

talks

Due to the current restrictions our next programmed face-to-face event will be the AGM on **Friday 21st May 2021** which may end up being a social occasion to meet up with members new and old. Fingers crossed. In the meantime we will continue to hold Zoom meetings but will programme these in the New Year. Taking the opportunity to focus on the outcomes of the Survey we will be inviting members and other to contribute to the future of the Society. Exciting times are ahead, watch this space.

ShorehamSociety.org.uk



SOME of you might remember a Talk by Richard Robinson of Brighton Science Festival a few years ago, and here is one of his "Brighton Science" Christmas Cards which we think is entirely appropriate for 2020.

We hope you haven't had too sad a year and if you'd like to support the Festival and buy a few cards (about five different designs) go to www.BrightonScience.com. They're not cheap but they do support their work with local children who might become budding scientists one day!

Oh, and you need to score the back cover top to bottom between the blue arrows, with three vertical creases, to get the effect. Bend the middle out and push the sides back so Santa's nose sticks out a bit. Then view from below or above to see sad or happy.

Anyway, we wish you a **Merry Christmas** and hope for a better New Year.

www.ShorehamSociety.org.uk

Winter 2020

Number 104

free to Members

non-members £1

468 members

Shoreham Society Journal

WHAT'S WRONG WITH SHOREHAM?

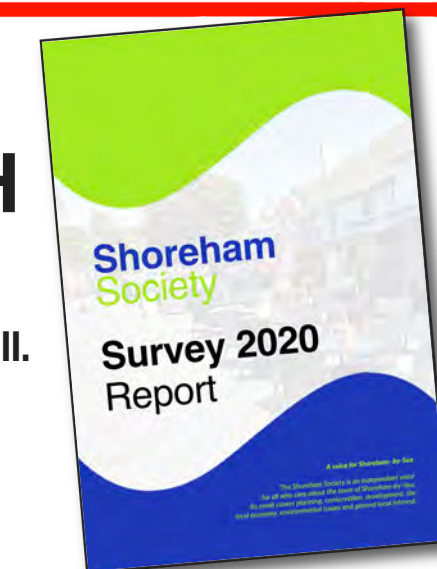
Our new Survey reveals all. And what's right.

THE survey results are in and analysed, and you can see a summary inside on pages 4 to 7.

The full report is in a 12-page A4 booklet which is delivered with this Journal, either printed or as a PDF for our 'electronic' members.

Most Shoreham residents love our town and feel strongly part of the community. But some, particularly new ones and a minority, do not share that sense of belonging, and the Society's committee is exploring ways to make them feel more welcome.

Gerard Rosenberg, our Chairman said, "We have just concluded our 2020 Survey across the whole community, not just our members. It was one of the largest, most



comprehensive surveys of its kind ever undertaken locally and the level of participation and passion shown exceeded all expectations.

The subsequent report includes valuable insights and useful suggestions to help guide the Shoreham Society next year as we, hopefully, emerge from the difficulties that we have all been experiencing in recent times.

"It's inspiring to see that so many people are passionate about Shoreham – preserving, improving and cherishing it."

The widely-publicised postal and on-line survey attracted 668 responses with 2,700 indi-

vidual comments about living and working in Shoreham.

Although most residents indicated a generally high level of satisfaction, several recurring concerns emerged, which we'll use to set future priorities and activities.

Traffic problems, environmental issues including air pollution and lack of influence over planning decisions were, as you might expect, common grumbles.

Many also felt the town's commercial centre needs an uplift with a better range of shops, improved access and a more welcoming physical environment. Just what we can do about all that lot remains to be seen over the next few years.

Would you like to be a Friend?

These schemes seem to be a way of getting people to work for nothing but even so, it gives folk an interest and a sense of purpose in the community. You meet new people, share common interests and often get some fresh air. So we offer these two which probably have a link... gardening! How about:

A friend of Buckingham Park

Do you use Buckingham Park, and maybe value it even more since lockdown last March? Would you like to enrich its natural resources through volunteering as one of a new group, Friends of Buckingham Park?

Plans for a community garden, planting of trees and more all need input and willing helpers who want to be outdoors, learn new skills, spend time with neighbours and give nature a helping hand.

Interested? ACTION: Contact Keith Walder on keith.walder@adur-worthing.gov.uk

A friend of Shoreham Station

You may detect a hidden agenda here, because we want the subway open again. However, floral displays and keeping the Waiting Room nice are time-consuming for staff and they might welcome some help.

If you had a train set, enjoyed 'train spotting' when young or like the excitement of railways this could be for you. One comment in the recent Survey was "this station is stunning and should be celebrated" so here's the opportunity!

Interested? ACTION: Contact adrian.towler@waitrose.com.

More info on this at www.acorp.uk.com

If you don't have internet access for either of these, send a note to Shoreham Society, 59 Connaught Avenue, Shoreham BN43 5WL with your details and we'll do it for you.

Below: Friends of Wellington Station pose for a pic.



Journal No 104 - Winter 2020

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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.

