

High Buildings Going Up and Up

TWO meetings about high-rise and housing density are coming up very soon, which you might like to attend. Both are at 7pm, admission is free so bring your friends along too.

One is ours, held in conjunction with Shoreham Beach Residents Association, and called "Have Your Say". It's on THURSDAY 13th OCTOBER – and a leaflet should come with this News Sheet. It's not on our usual date and it is at the Sussex Yacht Club on Brighton Road (where there's more room).

The other is in Brighton on WEDNESDAY 19th OCTOBER and called "Is it High Time for Brighton & Hove?" It's at City College in Pelham Street and is organised by The Regency Society. We think many of the arguments will be relevant to Shoreham.

Committee Member **Ray Chandler** says, "Many Shoreham residents are worried about development plans bringing taller buildings and higher-density housing. So the **13th October** meeting will provide an opportunity to debate what many see as increasing over-development.

"A panel with our MP Tim Loughton, local planning officers, councillors with planning responsibilities and other key figures will face questions from Shoreham Society Committee and the audience at the Yacht Club.

"Some residents are alarmed at the height of the blocks permitted and now being built at the old ParcelForce site on Brighton Road, and even more concern has been expressed at a proposal for heights of up to 14 storeys at the nearby Free Wharf site.

"A doubling of the height of proposed blocks of flats at Ropetackle North (by Hyde Housing Group) has also caused local concern, and with major development on the cards at the old Civic Centre site and on open land near Shoreham Airport, we feel it's time for a debate on where the town's going."

Committee Member **Gerry Thompson**, who will chair the public meeting, said, "This will give local residents and all interested parties a chance to air their views and have a debate about what restraints would be reasonable for future developments in this rapidly-changing area.

"We will be able to hear from key decision-makers about their policies and they will be able to hear residents' views and answer

Talks & events

Thursday 13th October, 7pm
at Sussex Yacht Club. Free. Bar open.

TOPICAL:

Shoreham Housing Plans

Not our normal Friday night and held in a larger venue – see article on left.

Friday 18th November in St Peter's Hall, West Street, Shoreham at 7.30pm. Members £2, guests £3

SHOPS AND SHOPPING:

the small shop through the ages with Dr. Janet Pennington.

We take shopping for granted nowadays, using our local shops and going the supermarket. We can even have a home delivery at our convenience. How different was it for our ancestors – would we recognise a medieval shopfront? How many have survived? And what about shop signs and shop names – how have they changed? Are we still a 'nation of shopkeepers'? Do bring along any family 'shops and shopping' photographs or memorabilia for display.

Wednesday 7th December, 7pm at Beach House, 16 East St. Shoreham

Christmas Buffet

Our buffet will have three different small dishes, brought out in sequence – you can mix & match: fish & chips, a Thai curry and vege rosti. Should suit vegetarians. Also chocolate brownie pudding. Includes a 'welcome drink' of beer, wine or a soft drink.

Tickets £15 from Beach House and at the above talks.

Friday 20th Jan 2017 in St Peter's Hall
ART NOUVEAU ARCHITECTURE

Illustrated talk by Ian Gledhill.

The talk originally planned for last February.

their questions. Height limits, housing densities and the ability of the local infrastructure to cope with rising population are bound to be burning topics."

Brighton Meeting on 19th October

It's similar in Brighton. The Regency Society says, "The Council believes we need 13,000 new homes by 2030 - many of them affordable. At the current completion rate we are unlikely to achieve this figure. The real need may be greater. Is our much-loved townscape to be dwarfed by high rise? Is high rise the new exciting way to live?"

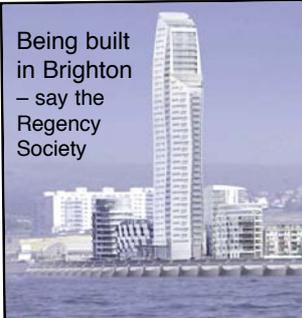
The following speakers are promised at the Brighton meeting:

Nick Hibberd, Executive Director of Economy, Environment and Culture, Brighton & Hove City Council.

Nick Lomax, LCE Architects
Councillor Phelim

MacCafferty, Leader of the Green Group on Brighton & Hove City Council and on the Planning Committee
Jeremy Mustoe, Chair of The Brighton Society
Tom Shaw, Development Director, Hyde Housing Group.

Being built
in Brighton
– say the
Regency
Society



SUBWAY SAGA RUMBLES ON

IN a nutshell, we are now awaiting Network Rail experts to do a 'Diversity Impact Assessment' of the site, promised by the end of November.

This is the result of a meeting that Tim Loughton engineered (*thank you Tim*) on June 27th. Network Rail and Southern Railway generally agreed that there was no objection to opening up the Subway to the street if it were feasible, as long as 'revenue protection' (ticket checking) could be maintained.

Because Network Rail (NR) repeatedly refused to show us, and our consulting engineers HOP, any plans of the site (which they *must* have) we paid out of Society funds for a professional site survey.

And on this I outlined four possible entry routes into the Subway. Chris Deacon (the NR representative who came to the meeting) was to go away, choose the preferred option and suggest two contractors who NR could ask to quote.

The abovementioned Chris Deacon then went on sick leave so e-mails and phone calls asking what he was doing (= nothing) were ignored. This has happened before: our NR 'contact' going on long-term sick leave. Nobody else bothered to cover Chris's work so I sent in an official complaint which seemed to kick-start things again. That's when we got a reasonably intelligent response saying they had to look at diversity.

So, whilst waiting for November, I had a look at the options myself. It's basically about getting wheelchairs and buggies through, plus people who have difficulty walking. Of course, rail passengers can't do that at the moment so presumably any plan should also include them.

It's either ramps or lifts. Because of the three metre drop into the Subway, a compliant ramp (gradient 1 in 20) needs to be 60 metres long and I can only get 30 metres in on that site, with zig-zags and landings. In any case it would be extremely tiring to use ramps that long – and by the time you had, the train may have gone and the gates be open again.

This could also apply to lifts, calling for them and waiting for them. There is room for lifts, and passengers with luggage might appreciate them. But at what enormous cost, plus the maintenance, and how often would

they be used? You need steps in any case for the able-bodied.

We anticipate NR will use 'diversity' as a stalling tactic. So we'll argue for getting the steps in **now** (*the affordable option*) and adding lifts later when funds are available (*maybe never*).

This is not 'new build', just reinstatement of what existed before. So we wonder why it has to be Diversity Compliant?

Adrian Towler