016.

It also says that they will share the results of the consultation, but I can't find anything about it – although it has been shared with staff. The website now says "We will be working with London TravelWatch and Transport Focus, who will now review the feedback and share their findings. More information will be published shortly".

Would it be possible to ask GTR for the publication of the results? In particular, they should be asked what criteria they used in assessing the views submitted in the during the consultation process. Maybe through a FOI request? I understand that GTR's proposals now have to go to Department of Transport for their approval so there is another opportunity to influence the outcome if we knew what the timetable is. Thanks,
Maggie Hill (Member of the Society)

Current Developments in Shoreham-by-Sea

Here's our summary of what we think is going on. If there are any gaps or inaccuracies in our information or you know of new sites, please tell us; contact details p3.



Continued from front page

with these Amendments will then be submitted to the Secretary of State in July, hopefully with a hearing in October and adoption in early 2017 - none too soon. There is a government deadline of April 2017 for any revised submission.

Much of the pressure for development on areas such as New Monks Farm is due to the 'Objectively Assessed Need for Housing', as the Plan looks at the need for housing in Adur up to 2031. These updated projections take account of 2012 based Household Projections published by the Government in February 2015.

The approach taken by the study is guided by the requirements of the National Planning Policy Framework (NPPF). All this may be affected by a new Housing and Planning Bill which is thought to be due in October 2016.

In the meantime, owner-developers have proposed a housing development on a greenfield parcel of land by the Saltings Roundabout, north of Brighton Road and west of New Salts Farm Road, near the airport.

The developers held a 'public consultation' PR exercise showing outline plans for development of this site, even though this site has been judged by the local council and the Environment Agency as unsuitable for housing because of flood risks, and has never been included for development in any version of the local plan, and the Council is indicating that it will not be favourably looked at.

Furthermore, Westminster government has ruled that the Planning Inspector in any appeal must pay attention to local plans that are in a developed stage even if they have not been fully implemented.

So now you know!

Further info can be found online at <http://www.adur-worthing.gov.uk/adur-ldf/local-development-scheme/>

WILD LIFE NOISE MONITORING

RAY Chandler has written, on the Society's behalf, to Jim Griffiths, the chief sound consultant to the Wild Life music festival:

The undertakings you gave at the Wild Life licence review last October to control the sound leakage more effectively for this year's event were very welcome. Bass booming and the noise of shouting DJs were the types of sound most often mentioned in the complaints received by the Shoreham Society, so we hope extra control of these will receive your particular attention.

As you know, the Society has never opposed the holding of Wild Life, but in view of the complaints received last year from local residents about noise disturbance, we are naturally very interested in your promise to the licensing committee to introduce extra sound control measures this year.

Everyone will benefit if you are successful in achieving significantly less noise disturbance to neighbours while allowing full enjoyment for the festival-goers, so we are keen to fully encourage your efforts to this end.

And received this reply:

Jim has passed on your e-mail regarding the noise control measures at Wild Life this year. I will be leading the noise management and we have engaged with the sound company to change certain elements of the sound system and change the sub array coverage etc.

As I am sure you can appreciate this will be an on-going exercise every year to identify any issues and address them. This year particularly, the low frequency noise levels have been addressed and we will be trying some new configurations and different components across all stages with the aim of reducing the offsite impacts from this aspect of the music.

In terms of MC vocals we will be working closely with the engineers to encourage the use of compression to again help reduce the off-site impacts.

With these measures in place I am confident that this year's event will be an improvement on the last and whilst the music noise levels will still be audible in various areas around Shoreham, the overall impact should be reduced.

We will of course review the measured data thank you for your support, etc.

Matt McIlroy, Acoustic Consultant

So... we'll keep an eye on it for you. Or should it be an ear.

HOW ARE WE DOING WITH THE SUBWAY?

YOU probably know that we're trying to get the subway re-opened to the station level crossing. Network Rail's 'technique' seems to be... 1) TO IGNORE 2) TO GIVE A DUMB RESPONSE. Maybe that's what they always do; we've certainly experienced it several times already and here's the current example.

After Tommy Ramshaw was killed at the level crossing and our well-supported demonstration on 12th March (thank you to all who came) we sent this letter to Mark Carne, Chief Executive of Network Rail, and signed by our Chairman, Tommy's mother and our MP – posted 17th March, recorded delivery.

Dear Mr Carne

SHOREHAM TOWNSFOLK WANT SUBWAY RE-OPENED

For some years now The Shoreham Society has been asking for the re-opening of the level crossing subway at Shoreham-by-Sea Station. This has fallen on deaf ears and in spite of a £99 million Safety Budget and a widely publicised desire to increase safety at level crossings it became perfectly clear that Network Rail does not intend to do this fairly simple task. The subway was to be kept blocked up.

