



[DRAFT May 2022]

PART TWO/ THREE? SUPPLEMENTARY PROPOSALS (non-statutory)

Do not require planning consent

Do not need to be deliverable within 15 years.

Not subject to Referendum

Proposed actions or projects outside the scope



Draft cover



Community Aspirations

Neighbourhood Plan Part 2: Supplementary (non statutory)

The Forum's community engagement work since designation in December 2014 has inevitably generated issues and ideas which have strong community support but require action that does not need planning approval or cannot be delivered within the Plan period and thus is aspirational.

These outputs from the neighbourhood planning process cannot be included in the statutory Part 1 of the Neighbourhood Plan (NP). However, this work has identified important local community priorities and needs to be included in the NP document because the resulting evidence can be used to inform continuing community engagement with the agencies whose policies and actions affect the neighbourhood and as a basis for community led projects.

Thus the Forum has developed three Supplementary Policies; **Internet Safety in the Public Realm, Community Waste & Energy Policy** and a **Transport & Movement Plan** as supplements to the statutory Neighbourhood Development Plan set out in Part 1 of this document. Thus this section is envisaged as an advocacy document which can be used by Forum, SBRA, other neighbourhood organisations and ward councillors when they are proposing, supporting or objecting to actions by public or private organisations on the Beach.



S 1.1. Harbour Way Industrial Estate

The Plan would not oppose a change of use should the owners bring them forward for redevelopment. Our community engagement processes revealed a variety of views about a theoretical alternative future of this area which is the last remaining riverside industrial site. We commissioned [AECOM](#) to assess the capacity of the site to accommodate 3 options for its long term future, should the owners bring it forward for development during the Plan Period. Residents were consulted at the October 2016 HYSD and subsequently online and the following preferences were established:

1st preference: redevelopment as a school (should this site be needed)

2nd preference: residential development + sheltered accommodation for the elderly

3rd preference: residential development

See AECOM Final Report - December 2016 - <http://bit.ly/sbnf-aecom-report-L>



S 1.2. Small Industrial Sites - King's Crescent Industrial Site

The Plan would not oppose a change of use should the owners bring them forward for redevelopment. In one particular case, the King's Crescent Industrial Site could be redeveloped for sheltered housing given its close proximity to local shops, nursery school and the Church of the Good Shepherd - to the mutual benefit of both the young and old groups of residents.

Research shows that developing relationships between the elderly and the young can be beneficial for the wellbeing of both age groups. The Plan would support redevelopments which cater for sheltered housing and / or intergenerational activities.

Evidence and Rationale: The majority of researchers who have investigated age segregation have concluded that it is a problem, and that mixed-aged communities are preferable to age-segregated ones. Specifically, it has been argued that age-segregation has economic social and political drawbacks for society.

More info: <http://www.if.org.uk> | <http://google.co.uk/#q=retirement+home+and+preschool>



Aspiration CFS 2 Community Facilities - Internet Safety in the Public Realm

New developments with public Wi-Fi will be encouraged to join the Friendly WiFi scheme. Existing businesses - including B&Bs - will pledge to join the scheme.

Through the Neighbourhood Plan, there is an opportunity for Shoreham Beach to become a safe place for young people to browse the internet. This could be achieved through a new Public WiFi safety initiative.

Friendly Wi-fi is the world's first standard in public Wi-Fi safety - a government initiated certification scheme to shield young people from pornography, images and videos of child sexual abuse.



How it would be implemented in public places

Public places can display the 'Friendly WiFi symbol' to show their customers that their public WiFi is properly filtered. On the beach there are few places but it would soon spread to the local retailers, cafes, pubs, gyms, B&Bs, libraries, hotels, etc.

It is good for business because it shows customers that you are a leader in the quest and journey to keep children and young people safe online. SBNF conducted a [survey for young people](#) and had overwhelming support for the scheme.

