Shoreham Beach Neighbourhood Plan

By the community, for the community   *2023-2038*

REGULATION 14 CONSULTATION DRAFT
Part One - Statutory Policies

Prepared by Shoreham Beach Neighbourhood Forum
19 Jan 2023
Version 5.1

Top cover image:

Aerial photo of designated area showing the approximate location, distribution and gender of all residents and stakeholder organisations who have signed up as members of SBNF.

Bottom cover image:

Favourite photos of the area, donated by the following residents and supporters:

Friends of Shoreham Beach	Steve Scott
Friends of Shoreham Fort	Suzie Dreja
Mike Whelan	Tim Huitson
Jenny Rutterford	

Shoreham Beach Neighbourhood Plan
2022-2037

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DRAFT Version 5.1 - Jan 2023

KEY IMAGES

ARCHIVE PHOTO CREDITS [TBC]

shorehamfort.co.uk

regencysociety-jamesgray.com

glaucus.org.uk

fb.com/shorehambyseahouseboatshistory

shorehambysea.com

structurae.net

british-history.ac.uk

Google Earth, NASA

ABOUT THE DESIGNATED AREA

Fig. 1 - Aerial Photo of Designated Plan Area

Context

This section provides an overview, including the wider area and key evidence (social, economic and environmental data).

The Forum has followed Locality's **Neighbourhood Planning Roadmap guidance** when studying the area in terms of:

economic,
social/community,
environmental
infrastructure analysis.

The Forum also acknowledges the UK's **National Design Guide** which states:

"An understanding of the context, history and character of an area must influence the siting and design of new development, incl:

immediate surroundings of the site,
neighbourhood in which it sits, and
wider setting.

An understanding of how a scheme relates to the site and its local and wider context. The value of:

the environment,
heritage,
history,
and culture.

It is necessary to undertake a context study of the area surrounding the site and the wider area for a full understanding of the place in order to respond positively to its distinctive features. Well-designed buildings need to respect and enhance their built and natural environment surroundings whilst addressing local constraints, the vision for its area type and responding positively to new issues such as innovation and environmental sustainability."

We have therefore provided a summary of relevant information below, and in the accompanying Neighbourhood Design Guide, along with more details and evidence in the Appendices.

Character Study - Summary: Eclectic

expansive vistas

natural building materials

long thin peninsular bounded by water

unique extensions

gaps and vantage points / low unplanted boundaries

big sky, lack of trees

little remains of Bungalow Town, although small numbers still remain in one form or another...

The Little House

low-rise cul-de-sac developments

the river houseboats and large blocks of flats are the most discernible built features

highly individual houseboats

1960s slab blocks

high-density flats

medium rise flats

modern villas

In 2015 SBNF carried out a Character Study (Appendix 3) to define the unique character - to develop ideas and proposals for the future. The study was published on the forum website and a summary was displayed at every *Have Your Say Day*. We asked local residents: *"Is this how you see our neighbourhood?"* and subsequently added their comments. We also studied the history of development, and the natural and man-made habitat of the area.

Cultural Heritage and Modern Landmarks

Shoreham Beach is a shingle spit which has been deflected eastwards by the longshore drift over the centuries. Groynes stabilise the moving shingle, minimise erosion and prevent flooding. It is physically separated from the town of Shoreham-by-Sea by the River Adur, with a markedly different built environment.

This separation has engendered a self-sufficient 'island mentality' amongst many inhabitants, with a maritime history of using reclaimed materials. The unique houseboats are as much a part of Shoreham Beach as the large, detached foreshore properties, and arguably its most compelling feature.

Old footbridge, 1921-2013

The new footbridge is iconic

The new cycling & walking footbridge (Adur Ferry Bridge, est. 2013) is an iconic gateway to the Beach. The design establishes a positive sense of place for visitors and the clear glass and subtle arched rise allows for expansive views of the river, the South Downs and St Mary de Haura church. Together with the Norfolk car bridge, they act as a vital 'umbilical cord' to our 'parent town'.
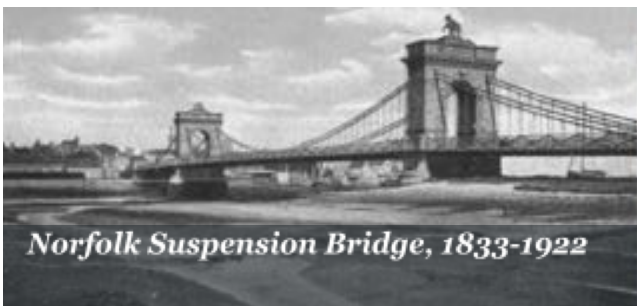
Norfolk Suspension Bridge, 1833-1922

The replacement car bridge provides unobstructed views

Bungalow Town, 1920s

The church is still a popular landmark and the foreshore is now protected

Before WWII, Shoreham Beach was a "colourful mixture of spontaneous development. *Bungalow Town* exhibited its own distinctive range of holiday homes, from railway carriages in various stages of conversion to motley designs of timber and brick-built bungalows."[1] It was also home to pioneering filmmakers, music hall stars and a glass film studio because of its pure, smog free air, making the quality of light clearer. The film studio burnt down, but the area still attracts TV and film crews, artists and creative entrepreneurs.

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1 "Shoreham Beach: A Case Study…" *The Town Planning Review*, vol. 56, no. 3, 1985, www.jstor.org/stable/40112203

Fort built in 1857 - the last of its kind

Shoreham Redoubt is now a scheduled monument

Most of the buildings were pre-emptively demolished by the British military during WWII war[2] – apart from the Church of the Good Shepherd, and Shoreham Redoubt (aka 'Old Fort'). Friends of Shoreham Fort hold several heritage events and aim to restore the Fort as a hub for military history. Recent upgrades to the tidal defences have incorporated improvements to some of the footpaths and visitor carparks.

Two distinct characters

West– open, eclectic, low-level

North-East– regimented, homogenous
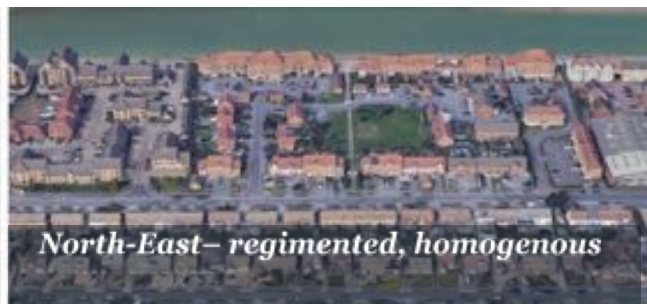
Heterogeneous residential development resumed in 1949 and by 1975 the Beach was mostly developed. There is a generally open aspect to the main thoroughfares, which circulate around quiet residential streets. There is a stark contrast between the eclectic west side of the beach, which has an open, soft and fluid relationship with the water, whereas the most recent, comprehensive developments at the north-eastern end (incl. Emerald Quay, Sussex Wharf and Anchor Close) are more regimented, canalised, homogeneous and densely populated.

Community cohesion on the Beach is provided by a well-established residents association, several clubs, cafes and public houses, one nursery school, one primary school, and one purpose-built place of worship. See Appendix 4 for a chronological history of development: https://bit.ly/sb-planning-history

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2 www.british-history.ac.uk/vch/sussex/vol6/pt1/pp34-53

We studied both the natural and man-made habitat of the area:

Natural Habitat
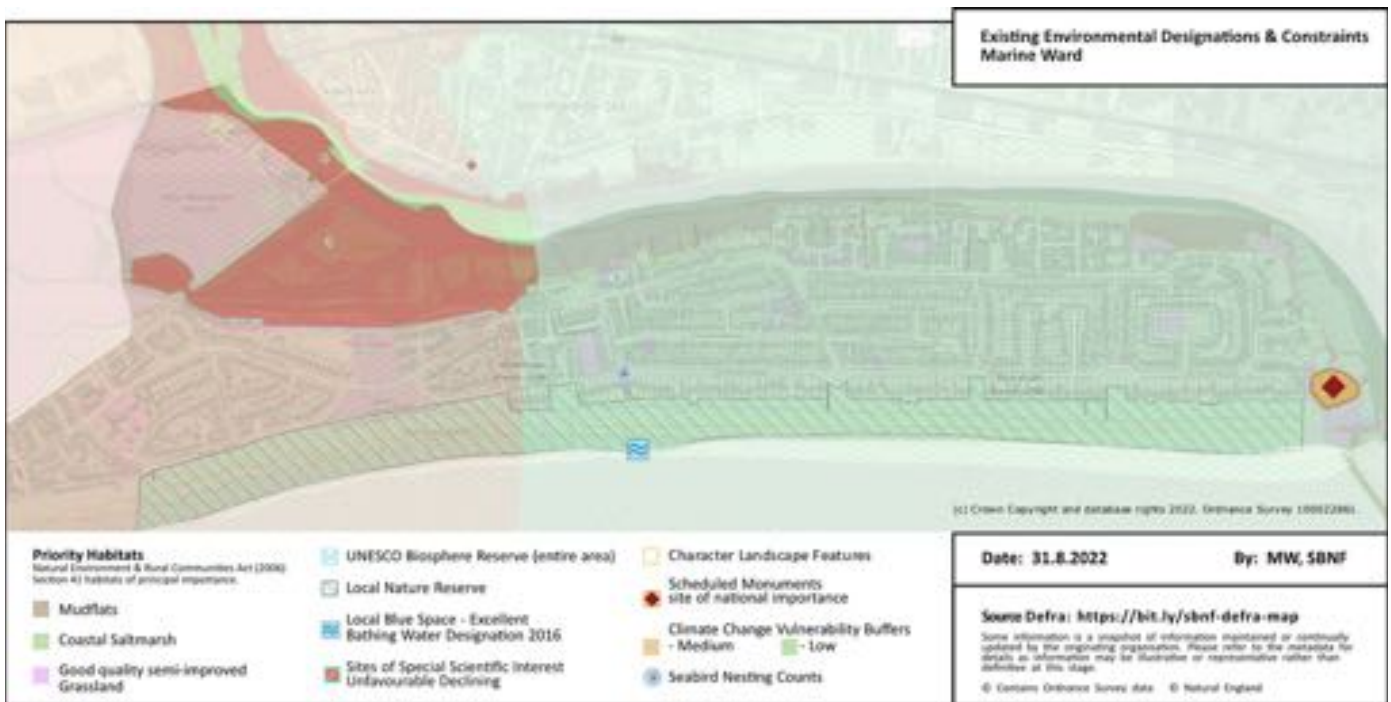
Fig. 2 - Designations & Constraints

We used the MAGIC map database (DEFRA and Natural England) to compile an interactive map of designations and constraints, including the Local Nature Reserve, UNESCO biosphere reserve, and Sites of Special Scientific Interest (see Appendices).

The biodiversity of the area has been designated as being of low-to-medium vulnerability to climate change. Tidal flooding is a risk although this has been mitigated by improving tidal wall defences completed in 2020.

The local authority controls the Local Nature Reserve (LNR) land - either through ownership, a lease or an agreement with the owner. LNRs should be publicly accessible where visitors would not damage or disturb wildlife. This gives the power to restrict access to some areas if visitors could cause damage to the natural environment, unless the public have statutory access rights.

"wherever you are on Shoreham Beach the water is not far away"

"even on relatively overcast days, light pervades all areas"

"in spring and summer the beach itself becomes a lush pasture of wild plants and flowers"

"lack of softening trees…
and in the winter months this can exacerbate the sense of bleakness."
- Character Study, 2015

Human Habitat

Population: 4,730   (Census Estimate Mid-2020)

Low rise housing

Local amenity or character building

Houseboats

Mid century medium to high rise housing

Post 1980 Medium rise housing

Individual sea facing housing

one/ two storey industrial or warehouse buildings

Mid century three to four storey housing

Unified housing development
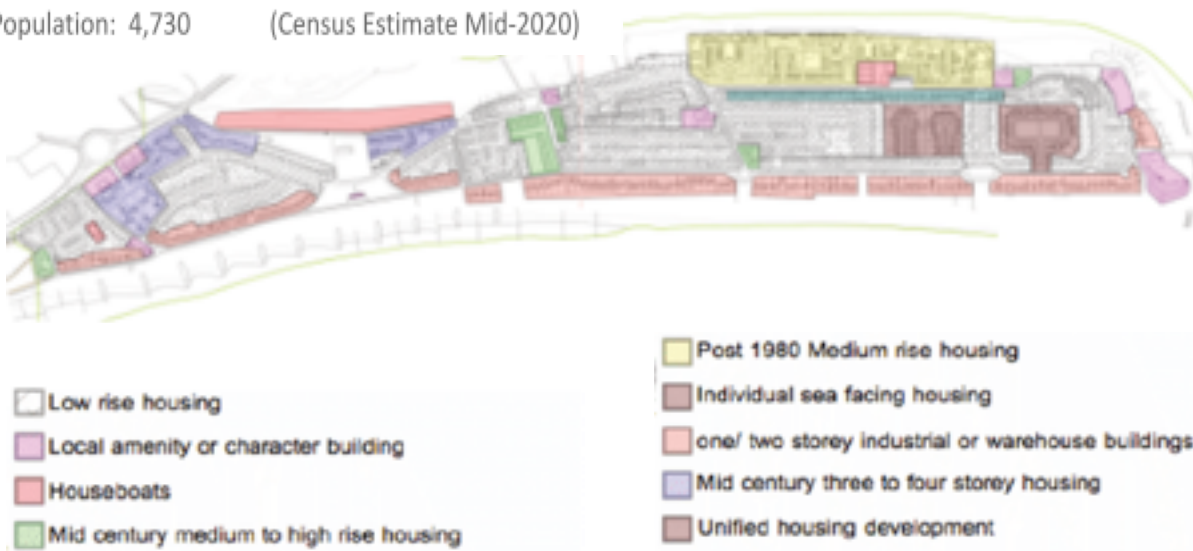
Fig. 3 - Land Use Audit