YET ANOTHER SURVEY

and this one's to update County Transport Policy

WEST Sussex County Council has started a review of their **West Sussex Transport Plan** (aka WSTP). That's because the one they already had, covering 2011-2026, must be examined now to see how it's affected by changes to national and local policy, such as the Government commitment to achieve **net zero carbon by 2050**.

The revised plan will, naturally, "set out how they aim to continue supporting the economy and communities while protecting the environment. They will consider the best approaches to tackle (wait for it)... congestion, road safety and pollution" – yes, plans for "all modes of transport."

SO, they are asking local groups, authorities and transport providers to complete a survey to gather information about their key issues and priorities.

Individuals can also submit their views and the closing date is Thursday 17th December. As per usual, you have to go to their website to complete the survey at www.westsussex.gov.uk/WSTPSurvey.

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

Shoreham Society

Survey 2020 – Key Themes



Your Views

Our Take

Bringing People Together

- **People feeling part of the community** : Most people do, although new people less so.
- **Views are becoming more polarised** : e.g. New developments, cycle lanes.
- **Transport is the biggest problem** : Traffic, parking, cycling.
- **People are more fearful** : A perception of increasing crime and anti-social behaviour.

- **Diverse groups** : They need to be brought together.
- **The council** : It needs to better manage the impact of housing development and growth on the community.
- **Better information** : To raise awareness of local events, activities and amenities.
- **We can meet many of the challenges if the community pulls together.**

Having a Local Say

- **People feel their views aren't listed to** : Especially when it comes to new housing developments.
- **Genuinely affordable housing** : There isn't enough.
- **New housing developments are the problem** : Unsympathetic design, pressures on infrastructure, damaging the town's character.

- **Dense housing development is inevitable** : Given government targets and lack of land.
- **The community don't feel engaged** : Despite developers and the council trying.
- **Local input into housing development isn't effective** : Challenging is costly for councils, lay people struggle to understand the rules.

A Vibrant Town Centre

- **Uninspiring town centre** : Poor range of shops, lack of independent shops, the streets need some TLC.
- **More community events** : Farmers markets, outdoor activities.
- **Although many people like the environment, it could be improved** : More plants, trees and shrubs, and places to sit outside.

- **Current pedestrianisation has proved popular, look to increase it** : Further up East Street and beyond?
- **Enrich the environment** : With more benches, shrubs & trees.
- **Encourage walking and cycling into the town** : For health reasons, and to help reduce traffic and parking problems.
- **The High Street** : Problems with no easy or obvious solutions.

Getting Around

- **Traffic is the top concern** : Its impact on health, the environment and quality of life.
- **People want** : Fewer cars, more pedestrian areas, safe access for cyclists, better public transport, less pollution.
- **Parking is a major concern** : Commuters compounding the issue in the town, day-trippers on the beach in the summer.

- **Uncontrolled growth of traffic is a major threat** : Urgently need to manage and reduce traffic, ease parking chaos, make more pedestrian-friendly, and promote alternatives to cars.
- **Housing developments and growth add more pressure** : Relevant authorities need to implement a vision for sustainable, people-centred transport.

Loving Where We Live

- **The surrounding environment and historic town centre** : are the most important things and need to be protected.
- **Loss of character & charm** : Due to over-development, pollution, insufficient infrastructure, anti-social behaviour and crime, poor pavements, and litter.
- **Housing development, and lack of infrastructure as a result, are the main threats.**

668
People responded

2,700
Individual comments



Shoreham Society Survey

2020 – Some of Your Ideas



Bringing People Together

- More information boards
- Shoreham train station - this station is stunning and should be celebrated!
- Tourism needs promoting as does Shoreham's heritage
- More public slipways for Kayakers/Stand Up Paddle-boarders
- Holding McDonalds to account over littering generated by their customers
- More police/PCSO's getting to know residents and 'nipping problems in the bud'
- Building resilience and transitioning to a more sustainable fair local economy

Having a Local Say

- Listen to the community more!
- Emphasis on better town planning
- More infrastructure and schools and doctors and social housing
- Ensuring developers pay for good community facilities
- Develop council owned buildings on Adur Rec to be genuine all-encompassing community centre
- Build a new school for primary and secondary to show how our children are important to us and we are thinking of the future

80%

of respondents live in Shoreham

73%

of respondents are not Shoreham Society members

A Vibrant Town Centre

- A cohesive plan for shopping that encourages diversity and innovation
- Increase pedestrianisation, start by extending the East Street zone
- Pond Road needs to become a community square
- Provide many more bike racks
- Better segregation of cyclists to make it safe for pedestrians, especially the elderly and children
- A bus service that runs late into the evening for residents who live at the top of Shoreham
- Provide more places for people to sit – not just St Mary's Church or in the High Street
- Maintaining green spaces, flower beds and pots around the town
- Bring back events such as the Bath Tub Race, Riverfest and the art trail

20%

Age 44 or under

Getting Around

- Traffic calming scheme
- 20 mph speed limit in the High Street
- More and fast-acting pedestrian crossings
- Better public transport in and around Shoreham particularly to the north
- Residents parking voucher scheme
- Better turnover of the on-street town centre parking
- No car parking on north side of High Street
- Re-opening the subway for pedestrians by the station
- Better cycleways in and around the town
- Notices stating where cycling is not allowed and where pedestrians have priority

44%

Age 45 to 64

Loving Where We Live

- We need to protect and conserve the green spaces, wildlife, sea and rivers that are part of Shoreham - if it's our greatest asset it should be our greatest priority.
- Achieve a greener status. More plastic-free, less cars, wider paths, cycle lanes, recycling bins on the street.
- Bigger litter bins needed, especially on beach.
- New builds vary hugely in design - would be nicer if there was a more cohesive look to the town that complemented older buildings.