Getting certified is simple and the cost to business is currently £27.91/yr. www.friendlywifi.com

Why it is necessary

At least 65% of 12-15 yr olds have smartphones. Rising to 80% of 15 yr olds. They often use public wi-fi hotspots to get online, potentially accessing harmful content. Young people tend to share connections, so even if you think you have blocked this kind of content from your child's phone, they could still access it via their friends.

Evidence and further information:

https://www.ofcom.org.uk/_data/assets/pdf_file/0027/76266/childrens_2014_report.pdf

<https://www.shorehambeachforum.com/single-post/2017/07/07/Safe-public-Wi-Fi-for-kids-on-Shoreham-Beach>

[Shoreham Beach Young People Survey 2017](#)

[Legal Requirements](#)

S 3. Shoreham Beach Waste Management & Community Energy

Community engagement activities demonstrated the importance of improved neighbourhood waste management and of promoting household energy generation and efficiency measures.

Aspiration 3.1 Improve Neighbourhood Waste Management

The Plan will support:

Large, rodent-resistant public waste bins

Fox and 'seagull-proof' bins serving the LNR

Compacting bins

in high footfall areas.

Small Scale Anaerobic Digesters

in areas where sufficient food waste can be collected and the converted energy and fertiliser can be used (e.g. <https://mygug.eu>).

Floating waste traps /seabins on Adur River (western harbour)

To clean up bathing areas and prevent pollution entering the sea. This would support any Local Blue Space Designations. Possible accessible sites: near slipways and Emerald Quay Marina.

A solar-powered ferry/ water taxi operating near the harbour mouth could also be fitted with a device to collect floating waste (plastics, polystyrene, algae, wood, etc. and store it on board in a dedicated container. A mechanism for the skimming of hydrocarbons is available as an option.



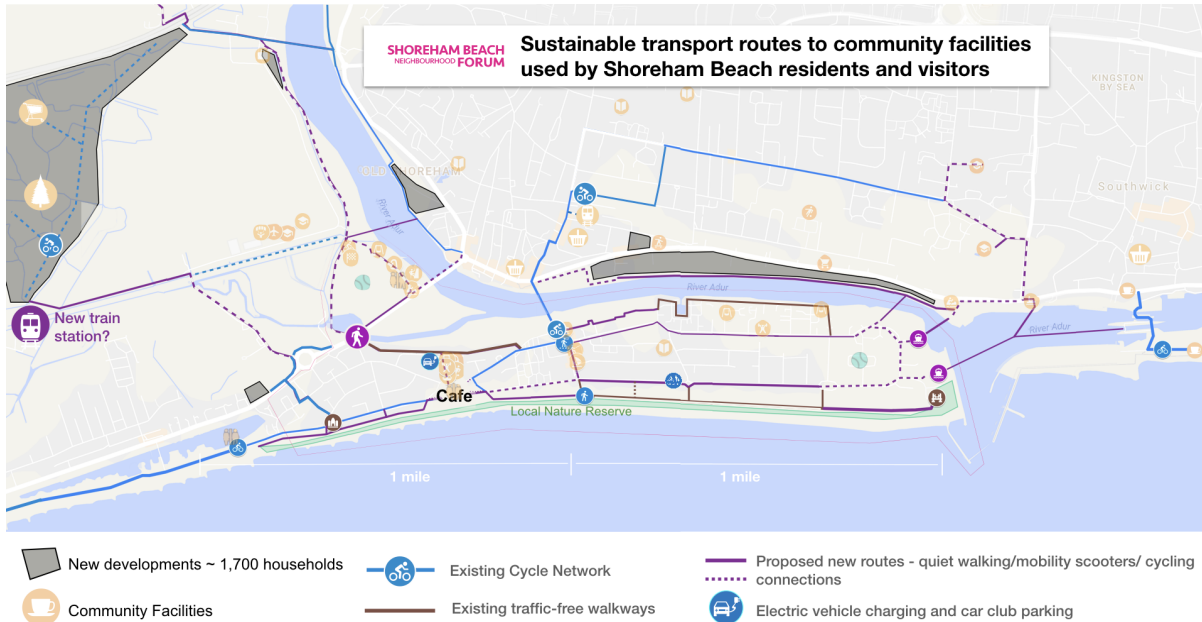


More information:

shorehambeachforum.com/single-post/2016/06/15/Electric-solarpowered-ferry-for-Shoreham-Beach