To understand more about what people love about the area, we scoured Youtube and compiled a playlist of news clips and home videos - including cine film from the 1960s - about Shoreham-by-sea, as seen by local residents and visitors. Our Youtube Channel: http://bit.ly/sbnf-youtube
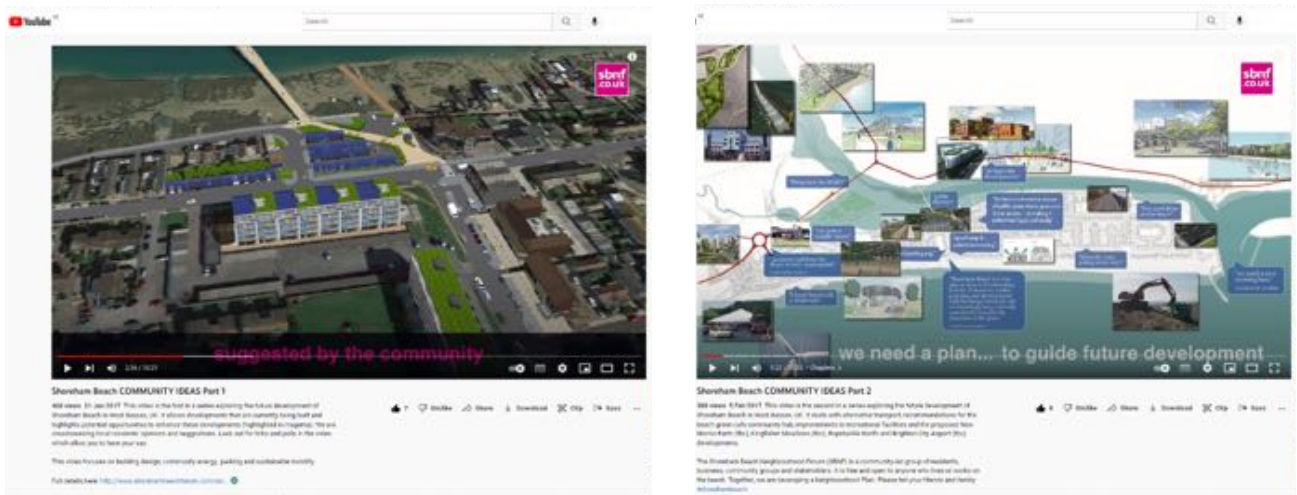
As well as compiling videos of past and present Shoreham, we produced a digital 3D model of the town and added all the planned developments and community ideas – to envision how our town could develop over the life of the plan. This model was animated as a series of videos which were displayed at public events, stakeholder meetings and published on the web to gather feedback. We used the feedback to gauge how people felt about all the new developments, prototype community ideas and test our draft policies.

Increase in Residents

The resident population has risen over recent decades and is expected to increase further during the plan period. This increase appears to have slowed to around 5% in the last ten years. There are two distinct main age groups: under 25 and 45-64yr olds. The adjacent harbour regeneration [3]will lower the median age of visitors.

Marine Ward Census Data	2001	2011	2020*
under 25	848	1,184	1,262
25-44	969	1,371	1,095
45-64	961	1,230	1,421
65 or over	779	739	952
Total	3,557	4,524	4,730
% Increase		27%	5%

Office for National Statistics

* updated estimate ver. 9/21
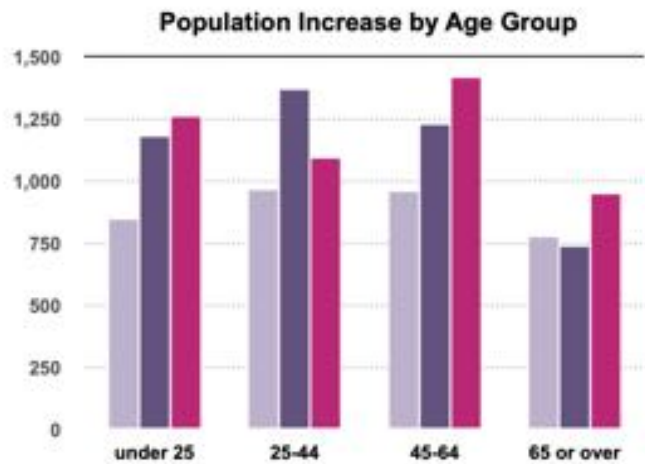
Fig. 4 – Population Increase

Increase in Visitors

Fig. 5 - Visitor Accommodation, Attractions, Concentrations & Activities
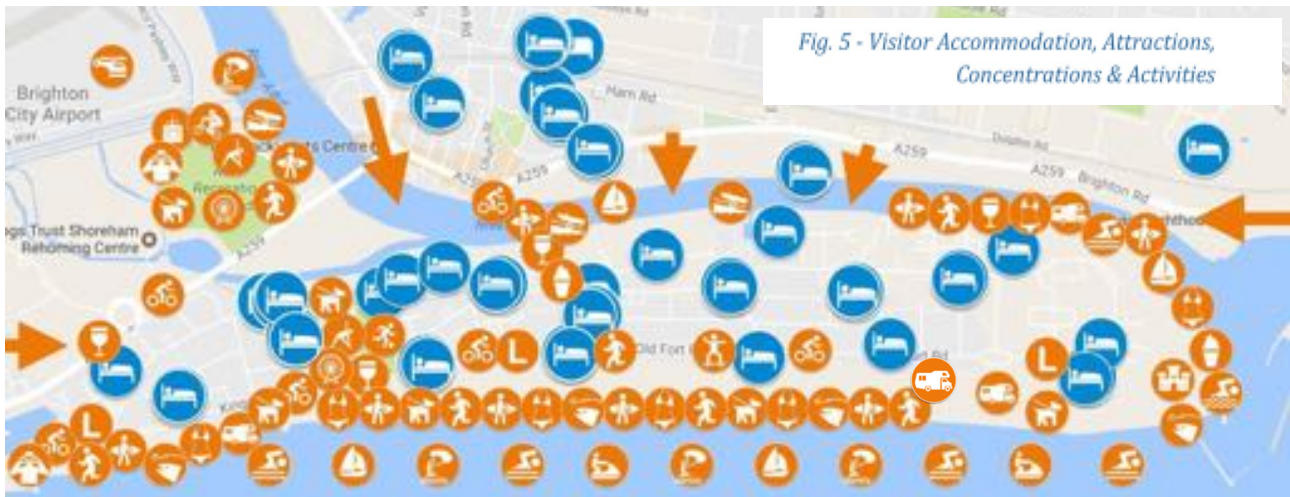
The population is boosted by significant numbers of BnBs and holiday homes – particularly in the summer. The neighbouring Brighton & Hove – which generally has a younger population – which is the most populous local authority in SE England, with increasing numbers choosing to move home[4] or seek leisure on Shoreham Beach. Visitor activity is focused around Ferry Rd, the water and green spaces.

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3 The Shoreham Harbour Joint Area Action Plan (JAAP) - adur-worthing.gov.uk/shoreham-harbour-regeneration/

4 https://www.sussexexpress.co.uk/news/new-school-is-probably-needed-to-meet-demand-parents-in-adur-say-1023056

Visitors are increasingly attracted by the easy access, kitesurfing and windsurfing conditions, cheap / free parking, boardwalk, flat roads for cycling, quiet streets for learner drivers, and the wide smooth pavements on Old Fort Road. Resulting issues include excessive litter and haphazard or illegal parking.

Shoreham Beach will also be significantly impacted by substantial development just outside the boundary of the designated area (Ropetackle North + JAAP ~ 1,700 dwellings). The height, mass and density of the emerging developments is greater than their counterparts on the beach. These new residents will overlook the beach and flock to it on sunny days. Therefore, the beach needs sufficient investment to accommodate this change.

Fig. 6 – Composite of emerging adjacent developments and existing landmarks
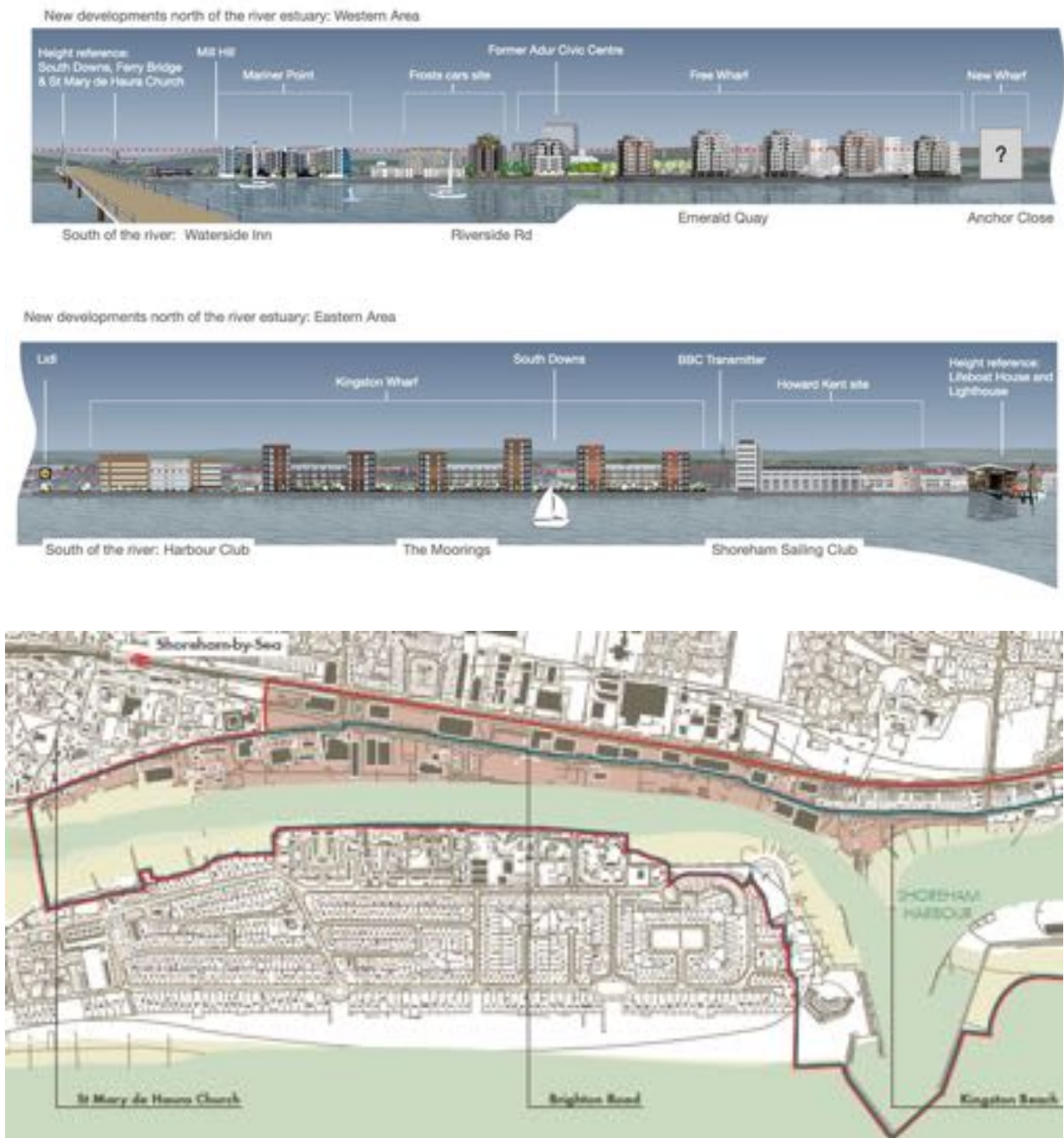
More info, interactive maps and archive photographs can be found here:
shorehambeachforum.com/our-neighbourhood-character

The Need and Opportunity for a Neighbourhood Plan

Marine Ward is a unique area with residential plots of land that are **different in scale and style to other areas covered by the Local Plan**. Some residents who have opposed local developments have experienced frustration in the planning process and a lack of protection by existing planning laws.

For example, a lack of clarity around noise and rights to light, and the division of one bungalow into two or more multi-storey dwellings, are issues which continue to cause rifts in the community.

The designated area is **surrounded by major new developments** including the Rampion wind farm, Ropetackle North, Shoreham Airport Innovation Area, Southwick Waterfront Commercial & Retail Developments, JAAP Western Harbour Arm and Shoreham Port Regeneration.

Some beach residents are concerned about potential the loss of views of the horizon and the South Downs, and the relatively large mass and compact density of these developments. Many want to **ensure that this does not set a precedent for development within Marine Ward**.

Approximately 1,700 extra residents and scores of new workers in the surrounding area will soon want access to what they will see as 'their' beach.

The relatively new Adur Ferry Bridge, National Cycle Route, improved tidal wall footpaths, and the emerging England Coast Path, will also increase the numbers of visits by pedestrians, joggers, leisure cyclists and e-scooters.

