

Autumn 2023
Number 111
Free to members
Non-members £1
446 Members

Unsympathetic / Sympathetic

New conservation area developments

With the 'urgent' need for housing, Shoreham-by-Sea has become a building site. The developments on the Western Harbour Arm and the riverside make themselves known by their size and they surround the historic town centre.



Within the town there are two new prospective developments in the conservation area itself, one described as a 'companion' to the old Burrell Hotel and a redevelopment of Chantry House and the area behind it. What is the impact on the historic built environment of these proposals?

The Burrell Hotel was built to cater for the tourism generated by the introduction of the railway. It was the first building to greet you as you alighted the train. It was built to make a statement on Brunswick Road, a main thoroughfare. The subsequent re-development of the building into flats (William de Braose House) and a restaurant did not make much difference to the area's streetscape of a century ago. It was a case of a building being repurposed to meet the needs of a growing town. It is interesting to note that on that side of Ham Road, recent developments, Caxton House (originally a Victorian school) and a pair of semi-detached cottages made every effort to keep the streetscape.

Robins and Perkins garage was the coach house for the Burrell Hotel and over time became a garage as the motorcar became common. It is not hard to visualise as it would have been in the 1870s. The 2023 proposal to build six flats and two ground floor retail spaces in a 'companion' building marginally higher than the original Burrell Hotel would, in my opinion, dramatically change the sense of character in that part of the conservation area, particularly as it would overshadow the station itself, a building of note.

Chantry House (formerly the HSBC bank) and the land behind it is an interesting proposition. How do you fit 6 houses and three flats into what one thinks is a small space in the heart of town? You would have to judge for yourself, but it seems that developers have



Burrell House as a Hotel, C1900

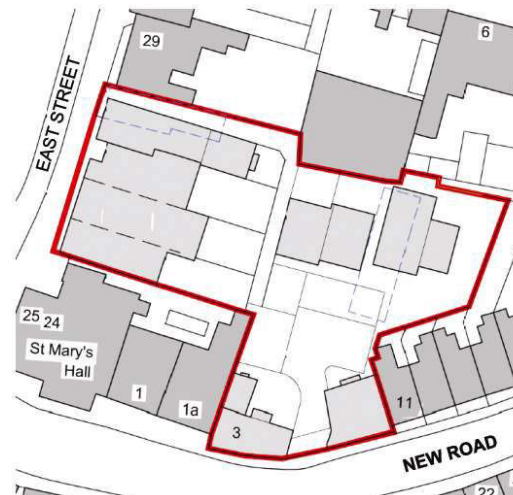


(Above) An impression of how the proposed Ham Road & Station-facing building could look

(Below) The area covered by the Chantry House / New Road proposals



Chantry House, East Street



been careful to minimise the impact on the conservation area and have utilised the space for the current housing needs by taking down garages and sympathetically extending the rear of existing buildings.

Both developments are radical: one in terms of design and impact, the other in terms of space.

JT

You can view both planning applications on the council's website.

Robins & Perkins AWDM/1936/22

Chantry House and surrounding land AWDM/1419/23

Friends of Buckingham Park

The recently formed Friends of Buckingham Park aims to keep and enhance Shoreham's lovely park for all to use. They say, 'So many people we've talked to value the park for many reasons, and a key one tied in with all our futures is the nature we find there. Whether it be the sweet chestnut avenue of trees or the woodpeckers in spring, or the views to the sea from the top of the park, they all mean so much to us.'

Following their success in getting the two new Nature Boards (by the playground and up by Apron Community Garden) they have been talking with Sussex Wildlife Trust about how to encourage children to enjoy nature and develop more biodiversity in the park. Working with the excellent park warden, they have identified an area to create a butterfly garden through planting shrubs and smaller plants which butterflies thrive on. The garden will be at the South end of the park, between the nursery and the western entrance to the park. It will be unfenced and need little maintenance. There will be a better survival rate if they plant plugs rather than just scatter seeds, so they need to raise some funds for this, and are appealing for people to chip in. The more they raise, the more butterflies the garden will support. It needs to be done now to be able to see the results next summer.