36%

Age 65+

OUR DOCTORS ARE GETTIN' IT TOGETHER

ONE of the frequent comments about the increase in Shoreham's population is, "How will this affect social infrastructure such as schools and doctors' surgeries?"

This is how three of our local medical practices are moving with the times: Harbour View Healthcare, Northbourne Medical Centre and The Manor Practice are uniting to form one single primary healthcare provider called

Adur Health Partnership.

The transition period, during which computer systems and so on will merge, began on 4th December and will be completed by 14th December. **What they say...**

THE PROBLEM: The last few years have seen growing pressure on GP practices across the country as we live through a national recruitment and retention crisis and 'stretched social and community care'. Also, our local population is increasing and ageing, which means we need to be able to provide healthcare for people with an array of more complex health needs. And then... COVID came along!

THE SOLUTION: The best way of meeting these challenges is to join forces (*Bigger = Better? - ed.*) Our three local practices have always valued the close ties we have and we are genuinely enthusiastic about (...the future, and) a healthcare service that puts... patients and relationships at its heart.

A larger partnership means stability. We can offer more flexible and timely access, reliability and continuity, a wider range of professionals to consult with and (*hopefully*) shorter waiting times due to a larger team.

The new practice will continue to provide trustworthy, reliable and patient-centred healthcare (*good!*). They also aim to minimize any disruption - 'business as usual', and you will be able to see your usual doctors, nurses and practice staff. Also the telephone numbers will remain the same.

WORTH WAIT-ING FOR

OH WOW! There's a Little Waitrose at Shoreham Airport. Things are looking up at our 'little airport' then. There might be a bus service next and flights to Paris? Passengers and pilots can do their shopping there.

But wait - it's at 'Shell Shoreham Airport'. So, is this where the planes refuel? There is a JET Wash but I don't think we get Jets at Shoreham?

No, it's at the Saltings Roundabout. Oh, I see... we did hope we might get a Little Waitrose on the old Parcellforce site. So it's gone there then - fine for Beach residents and people going to Lancing.

"Flowers, gifts and all your usual Shell services (*petrol, perhaps*) in one convenient stop". The first 250 got a free cool bag. How cool is that, I hear you say (or not).

100+ Club Winners

Annual Prize: Mary Tilling £149.50.

Summer: Rosemary Barlow £50.

Mr. Mrs M. Gardner £2

Autumn: Mrs Davin £50

Brian Coomber £25

YOUR OPINION PLEASE

Yes, we were going to ask for your opinion this time on:

"Should the Society adopt/become a Friend of Shoreham Station?"

But we realised that although many Members would probably say 'yes' they would not be prepared to help or join the group. So, what's the point? You have probably had enough of Surveys anyway. If there are people who will join a group to do a bit of work at Shoreham station (see page 2), things will happen. But if not, there is little point in asking the question.

More on The Meads

My apologies if you've heard quite enough about this curious little space, hidden away on Victoria Road, but here it is again as the residents campaign for people to support their cause in the current Consultation. Skip this page if your interest has waned!



By Jenny Towler

SOS on a Shoreham Open Space - take part in the consultation

Public Zoom Meeting on **Friday 11th December**, 10am-5pm

Public Meeting at The Meads, **Saturday 12th December**, 10am-3pm

MANY Shoreham residents will be aware of the proposal by Swiss Gardens Primary School to lay an all-weather surface on an area of The Meads public park which is currently leased by the school from Adur District Council (*yes, quite aware - ed.*)

The small park was originally water meadows and bequeathed to the town by landowner Harry Bridger early in the C20. Some local residents are worried about this plan and have an alternative proposal, to re-lay the grass on the play area in question **over a new drainage system** which would keep the park green, encourage biodiversity and continue to provide a central public space, among many other things. Find out more at <http://green-grass-meads.co.uk/>

The park itself is somewhat neglected and the leased area over-used by sub-letting to local clubs in order to raise money for the school. Given Adur District Council's current commitment to open space it seems strange that this one may have further restrictions put upon it.

The main dangers are:

- The all-weather surface **becomes damaged** by the underground water draining from the Downs and nearby allotments
- If the surface is damaged it could be argued that the space is **now a brownfield site** and could be developed (*classrooms?*)

● Losing the current biodiversity

● An all-weather area would be leased out to other groups who could require **floodlighting** in a residential area.

● The loss of a central, enclosed public space when the increasing number of flats being built means that more people **will need green open space** for recreation.