In addition, the redevelopment of the Beach Green toilet block to include a café, plus the rise of working from home and longer periods of hot weather due to climate change, will all together significantly **increase the number of people frequenting the Beach** – impacting the nature reserve, transport infrastructure, parking, and community facilities.

> *There are opportunities for the neighbourhood plan to contribute to a range of priorities linked to Tackling Climate Change and supporting our natural environment; and thriving people and communities, as set out in Platforms for Our Places: Going Further*
> *- Director for the economy, A&W District Council*

Politically and economically, there is growing pressure for **planning reform and local energy production**, plus talk on both sides of the political spectrum about 'Building Back Better' and a 'Green New Deal', which may result in schemes and proposals **requiring community input and stewardship**, such as more electric car infrastructure, better beach parking for visitors, cycling and walking initiatives, safe electric scooter routes, and community energy.

The Neighbourhood Plan aims to address all these issues and is a useful framework to ensure developments and schemes appropriately benefit the local community.

SBNF is keen to ensure that developments are delivered to directly benefit the immediate environment and neighbourhoods in which they are located, and the community has a say in the planned delivery of infrastructure, and the continuing process of change.

The Neighbourhood Plan must be supported by local residents through a local referendum in which the question will be:

> *Do you want Adur & Worthing Council to use the Shoreham Beach Neighbourhood Plan to help it decide planning applications in the Neighbourhood Area?*

ABOUT THE PLAN

The Localism Act 2011 provides powers for local communities to prepare statutory Neighbourhood Plans which, along with city and district-wide Local Plans, have to be taken fully into account by planning officers and councillors when they make decisions on planning applications. Under this legislation, the Shoreham Beach Neighbourhood Forum (SBNF), having met all statutory requirements, was designated as a 'qualifying body' with the legal right and responsibility to prepare the Shoreham Beach Neighbourhood Plan (SBNP) for the Designated Area (Fig. 1, 7a & 7b).

The draft Community Consultation Statement (Appendix x) shows how the Forum is involving the local community. Furthermore, unlike any other official development plan, it has to be supported by local residents through a local *referendum* in which the question will be:

'Do you want Adur & Worthing Council to use the Shoreham Beach Neighbourhood Plan to help it decide planning applications in the Neighbourhood Area?'

Fig. 7a - Designated Area Map (OS)

Shoreham Beach Neighbourhood Plan Area

Ward:	Marine
District:	Adur
County:	West Sussex
Region:	South East
Country:	England
Postcode:	BN43
London:	50 miles north

ENGLAND

English Channel

PART ONE (This Document)

Comprises the policies to be included in the statutory Neighbourhood Development Plan (NDP). This component of the Neighbourhood Plan is subject to examination by an independent examiner. It first presents the overall Vision, setting out what the plan aims to achieve as a community-led framework for promoting and guiding the sustainable development of Shoreham Beach over the next 15 years.

To realise this Vision, the Forum is following a participatory process and applying the One Planet Principles of Sustainability to identify strategic objectives and policies to deliver them.

These *draft* policies are the outcome of inclusive community engagement at relevant stages of plan preparation. This ensures that planning policies are being developed through the direct involvement of individual residents, businesses and local stakeholder organisations.

Appendices

This document provides an outline of the supplementary information, statements and evidence which supports the planning policies.

Part TWO - Design Code / Guide / SPG [tbc]

Sets out site-specific requirements and area-wide guidance.

Good design is about more than how buildings look – it's also about creating sustainable places that function well. Design codes support the transition to a spatial approach to planning – to bring together and integrate land development policies with other policies and programmes which influence the nature of places and how they can function.

The Design Guide seeks to clarify what constitutes acceptable design quality for a particular site or area, and thereby provides a level of certainty for developers and the local community alike.

It is currently in an early stage whilst we gather more feedback from the community.

Part THREE – Aspirations

Deals with issues, proposals and aspirations which do not require planning consent, or do not need to be deliverable within 15 years. This section is *not subject to referendum*. It is supplementary and separate from the statutory Neighbourhood Development Plan.

[Note: As of Jan 2023, the Plan has not been through all stages of preparation, and the policies are not yet 'established'. Therefore this Plan is currently incomplete.]

VISION & AIMS

Vision

Shoreham Beach aims to maintain and enhance its unique character through responsible development, innovative architecture and the conservation of nature and heritage.

We endeavour to meet the needs of residents, local businesses, visitors, flora and fauna; ensuring that the neighbourhood thrives as a place to live, work and enjoy a range of community and leisure activities.

It is desired that Shoreham Beach will be a peaceful, low emission neighbourhood with the flexibility to welcome and accommodate visitors during peak seasons.

The flow of people on and off the beach will be safe and smooth. Young and old can travel locally without relying on the car. It will be easy to choose active transport to maintain a healthy lifestyle during our daily commute – helping us to be more able in later life.

Principles

One Planet Principles of Sustainability have been embedded in the Neighbourhood Plan as far as is practical, drawing on the advice provided in the One Planet Living Manual, One Planet Action Plan and Low Carbon Neighbourhood Guide (Jan 2018) as summarised in the table below.

Principle	Description	Relevant NP Policies and Aspirations
1 Low carbon	More energy efficient buildings, movement & logistics. Renewable energy generation & supply.	NR1 - High quality design, TM1 - Pedestrian & cycle connections, GB 4 - Renewable energy & efficiency
2 Low waste	Reducing waste creation and disposal, reusing or recycling where possible.	NR3 - Beach Green, GB2 - Designated Bathing Water
3 Sustainable transport	Encouraging and enabling low carbon modes of transport to reduce emissions, reducing the need to travel.	TM1 - Pedestrian & cycle connections, TM2 - Safer pedestrian crossings, TM5 - Signage
4 Sustainable materials	Using materials from sustainable sources and promoting products which help people reduce consumption	NR1 - High quality design, NR3 - Beach Green Master Plan, Design Guide
5 Local / sustainable food	Promoting sustainable, humane farming and healthy diets	GB2 - Designated Bathing Water Aspiration: Micro anaerobic digestion & fertilisation
6 Sustainable water	Using water more efficiently in buildings … tackling local flooding, water course pollution and drought	GB3 - Shoreham Beach LNR GB2 - Designated Bathing Water GB4, TM7 - Rainwater harvesting, SUDS
7 Land use & wildlife	Protecting and expanding old habitats and creating new space for wildlife	GB1 - Green space designation (LGS) GB 3 - Landscaping to Protect Beach NR1b - Functional Public Art & Design i.e. natural habitat-friendly architecture
8 Culture & community	Nurturing local identity and heritage,	Vision…maintain and enhance the eclectic environment and diverse social composition… CF2 - Sports Area (Intergenerational games), CF3 - Restore Fort, Aspiration: Safe public Wi-Fi Scheme
9 Equity & local economy	Creating safe, equitable places to live and work which support local prosperity	TM 6 - Better use of Car-parks, flexible spaces, etc. Shade and EV charging ports to encourage visitors to dine while they wait.
10 Health & happiness	Encourage active, sociable, meaningful lives to promote good health and well-being	NR3 - Beach Green Regeneration, TM1 - Pedestrian & cycle connections, TM2 - Safer pedestrian crossings, CF2 - Community Sports Areas, GB2 - Designated Bathing Water

Strategic Objectives

This overall vision will be achieved through policies and projects which deliver four thematic objectives, each of which promotes (to varying degrees) the economic, social and environmental aspects of sustainable development. The objectives relate to the One Planet Principles.and are repeated at the beginning of each policy section.

1. Neighbourhood Regeneration & Responsible Development

The Plan will identify opportunities and encourage innovative, high quality improvement and - where necessary - responsible, incremental redevelopment of the built environment. This will respond to both local community needs and priorities, as well as external pressures from the housing market and tourism.

2. Protect & Enhance Land & Water

The Plan will protect and enhance the natural environment and biodiversity of Shoreham Beach by stimulating public awareness and engagement and by encouraging investment to provide attractive, resilient and engaging public green spaces, together with promoting increased energy & water efficiency, the use of renewable energy and improved neighbourhood waste management.

3. Better Community Facilities & Historic Assets

Improve quality of life by strengthening community hubs, conserving the neighbourhood's historic assets, and meeting the leisure needs of both the resident population and visitors, by enhancing and creating places (buildings and public spaces) where people of all ages can meet and socialise.

4. Better Parking, Cycling, Walking & Wheeling

The Plan will support a transition towards more sustainable transport and movement by reducing the negative impact of increasing development pressures (incl. congestion, pollution, safety and parking), together with improving conditions for pedestrians, cyclists, motorists and mobility vehicle users.

Fig.7b SBNP Policy Map

Overlaid onto Adur Local Plan Policy Map 2017
showing relevant existing designations

30/9/2022

View as interactive Google map | More maps

Shoreham Beach Neighbourhood Plan

- SBNP (Marine Ward Boundary)
- LBS = Local Blue Space (designated bathing water)
- LGS = Local Green Space
- GB = Green & Blue (land & water)
- NR = Neighbourhood Regeneration
- TM = Transport & Movement
- CF = Community Facilities

Adur Local Plan 2017 (relevant)

- Local Green Gap
- Site of Special Scientific Interest (SSSI)
- Local Nature Reserve (LNR)
- Local Wildlife Sites (LWS / SCNI)
- Harbour Regeneration (JAAP)
- Scheduled Ancient Monument
- Local Shopping Parades

Regeneration & Planning Issues

Three of the primary initial reasons for creating this plan were:

1. Increasing development pressures from the housing market and tourism;
2. Concerns about the impact of planned high-rise developments across the river;
3. Residents' frustration with the planning process.

"Wildly inaccurate street scene elevation drawings…

"no proposals for renewable energy… carbon rich construction"

"just too overbearing in terms of sheer bulk and specifically the loss of privacy"

We recognise that **the Neighbourhood Plan cannot stop development** within the area, or development that affects the area. However, it is an opportunity to prepare for these changes and **ensure the Beach can cope**. It aims to improve the planning process to make it easier for all – including architects, developers, builders and neighbours - to know what's appropriate.

It also helps neighbours to better **visualise the impact of proposed new buildings** before they are approved, and to protect the unique character of the neighbourhood.

We also recognise that **since the Neighbourhood Forum was formed, significant improvements have been made,** i.e. the Adur Tidal Walls (flood defences), plus the Local Plan has been updated and government advice has improved.

The National Planning Policy Framework and Planning Practice Guidance, now encourages the delivery of a wide choice of quality homes and seeks to ensure good design in all development. This is reflected in ADC Policy 15 (Quality of the Built Environment and Public Realm) and ADC Policy 20 (Housing Mix & Quality) of the Adur Local Plan 2017.

Strategic Objective 1 -
Neighbourhood Regeneration & Responsible Development

The Plan will identify and encourage diverse opportunities for the high-quality improvement and small-scale, incremental redevelopment of the built environment, which respond to both local community needs/priorities and the increasing development pressures from the housing market and tourism.

This strategic objective will be achieved by the creation of a Design Review Panel (see monitoring section), a Supplementary Design Guide and the application of the following policies:

High Quality Planning Application Information

High Quality Design

Functional Public Art

Responsible Landscaping Plans (adjacent to nature reserve)

Beach Green Regeneration (incl. parking provision)

How Policies Relate to NR Objectives

Strategic Objectives	Policy NR1 High Quality, Neighbourly Design	Policy NR1b Functional Art & Design	Policy NR2 High Quality Planning Info	Policy NR3 Beach Green Regeneration	Design Review Panel
Responds to local needs/priorities	✔	✔	✔	✔	✔
high-quality improvement	✔		✔	✔	✔
Responds to increasing development pressures		✔	✔	✔	✔

Policy NR 1 - High Quality, Neighbourly Design

The Neighbourhood Plan will promote and support development proposals which deliver sustainable, high quality design which is sympathetic to the characteristics of Shoreham Beach and is responsive to community aspirations. Thus proposals for development within the Neighbourhood Plan Area will be expected to:

NR 1.1. **contribute positively to the neighbourhood's eclectic and idiosyncratic character and identity;** creating or enhancing local distinctiveness, landscaping and urban design - with appropriate variation in style and character.

NR 1.2. **respect the rhythm and pattern of buildings and street frontages**, while ensuring that any new, higher density developments incorporate appropriate measures to allow for a smooth transition from existing lower density development, to ensure that they assimilate well into the street scene.

NR 1.3. **protect/enhance cherished views** into, out of and within the Beach which the Character Study and further resident feedback demonstrates are a valued feature of the neighbourhood*.

NR 1.4. **incorporate design features which deter crime** in accordance with the Secured by Design police initiative (www.securedbydesign.com).

NR 1.5. **provide on-site cabling for electric vehicle charging points with appropriate off-street parking** to minimise trip hazards in housing developments.

Definition of High Quality Design:

Adur Local Plan 2017 Part Four: "4.3 Good design encompasses architectural design, form, height, scale, siting, layout, density, orientation, materials, parking and open space/green infrastructure."[5]

NPPF para. 80 (e): "the design is of exceptional quality, if it: is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally… and would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the area."

