3 Re-imagining Shoreham Cement Works

Vision for the future

3.1 Shoreham Cement Works is an extraordinary site and the National Park Authority is looking for an exemplary redevelopment that will build back much better and greener for the National Park. Policy SD56 of the South Downs Local Plan is the high level strategic policy for Shoreham Cement Works and it sets out the following vision for the site:

3.2 *Shoreham Cement Works, as identified on the Policies Map, is an area of significant opportunity for an exemplar sustainable mixed use development, which delivers a substantially enhanced landscape and uses that are compatible with the purposes of the National Park. To help achieve this the National Park Authority will prepare an AAP with the overall aims of:*

a) Enhancing the visual impact of the site from both the nearby and distant public viewpoints;

b) Conserving, enhancing and providing opportunities for understanding the biodiversity, geodiversity, historic significance and cultural heritage of the site;

c) Ensuring the delivery of ecosystems services; and

d) Ensuring that the design of any development is of the highest quality and appropriate to its setting within a national park

3.3 Locally, there are aspirations in the Upper Beeding Neighbourhood Plan to redevelop the Shoreham Cement Works site. The local community want the site to be high quality, sustainably developed and carbon neutral. The Plan notes that uses involving employment, leisure and tourism would be welcomed, which include recreational accommodation, restaurants, theatres, art, ecological and educational facilities.

Objectives

3.4 We have prepared a number of strategic objectives, which outline the direction that the AAP will take in order to achieve the vision. These objectives are the stepping stones between the vision and the policies that will be set out in the Preferred Option. The strategic objectives for the redevelopment of Shoreham Cement Works, subject to feedback from this consultation, are:

a) Exemplary landscape led design, incorporating high quality architecture and a strong sense of place.
b) Conservation and enhancement of some historic assets, and a design that reflects and commemorate its cultural heritage
c) The Biodiversity Emergency to be addressed through landscape-led nature recovery, which conserves and enhances existing on-site biodiversity
d) A sustainable use of natural capital that delivers ecosystem services and contributes positively to human health and wellbeing

e) Opportunities for everyone to discover, enjoy, understand and value this part of the National Park including its landscape character and qualities, biodiversity, geology and industrial heritage
f) A zero carbon and zero waste development that addresses the Climate Change Emergency through mitigation and adaptation
g) A development that complements, but does not compete with the villages and market towns of the National Park and beyond
h) New jobs and homes

Opportunities and constraints of the whole site

3.5 Drawing on the evidence based studies that have been prepared to support the AAP we have considered the opportunities and constraints for the whole site. These are set out in separate sketches forming Appendices 3 and 4 respectively of this document. As with all such plans, many of the constraints are also opportunities. For example, the retention of the chimney would constrain the redevelopment, but also provides an opportunity to conserve and enhance a local landmark and an important habitat for protected species particularly bats.

General Design Principles

3.6 The purpose of this section is to set out site-wide design parameters to guide any future development proposals. The principles below are evidence based and build on the opportunities and constraints. The purpose of these principles is to produce a comprehensive design that is compliant with the Authority's policies and guidance, and facilitates the creation of a high quality place for people to enjoy. A number of questions are set out at the end of this section.

3.6.1. Developable areas and existing buildings

a) The development should be landscape-led and reflect and commemorate the site's cultural heritage.
b) The development should maximise the use of the existing developed areas.
c) The Clifflands should remain largely undeveloped. Any intervention should minimise impacts on biodiversity, geological interest and views and landscape character.
d) Where appropriate and fit for restoration and adaptation, former industrial structures, such as the chimney, should be considered for retention and re-purpose.
e) Features of important industrial heritage, including key industrial machinery and components, should be identified and, where feasible, retained and incorporated on site.

3.6.2. Layout

a) New development should incorporate reference to the location and footprint of existing industrial buildings.

b) Development proposals should conserve and enhance key views from viewpoints and landmarks within the wider area including Adur Valley, Beeding Hill, the A283, Lancing College as illustrated in the Spatial Portrait.
c) Opportunities for views out to the wider landscape should also take account of the visual impact of views in from external locations including the River Arun and the Downs.
d) The development should provide an adequate transition that integrates the development in the landscape and positively contribute to the area's character.
e) The development should consider the relationship between development and the main road in regard to pedestrian and vehicular movements along with other matters that may affect the wider area such as noise, light and pollution.
f) A clear hierarchy of routes should be designed within the site, responding to the sensitivities, contours and characteristic of each area.
g) New buildings should positively respond to the contours of the site avoid siting on steeper ground.
h) Buildings should be located within accessible existing developed areas, where not affected by cliff erosion, uncomfortable lighting environment in terms of glare and shade, and away from ecologically sensitive areas.
i) The development should address the River with due regard to views both in and out, public access and avoidance and mitigation of flood risk.