Essentially, the school has outgrown the town centre space it inhabits and no one is saying that they should not have The Meads for the schoolchildren to use for play and for sports. The issue is the use of the area **in bad weather**. But as I have said before, "When a public space is altered specifically for the needs of the school, the public space becomes less public and more of a land grab... And as time goes on, the school may need to increase its classrooms again."

The Meads needs love and attention.

And for the wider community to be made aware of it, and use it wisely for the long term not the short. Whatever your views are on this, take part in the consultation by contacting emma.evans@adur.gov.uk.

Let the school know as well by e-mailing the Headteacher Mr Laurence Caughlin via office@sgprimary.co.uk. There are public meetings scheduled for Friday 11th December between 10am-5pm on Zoom, the link is now on the Shoreham Society's and the Council's website, and Saturday 12th December between 10am-3pm at The Meads itself, Covid-19 restrictions permitting.

PLUS ÇA CHANGE

"A main road through a residential area can never be wholly satisfactory, since it not only cannot be widened sufficiently to cope with modern* traffic conditions but it also detracts from the amenities of the district. The obvious solution to the problem is surely to build a by-pass road as far north of the town as possible before this area likewise becomes too thickly populated, so that the main residential parts of the town such as Heene and West Worthing should maintain their reputation as quiet, good-class residential areas. As such they are a valuable asset to Worthing, and the resulting dispersal of traffic would vastly add to the convenience of the residents and tradespeople of the town proceeding on their lawful occasions."

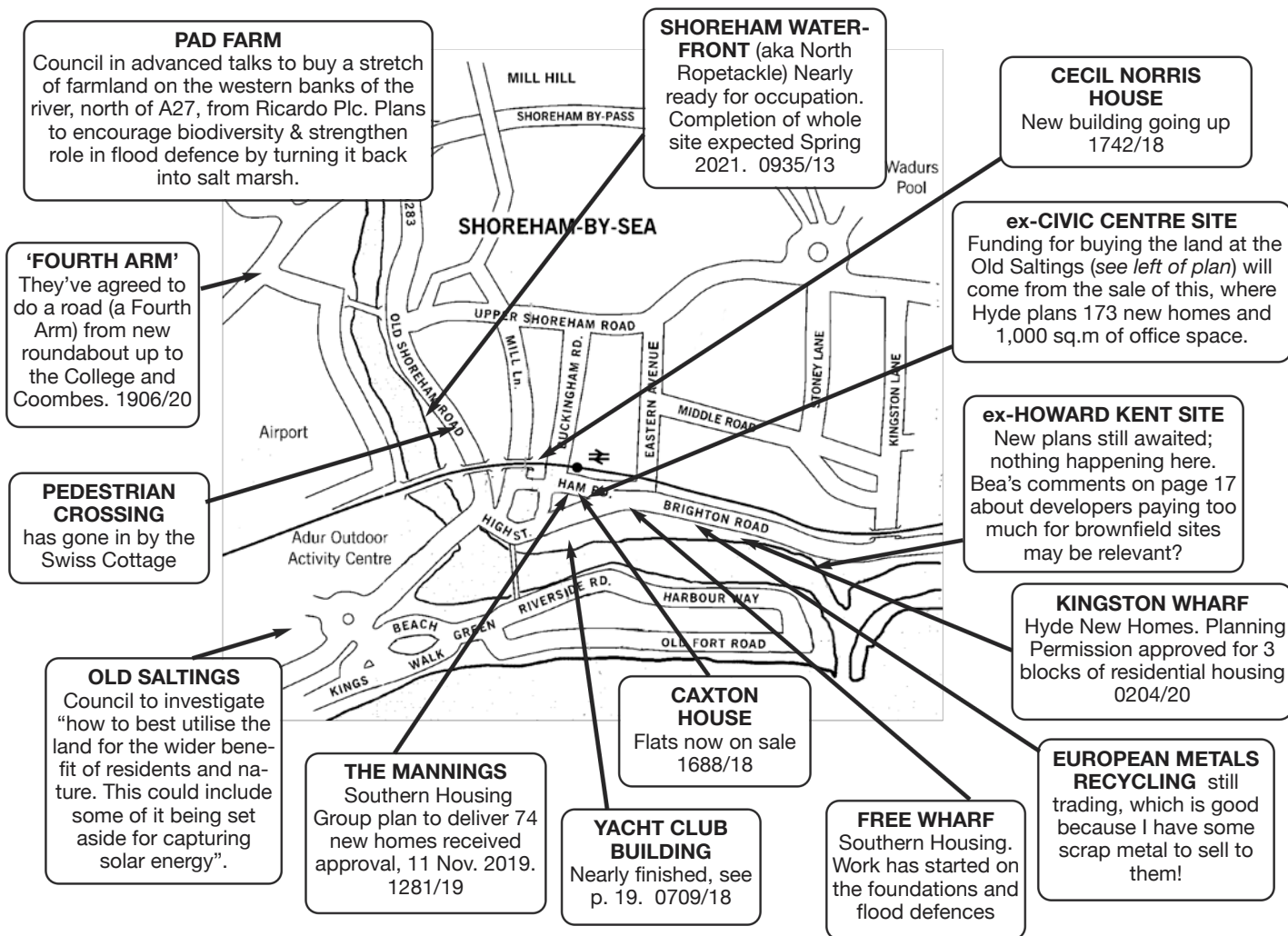
* Modern? This was written in 1948. *The A27 seems to be the "by-pass road as far north..." referred to. Now we need to go still further out, for pretty much the same reasons. The population increases, and so does the traffic. Oh, when will it all end?*

An extract from *The Worthing Map Story* by Hentfrey Smail, (a volume in the 'Worthing Pageant Series' of 1949 under the 'Worthing Art Development Scheme' by Aldridge Bros. 35 Warwick Street.)