Landmarks residents cherish:

- The Downs from Beach Green
- Lancing College Chapel
- St Mary de Haura Church
- Shoreham High Street Conservation Area
- Lighthouse

[Do we need to insert arc map, relevant photos and select quotes to articulate visual quality of "cherished views / protected vistas" here? or in the design guide?]*

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5 https://www.adur-worthing.gov.uk/media/Media,147017,smxx.pdf

Policy NR 1b - Functional Art & Design in the Public Realm

Encourage the delivery of high-quality street furniture and functional public art; e.g. to define an exercise circuit and to provide sculptural exercise equipment, signage or benches, in appropriate locations, i.e. Beach Green, etc. The Design Guide includes a number of suggestions for a variety of applications.

Policy NR 2 - High Quality Information in Planning Applications

All applications are encouraged to include the following information to enable
full assessment of a proposal against the relevant policies of this Plan:

- **Street scene (context elevation)** to clearly illustrate the impact of the proposed development on adjacent properties and the existing street-scene - with positions of openings and materials, scale and north points included.

  Best practice for elevation drawings:

  o   minimum of one adjacent property on either side

  o   position of all openings in relation to adjacent properties

  o   all floors and ridge height levels

  o   external elements (awnings, stairs, balconies, columns, porches, chimneys, etc.)

  o   shadows (to highlight protruding or recessive opening and objects)

  o   materials, finishes and decorative accessories

  o   entourage – people, vehicles, furniture, trees etc (to add scale)

  o   significant planned or existing landscape (in front, in line or behind your elevation).

- **Landscaping plans must include information to comply with Policy GB 3**

Rationale:

At the time of writing, planning procedures as implemented by the LPA, only require plans to be drawn to an identified scale with a north point. However, evidence from planning applications on Shoreham Beach has shown that further information is required to enable proper consideration by the Shoreham Beach Design Review Panel (SBDRP) - see Monitoring and Implementation section.

Policy NR 3 - Beach Green Regeneration

In the context of the designation of Beach Green as a Local Green Space ([see policy GB 1](#)), the Neighbourhood Plan will promote and support the following initiatives.

1. [Suggested addition] Development proposals need to be sympathetic to and reflect the need for transport & movement linkages, unifying design features and community facilities as indicated in the [Design Guide](#) and Concept MasterPlan diagrams below. Significant departures from these principles will need to be justified.

2. Provision for disabled parking nearer to the beach.

3. Cycle parking and improved cycle/ skate / scoot and pedestrian path - with measures to slow cyclists near the toilets and cafe.

4. Unobtrusive visitor signage.

5. Development of the draft Beach Green Master Plan (see diagram) into a formal Master Plan to ensure the coordinated and integrated implementation of these proposals.

Policy TM 7 - Beach Green Car-park Optimisation

The Plan would support enlarging and optimising the layout of the current car-park to provide additional car-parking spaces, together with solar carports providing shade and renewable energy, EV charging points, a dedicated car club parking space, complemented by appropriate SUDS, landscaping and rainwater harvesting - as outlined in the Beach Green Master Plan Policy NR3 and Policy GB2.

The Plan proposes improved signage to direct visitors to the car-park, featuring these additional amenities on the signs as an incentive.

Rationale:

Incentivise visitors to *choose* to park in the dedicated area, instead of the current practice of illegally parking on double yellow lines - which blocks the cycle path and bus route. Thereby, increasing parking revenue and potentially supporting ADC's ambition to establish an Adur & Worthing Car Club.

Reduce pollution and mitigate flooding - rain gardens, green walls, and porous surfaces to complement the local nature reserve aesthetic. Strategically place vegetation to reduce local noise, air, and water pollution. Reduce level of vehicle-based pollution to local waterways - natural stormwater management i.e. through infiltration planters.

Climate change adaptation: Carports will provide shade, reduce the need for aircon and extend the life and performance of all vehicles - especially EVs. Integrated solar would generate local, renewable energy.
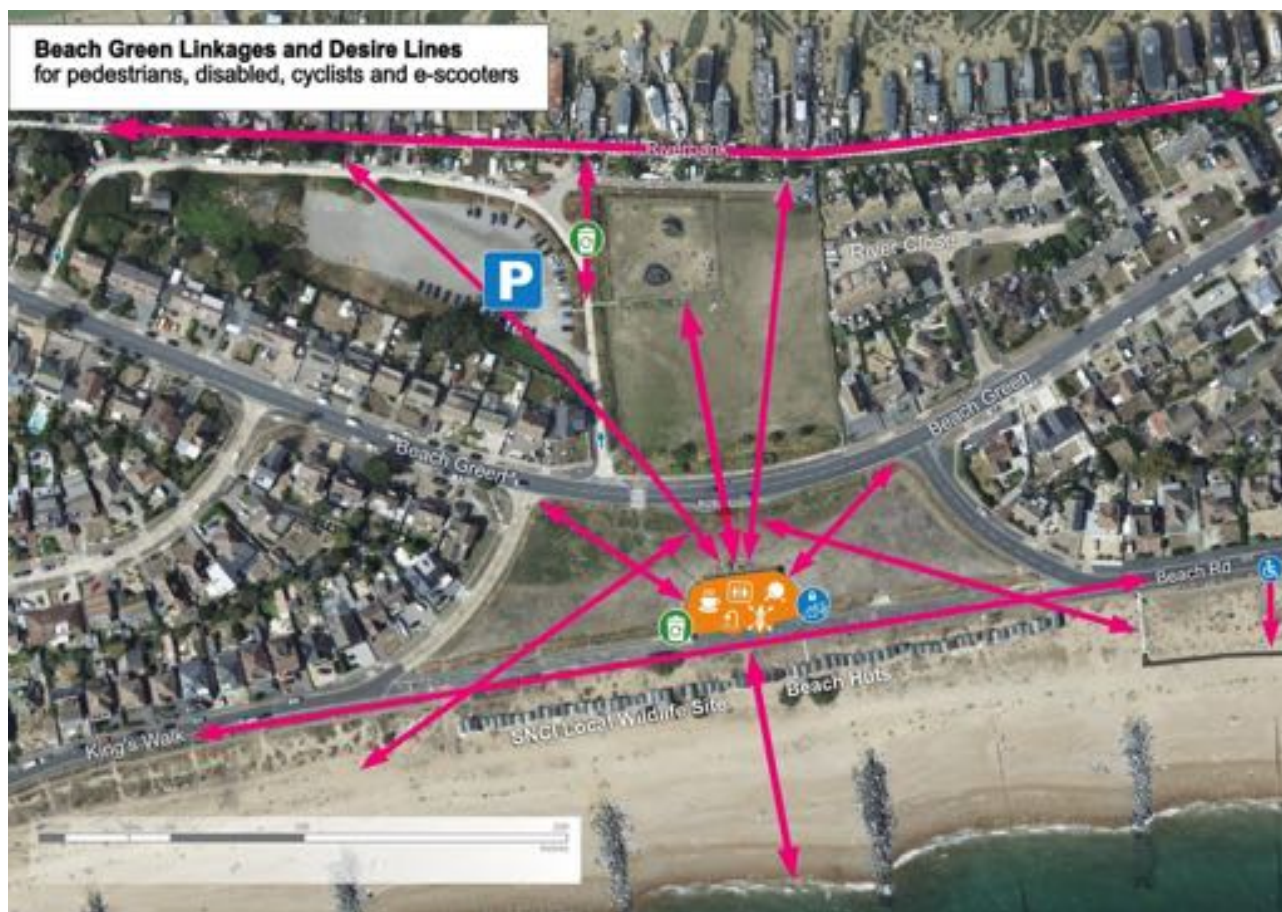
Fig. 8 - Beach Green linkages and desire lines

Fig. 8 (aerial photo 2022) illustrates the disparity between the location of existing paths vs the new café development (orange) and the worn areas of grass (desire lines) indicating where the public actually choose to walk (pink arrows). It also shows the under-used carpark and the significant distance from the carpark to the beach for wheelchair users.

Fig. 9 shows community needs and Fig. 10 is a detailed concept masterplan for the area which illustrates how these community needs could be met.

The Forum secured the services of government funded consultants AECOM to identify options for the future use of key sites in the Neighbourhood Area. Local residents and businesses had the opportunity to comment on the draft before the final report: *Shoreham Beach Site Options Report December 2016:* bit.ly/sbnf-aecom-report-L

This Draft Concept Master Plan has been iteratively adapted from AECOM's original Beach Green Concept Plan Option 1 (residents' preferred option). It has been refined through consultation with residents, stakeholders and planning officers.

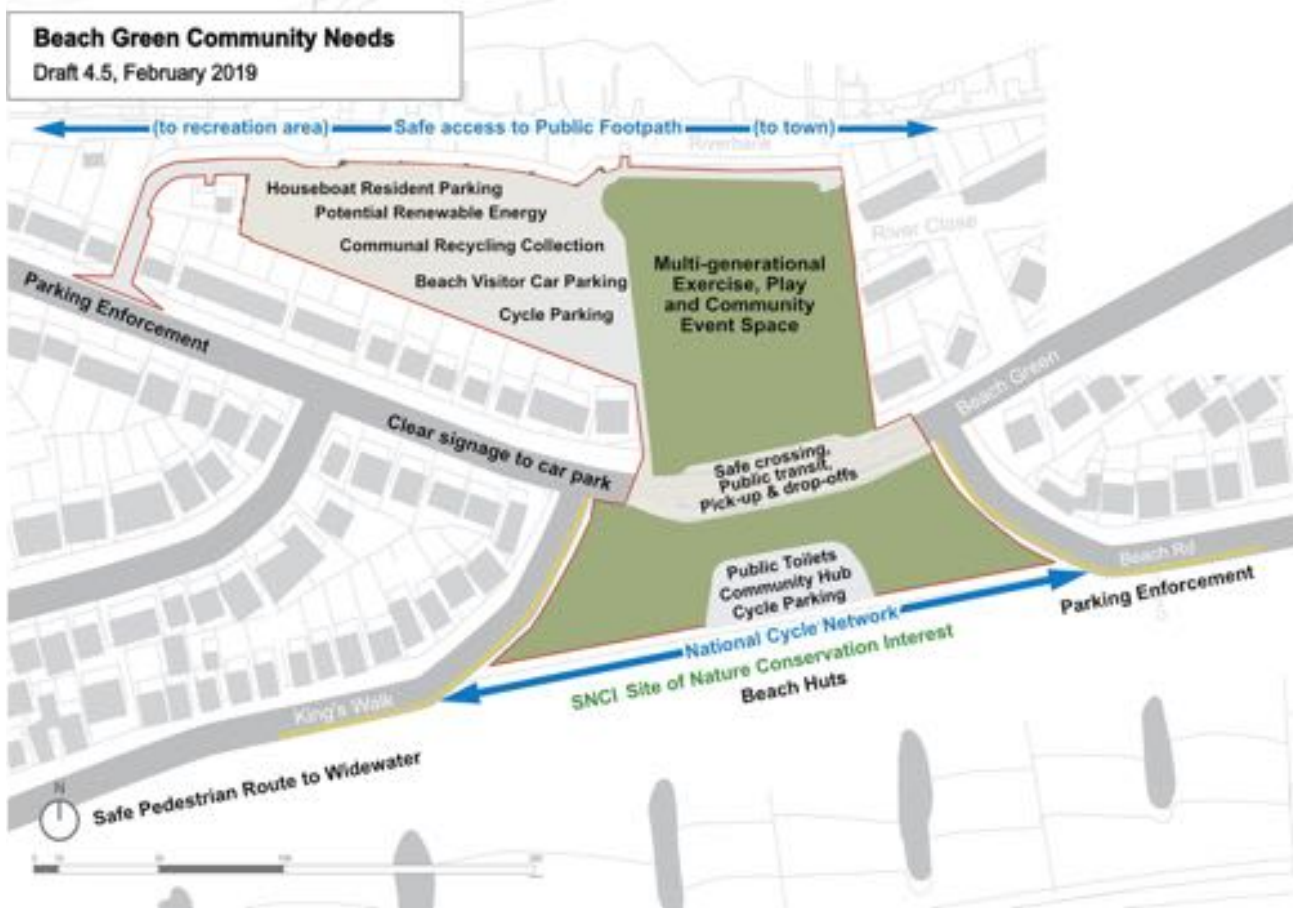*Fig. 9 - Beach Green Community Needs*

"Use traffic-calming techniques and create a safer crossing on Beach Green Rd, which bisects this space."

- Resident comment

Beach Green Concept Plan Option 3
Draft 5, August 2022

Beach Green Area

- Local Green Space Designation
- Existing Play Area and Outdoor Gym
- Public access to riverbank footpath
- Shared surface / traffic calming
- Pedestrian & Cycle Paths
- Cycle & scooter traffic calming near cafe
- Bus shelter / Passenger drop-off
- Boardwalk extensions
- Inter-generational games / climbing boulder
- Watersport equipment hire (if viable)
- Community Hub, Public Toilets and Small Sheltered Games Area, i.e. table tennis
- Functional public art
- Wildflower area / SUDS

Beach Green Cycle and Car Parking

- Enhanced parking (100+ spaces)
- Additional Parking / Connection to electricity grid / Other
- New landscaping, SUDS, pollution control / parking layout guides
- Restricted Vehicle Access
- Solar carports + EV charging point
- Additional visitor parking signage
- Cycle racks & space allocation for potential bike share
- Weather-proof & pest-proof recycling bins + access route for collection
- Parking for disabled blue-badge holders
- Concrete path moved to discourage illegal parking which blocks cycle access

Sign Details

Reduce clutter by combining signs on one pole.