With the inflation crisis biting, they are asking for people to give what they can afford.

You can become a member by emailing:
friendsofbuckinghampark@virginmedia.com,

Shoreham Independent Traders' 2024 Calendar



Shoreham Independent Traders have issued their own calendar for 2024, containing 12 atmospheric photographs of Shoreham by locals and visitors to celebrate the beauty of our town and to raise funds for a local charity..

The photos were submitted by winners of the 'Enjoy Shoreham-by-Sea Photography Competition'.

Proceeds from the calendar sale will go to 'Over the Moon', which is a non-profit community arts organisation spreading creativity and togetherness throughout Adur.

It runs Shoreham's *The Circular Space*, a community creative reuse and circular economy hub, 'dedicated to bring joy to the community while looking after our planet'. The Circular Space has a 'Scrap Store' that sells on donated waste at low cost for creative reuse. It also provides 'The Scrap Space' - space for creative community activities in 'The Activity Space' and 'The Garden Space'.

You can find out more at

www.weareoverthemoon.org/thecircularspace.

You can take a look at all of the photographs and order a copy online at:

www.enjoyshorehambysea.co.uk/product/shoreham-by-sea-calendar-2024/

You can also buy in-store at

Photal Photography 4 Tarmount Studios, Shoreham, BN43 6DA

Train Station Matters

A notice board and a ticket office

There was a flurry of urgency in the summer when the notification of a consultation suddenly appeared on 4 July regarding the possible closure of ticket offices across the country. Shoreham Society and AREA members sent out a proforma letter to encourage people to send in their comments to the consultation. We had originally intended to do a full survey on how the station was used after the schools had gone back, but given the deadline, we did a survey over three days at the end of August to get the results in by the (then) extended date of 1 September 2023.

Thank you to all those who took the time to stand at the station and count people, and to Phil Hamerton and Pat Ansell for all the organisation.

All over the country many people responded to the consultation and we are delighted to hear that the Government has listened and has decided to withdraw the proposal to close the ticket offices. There were over 7,500 responses, and 99% were not in favour of the closures. We await what happens next!

The eagle eyed among you may have noticed a new noticeboard on the ticket office side of the level-crossing. This has been put up to reduce the amount of fly-posting on the fence, with the Shoreham Society responsible for the community notices to be displayed on the board. If there are any community events you wish to promote, please leave your poster or leaflet with the ticket office.



Let us all plant trees, says a report

Several months ago, it was reported that an adviser to Michael Gove had said that we should all be given a right to plant trees and other greenery in our public spaces. Nicholas Boys, who also chairs the think tank Create Streets, released a report calling for more greening of cities. It suggested measures that could be adopted, including 'giving individuals and local communities the right to plant in existing public green spaces in their neighbourhoods, and much easier (planting) in streets'. The benefits of increasing greenery in urban areas, according to the report, include a combination of lower depression, reduced mortality, reduced crime and higher house prices'.

Hope Value

In October the government passed the Levelling Up and Regeneration Act, which contains a potential change that campaigning groups such as Shelter have been seeking for many years.

There is a clause in the Act that would give the government the opportunity to scrap 'Hope Value', a feature of land value estimation that, if removed, would make building social homes much easier.

Hope value inflates the price of land and is one of the biggest barriers councils face in building social housing. The new law would enable the government to give local authorities the right to buy up land without having to factor in hope value, which is a huge premium added to the value of land on which developers hope to secure planning permission. Scrapping hope value could make building social housing 40% cheaper for councils.

Most of us have never heard of hope value, but it plays an important part in determining the cost of housing developments.

All land and property has 'existing use value'. This is a figure for what it's worth in its current form.

For example, if a farmer had a field worth £10,000 an acre for use as arable land, but then secured planning permission for building new housing, the value could suddenly rise to £200,000 an acre. Its new status as development land is worth more than it is for farming.