This is a book recently added to the Society's library of historical items. We also have an original Henry Cheal "Story of Shoreham" volume. Members should be able to borrow them between monthly Talks (when they start again of course). We'll do a list when it's more complete.

Current Developments in Shoreham-by-Sea

Here's our summary of what we think is going on. Please tell the editor, page 3, of anything that should be here. If you want to look at a particular Planning Application on the Adur Council website (<https://planning.adur-worthing.gov.uk/online-applications>) search for **AWDM/the number shown below**, go for 'simple search' then 'view documents' then 'view associated documents'. e.g. AWDM/1742/18 for Cecil Norris House. (I think the number after second slash is the year it was submitted.)



All You Need To Know About... Adur Collective Community Land Trust

...who say people & communities can solve some of their own housing challenges.

SO we asked **Jo Crockett** a few questions- about this new initiative in Adur.

US: Thanks for agreeing to speak to the Shoreham Society. I am sure our members will be interested – what exactly is a ‘Community Land Trust’?

Jo: They are set up and run by ordinary people to develop and manage homes as well as other assets important to their community, like shops, pubs, workspaces or food growing spaces. ACCLT’s initial and primary focus will be on housing because there is an acute affordable housing problem in Adur.

US: What do you mean by affordable? The government’s definition is 80% of the market rate which we know in Adur is still too high for many people on local wages.

Jo: ACCLT will act as a not-for-profit developer and any homes – new built or refurbished – that the CLT creates will be owned by the CLT in perpetuity via a legal asset lock, meaning that they can’t be sold off for profit. The CLT rental policy will be linked to local earnings in Adur, ensuring homes are affordable and remain affordable. Our goal would be to get as close as possible to rents not being more than 30% of a household’s mean disposable income – what is known as a living rent.

US: How will the CLT fund this?

Jo: Through a mixture of funding streams. Our bank works with CLT’s across the UK and typically will loan up to 70% to security value. They can also help us raise capital from investors. We have the option to issue community shares and are hopeful that the government will re-instate the Community Housing Fund in the next Comprehensive Spending Review. There are other grant makers that support community-led housing that

we can also apply to.

US: Is ACCLT a charity?

Jo: No. ACCLT is a Membership Organisation (legally incorporated as a “Community Benefit Society”). Members vote in any of the CLT’s voting decisions, like electing the management board. And having a say in the direction of the CLT, such as agreeing the Homes Allocation Policy. And they can join task groups looking at specific issues.

US: Can anyone join?

Jo: You can become an individual member if you live and /or work in Adur, are 18+ and you purchase a membership share which costs £1 for life. Businesses based or operating in Adur can become members if they purchase a £10 life membership share. Membership fees mean ACCLT can run, thrive, widen participation and influence thinking by covering the costs of marketing, events, meetings and running a website. Just visit www.acclt.org/join-us for full details. Alternatively e-mail info@acclt.org.uk and I’ll get in touch.

US: Can you buy more than one share?

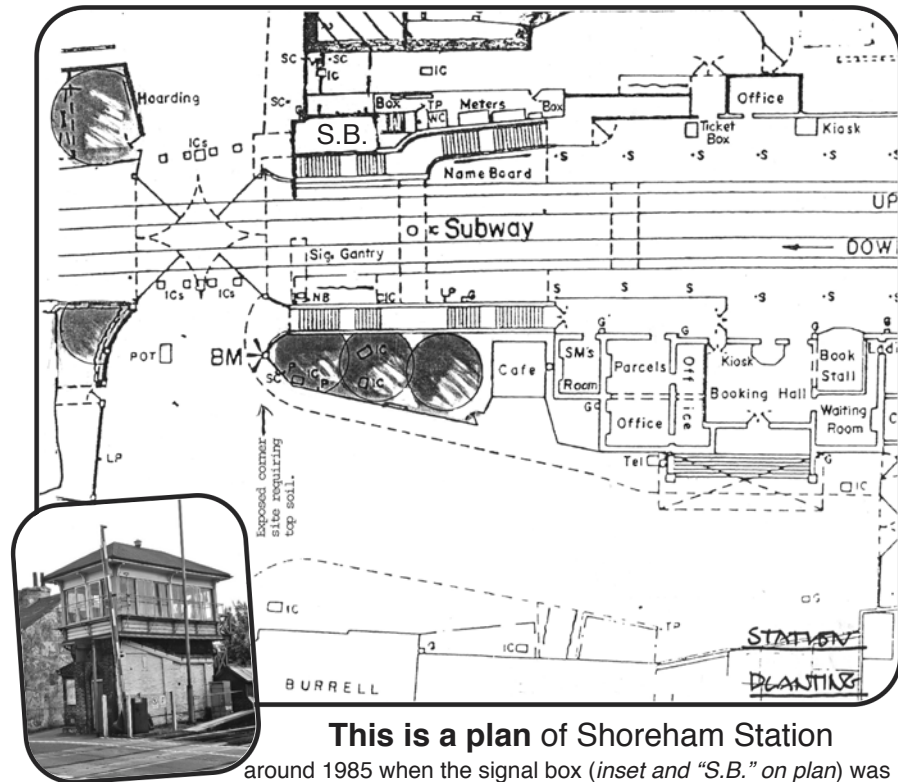
Jo: Yes! There is no limit on the amount of shares you can buy. Buying multiple shares is a great way to support the development of community-led homes. All members have one equal vote, regardless of how many membership shares they hold. Membership shares don’t have any bonus or dividend value.