Visitor information signs should be prominent with clear direction arrows and include amenities

Share with care signs near cafe should include images of child pedestrians, and scooter riders

Visitors need to be made more aware that they are entering a local nature reserve, i.e. by placing clear signs next to parking meters.

Radar speed sign, plus audible / visual road markings

Fig. 10 - Beach Green Draft Concept MasterPlan - Carpark Maximisation Option

Ecology, Conservation & Sustainability

Ecology, Conservation & Sustainability

Strategic Objective 2 -
Protect & Enhance Land & Water

The Plan will protect and enhance the natural environment and biodiversity of Shoreham Beach by stimulating public awareness and engagement, and by encouraging investment to provide attractive, resilient and engaging public green spaces, together with promoting increased energy & water efficiency, the use of renewable energy and improved neighbourhood waste management. shorehambeachforum.com/green-neighbourhood

This strategic objective will be achieved by the application of the following policies:

Support Local Blue Spaces (LBS)
Designating Local Green Spaces (LGS)
Responsible Landscaping Plans (adjacent to nature reserve)
Local Energy Generation (incl. parking provision)
Functional Public Art
Enhancing Natural Habitats

How Policies Relate to Green & Blue Objectives

Strategic Objectives	Policy GB1 Local Green Spaces	Policy GB2 Local Blue Spaces [new]	Policy GB3 Beach friendly landscaping	Policy GB4 Renewable energy & water efficiency
Enhance natural environment	✔	✔	✔	
Enhance biodiversity	✔	✔	✔	
Energy & water efficiency				✔
Promote renewables				✔
Better waste management	✔	✔		
Stimulate public awareness	✔	✔	✔	✔

Policy GB 2 - Bathing Water Designation (Local Blue Spaces) [new]

The Neighbourhood Plan would support official Bathing Water Designation at popular swimming sites such as Silver Sands [see label LBS2 in Fig. GB1, and Fig. GB2] - where water quality would be officially monitored for harmful bacteria and viruses, with legal obligations placed on industry to stop sewage and agricultural pollution.

Fig GB 2 - location and frequency of storm & sewer outflows, plus location of monitoring sites, and popular water-based activities
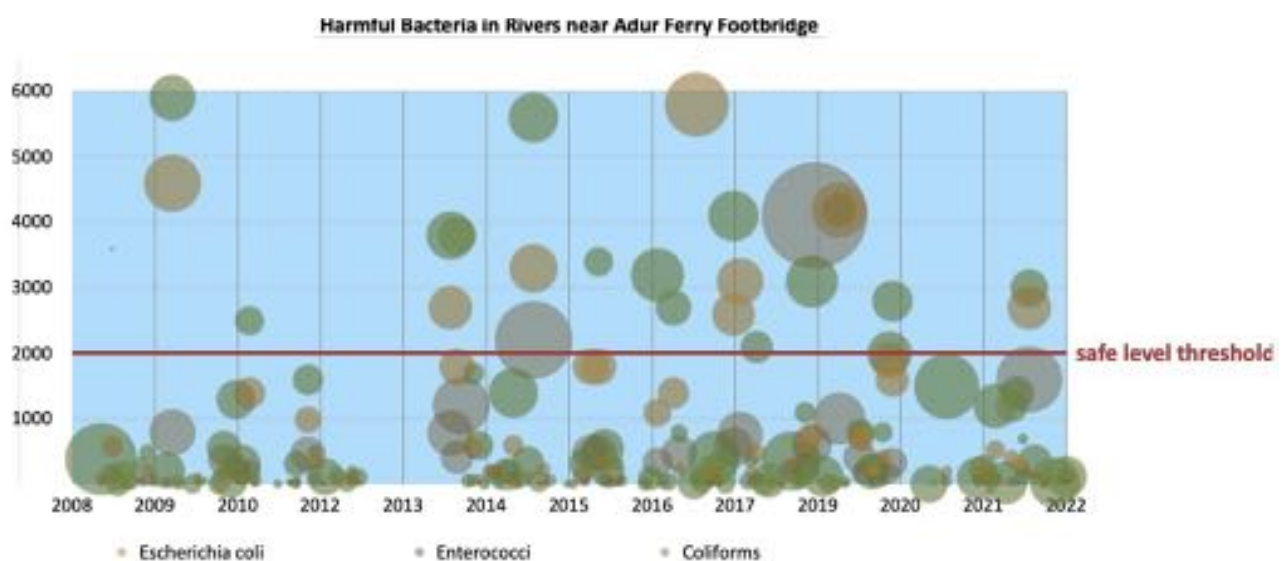
Harmful bacteria found in river near Adur Ferry Bridge (tested monthly). There is currently no guidance on classifying the water quality of transitional waters, but the higher the coliform count, the poorer the water quality.

Policy GB 1 - Local Green Spaces (LGS)

The Neighbourhood Plan designates the following Local Green Spaces within the Area:

LGS 1 - Adur Recreation Ground
The green field is owned by ADC, having been donated to 'the people of Shoreham'.

LGS 2 - Beach Green
The whole site (north and south of Beach Green Rd) is owned by ADC. LGS designation is consistent with Policy NR 3 Beach Green Regeneration.

LGS 3 - Falcon Close
Owned by WSCC and designated as a traffic island. LGS designation provides long term protection as a green space, which could possibly benefit from enhancement set out in Table GB2.

LGS 4 - Silver Sands
Owned by the Port Authority. LGS designation because of its wildlife and recreational value.

LGS 5 - Soldiers Point
Owned by the Port Authority.

AC- Anchor Close

The small play-park between Harbour Way and Anchor Close is also a vital green space, However, it is private land and therefore not included in this designation.

Fig. GB1 - Local Green and Blue Spaces - Location Map
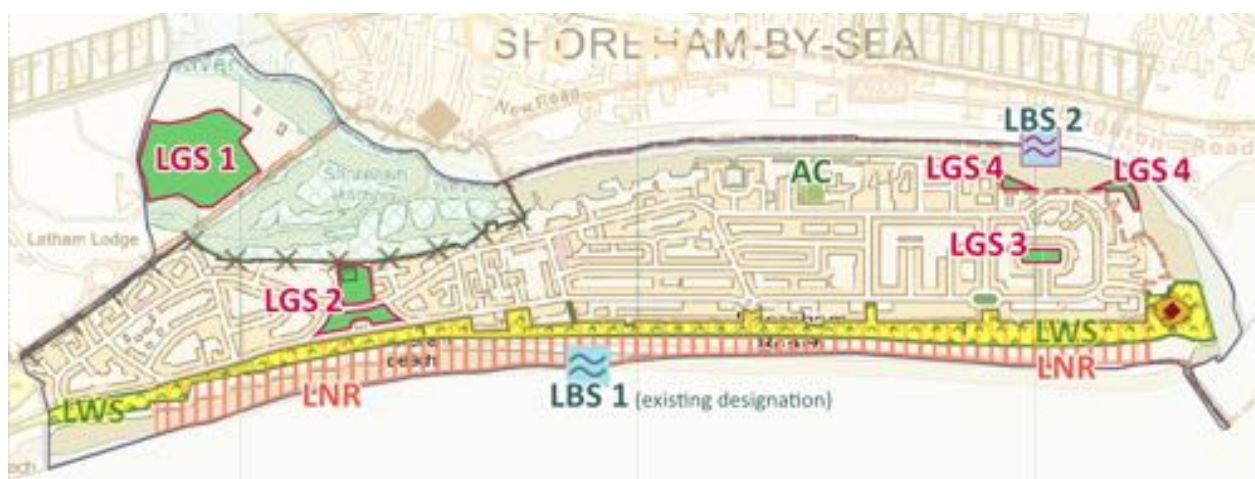
[see bit.ly/sbnf-lgs-map for a detailed aerial map with photos & comments by residents]
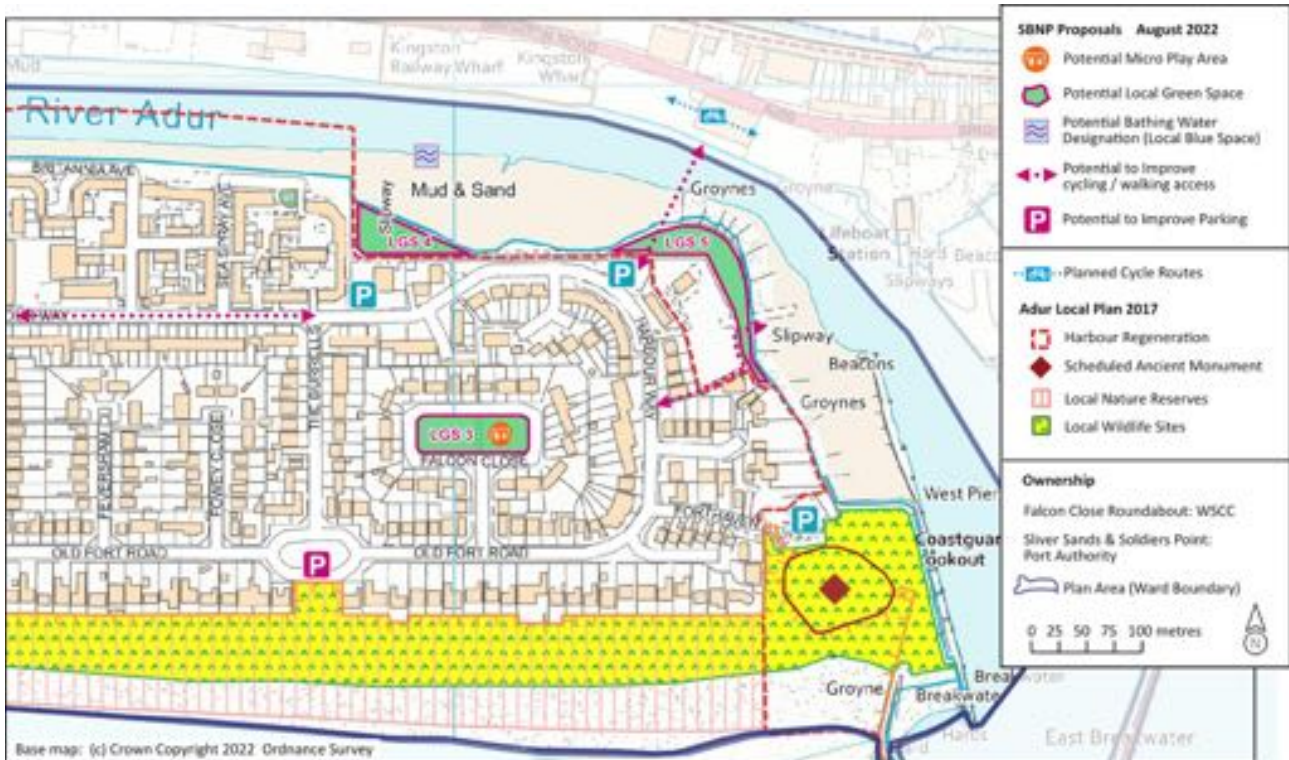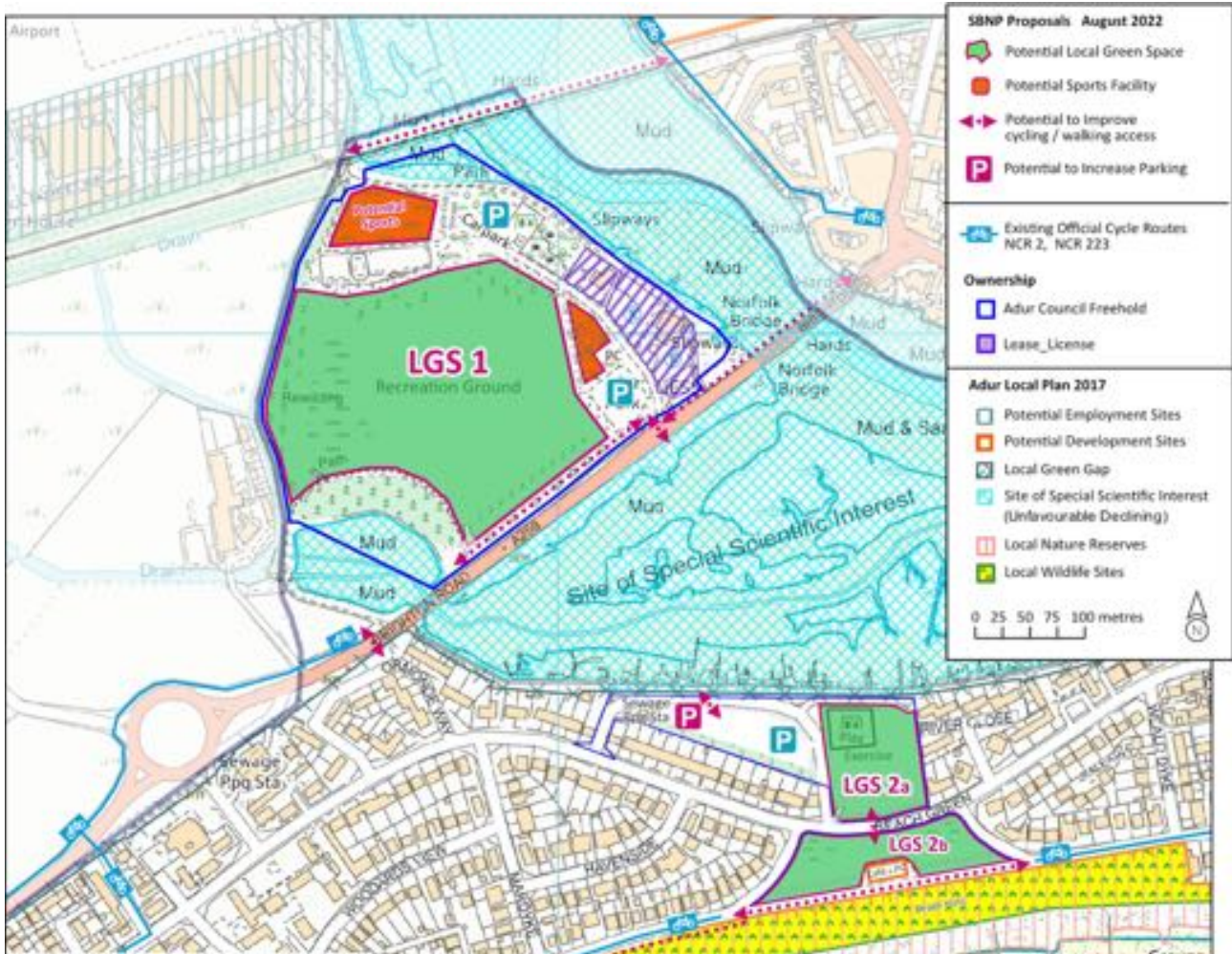
Fig 12 - Proposed Boundaries of Local Green Spaces and location of Local Bathing Waters
overlaid onto ADC Policy Map 2017. Appendix xxx PDF includes Defra Nature and Marine Protections

Note: None of the proposed LGS sites have site allocations in the 2017 Local Plan or valid planning permissions, but Marine Ward does already have several environmental designations and constraints.