[**GBS 1.2 Community Energy Policy** to be added - this will emphasise raising energy awareness and promoting take up of domestic energy efficiency and generation installations such as solar panels, insulation, etc. [See more draft ideas here](#) | possible supporting organisation: www.communityenergysouth.org]

S 4. Transport & Movement Supplementary Aspirations (TMS)



See large, interactive version of this map with comments here: <http://bit.ly/sbnf-t-map>

The rationale for these policies is to establish an integrated range of proposals which provide a holistic phased approach for the benefit of Shoreham Beach residents i.e. safer roads + better cycling and walking provision + better public transport + better access to Brighton = less congestion, better health and reduced burden on local services such as healthcare.

Informal studies suggest that over 15,000 vehicles pass through Shoreham High Street every twelve hours and pollution levels are well above legal limits (source: [Pollution study by Adur Residents Environment Action](#)).

This section of Part 2 sets out policies and projects to address the transport and movement issues which have been identified by the local community, but cannot be addressed in the Part 1 policies (TM1-TM7) which relate to actions which require planning consent.

More info: shorehambeachforum.com/transport-movement >

Transport overview

Shoreham Beach is just 5 miles to the east of Worthing and 6 miles to the west of Brighton. The town centre north of the river is a thriving shopping destination with an urban population of approximately 48,500 (source 2011 census) and a catchment population of 290,000 within 12 miles.

The local railway station offers regular services from London Victoria, Gatwick Airport, Worthing, Brighton & Hove. Journey times to London by train are less than 1h30m and travel by car is also relatively quick via motorways. It is also close to a language school, ferry port and small airport. There are several BnBs making Shoreham Beach an attractive destination for a wide range of regional, national and international visitors.

Aspiration TMS 1: Reduce congestion at the Saltings roundabout

The Plan will support actions to reduce the number of vehicles using the roundabout; this will include strategic placement of 'click & collect' venues¹, improving cycleways, increasing the usage of the footbridge and providing a cycle and pedestrian only river crossing to the east.



The current impact of evening traffic (excluding new developments)

19 minute drive
23 minute cycle
30 minute bus ride

Average journey time from Worthing is similar for car or cycle, but weather is a big factor in travel choice

~ 75% of Adur commuters travel back home from the east
Average journey time from Brighton is very similar for all modes but safety concerns on the A259, weather and indirect alternate routes limit the amount of cyclists

40 minute drive
42 minute cycle
45+ mins by train

TM S 1.1 The strategic placement of 'click & collect' venues and last-mile deliveries (i.e. Shell garage, Ferry Road shops, cargo-bikes, etc.) to reduce the van traffic caused by internet shopping.

TM S 1.2 The provision of a new cycling and walking path from The Saltings roundabout to the proposed New Monks Farm development via Cecil Pashley Way along the south of the airport perimeter towards the football training centre and the proposed country park development. This would deliver a continuous cycling and walking path for Beach residents through the Plan area to and from New Monks Farm.

TM S 1.3 Measures to facilitate speedier cycle journeys via the Shoreham Harbour lock gates through supporting the development of real time information such as signs for cyclists approaching from the beach and returning to the beach. This could be achieved through a mobile phone app to communicate lock gate opening times. Encourage the Port Authority to make these times more consistent.

TM S 1.4 Improving traffic flow at the Norfolk roundabout by reducing traffic on and around Shoreham town's High Street through rationalising bus stops and maximising the use of Riverside Rd car park and Beach Green car park for visitors to the town centre.