US: What Now?

JC: Our journey only started in August last year and we have a way to go before we can start developing truly affordable homes. The board was elected at the AGM in September and is working to identify potential land / properties, talking to Adur District Council, landowners and other supportive organisations. We also need to recruit hundreds of members to demonstrate that there is an active network of people who want community-led housing to be an option in Adur. If this is you, then please join!

www.acclt.org.uk info@acclt.org.uk

The Subway – where were YOU when it closed?



This is a plan of Shoreham Station

around 1985 when the signal box (*inset and “S.B.” on plan*) was still there, the level crossing had swing gates and the subway had steps going out onto the street. It was like this for over 80 years and very well used.

To put in the automatic barriers, British Rail had to fill in the steps on the north side, closing the subway until new steps at an angle could be put in. **But they never did that.** So the subway was, in effect, lost to the public.

Well, not really. You could go into the station and all the way round because you wouldn’t need a ticket to get in. But it was a long walk and not guaranteed to save any time.

Did anyone complain? Were there letters in the ‘paper’? Did British Rail say why they never put in new steps when they demolished the signal box? Maybe they forgot.

If you know, pray tell us, to put into the report we are doing for Southern Community Rail Partnership and for Network Rail (who don’t seem to know either).

Finally, when the ticket barriers went in, the subway was rearranged to come out onto the platforms. So that really was the death knell of public access.

The grey circles on the plan were trees, I think, that Shoreham Society were going to plant but presumably never did (*Leaves on the Line!*)

So what do we think about The Great Cycle Lane Debate

Readers will be aware of the recent controversy so here are some anonymised comments from the Shoreham Society Committee...

Good Morning everyone, I received a message from Adam Bronkhorst (Shoreham by Cycle) asking:

"I wanted to ask you something regarding the Shoreham Society and the cycle lanes. We know they are not perfect and the orange wands don't look the best, but they are having a really positive impact and we're seeing that the afternoon peak is around 3pm so that's school children and parents using them which is amazing.

"We've just had the busiest week in terms of users ...over 400 cycle trips according to the electronic data counter. They haven't taken any space away from moving traffic and lots of people and families love them.

"I just wondered if we could get something positive from the Shoreham Society even if it's just a very short e-mail? What do you think?..."

So, what do we think? I am all for it and think we should be supporting sustainable methods of transport, but will go with whatever everyone else decides.

I wonder if we, as the Society's committee, might agree that supporting the

cycle lanes is the Society's official position, and publicly declare it? I assume we can take such executive decisions without actually consulting the membership (even though I daresay a good few of 'em might be diehard motorists who go into a red mist at the very sight of a cyclist!)

If we are making it official policy, I'd put it on the website and do a news update to the e-mail list

*With you too ****! *****

I'm happy to support what's been put in place, and the transition to a more permanent solution – maybe the Society could play a part in helping to shape (bollards/divider, surface, cars blocking etc.) I too am very much in favour of Shoreham by Cycle's support for the cycle lanes. I'm also happy for ** to represent us on this issue and for **** to post something.... Well done everyone!!**

I would also like to give my support to this effort but I feel it's going to be a slow, uphill battle.

Several of my so-called "friends" and acquaintances who are elderly drivers have said to me that they would like to see all cyclists "dead" and I haven't yet spoken to a car driver who can tolerate the new cycle lanes anywhere between Brighton to Chichester.

I personally have five bikes from off-road to an electric one and am a member of several cycling clubs, so I would personally be grateful for a strongly supportive statement from the Shoreham Society for Shoreham by Cycle.

● *It looks like we're going to get them on Upper Shoreham Road anyway – ed.*

Sold Down The River

LESSONS LEARNED FROM KINGSTON WHARF

Heather Godfrey

reports her recent conversations with Andy McGregor*, Chair of Adur District Council, and a friend of hers from Dorset.

One of the architects on our Committee adds her comments later.