See Appendix 6 - Green Spaces Audit and Ownership Boundaries
Appendix 4 - Defra - Existing Nature & Marine Protections

Table GB2 - Local Green Space Enhancement Criteria

	Simple, natural, uncluttered	Accessible for easy maintenance	Access for All	Family-friendly & social areas	Active by design	Protecting & enhancing biodiversity
LGS1 Adur Rec Memorial Ground	✔	✔	✔	✔	✔	✔
LGS2 Beach Green	✔	✔	✔	✔	✔	✔
LGS3 Falcon Close	✔	✔			✔	✔
LGS4 Silver Sands	✔	✔				✔
LGS5 Soldiers Point	✔	✔	✔		✔	✔

Beach Green

Pink Childing at Silver Sands

About Local Green Spaces (LGS)

An LGS is defined as:

"reasonably close proximity to the community it serves" and *"where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife."*

Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities. Local Green Space designation is for use in Local Plans or Neighbourhood Plans. These plans can identify on a map ('designate') green areas for special protection.

Local Green Space designation will rarely be appropriate where the land has planning permission for development. Exceptions could be where the development would be compatible with the reasons for designation or where planning permission is no longer capable of being implemented.

Designating a green area as a Local Green Space would give it protection consistent with that in respect of Green Belts. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances.

Land designated as Local Green Space may potentially also be nominated for listing by the local authority as an Asset of Community Value. Listing gives community interest groups an opportunity to bid if the owner wants to dispose of the land.

A National Ecosystem Assessment concluded the health benefits of living close to a green space are worth up to £300 per person per year. Urban green spaces can boost house values, mental wellbeing, air and water quality, carbon absorption and can provide natural flood defences and drainage. uknea.unep-wcmc.org

"All open spaces are important and should be preserved"

"Our natural areas that were already protected should have enhanced protection."

"Please protect green areas on the beach as there are few of them"

"Improve parks and landscaping...encourage fauna"
- Resident comments

Policy GB 3 - Landscaping to Protect Beach (Local Wildlife Site)

The Neighbourhood Plan strongly encourages residents, local authorities and developers to consult with local expert bodies such as Friends of Shoreham Beach and the Local Nature Reserve Management Committee, as appropriate, when developing landscaping proposals.

The Neighbourhood Design Review Panel (5.1) will take account of the following criteria in areas and properties adjacent to the northern borders of the Local Nature Reserve (LNR) and Local Wildlife Site (SCNI) - in association with the GB policy representative.

Landscaping on or near Shoreham Beach Nature Reserve:
- must not introduce *invasive* species (Schedule 9 plants)
- must remove existing *invasive* species (Schedule 9 plants)
- must minimise / remove existing nitrogen enriched soil
- must include measures to protect and enhance local biodiversity
- must follow best practice by using approved 'beach-friendly' plants.
- no tipping/dumping of garden soil or vegetation onto the LNR.

The Forum and its partners - FoSB, SBRA and the LNR Management Committee - will create a detailed list / database of suitable 'beach-friendly' plants, trees, shrubs, herbaceous perennials and annuals [listed as an appendix] including native vegetation of our unique Shingle Beach. Some advice on planting, flowering seasons, wildlife interests and habitats, water management, pockets parks will be made available. See the Design Code and our consultation evidence document: LNR Gateway Planning Brief for more details.

2017: http://bit.ly/sbnf-gateway-lnr

2019: http://bit.ly/sbnf-design-code-draft

Table GB3 **Beach-Friendly Plant Guide**	Species approved by SBNF, FOSB (Friends of Shoreham Beach), and SBRA (Shoreham Beach Residents Association). Listed north to south. Terrestrial, formal planting transitions (furthest from reserve) to natural, wild marine plants (closest to reserve). [move to Design Code ?]
Terrestrial Plants - Suitable for residential areas	**Species already present on the LNR that survive in low nutrient habitats** 1. Echium vulgaris (Vipers Bugloss) 2. Sedum (Stonecrop) 3. Lavatera maritima (Tree mallow)
	Species that will not suffocate, self seed, cross pollinate nor spread too widely 4. Olea europaea (Olive trees) 5. Salvia officinalis (Garden Sage) 6. Salvia pratensis (Meadow Sage) 7. Euphorbia epithymoides (Cushion Spurge. Polychroma) 8. Euphorbia characias (Mediterranean Spurge) 9. Lavandula angustifolia ('Hidcote' / English Lavender) 10. Rosmarinus officinalis (Rosemary) 11. Rosa glauca (Dog Rose)
Wild Marine Plants - as found on or near the beach (Local Nature Reserve)	**The vegetated shingle is an internationally rare habitat** 12. Glaucium flavum (Yellow horned poppy) 13. Sea Beet 14. Crambe maritima (Sea Kale) 15. Anthyllis vulneraria (Kidney Vetch) 16. Silene uniflora (Sea Campion) 17. Armeria maritima (Sea Thrift) 18. Salicornia europaea (Rock Samphire) 19. Echinops ritro (Misty Globe Thistle) 20. Rumex crispus (Curled Dock)

Policy GB 4 - Renewable Energy & Efficiency

The Plan will encourage initiatives to increase the level of local, low-carbon energy generation including:

4.1 Measures to facilitate the production of renewable energy
Example A) solar car-ports in Adur Rec and Beach Green car-parks which could provide some / all of the following: recharge electric cars, power local amenities, provide shade and weather protection.
Example B) ground source heat pump under a MUGA / cycle track / new building, etc.

4.2 Rainwater harvesting and water recycling systems
The Plan will support integrated water efficiency systems in new and existing developments
Example: car-ports in Adur Rec and Beach Green car-parks fitted to collect and use rainwater, etc.

4.3 Small or micro scale facilities to manage waste on site
Examples: in-vessel composting, anaerobic digestion, etc.

For all projects: quiet, unobtrusive installations will be favoured, such as Ground Source Heat Pumps, Interseasonal Heat Transfer (IHT), Integrated Solar (Glass, Tiles, Paving, etc.).

This policy will contribute to the Shoreham Beach Community Waste & Energy Plan set out in Part 2 which sets out neighbourhood priorities for actions which do not require planning consent.

Intended Outcome:
An array of solar car-ports would provide an extra incentive for Shoreham town visitors approaching from the west to park in this car-park rather than entering the congested Norfolk Bridge roundabout and High Street. A solar array above a 40 space car-park could generate enough power for 20 homes. The energy generated could also provide power at events, thereby reducing reliance on noisy, polluting diesel generators. [National Grid must be consulted, see here]

Extra incentive for houseboat owners to avoid releasing waste water into the river.

Community Facilities (CF)

Strategic Objective 3 -
Better Community Facilities

The Plan will improve residents' quality of life by strengthening community hubs, conserving the neighbourhood's historic assets, and meeting the leisure needs of both the resident population and visitors, by enhancing and creating places (buildings and public spaces) where people of all ages can meet and socialise.

This strategic objective will be achieved through the delivery of Policy NR3-Beach Green Renaissance, Local Green & Blue Policies, several Transport & Movement policies, as well as the Supplementary Policy: Internet Safety in the Public Realm. *Also see the Design Code and Evidence & Criteria - regarding the Beach Gateway.*

How Policies Relate to Community Objectives

Strategic Community Objectives	Policy CF1 Sports Area	GB1 & GB5 Green & Blue Spaces	NR3 Beach Green Regeneration	CF3 Restore Fort	CFS2 Internet Safety in Public Realm	TM5 Publicity & Signage
Strengthen Community Hubs	✔	✔	✔	✔	✔	✔
Conserve historic assets		✔		✔		
Meet leisure needs	✔	✔	✔	✔	✔	✔
Cross-generational mix	✔	✔	✔	✔	✔	✔

[~~Policy CF Local Co-working Hubs~~ – *redundant, removed*]

Policy CF1 - Preserve, Maintain & Improve Existing Public Toilets

The Plan will support proposals which enhance the safety and maintenance of public toilet provision, changing rooms and shower facilities.

Policy CF2 - Community Sports Areas

The Plan would support the provision of one or more sports areas - such as a climbing boulder, bicycle track[6], or multi-use games area (MUGA) - with consideration for inter-generational mix and noise mitigation (see below). Must have regard to relevant Secured by Design guidance[7].

Noise Mitigation for MUGAs[8]

Located a minimum of 30m from the nearest residential property wherever possible.

Strike a balance between noise impact and visual amenity.

Anti-vibration (AV) bushings must be used to acoustically dampen the panels and minimise structure-borne noise transmission, which has the effect of reducing the magnitude and duration of the impact noise.

The structure should be designed for easy and affordable maintenance to minimise damaged panels, loose brackets, worn bushings and squeaky gates.

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[6] www.shorehambikepark.co.uk
[7] securedbydesign.com/images/downloads/Youth-Shelters-Sports-Systems.pdf
[8] www.cassallen.co.uk/5-steps-to-minimise-noise-from-multi-use-games-areas-muga

Lighting & Vandalism

Limit artificial lighting, meaning that the MUGA is less likely to be used when it gets dark. However, this carries security risks and should be determined on a case-by-case basis.

Local residents must have access to the MUGA and a simple method of reporting misuse or damage.

Intended Outcome

Less substance abuse and vandalism to public property due to more positive outlets for young people.

More inter-generational mix and opportunities for grandparents to play sports with grandchildren.

Reduce traffic congestion and pollution by making more local sports facilities that are safely walkable by young people. Improved health for residents of all ages - in all seasons.

Less damage to green spaces - more time for vegetation to recover between games.

Justification

[Adur & Worthing's 2017 Open Space, Sport and Recreation Study](#) confirmed that over 45% of residents believe there is an overall lack of: MUGAs (48%); informal open spaces (47%); and Artificial Turf Pitches (46%). For significant numbers of Adur residents, facilities need to be much more locally accessible before they will be used.

Stakeholders clearly identified a need for more youth provision across the area to include a range of types of provision such as skateparks, BMX, basketball courts.

46% of households highlighted the overall quality of outdoor facilities for teenagers as being either poor or very poor compared to 22% believing them to be good/very good. The quality of MUGAs was rated as poor or worse by 37% of respondents.

The existing football goalposts on Beach Green are only single-purpose and no longer fit for that purpose. The goalposts are distorted and too low for teens and adults. In the summer, the area around the goals is a dust bowl, and in winter, it is a mud-bath. As climate changes, and droughts increase, the remaining grass has become too dry and cannot recover. There are no other publicly accessible goalposts in the ward.

Resident Workshops and Household Surveys have identified that the top two community facility requirements are: 1) improved play facilities and 2) a social space for young people. Residents of all ages have requested a low-maintenance, hard wearing area to bounce balls and play a variety of games.

The location, structure and materials must be carefully chosen to minimise vandalism and minimise negative impacts on adjacent residents.

Policy CF3 - Restore Shoreham Fort & Nissen Hut [new]

The Plan would support initiatives to conserve, maintain and restore Shoreham Fort (and the Nissen Hut) as a multi-purpose community facility.

Transport & Movement

Strategic Objective 4 -
Better Parking, Cycling, Walking & Wheeling*

The Plan will support a transition towards more sustainable transport and movement by reducing the negative impact of increasing development pressures (including congestion, air pollution, noise pollution, safety and parking) together with improving conditions for motorists, cyclists, wheelchair, and mobility vehicle users.

Desired outcome

A quiet, low emission neighbourhood with the flexibility to welcome and accommodate visitors during peak seasons. The flow of people on and off the Beach would be safe and smooth. Young and old could travel locally without relying on the car. It would be easy to choose active transport to maintain a healthy lifestyle during our daily commute - enabling us to be more physically able in later life.