TM S 1.5 The Plan would support improvements to the Saltings Roundabout. Two possible improvements to the roundabout to improve traffic flow on and off the Beach are indicated below.



Concept A: Traffic lights



Concept B: Increased road-width, improvements to road markings, dedicated lanes and traffic-merging lanes lanes.

In addition to the above measures, see [Community Facilities - Local Co-working Hubs](#)

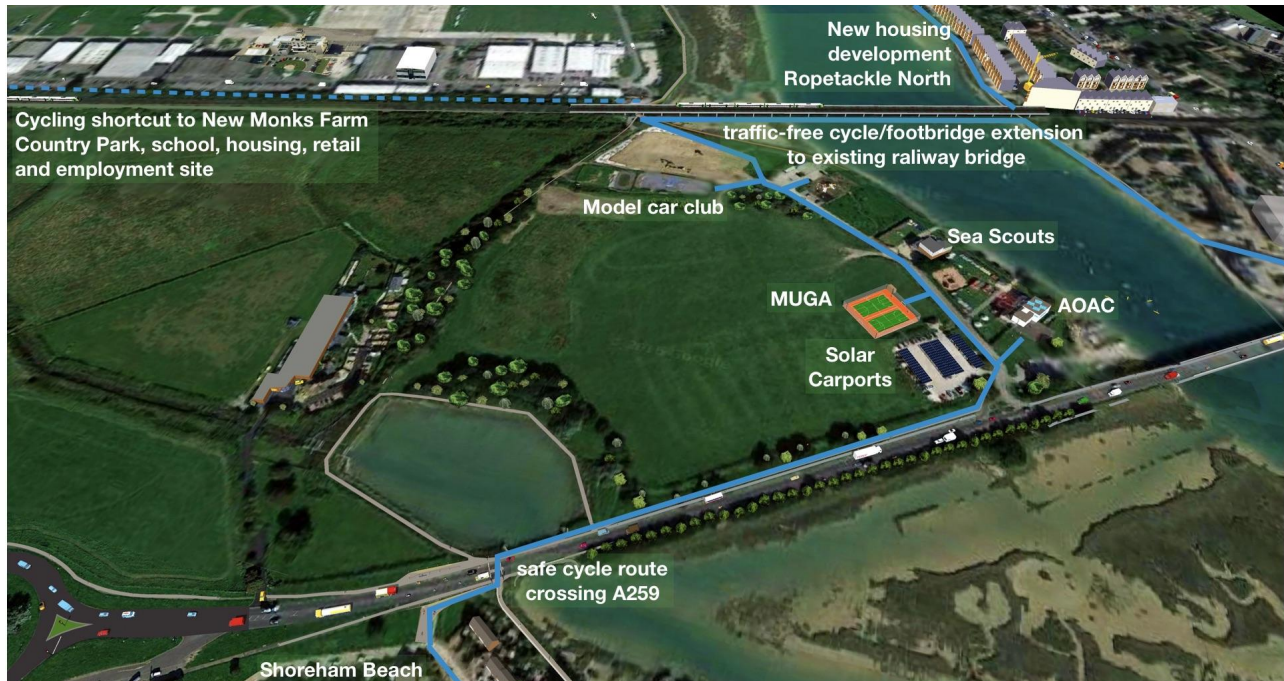
Aspiration TM S 2 Maintain and enhance facilities for cyclists, mobility scooter users and pedestrians - including residents, visitors and commuters.

TM S 2.1 The creation of an exercise loop/nature trail incorporating benches, outdoor gym equipment and signage for walkers and joggers.

TM S 2.2 Allocation of space to accommodate docking stations (at Riverside car park, Ferry Rd LNR corridor and /or the Beach Green cafe) to extend the emerging Worthing and Brighton Cycle Hire Schemes to the benefit of both residents and visitors.