Hope value is the anticipated value according to the likelihood of its use. The value increases as the probability of an alternative use becomes more likely.

If the farmer's field doesn't have planning permission but is located immediately next to a village, its possibilities for future housing development would increase from that hypothetical £10,000 an acre to something more like £25,000. That's the 'hope value'. Should the field become allocated in the Local Plan and the chances of planning permission become more likely, the hope value will carry on rising as each planning obstacle recedes. In reality, few transactions occur at hope value, because most owners will sit tight, waiting for the value to rise. This – of course – locks up land that could produce affordable housing.

However, some people have reservations about the benefits of removing hope value. They say that, potentially, it puts greenfield or green belt sites at risk, such as parkland or fields at the edges of urban areas. Those would normally attract higher hope value, so scrapping hope value in those situations could

release socially valuable land for development, unless there were restrictions in place.

There is no question that the need for affordable housing has reached a desperate situation, With the Joseph Rowntree Foundation reporting that 131,000 homeless children are growing up in temporary accommodation and that 3,800,000 people have experienced destitution during the past year, housing people has become a major humanitarian issue for Britain.

If something called hope value is scrapped, in its place would be something called hope. TV



Safety First at Swiss Gardens Primary



Swiss Gardens Primary School has been operating a 'School Streets' scheme since term started in September, together with other schools in West Sussex.

The scheme is intended to prevent accidents and give families greater confidence to leave the car at home and choose active and sustainable travel options for the school run. It prohibits motor vehicles entering the road directly at the school gates at drop-off and pick-up times, with exceptions for residents' vehicles, businesses, and some other exemptions for essential access. Councillor Kevin Boram, who has been involved in the scheme, commented, 'It closes Connaught Avenue from Freehold Street to Victoria Road to all but buses and for access from 8.00 to 9.00 and 2.30 to 3.30. All traffic, vehicles, cycling and walking is being monitored by West Sussex County Council.'

Lawrence Caughlin, Headteacher at Swiss Gardens Primary School, Shoreham, said: 'We regard the School Streets initiative as an important step forward to support safe travel to school for all our children. We are firmly behind the project, as the safety of children at our school is paramount and hope it leads to sustained and long-lasting improvements.'

Current Developments in Shoreham-by-Sea

 Conservation areas

Please contact the Editor if you know of anything that should be included. If you wish to look at a planning application, go to:

<https://planning.adur-worthing.gov.uk/online-applications>

PAD FARM
Farmland north of A27 bought by Council from Ricardo PLC. Plans to encourage biodiversity & strengthen flood defences

'FOURTH ARM'
under construction

PANATTONI BUSINESS PARK
Under construction
Application approved as part of Reserved Matters following Outline Approval (AWDM/1093/17 along with IKEA)
AWDM/1831/21

OLD SALTINGS
Council continues to investigate 'How best to utilise the land for the wider benefit of residents & nature'

THE MANNINGS
74 New homes
Work in abeyance
Builders ('Reach') liquidated. Southern Housing now looking for a replacement company to finish the work
AWDM/1281/19

EAST ST & NEW RD
Former HSBC building and 3 to 9 New Road, conversion to flats and commercial premises
AWDM/1419/23

HAM ROAD GARAGE
(PERKINS & ROBINS)
Application for demolition (with intention to build flats & commercial premises)
AWDM/1936/22