Fig. 13 - Common routes & destinations within a 1 mile radius.

Journey time is a key factor in determining modal choice, with many choosing to travel by car because of the perceived time-saving. In reality, journey times over these short distances are only slightly slower by bicycle (5mins) vs car (4mins). Cycling times would be reduced further by improved cycling provision, direct routes and an additional river crossing on the eastern end of the beach. The interactive map (http://bit.ly/sbnf-t-map-2017) includes proposals and resident comments.

How Policies Relate to Transport Objectives

Strategic Transport Objectives	Policy TM1 Increase cycling & walking	TM2 Safer crossings	TM5 Uncluttered Signage	TM6,7 Protect & Enhance Car-parks	NR3 Beach Green concept master plan	GB2 LGS Criteria: Access for All	GB4.1 Renewable Energy, Solar paving, etc.
Better parking	✔		✔	✔			✔
Better wheeling	✔	✔	✔	✔	✔	✔	
Safer roads & walkways	✔	✔	✔		✔		
Reduce air pollution / road noise	✔		✔	✔	✔	✔	✔

Development pressures & Possible Shortcut for NMUs

* Wheeling = Sustrans term for users of wheelchairs, mobility scooters, etc.

** NMU = non motorised vehicle.

Policy TM 1 - Pedestrian and cycle connections

The Plan will support proposals which increase or improve the network of cycleways, footways and footpaths within the designated Neighbourhood Area.

Developments that affect proposed or existing cycle routes should protect and enhance their alignments. Developments should contribute to the implementation, signposting, improvement and maintenance of the cycle network. Developments will also be expected to contribute to the implementation of 'missing links' to enable safe and direct passage into the area's strategic cycle network.

Street furniture must not clutter the public realm or impede movement and activities. Bollard placement should be informed by definite need and carefully considered in response to context and movement patterns. Dropped kerbs at key carriageway along desire lines.

Aspirational Projects *could* include:

Beach Green

TM1.1.   Improve temporary parking near the beach huts to stop the current practice of blocking access to the cycle lane. Also design café refuse-collection and delivery routes, so that the activity does not block the cycle lane.

TM1.2.   Allocation of space to accommodate cycle parking and cycle hire docking stations (at Riverside car park, Ferry Rd LNR corridor and /or the Beach Green cafe) to extend Cycle Hire Schemes - to the benefit of both residents and visitors - *subject to demand analysis and adequate protection against corrosion and theft.*
See Aspirations, and the Beach Green Concept Master Plan for details (Policy NR3)

Adur Recreation Ground

TM1.3.   Improve the safety of the A259 pedestrian & cycle crossing from the Riverside walk to Adur Recreation Ground (leading to the airport complex)[9].

TM1.4.   Improve the flow of traffic along the A259. The Plan will support the provision of a separate cycle lane on the inner boundary of Adur Recreation Ground, running parallel to the A259 from Saltings Roundabout to Norfolk Bridge. Also allow cyclists to use the pavements crossing Norfolk Bridge. This would link the existing, segregated cycle lane at The Saltings roundabout, to cycle connections north of Norfolk Bridge. This would protect bus stop pedestrians and help to accommodate increased cycle and foot traffic if the pump track or other youth facility is built at Adur Rec (see Policy CF2).

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9 A259 pedestrian crossings to Adur Rec - Options

tree lined, segregated cycling, walking and driving

Fig TM1.4 - Visualisation of a separate cycle lane on the inner boundary of Adur Recreation Ground,

Running parallel to the A259. This would provide segregated cycling, walking and driving along an avenue already sheltered by swales and trees. It would encourage modal shift from car to bicycle, thereby reducing congestion, hazards and delays at the bus stops.

Justification

Norfolk roundabout is the biggest bottleneck in the area - with no obvious way to improve it, other than enhancing cycleways and walkways to encourage more people to choose to walk or cycle to local destinations. This includes simple measures such as allowing cautious and novice cyclists to use the pavements on Norfolk Bridge.

These aspirational projects are subject to the practicalities of delivery and maintenance. This could potentially be delivered via a Multi-agency partnership Project including Sustrans, SBRA, AOAC and private sector or crowd-funding.

[Editor's Note: Policy TM3 & TM4 moved to Part 2 (Aspirations)]

Policy TM2 - Safer pedestrian crossings

The Plan would support measures to improve pedestrian safety at the following crossings (Precise locations subject to TRO):

TM2.1 - The Saltings
South of the roundabout between the pub and petrol station shop.

TM2.2 - To Adur Rec
Pedestrian & cycle crossing from the Riverside walk to Adur Recreation Ground (leading to the airport complex).

TM2.3 - To Beach Primary School
When crossing Harbour Way adjacent to the Primary School,
Marina, Emerald Quay bus stop and densely populated residential complex.

Justification

The following maps display traffic incidents reported to emergency services, many have occurred in the last five years and involve pedestrian, cyclist or scooter casualties. The Plan proposals are intended to reduce these risks.

TM2.3 Safe Harbour Way Crossing: This is a blind corner on a primary commuter route, near a busy logistics depot. For pedestrians, this is a primary route to and from a pub, primary school and beach.

Policy TM5 - Unobtrusive Signage for Information and Wayfinding

The Plan would support the co-ordinated provision of improved, unobtrusive wayfinding for pedestrians and cyclists - which could include public noticeboards and signage relating to the protection of the environment, promotion of local facilities and exercise loops - provided that such signage would not detract from the safety, visual or environmental amenity of its surroundings. Integrated signage should be considered at an early stage of public realm improvement plans to minimise street clutter.

Intended Outcome

Community noticeboards and unobtrusive signage could support A&W initiatives to improve community cohesion, pedestrian safety, reduce clashes with cyclists, direct visitors to car parks to reduce on-street parking, *etc.*

Street clutter should be minimised and signage should be visible at eye-level where people are naturally looking - i.e. on the ground. Skaters, scooters, cyclists and pedestrians often look down at their phones or the ground directly in front of them.

[Editor's Note: Policy TM 4 moved to aspirations.
Policy TM 7 moved to Beach Green Regeneration section]

Parking

There are four ground-level public car parks – at Beach Green, Lower Beach Road (central), next to Shoreham Fort (east), plus free parking on Harbour way (north east) . The western beach is served by a car-park outside the designated area.

Beach Green car park is one of the key sites for the Neighbourhood Plan. It is usually virtually empty, but at peak times it is full to overflowing – given that there is a complete lack of parking delineation. With the redevelopment taking place at Beach Green and the lack of parking space in the surrounding area, adequate car and cycle parking near Beach Green is crucial.

Policy TM6 - Protect and Enhance Car-parks

The Plan will protect the continued use of all existing public car-parks and parking spaces whilst promoting their enhancement by functional improvements.

Applications for solar carports, 'solar trees', dedicated electric car club parking space, softening the landscape and natural stormwater management - such as filtration, rain gardens, green walls and porous surfaces will be supported - if long-term maintenance and liability is also taken on by applicant or commuted sum paid to council.

For visitors, this would establish from the outset a positive sense of place[10] and **respect for the ecological significance of the area.**

Intended Outcome

Increase parking revenue

Incentivise visitors to choose to park in the dedicated area, instead of on double yellow lines - which blocks the cycle path and bus route.

Reduce pollution and mitigate flooding - rain gardens, green walls and porous surfaces to complement the local nature reserve aesthetic. Strategically place vegetation to reduce local noise, air and water pollution. Reduce level of vehicle-based pollution to local waterways - natural stormwater management i.e. through infiltration planters.

Supports ADC's ambition to establish an Adur & Worthing Car Club.

Climate change adaptation: Carports will provide shade, reduce the need for aircon and extend the life and performance of all vehicles - especially EVs.

Evidence

Interactive map with aerial photos, proposals and resident comments: http://bit.ly/sbnf-t-map-2017 >

When this plan was written, there were minimal publicly available charging points[11] for electric vehicles on Shoreham Beach. However, EV sales are increasing rapidly. By 2035, electric vehicles could make up 35% of

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[10] In urban design terms, a *'Sense of Place'* usually refers to referencing a place's history through materials or style.
[11] https://www.adur-worthing.gov.uk/parking/electric-charging-points/

the road transport market, and two-thirds by 2050. The cost of solar has fallen 85% in seven years, and panels could supply 23% of global power generation by 2040.

Real-world Examples of Self-ballasted Carports Currently in Use

Several companies produce systems with a built-in ballasted base that does not require any excavation work for foundations. Integrated EV charging ports can be used immediately, without requiring a connection to the electricity grid. For example:

Paired Power solar canopy with integrated EV charger and battery, which provides ballast.

MecoSun MecoPark - Integrated concrete ballast. Does not require a concrete foundation. Quick to install. Modular units. Single or double.

Policy TM6.2 - Visitor Parking at Burrells Roundabout

The Plan would support a slight reduction of the green space in the centre of the Burrells roundabout in order to increase public visitor parking and alleviate pressures on the western end of Old Fort Road. The layout must not adversely affect existing views of the beach.

Diagrams showing proposed layout for increased public visitor parking south of The Burrells Roundabout. Clear "visitor parking" signage and disabled parking next to the existing beach entrance path. The green line indicates the path of cyclists. This reverse parking layout ensures beachgoers are not off-loading watersports equipment into oncoming traffic (subject to TRO).

Intended Outcome: Alleviate seasonal visitor parking congestion on western end of Old Fort Rd.

IMPLEMENTATION, MONITORING & REVIEW

The Neighbourhood Forum will be responsible for the implementation and monitoring of the Neighbourhood Plan for the remainder of its legally defined existence.

Thereafter it will be for the local community to agree a successor body to monitor, implement and review the NP through a neighbourhood organisation which is fully representative of homeowners and tenants and all parts of the designated Neighbourhood Area.

These procedures will include a clear, mutually-beneficial role for ward councillors and will complement their work as elected representatives.

Following the adoption of the NP, the Forum will need to finalise the scope and process of monitoring the implementation of the planning policies. The Forum has established the following core elements of the monitoring process:

5.1 Neighbourhood Design Review Panel

The Neighbourhood Planning Act 2017 requires the Local Planning Authority to notify the Neighbourhood Forum, where there is a Neighbourhood Development Plan, of any relevant planning application and any alteration to that application.

The Forum, in partnership with SBRA, will establish a Neighbourhood Design Review Panel which will provide the Local Planning Authority (LPA) with professionally informed local comment on applications for development in the Neighbourhood Area. This will complement the work of the Adur Ward Councillors, specifically through its distinctive combination of professional experts and non-experts who live in the Neighbourhood Area.

The Panel will comprise 4 (min) to 6 (max) members, including residents with professional design and development expertise and non-expert residents with experience of the application of the statutory planning process in recent developments in the Neighbourhood Area. Half the members of the Panel will be nominated by the SBNF Management Committee and half by the SBRA Management Committee.

Residents concerned about an application can notify SBRA or the DRP via email: shorehambeachforum@gmail.com. In addition, two Panel members will share the responsibility for identifying those planning applications which will be referred to the Design Panel and notify the LPA that the Panel will be submitting timely comments. When considering development proposals the DRP will take a positive approach that reflects the presumption in favour of sustainable development.

DRP - Key Functions and Tasks

I.   Offer their services to developers at the pre-application stage.

II.   Provide the Local Planning Authority (LPA) with professionally informed local comment on applications for development in the Neighbourhood Area, having regard to all NP policies - including the criteria set out in policy NR1 - and the Neighbourhood Design Guide (5.1.2);

III. Monitor the compliance of construction with the approved design and refer any cases of non-compliance to the LPA for possible enforcement action;

IV.   Monitor the cumulative densification impact of plot-by-plot, 2-for-1 type re-developments in order to inform a future review of the Neighbourhood Development Plan. See the applications study data below.

Fig 14 - Shoreham Beach Planning Applications Study

Adur & Worthing Planning Public Access system data from 1970 to 2014. Contrasts the relatively large-scale new housing developments with the number of small-scale, plot by plot adaptations of the existing housing stock. For more info, see Appendix 4

Adur & Worthing Planning Public Access system data from 1970 to 2014. Contrasts the relatively large-scale new housing developments with the number of small-scale, plot by plot adaptations of the existing housing stock.