Following the death of Tommy Ramshaw on February 27th The Shoreham Society wish to escalate this and raise it with you. It is our opinion that Mr Ramshaw could be alive today if the subway was open to pedestrians. It was an accident waiting to happen.

We believe that Tommy was aware of the long waits caused by Network Rail's signaling practice, heightening of safety rules and the increase in traffic along the line. Therefore with the barriers closed he took a chance, as many do. There is no suggestion of suicide – it was indeed a tragic accident.

Clearly his behaviour was at fault. But we believe that, had the subway been open to the street, as it was originally built, Tommy might have used it and been alive today. Living in Shoreham, he would have known about the subway and, even in an intoxicated state (if that was the case, we don't know) he would have taken the safe route and survived.

Therefore we ask for further talks on this matter. We would welcome an early meeting with you or your senior representatives to discuss our options and explore working together. This request is supported by Tommy's family and our MP.

Yours faithfully,

(signed by)

Gerard Rosenberg

Chairman, Shoreham Society

Jeanette Compton

mother of Tommy Ramshaw

Tim Loughton, MP

Shoreham & East Worthing

Now, back in December 2014 I wrote to Mark Carne's office about a subway-related matter and a week later an acknowledgement letter came from Emma Holland, *Team Organiser for the Office of Mark Carne*, saying a formal response will follow in due course. This time: nothing. Not even the standard acknowledgement. It seems Network Rail decided to 1) TO IGNORE. And this is a letter signed by our Chairman, by Tommy's mother and by our MP. Astonishing.

By 17th April, after waiting a month, I phoned up and was told yes, the letter had been received but they couldn't tell me anything more (because I wasn't one of the signatories!) So another recorded delivery letter went off asking for the date when we could expect a full reply by. Emma Holland then e-mailed to say they had replied on 14th April (our Chairman still has not received it) and she attached a scan of it. That's all we ever got, and it took over a month and two reminders. Basically it's from Alasdair Coates, *Route managing director*, saying, after some preamble about meetings, that "we will meet with the Society, the MP and relevant

stakeholders jointly with Govia Thameslink Railway *once we have determined how we can move forward on the issue at the level crossing* (my italics). So what does that mean... "once we have determined"? Determined, more likely, to 2) TO GIVE A DUMB RESPONSE.

This came from Eddie Burton at NR last week...

Apologies in the slight delay in responding following the site visit and the public meeting. Having reviewed the report compiled by the Asset Manager, there were a couple of options mentioned with regards to a footbridge/staircase, lifts/footbridge and an additional subway running parallel. There was also one from yourselves-installing new ramps so as to provide access to either the mid stair landing of the existing subway or subway floor with additional gate lines being installed on platforms 1 and Platform 2.

None of these are physically possible due to the lack of space around the site, which has led to a decision being made to not re-open the subway.

Who says "lack of space"? And why are they even *looking* at a footbridge, lifts or, incredibly... a second tunnel! Crazy. We ruled these out years ago. 2) GIVE A DUMB RESPONSE. There was space for steps when it was built and since then a signal box has been demolished, so there's even more space now. A "reality check" is needed, a second opinion, and we are about to fork out for a site survey of our own because NR won't release any plans (basically won't respond) to our consultants Jon Orrel & Partners (so it's 1) TO IGNORE again). We'll keep you posted.

Bang Head Here

IN Bill Bryson's latest book, *The Road to Little Dribbling*, he comes across as an elderly grumbletonian, finding lots of irritations in his travels round Britain – but then balancing this with comments about how much he loves the UK and its people.

So in that spirit, Shoreham and Sussex generally is a lovely place to live but there are some annoyances. See if you agree.

● Doesn't anyone **clean road signs** now?

Council cuts, I hear you say. In the last *Journal* I mentioned Brixham with a team of elderly volunteers painting harbour railings. Should we organise something like that to scrub the lichen and algae off our signs – and trim back the bushes (*photos on right*). Presumably 'health & safety' would step in and say it's far too dangerous even in high-viz jackets? "You just can't get the insurance!"

● Don't we get **rubbish answers** from 'professionals'? We've been banging on about a decent road through the Airport (Saltings to

ex-Sussex Pad) and Cllr Janet Mockridge asked WSCC to consider it. Here's the Official Reply (at last, thank you to Paul Matthews): "Any historic proposals are believed to be out of date and not fit for purpose. Any new proposals would need to be identified as an Integrated Work Plan (IWP) priority." Unbelievable. Yes, yes, OK then, get on with it, whatever you want to call it. But for f**** sake find out if it would make a difference to the tedious daily traffic congestion, before all these extra houses are built at Kingfisher Meadows and New Monks Farm. And roughly what it would cost. Or explain intelligently why it is a bad scheme or unworkable, with evidence to back it up, then we can drop the idea. *Are we being unreasonable?* These non-committed, pathetic replies are just an insult, especially to Janet.