Ex-CIVIC CENTRE
Planning approved
AWDM/1450/21

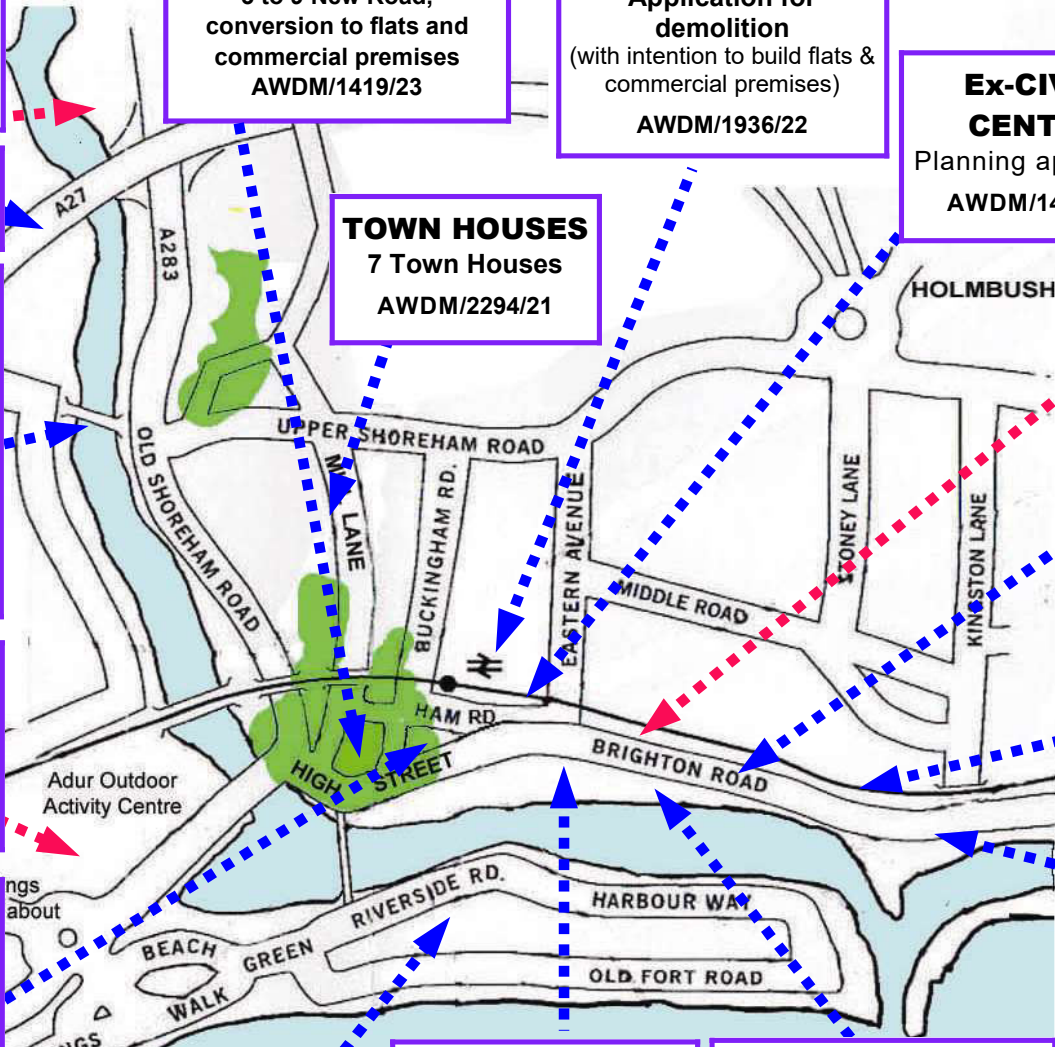
TOWN HOUSES
7 Town Houses
AWDM/2294/21

BRAMBER CONSTRUCTION
Site sold

69 - 75 BRIGHTON ROAD
(adjacent Frosts)
4 Apartment blocks
183 Apartments
AWDM/1473/21

KINGSTON WHARF
Hyde New Homes; approved for 3 blocks
AWDM/0203/20

5 BRIGHTON ROAD
(ex-HOWARD KENT)
Application refused. Appeal in progress
AWAP/0033/22



BOX PARK CAFE
Application approved
AWDM/1473/21

FROSTS
Application refused. May go to appeal
AWDM/1473/21

FREE WHARF
Application for 46 extra units
AWDM/1315/22

 Planning application registered
 Development likely

Moving and breathing safely in our streets

Emissions from motor vehicles have now become as big a worry for health experts as tobacco was 60 years ago. Besides the danger of respiratory and heart conditions, a years-long global study, released in The Lancet Planetary Health journal in August, has shown that air pollution also increases antibiotic resistance, making us vulnerable to diseases of all kinds.