Extensions Approved and Built

Legend: ■ Approved ■ Cumulative
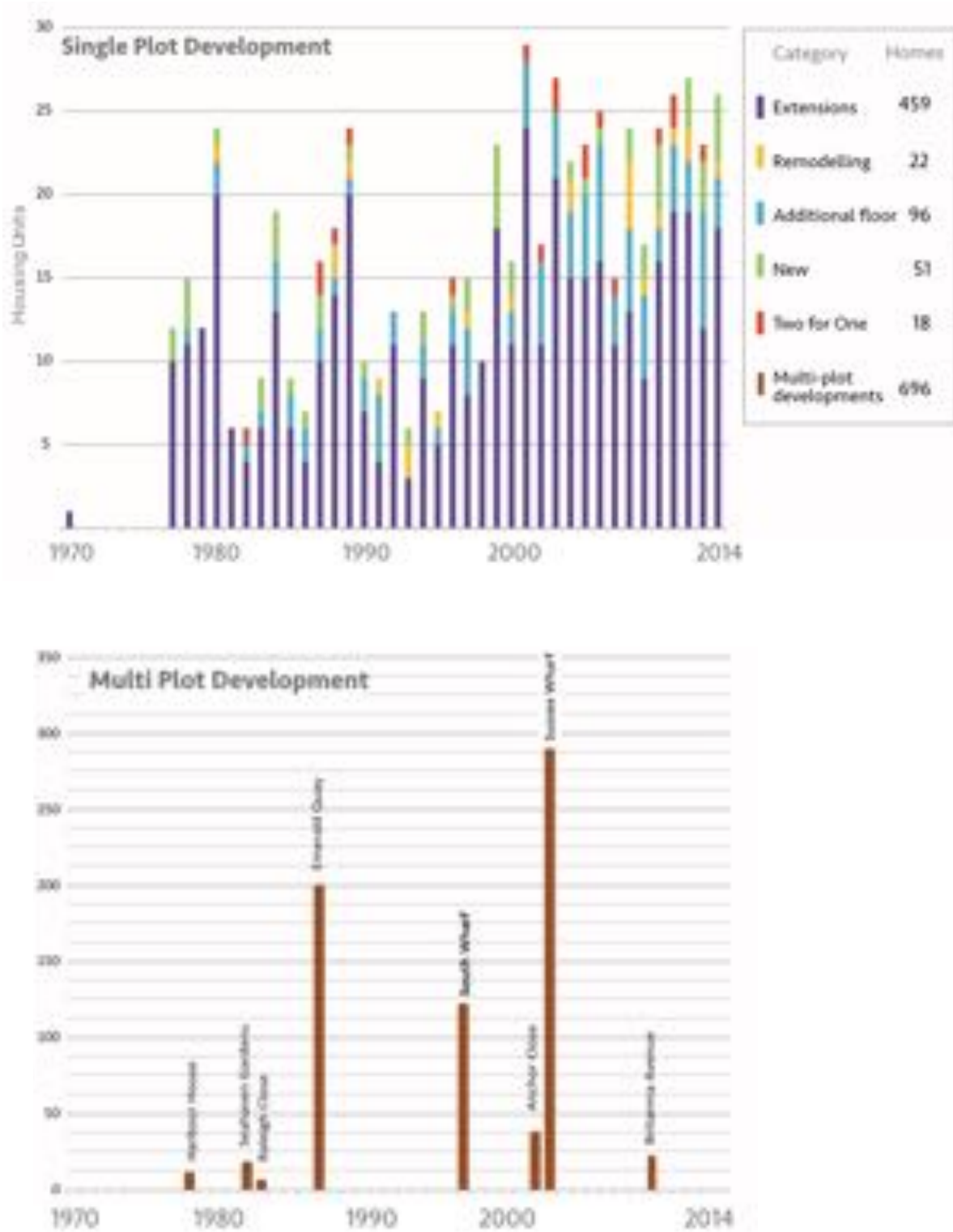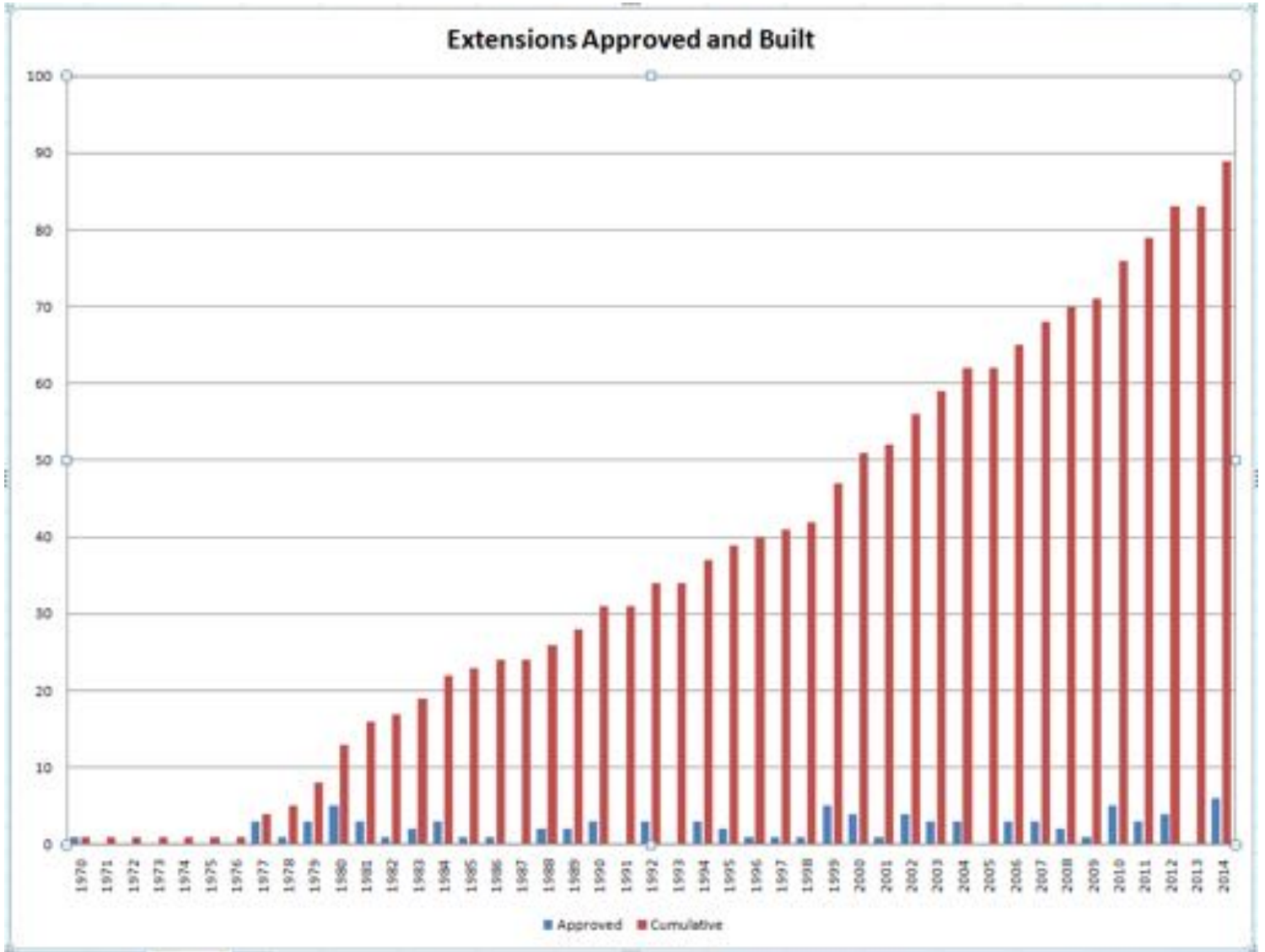
5.1.1 Principles of Design Review

In reviewing these applications the panel will take account of the Design Council's Ten Principles of Design Review as set out below:

1. **Independent**
It is conducted by people who are unconnected with the scheme's promoters and decision makers, and it ensures that conflicts of interest do not arise.

2. **Expert**
It is carried out by suitably trained people who are experienced in design and know-how to criticise constructively. Review is usually most respected where it is carried out by professional peers of the project designers, because their standing and expertise will be acknowledged.

3. **Multidisciplinary**
It combines the different perspectives of architects, urban designers, urban and rural planners, landscape architects, engineers and other specialist experts to provide a complete, rounded assessment.

4. **Accountable**
The Review Panel and its advice must be clearly seen to work for the benefit of the public. This should be ingrained within the panel's terms of reference.

5. **Transparent**
The panel's remit, membership, governance processes and funding should always be in the public domain.

6. **Proportionate**
It is used on projects whose significance, either at local or national level, warrants the investment needed to provide the service.

7. **Timely**
It takes place as early as possible in the design process, because this can avoid a great deal of wasted time. It also costs less to make changes at an early stage.

8. **Advisory**
A design review panel does not make decisions, but it offers impartial advice for the people who do.

9. **Objective**
It appraises schemes according to reasoned, objective criteria rather than the stylistic tastes of individual panel members.

10. **Accessible**
Its findings and advice are clearly expressed in terms that design teams, decision makers and clients can all understand and make use of.

5.1.2 Neighbourhood Design Code/ Guide

[the nature and title of the document is yet to be confirmed]

The full Design Guide is being drafted in a separate document and may be added as an Appendix - please see: http://bit.ly/sbnf-design-code-draft

"At its simplest, a code is a form of guidance. The guidelines are treated as a material consideration when planning decisions on individual planning applications are taken, to be weighed and balanced against other material considerations".

- CABE, Design Council

The Shoreham Beach Design Code has four components:

A. **Site-specific requirements**
    for the redevelopment of the toilet block in the context of the Beach Green Outline Master Plan;

B. **Neighbourhood area-wide guidance**
    to inform small-scale cumulative, brownfield redevelopment. Infill developments by replacing dilapidated buildings.

C. **Local Nature Reserve.**
    Beach-friendly Plants
    Public Education
    Enhancement

D. **Active Transport**
    Functional public art
    Cycling & Walking
    Parking
    Traffic management

5.2 Monitoring Transport & Movement

It will be important to monitor the impact and effectiveness of the Plan proposals to provide a basis of an annual performance review for the Forum AGM.

Indicators	Who measures	How
Increased use of existing public parking space	Adur District Council	Quarterly review of ticket sales data
Effective enforcement of on-street parking restrictions	Adur District Council	Quarterly review of parking penalties
Increase in the number of cycle racks in the area	Neighbourhood Forum volunteers	Annual visual survey
Getting on/off the Beach by car	Neighbourhood Forum volunteers	Quarterly week-long survey of time to exit Beach at rush hours
Increase in the number of shared cars	Shared Car Club providers, Neighbourhood Forum volunteers, Car-pool club members	Baseline survey and six-monthly review
Increase in the number of local journeys undertaken by public transport	Neighbourhood Forum volunteers	Data from transport providers, i.e. Shoreham Academy, bus co.
Increase in the number of zero emission vehicles	Neighbourhood Forum volunteers	Baseline survey and annual review
Increase in number of cyclists	Sustrans / WSCC / other	Existing methods

5.3 Implementation - Policies & Projects

The action needed to implement some of the NP policies will require investment by CIL because the Beach is a valuable resource for the wider area.

However within the framework provided by the NP there will also be scope for funding by other public and private agencies, as well as community initiated and led projects to be developed and implemented using innovative funding mechanisms. One such mechanism is the Spacehive online crowdfunding portal and matchmaking service. This enables local community groups to develop projects such as allotments or community energy, efficiency and generation schemes, raise funds through crowdfunding, find commercial partners and bid for match-funding from public authorities and enterprise. For more information, see www.spacehive.com.

APPENDICES

Documents related to Neighbourhood Plan Policies

Appendix 1 – Priorities for Implementation

Audit of relative importance of policies, indicative costs, and possible financing.
See: below

Appendix 2 - Design Guide (Part Two?) [tbd]

Site-specific requirements and area-wide guidance.
See: https://bit.ly/sbnf-design-code-draft

Appendix 3 - Urban Character Study

Defining the unique character and existing land use, streetscape, topography etc.
See: http://bit.ly/sbnf-character-study

Appendix 4 - History of Development & Planning Applications Study

See: https://bit.ly/sb-planning-history

Appendix 5 - Green Spaces Audit and Ownership Boundaries

Audit of statutory designations & ownership, proximity, description, purpose, and value to the local community – to assess eligibility for Local Green Space designation.
See: https://bit.ly/green-space-audit

Appendix 6 - Map of Existing Nature & Marine Protections

Interactive audit map using DEFRA and Natural England data, including the Local Nature Reserve, UNESCO biosphere reserve, and Sites of Special Scientific Interest.
Interactive: https://bit.ly/sbnf-defra-map | pdf

[the following to be added after Regulation 14]

Appendix ? - Basic Condition Statement

A concise assessment of policies to evaluate the justification, intended outcome, evidence and compliance with the vision, objectives and principles.
See: https://bit.ly/sb-policy-checklist

Appendix ? - Community Consultation Statement

Note: As of Sept 2022, the Plan has *not* been through all stages of preparation, and the policies are not yet 'established'. Therefore this statement is currently incomplete.
See: http://bit.ly/sbnp-consultation-statement

PRIORITIES FOR IMPLEMENTATION [DRAFT]

The following schedule sets out the proposed improvements. Several of these proposals are likely to be implemented as part of new developments, some will be suitable for funding by the neighbourhood portion of CIL, whilst others may require major infrastructure investments.

Key:	H High priority M Medium Priority L Low priority	INDICATIVE COST	POSSIBLE FINANCING
H	NR - Beach Green Toilet Block improvement	££££	private
H	TM 6 - Better use of Carparks – solar carports	££££	CIL
H	TM 2 - Safe pedestrian crossing to Beach Primary School	££	
M	TM 1 - Safe pedestrian crossing to Adur Rec	££	CIL
M	NR 1 - High Quality, Neighbourly Design	0	-
M	NR 1b - Functional Art in the Public Realm	£££	
M	GB 1 - Local Green Space Designation (LGS)	0	-
M	GB 2 - Local Blue Space Designation (LBS)	0 [?]	
L	TM 5 - Publicity and Signage - exercise loop/nature trail	£	CIL
L	TM 2 - Adur Recreation Ground Cycle Lane	££££	
L	CF3 - Restore Shoreham Fort & Nissen Hut	££££££	
L	ASPIRATION: New walkway & cycle path attached to existing railway bridge between Adur Rec/Airport and Ropetackle North.	££££££	