TM S 2.3 The provision of new routes and infrastructure which can accommodate the full range of non-motorised users (NMUs), including wheelchair users, the elderly, people with mobility impairments, mobility scooter users, trike users, and cycles with trailers. This could include Beach Green cycle lane and multi-use racks at the Ferry Road gateway to the beach.

Possible cycling destinations for Beach residents:





Aspiration: Traffic-free cycle/footbridge extension to the existing railway bridge (Example image shows Barnmouth Railway Bridge extension developed by Sustrans).



Aspiration - Pedestrian & Cyclist river crossing

The Plan supports the provision of a pedestrian and cycle only river-crossing connecting the eastern end of the beach to the National Cycle Network and the emerging new riverside developments and cycleways which are being developed as part of the Joint Area Action Plan (JAAP) Western Harbour Arm.

A pedestrian & cyclist river crossing would provide a direct walking / cycling route to the beach for the occupants of the major new housing developments, consisting of 1200-1600 new dwellings , as an alternative to them going to 'their beach' by car via the Saltings roundabout. It would also reduce the number of journeys by car off the Beach via the Saltings roundabout and provide easier access for Beach residents to existing schools and retail outlets, plus the new retail and leisure facilities which will be provided by the JAAP development.

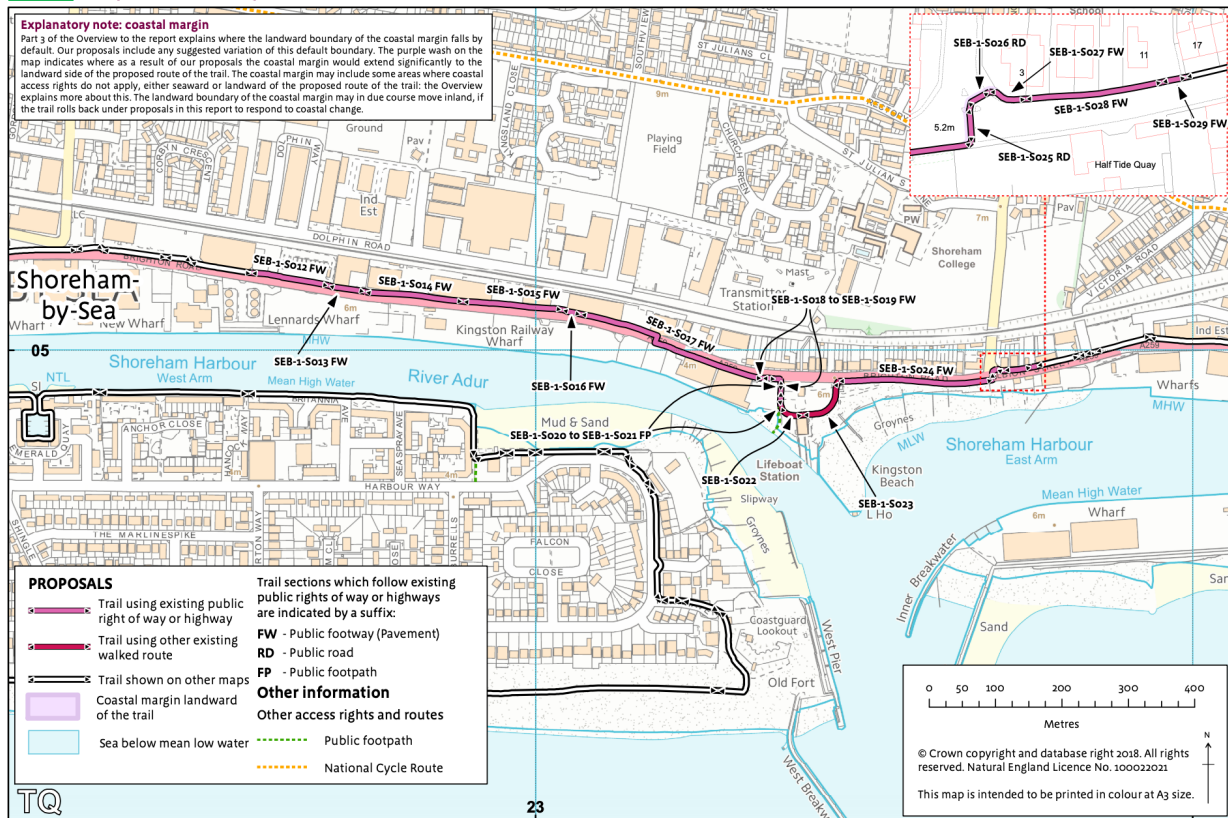
The Plan therefore identifies several possible embarkation points for a new crossing; A) Silver Sands, B) near the new Sailing Club slipway, C) near the redeveloped Old Fort car-park. Options A and B are located near the most narrow stretch of the River Adur and therefore the appropriate location for a second footbridge, possibly to succeed the ferry. Moreover this would connect directly to a possible embarkation point on the northern side, created as part of the new cycleway network to be provided as part as part of a mixed use regeneration scheme along the Western Harbour Arm (JAAP). Option C: the redeveloped Old Fort car-park is designed to incorporate accessible ramps onto the beach.