Added to the climate crisis, this has campaigners around the world and many governments trying to do something to reduce damaging traffic emissions. They want to improve public transport and make things easier for people to walk and cycle instead of using their cars.

Dr Haneen Khreis from the University of Cambridge is quoted as saying *'There is a large and preventable burden of respiratory health due to current urban and transport planning. Our health and wellbeing should be the core of planning and policymaking.'* For decades, domination by motor traffic has caused town planners to give less attention to designing travel infrastructure that helps us to walk and cycle.

World campaigners, governments and local authorities are either considering or implementing measures to improve health and wellbeing. We hear about LTN (Low Traffic Neighbourhoods) and LEZ (Low Emissions Zones). Also, there are 15 or 20 minute Neighbourhoods: the creation of towns that provide what we need within a short distance. Out-of-town retail parks are the exact opposite of that, so investing public money in local amenities like shops, schools, healthcare and in social spaces such as parks, pubs and restaurants, can provide opportunities to walk, cycle or use public transport for the things we do every day. Environments where every essential is within a 15-minute walk or bike ride, promotes consistent physical activity. This elevates air quality and reduces risks associated with a sedentary lifestyle, so we need councils to take action.

LTNs are residential areas in which access to motorised traffic is restricted by using barriers, such as bollards, gates or planters. The aim is to filter traffic away from 'rat runs' to increase safety and reduce emissions, especially where there are large numbers of children. In some cases, restrictions



are enforced using automatic number plate recognition (ANPR) cameras.

Many countries are introducing Low Emissions Zones (LEZs). These are intended to encourage the use of vehicles that comply with ultra low emissions standards within dense urban areas, particularly where congestion causes vehicles to stop frequently. Idling engines produce more lingering emissions than when they are on the move, which is why there is a notice at the Shoreham level crossings asking drivers to switch off whilst waiting for barriers to open. LEZ schemes usually permit the entry of vehicles that meet low emissions standards and charge those that don't. Shoreham could be insufficiently urban and densely populated for the introduction of LEZ, but the air quality along the high Street at busy times has been tested during those times with alarming results.

Currently there is a blizzard of local plans and strategies to read and comment on. Besides West Sussex County Council's Transport Plan, a document mentioned in the Spring Journal, there is also a WSCC Active Travel Strategy 2023 - 2036, and an Adur and Worthing Councils Local Cycling and Walking Infrastructure Plan. Before serious implementation can be taken, they have to traverse public consultations, which makes the whole process cumbersome and painfully slow.

The WSCC Draft Active Travel Strategy outlines action that will respond to the sorts of concerns raised by the many scientific studies mentioned above. Its 'mission statement' is to:

1. Support the decarbonisation of our transport network.
2. Reduce the need to travel by motorised vehicle.
3. Boost physical and mental health and wellbeing through access to active travel routes across the county.
4. Support future economic prosperity and vibrant local communities

However, implementing the kinds of measures that would meet those requirements will not be easy, and there are some local voices that question whether WSCC is pressing ahead hard enough. Recently, UK county councils

that have responsibility for highways were assessed by Council Climate Scorecards UK on the effectiveness of the actions they've taken towards net zero. Out of 21 County Councils, West Sussex came 20th.

There is always push-back from some sections of the population that can make implementation unpopular, as we saw from the LEZ scheme in London. That scheme has caused difficulty for those whose vehicles do not meet the standards of low emissions. Many of them cannot afford to replace their older vehicles with newer ones to meet the emissions zone demands without some help. Most schemes around the world provide government financial assistance, but we have nothing in place to help them. Not that West Sussex is considering introducing LEZ schemes (as far as we know), but other measures, such as lanes to improve cycle safety, are certainly high on the list of attainable aims.