3.6.3. **Movement**

a) Sustainable means to travel to and from the site to be prioritised over private vehicle use.
b) Active travel infrastructure and facilities should be provided within the site, which should be well connected to and integrated in the wider network. This includes fast, safe and accessible sustainable travel routes to the nearby settlements of Shoreham-by-Sea, Upper Beeding and Steyning including Shoreham-by-Sea railway station, in support of intermodal journeys; this could include a shuttle bus to the train station.
c) Bus stops within the development and on the A283 should be accessible and effectively sheltered.
d) Non-motorised connections with the nearby public right of way network should be maximised, including the Downs Link and the South Downs Way.
e) Vehicular access and parking should make an efficient use of land, minimising landscape impact, avoiding encroachment onto existing buildings worthy of retention and areas that are suitable for development, where possible.
f) The site should be permeable for all users in a safe and comfortable improving permeability within the development, across the A283 and the landscape around.

g) A new/improved underpass under the A283 could be considered.
h) Opportunities to minimise motorised traffic and its impacts within the site should be considered and maximised, promoting non-motorised travel, including low speed streets and shared surfaces.
i) Improvements to the local highway network, including the A283 and other roads, should conserve the rural character of the area including tranquillity and dark skies. It should avoid and minimise unnecessary urbanisation of the area. This also applies to new roads within the site.
j) Transport and parking infrastructure should be well integrated within the site and well-designed. It should contribute to the green and blue infrastructure of the site and should not dominate the public realm.
k) Shared/communal and multifunctional parking facilities should make a more efficient use of land.
l) EV charging points and cycle storage should be available to all occupiers and visitors of the development.

3.6.4. **Sustainability and Resources**

a) Sustainable construction should be embedded from the beginning of the design process in order to be net zero carbon and zero waste in line with Policy SD3 of the Local Plan and the Sustainable Construction SPD.
b) Proposals should maximise opportunities to reuse existing buildings and hardstanding areas on site. When not feasible, materials should be recycled and re-used on site.
c) Buildings and landscape treatment should be orientated and designed to reduce energy need, responding to the microclimate conditions of the site including temperature fluctuations, light reflection, shade, damp and wind.
d) Roofs should be orientated southwards to facilitate photovoltaic and solar thermal panels, which should be integrated into the building fabric where feasible.
e) Opportunities for green roofs and walls should be maximised.
f) A district heating system and ground source heat pumps should be explored.
g) Materials should be durable and adaptable to the microclimate of the site.

3.6.5. **Buildings**

a) The scale of new structures could relate to the scale of existing buildings within each area and so speak of the site's cultural history.
b) Buildings' form, mass and scale on site have the scope to reference the qualities of existing buildings.
c) Building form and scale should respect the wider landscape context and sensitively address the transition between built up and natural areas.

d) Materials should be of high quality and respond to and celebrate the colours and hues of the landscape. They should also be selected for sustainability, durability and efficiency reasons.
e) New buildings would not have to reflect local vernacular architecture.
f) Buildings should have active frontages and could incorporate underground parking.

3.6.6. **Green and Blue Infrastructure**

a) Existing habitats of value should be retained and protected and opportunities to create appropriate new habitats for wildlife should be taken wherever possible within both developed and undeveloped areas.
b) The development should deliver a network of multifunctional blue and green infrastructure connecting the site and the areas beyond. These should maximise opportunities to connect ecologically sensitive areas from the River Adur to the Moonscape and beyond.
c) Native planting and chalk grassland restoration opportunities should be maximised.

3.6.7. **Public Realm**

a) Street/open space landscape design, including planting should be used to control microclimates and facilitate natural outdoor/indoor temperature regulation.
b) The public realm should maximise opportunities for place making and contribute to the site's distinctiveness.
c) The reuse of existing materials on site for hard landscaping should be considered where feasible.
d) Multifunctional sustainable drainage systems (SuDS) should be incorporated in the public realm. SuDS should be of a typology that characteristically responds to each area's character.
e) Revisit and enhance existing flood defences and resilience, which shall contribute to a good quality public realm and transition to the open landscape.
f) Streets and open spaces shall be part of the blue and green Infrastructure network.
g) Public realm together with uses and buildings should provide an attractive, inspirational, stimulating and safe experience for visitors and residents across the whole development.
h) Lighting should be located and designed in consideration of the sensitivities of the site within the Dark Night Skies Reserve.
i) There are opportunities for interpretation features of the site's cultural and natural assets, for example, transforming redundant machinery and plant into sculptural pieces and interpretation trails.

Development options

3.7 The Introduction to this document explained that we tested four development scenarios in regards to transport and viability. This work highlighted a number of issues and options that apply either to individual parts of the site or the whole of the site. These issues and options are explored in the following two chapters. We would like to hear your views on these issues and what your preferred option is for the redevelopment of Shoreham Cement Works.

Question 3: Should development be restricted to previously developed areas?

Question 4: Would you like to see materials on site re-used and/or re-cycled for construction?

Question 5: How far do you think the new buildings should reflect the height and massing of the existing buildings?

Question 6: Would you prefer a contemporary or traditional approach to architectural design or a mixture of both?

Question 7: What type of public space, such as public squares, pocket parks and skateboard parks, would you like to see and why?