Heather: *Here's what we said.*

Me: I am not someone who understands Council procedure, so I wonder if you could tell me how a major housing development could be approved without a Council majority?

Andy: Can you tell me what development you mean?

Me: I hear that the Kingston Wharf planning application was given equal votes 4-4, and was only passed by the Chair's vote being given greater weight. It seems to me that using a casting vote in this way is fine for minor issues, such as someone's conservatory, but for this huge change to our town...?

I really feel that it should have been put to a second vote, with the whole Council involved. Port regeneration is hugely important, and using brownfield sites is brilliant – it's the procedure that troubles me as it appears to be setting a dangerous precedent.

Andy: I was on the planning committee that approved the Kingston Wharf development; many hours reading the papers and asking questions.

I was one of the four Councillors who voted to approve the development. I seconded Councillor Balfe's proposal to approve the application. I made my decision on the night, based on the detail of the application, the presented statements and the discussion on the night.

I believe the voting rules were applied correctly. The Chair used her casting vote. Her original vote was not given "greater weight". It does not set a precedent. It's always done that way. Because those are the rules.

One thing I thought was wrong at that meeting was a failure of some of those who voted against. They did not present strong planning grounds for rejection which I thought would withstand an appeal. In my opinion an appeal against rejection of the application would have been upheld.

I believe this would have produced two results:

1. The costs of the appeal could have been awarded against Adur District Council – this would have resulted in an increase in Council Tax or a reduction in services. The costs would have been hundreds of thousands.
2. The control of the development would pass from Adur District Council to central Government.

As I said at both planning meetings where this was considered, the planned development is "not pretty". However, that is my own opinion and that alone is not sufficient grounds for rejection of the plan. Especially when there is so much to like about the development. Plus, the developer has modified the plans since the application was deferred. In my opinion these changes have made the development look less blocky.

In terms of putting the decision to full



* As First Citizen of the district, Cllr. Andy McGregor (Widewater Ward) swapped a career in medical research and pharmaceuticals to become a dance teacher, and represents the Council at community and civic events. As a former champion fencer, martial arts enthusiast and keen racing sailor, he has plenty of interests away from the Council chamber. He also regularly features as an extra, dancing in television programmes, and has cameo appearances in TV's *Midsomer Murders* and a remake of *Dirty Dancing*.

Council, that is not possible for many procedural reasons. Not least that many of the Councillors have not attended the planning training. We can only sit on Planning if we have attended planning training and that training is up to date.

Those who oppose the development are complaining. They are complaining in every way they can. The time to complain and make a difference was before the application came to the planning committee. This application received a great deal of publicity. However, not many formal objections were received by the planning department.

Complaining now the plans have been approved will achieve nothing apart from an increase in anxiety. Saying shoulda-woulda-coulda is now a complete waste of time. Nothing will change in the real world and more people will be upset over something that cannot be changed.

Finally, we need to consider the positive aspects of this development. It will provide new social, rented housing at a time when we have long waiting lists and there is a housing shortage. This development will also help people get on the housing ladder. The mixed commercial development will provide hundreds of new jobs. There will be two new cycle paths. Plus much more.

As a Councillor I make decisions based on careful consideration of the positive and negative. It is easy for some people to focus solely on the negative. Please do not think these negatives come as a surprise to me. The difference is that I have considered both sides of the argument and made a decision. My biggest failure would be to fail to make a decision.

So I wrote to a friend, who is an ex-Mayor, asking for her comments.
Me: Does this mean that anyone can do

anything they like, so long as there are no planning grounds for objecting? In addition, even if planning grounds to objecting exist, are these ignored if no-one on the committee brings them up? (....)

It seems to me that going through a planning application process is a complete waste of time, and might as well be skipped, as the Government is proposing! (....) This all adds to our general feeling of hopelessness that is working its way through our society.

Her: It is usual, and within Standing Orders for the chair of the committee to have a casting vote. What I find unusual is the small size of the committee, at 8. There are three planning committees in Dorset Council (a unitary authority) one has 13 members, the others have 12 each.

Design, appearance and materials are planning considerations, so definitely provide valid grounds for objection (see Material Considerations under the Planning Portal website). Perhaps there weren't enough objections on that basis. Note that the approval has been deferred, and delegated to the Head of Planning and Development subject to various details being sorted out, and that there are several conditions to be met by the developer.

See the minutes of the meeting on <https://democracy.adur-worthing.gov.uk/mgAi.aspx?ID=1333>

It's also worth saying that Councils are often in a very difficult position regarding the large applications, which are often effectively unstoppable because of government rules and planning frameworks. In such circumstances all the council can do is try to achieve the least worst solution. Large developers will always go to appeal, and usually win, costing the council a lot of money. Depressing I know; it's been this way for many years.

Look at the areas still to be approved (including environmental issues), and the planning conditions. I suspect few of the councillors wanted to approve this, but half of them including the chair felt they had no choice.

This isn't much help, but I think is realistic. Don't give up objecting, because that all gives grounds for the council to try and improve the development.