Shoreham is well within the focus of the West Sussex Transport Plan, which sets out ambitions for the important link with Brighton on the A259 Shoreham to Brighton & Hove road, from East Street to the County boundary at Fishersgate. This stretch of the coastal route is of particular concern for those who would like to use their cycles instead of cars to travel between Brighton and Shoreham, because it contains sections that are dangerous for cyclists. Part of the route actually goes through Shoreham Port across lock gates and along the lengthy and crevasse-riven Basin Road, in order to avoid the hazardous stretch of the route between Southwick and Hove. The whole route presents problems for walking and cycling, with inadequate pedestrian pavements in many places and road widths that currently are challenging for road designers. There are complaints that the development of the Western Harbour Arm should have been an opportunity for the inclusion of a cycle path, but whether or not this has been addressed with developers is not yet clear.

During the pandemic, pop-up cycle lanes helped people to get out on their bikes in a safer way, but there were complaints from residents because the cycle lanes made it difficult for them to emerge or enter their houses safely in their cars. So these are the kinds of difficulties that changes to travel infrastructure must meet. It requires determination and courage for a local authority to implement measures that inevitably inconvenience some sections of the public.

The WSCC Active Travel Strategy public consultation ends / ended on 15 November. You can read the document at

<https://yourvoice.westsussex.gov.uk/active-travel-strategy>

Stormy times at airport Business Park



Artist's impression of the completed site

The sudden appearance of a steel structure in the landscape on the airport's riverside opposite the Red Lion caused some consternation during the summer. It was being dubbed a Pop-Up. But it turned out that planning approval had already been granted at the same time as the controversial Ikea store application. People had been distracted.

It is part of a large business park, the Panattoni Business Park, claimed to have been built on brownfield land, but - some residents are pointing out - it is mostly on grassland with a small area that had been turned into an earth patch only months before, to be used for storing building materials. That is now being claimed as 'brownfield'.

Work started during the summer, with very large steel structures appearing, and then filled with wall panels. It reared up on the Adur western bank, ironically all the more visible now because a few years ago the east bank's greenery had suddenly disappeared overnight, reducing the skyline and removing wildlife habitat.

On Thursday 2nd November, after storm Ciarán had passed over Shoreham, the site was immersed in flood water (it is, after all, on a flood plain). Hanging from open spaces in the walls was fibreglass insulation, with pieces of the hazardous material strewn around in the water and caught in the site railings.

Most of us know that fibreglass insulation material has to be handled with extreme care when installing or removing it, but it also has serious implications for marine life.



Panattoni Park flood water

Fibreglass (or glass fibre) is a reinforced plastic material, containing minute glass filaments criss-crossed into resin and woven into a dense fabric. When it breaks up, tiny particles are released into the environment, which can cause skin, eye and respiratory problems. Around the world it is classified as a hazardous substance.

Research work on fibreglass in the marine environment is progressing at the Centre for Aquatic Environments at Brighton University. They are finding that fibreglass is entering the marine environment in a number of ways.

Led by aquatic ecotoxicologist Dr Corina Ciocan and community water resources practitioner Dr Mary Gearey, the aim of the research is to document marine littering from fibreglass boats in poor repair. Their report says, *'Initial research has indicated that these boats shed glass reinforced plastic microfibrils (GRPS) into water environments which irretrievably embed themselves into the soft tissue of plants and animals, including humans. Over time these GRPS disrupt trophic relationships, as small animals such as water daphne and water snails, are pincushioned and are killed by these microfibrils; this impacts successive food chains across aquatic networks to disrupt the life cycle of larger animals such as fish and sea birds. Each year at a global scale thousands of fibreglass boats are reaching redundancy and being abandoned, scuppered or taken to terrestrial landfill sites for disposal.'*



The most 'efficient' way of making fibreglass dangerous is to break it down into dust-like particles, which is exactly what boat owners do when they rub the hulls with sandpaper. Most of us don't think about it. Someone taking care of a boat like that would probably let the incoming tide take away the residue dust from the scouring.