● Subway's **the same** (see above) "We have no plans to re-open the subway to the street". Yes, yes, well get some then because it's a no-brainer. "To re-open the subway is financially and structurally challenging" (reply quoted



How about a wash and trim, sir? Or (right) just a wash then?



on Radio Sussex). My goodness we can land a 'fridge on Mars so how is this challenging? Who are these incompetents? And we did offer to raise funds for it. Time-wasting and insulting once again.

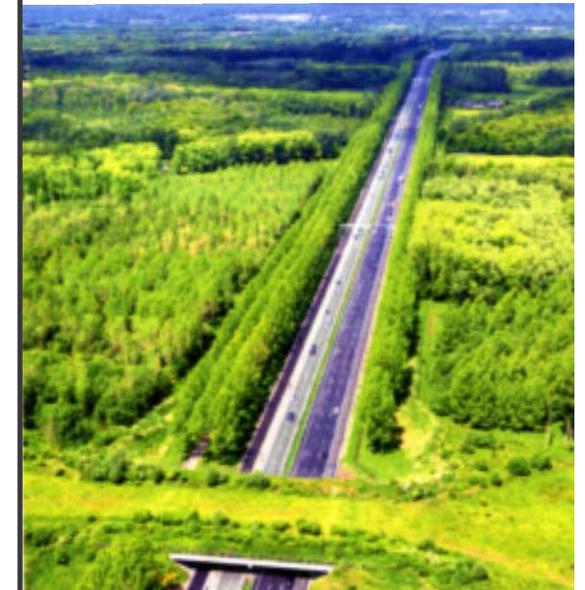
● **Public consultations**, then they just go ahead and do it anyway. More time-wasting but they have to tick all the boxes. How about an independent body (e.g. Shoreham Society!) by law having to quantify all responses received, then the developer (*or GTR – see p. 6*) publishing what aspects of the plan they have changed, if any. And for any significant objections that they will *ignore*, writing (a bit like the Governor of the Bank of England writes to the Chancellor about inflation) the reasons why in clear English. And not just something trite like "financial reasons".

● The '**Hot Food Available All Day: Next Lay-by**' signs. Then at 5pm you notice the thing is shut, they've gone home but not bothered to take the signs down. (*Enough! – ed.*)

For the next 'Grumbletonians Corner' we welcome your submissions. But we can't promise to do much about them.

ENDPIECE

Nothing to do with Shoreham I'm afraid but when you go through Falmer on the A27 wouldn't it have been great to have a short tunnel or, as in the picture, a 'green bridge' linking the two sides so that the village isn't split by a big cutting. Not only can the wildlife get across, but so can people and, psychologically, the village is still in one piece – sort of. Oh well, too late now.



Delivery Address

Talks on the third **Friday** of the month in
St Peter's Hall, West Street, Shoreham-
by-Sea BN43 5WG *unless otherwise stated.*

talks

ShorehamSociety.org.uk



Friday 20th May at 7.30pm:

ANNUAL GENERAL MEETING

Following the AGM business (see page 5) comedian and magician **Des King** will reflect on *Seaside Entertainment I Have Known*. Bar open; refreshments; nibbles. Members free.

Friday 17th June at 7.30pm:

'SUSTAINABLE' BUILDING AND THE WASTE HOUSE

Duncan Baker-Brown is Senior Lecturer at the College of Arts & Humanities, University of Brighton, and Director of BBM Sustainable Design Ltd. Here he explains how to 'retrofit' buildings rather than demolish them, and to build a house of rubbish. Plus how increased housing density is the only solution to population growth in the busy south-east. Members £2, guests £3.



Friday 15th July at 7.30pm:

FRENCH FAMILIES, SEVEN CHURCHES

An illustrated talk by **Peter Lovett** on the turbulent history of the Adur valley –with no less than seven one-thousand-year-old churches – and the rise and brutal downfall of the Norman de Braose family. A gruesome tale! Members £2, guests £3

August - no event

Friday 16th September at 7.30pm:

THE CHANGING FORTUNES OF KINGSTON BUCI

An illustrated look at the development and redevelopment of agricultural Kingston into an important port and industrial area, with **Trevor Povey**. Members £2, guests £3



Friday 21st October at 7.30pm:

TOPICAL

We'll discuss something relevant and topical to Shoreham, which will be announced nearer the time or on our website.

Friday 18th November at 7.30pm:

To be announced.