So it seems that by the time a development comes to the stage of presenting proposals to the public, it's already a done-deal. There is no point objecting at this stage, unless it's to ask for minor alterations to the plans, such as brick colour, or solar panels, or trees. If anyone wants to object to the development taking place at all, or taking place on the scale proposed, it's a complete waste of time saying anything at this stage. When the Council comes to approve a planning application, their hands are tied. They approve it, or they get taken to court by the developers, who usually win, costing the Council huge amounts of money.

If we want to have any influence over something major, then it needs to be done much earlier – I imagine when the council first puts the project to tender, before any architect puts pen to paper. Might this be possible for the other pending developments along the river? It may be too late for those as well!

Hmmmm.

Heather Godfrey

● BEA HUEZO ADDS HER COMMENTS

AND yes, unfortunately, there is very much the feeling that with the larger sites it is very much a done deal that approval will be granted (as long as these are within the designated areas for development). Note, for example, how the KingFisher development was refused / withdrawn...

A couple of years ago I recall Tom Shaw from Hyde Housing saying there was no point in objecting to the IKEA development because it was very much a done deal!

So what does this mean? If we feel strongly about something, what are our best options? Do we continue objecting to the entirety of proposals or do we look to be realistic about our options and how to improve proposals?

Having dealt with these large scale developments, nowadays developers working on these major sites have to spend small fortunes on consultant fees to simply get the application validated for planning. For example, one of our projects had this number of consultants:

Project Manager
Planning Consultant
Lead Architect
Measured survey
Transport Consultant
Construction Advisor
Structural Engineer
Transport and FRA
Landscape Architect
Site-Wide Infrastructure and Utilities Consultant
Mechanical & Electrical Consultants
Daylight, Sunlight & Overshadowing Consultants
Townscape and Visual Consultants
Sustainability Consultant / BREEAM Consultation Consultant
EIA Consultant
PR Consultant
Archaeology Consultant
Built Heritage Consultant
Drainage strategy & Flood Risk Assessor
Contamination Consultant
Wind Consultant
Socio Economics
Air Quality
Noise & Vibration
Quantity surveyor
Viability Consultant

The reason I am listing all of these out is to give an indication of the level of financial commitment that a developer has to go

through to submit an application. This does not even take into account the cost of the site and legal fees!

Therefore, you can be assured that the council will be placed in a very difficult position if they then refuse the application, especially if the consultant information provides sufficient evidence that the scheme should be approved.

As Heather quite rightly stated, we need to get involved very early on. In my opinion, way before these sites are even sold! But how do we do this?

The problem starts from the outset.

From when the land is up for sale, brown field sites are scarce and therefore overpriced. Often developers pay way too much for these sites, not fully appreciating how much they are going to spend on consultant fees.

We try to advise our clients early on, but often councils half-way through an application will request additional consultant information, adding hundreds of thousands of unexpected costs onto a development. Therefore meaning the developer needs to add additional housing

units or reduce the amount of affordable housing provision to make their figures work.

Or they end up getting an approval to a scheme that is no longer viable, therefore selling the project post-planning. Often then needing a redesign to make figures work!!!! Back to square one...

Feel like I'm rambling on a little bit. But it really is a topic that fascinates me. Something needs to change. Land valuations need to relate more accurately to the costs attached to make a scheme work (pre-planning & post-planning). Environmental changes mean that the construction of our buildings will be more costly and this needs to be reflected on land valuations.

Anyway I'll stop there for now, but I will say, that long gone are the days of the 'greedy' developer... you would have to be a serious gambler to want to take on some of these major developments!

Bea is an architect on our Committee and Town Planning Sub-committee.



Extracts from the
November Newsletter of



www.area-adur.co.uk

Dear Supporters,
What better time to send another newsletter than during lockdown. Hope you have all kept well and active.
THIS IS AN URGENT APPEAL TO SUPPORT SAFER CYCLING
The removal of the cycle lanes goes against central and local government's declaration of a climate

emergency. Ironically, in the latest edition of the *Connections* magazine in an article headed "A healthier way to get to school" it states, "Families and older children who could walk, cycle or scoot to school or college are being encouraged to leave the car behind." A contradiction to what is actually being done!

TRAFFIC COUNT - Members of AREA undertook a traffic count on Shoreham High Street from 7am to 7pm on Thursday 15th October. It was primarily aimed to see if the effect of lockdown and home working had any effect on traffic movements.
For the 12 hour period 15,043

vehicles were counted. It was noticeable that in between 7am and 9am the majority of vehicles were travelling towards Brighton and in the period 4pm to 7pm the majority were travelling towards Worthing. Compared to the traffic counts AREA undertook in 2017 and 2018 the average number of vehicles per hour has not significantly changed in the three years. The average being 1,280 vehicles per hour.
This traffic count and a full analysis of it will form part of a project that AREA are undertaking to examine the effect of traffic movements on the A27 and Shoreham High Street.



This is Shoreham-by-Sea's new Sussex Yacht Club, as you've never seen it before, from the Ferrybridge. It's an architect's impression of course (which is why you've never actually seen it) but **Wow**. And the smaller pics. are views from the ballustrade and the entrance to the Clubhouse. We cannot wait to see the real thing.