At the Panattoni building site, the Environment Agency was able to contain the release of the fibreglass wadding and dispose of it safely. They also tell us that it is unlikely to have entered the river because there are ditches on the airport side of the flood barrier levee that contain the flood water, which eventually seeps into groundwater.

When fibreglass is inserted into our roof spaces as insulation, there are strict rules governing how it is handled, but once the material is installed, it is harmless unless disturbed, which would release particles into the air.

TV

Flood photos by Phil Hamerton



Shoreham's Plaques

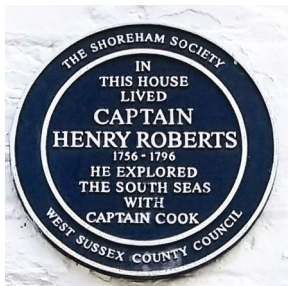
As you walk around the centre of Shoreham, look out for these plaques



Five plaques were awarded to successful conservation projects in 2010, to mark the Shoreham Society's 25th anniversary. The most deserved award went to Councillor Lisa McKinney's and Vera Tickler's sterling work in preventing the Old Toll Bridge from demolition. Their Toll Bridge Trust rescued and enhanced the Grade 2 Star listed bridge, though their plaque has never been displayed. Since 2010, the Society occasionally awards plaques to newly built structures or conversions that are sensitive to their surroundings.



This Shoreham Society blue plaque is in memory of visionary conservationist Reg Leggett. It can be seen on the Old Tiled Cottage wall facing into Middle Street car park. A local estate agent, Reg, single handedly, saved numerous properties between Church Street and West Street. In doing so, he prevented all those streets from demolition, as they were being deemed unsafe.



The house in Church Street in which Captain Henry Roberts lived, bears our celebratory plaque. A native of Shoreham, he served with Captain Cook in the 18th century, and was responsible for hydrographic and cartographic tasks on Cook's final two voyages.



The Shoreham Centre received our plaque after the 1970s building was attractively extended and refurbished. It stands on the site of the 19th century Shoreham Grammar School, commemorated in the official rectangular plate.

Besides the Toll Bridge, the other four 2010 awards were: Star Gap (21 High Street); Smugglers' Rest (30 John Street); A converted coach house in Middle Street and St Peter's House, 45 John Street



events

Talks on the Third Friday of the month



TIME: 7pm (please assemble in good time)

VENUE: The Shoreham Centre, Pond Road, BN43 5WU

(Time & venue unless stated differently)

PARKING: Pay & Display behind The Shoreham Centre (free from 6pm)

ADMISSION: Members £2; Guests £3 - *unless stated differently*

www.ShorehamSociety.org.uk

November 17 Time & venue as above

Let's Talk Rubbish : How to recycle as if our planet depends on it!

Gigi Backshall-Wilkinson will be joined by Julie Silverson from West Sussex Waste Prevention Team to talk about how to reduce waste and to clarify what can be recycled by the council: How to 'Reduce, Re-use and Recycle' and to offer an insight into what happens to some of the recycling once it is no longer useful to you!

It may be an evening about rubbish, but hopefully not a rubbish evening!

December -

No Meeting Happy Christmas Everyone!

January 19

Hydrogen: Fuel of the future, or False Trail?

Zoom talk. The Zoom link will be sent in the January email to members and will be on the Society's website Events page (Details to be confirmed)

February 16

More Street Trees Time & venue as above

When was the last time you stopped and admired a tree? And felt better for it?

Trees reduce flood risk and air pollution, generate oxygen and enhance our lives. Shoreham has only 6.5% tree cover (12.8% in England; 38% in Europe).

Hear how local people have been re-populating their streets with trees, and maybe 'take a leaf out of their book' by starting your own scheme where you live. Learn about the package of support you can access, see some beautiful tree sights and be part of something positive.

March 15

The Lost Railway Time & venue as above

Reina Alston & Russell Barnes talk about a successful project to create historic interactive information boards along part of the route of the Steyning Line. How it was done and could we complete the southern end from Shoreham to Bramber?