Community engagement has revealed strong support: ~80% of [young people survey](#) respondents want to walk, scoot or cycle to school, 26% want an eastern river crossing point.

Alignment with planned works:



Coastal Access - Shoreham-by-Sea to Eastbourne - Natural England's Proposals
Chapter 1
Map 1b: Shoreham-by-Sea to Shoreham Harbour East Arm



England Coast Path: Shoreham-by-Sea to Eastbourne - Natural England's Proposals



Aspiration: Solar carports at Adur Rec.

Power generated by the solar carport could be used to power electric vehicles, the adjacent buildings and MUGA lighting, as well as reducing the reliance on diesel-powered generators at family events, i.e. fun fairs. Ground

source heat pumps: circuits of pipes could be laid under the tennis courts to store and provide additional heating and cooling to adjacent buildings.



Aspiration TM S 3 Parking Provision

The wider Shoreham area benefits from public car parks on the beach. All beach car parks near accessible pedestrian river crossings are used by visitors to the town centre. This reduces congestion around Shoreham High Street.

Aspiration TM S 3.1 Improve parking signage

The Plan will support two initiatives:

- improve signage to guide visitors from the entry roundabout all the way to the public car parks and to windsurfing and kitesurfing areas with appropriate parking provision.
- improve roadside parking signage and rationalise roadside parking areas to reduce the extreme weaving in some areas caused by the staggered 'slalom' parking layout.



Aspiration TM S 3.2 Ferry Road Parking Scheme

The Plan will support two initiatives:

- the removal of roadside parking on north-western side of Ferry Road to reduce congestion and improve safety of cyclists (en route to and from the footbridge) and mitigate any risk of loss of trade by boosting footfall of cycle/pedestrian shoppers on Ferry Rd.
- the use of the available grass verge in front of Atlantic Court on the south-western side of Ferry Road for parking.

Aspiration TM S 3.3 Improve parking management measures

The Plan will support three initiatives:

- encourage implementation of pay-by-phone technology to enhance convenience and improve utilisation of public car parks.
- ~~- present a substantiated case to the appropriate authorities for Controlled Parking Zones and parking permit and pricing schemes for residents and their visitors.~~
- use citizen-reporting to assist in the enforcing the parking laws i.e. a mobile phone app to allow anyone to

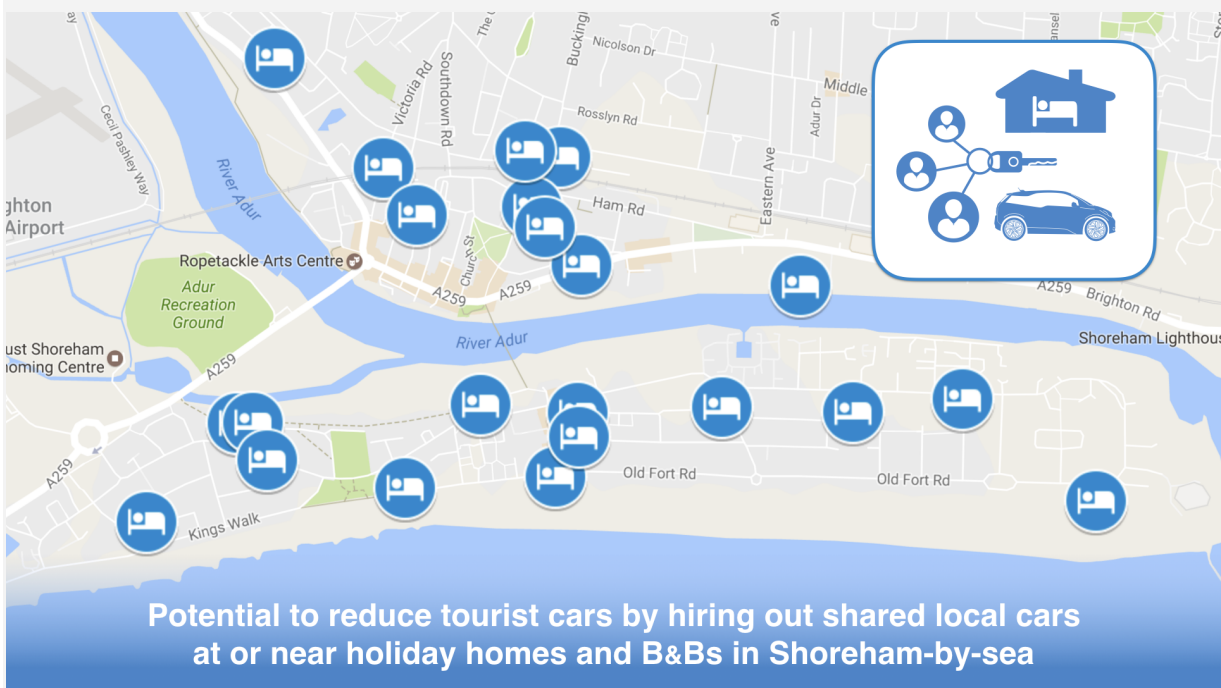
report illegally parked cars.



Aspiration TM S 3.4 Management of peak season and events parking

The Plan will support three initiatives to reduce excessive peak season roadside parking:

- improving the attractiveness of public car parks - as outlined in the Beach Green Master Plan Policy NR 3 and Policy GB 2
- allocating sections of land as temporary overflow parking areas in peak season and for occasional events, including the Beach Dreams Festival.
- encouraging AirBnB hosts to share their cars as well as their houses so that tourists leave their cars behind (via existing schemes such as [Hivacar](#) and [Rentecarlo](#))





Rationale

On Beach Road, the 'slalom layout' of parked cars can be hazardous at the bend where it meets Beach Green. Some residents are calling for more double yellow lines and enforced parking restrictions near the bend. Residents could help to enforce these parking restrictions if the council offered "citizen-reporting apps" for mobile-phones.

If extending double yellow lines results in insufficient parking in this area, and/or if illegal parking is unenforceable, some residents suggest the long-term approach of using the existing pavement plus a sliver of LNR land (i.e. north of the beach huts) to provide off-road parking, whilst ensuring a safe cycle route - especially for the increased number of families wanting to cycle to the new cafe and children needing to cycle to Seaside Primary school in Lancing.

Aspiration TM S 4 - Boardwalk Extension

The Plan supports the extension of the pedestrian boardwalk westwards from the western edge of the beach huts at Beach Green, towards Widewater lagoon - as outlined in the Beach Green Concept Master Plan [Policy NR 3](#).

This would Improve pedestrian safety and reduce clashes with cars and cyclists by extending the pedestrian boardwalk westwards from the new Beach Green cafe to Widewater lagoon.