

Worthing and Lancing A27 Working Group

Summary notes of Meeting held at Ricardo on 13 July 2017

Present

Name	Representing		Name	Representing
Cllr Tom Wye	Co-Chair		Andrew Swayne	Co-Chair Ricardo
Sir Peter Bottomley MP	WW		Tim Loughton MP	EW&S
Cllr Dan Humphries	WBC		Cllr Brian Boggis	Adur District Council
Christopher Normand	High Salvington RA		Jim Deen	Labour Party
David Stevenson	NLCA		Maggie Winter	Findon Valley RA
Doris Martin	Lib Dem		Ann Swain	FSB
Tina Tilley	A&W Chamber of Commerce		Peter Webb	ETI
Martin Hinchcliffe	Offington Park RA		James Humphreys	Environment Agency
Stephen Cranford	Resident (Pinch points)		John Hughes	A27 Cote street RA
John Haffenden	AWBP		Cllr Bryan Turner	WSCC
James Appleton *	AWC Planning		Geoff Edwards	B&W
Matt Davey *	WSCC Highways			
Tony Nicklen	Sompting Parish Council		Peter Phillips	Highways England
Mike Tristram	SARG		Sue Jelliss	UKIP
Scott Marshall *	Marshal regen (NMF)		Mark Milling	Lancing College
Paul Riley	Area B heads		David Clark	Worthing Society

* supporting officer/guest

Apologies (or substituted)

Name	Representing		Name	Representing
David Carter +	ETI		Mandy Bridson +	Lancing Business Park
David Sawers +	Worthing Society		John Hollington	Lancing Parish Council
Iain Flitcroft +	Manhattan Furniture		Graham Haywood +	B&W
Helen Silman +	High Salvington RA		Robert Smytherman +	LIB DEM
Mike Punter +	Parafix		Chris Spratt	TCI

+ Substitute attended

Also invited (no apologies)

Name	Representing		Name	Representing
Stephen Gee	PB world			

There were no guests at this meeting

Minutes –Tina Tilley/Andrew Swayne

Andrew Swayne's presentation is an integral part of the minutes.

Minutes of meeting held March 2017

- Thanks to Andrew Swayne for hosting and Alex Clarke for minutes
- Minutes accepted by WG
- Noted planned May meeting was cancelled due to election
- Noted agenda had to be changed due to the publication of HE consultation dates and delay in registration of NMF planning application

Matters arising – current road maintenance issues - HE

- Surface repairs primarily only those for safety will be addressed
- Pot holes filled in 24hours generally if over 2" deep
- Traffic lights are within 48hours with priority given to red lights being out over green.
- Traffic lights defects are generally from old cabling which takes time to track
- Discussion that this is not the case and some of the pot holes have been around much longer and Grove Lodge has major issues causing lane swapping
- There is a weekly inspection by contractors which is not effective
- Several comments re surface breakdown and not understanding putting new lines on broken surfaces
- Traffic lights controls being updated so they can all be connected to control room
- Major road repairs will be limited if there is to be a new scheme that will reduce life of repair

Traffic data request

- Andrew Swayne briefed the WG on the reasoning behind the request and its detail (see slide pack)
- HE and others explained that the planning of new schemes allowed for flows predicted for local plan expectations. Developers of schemes which vary this need to demonstrate they are viable as part of the planning process and highways authorities then take a view.
- NMF statement to be noted (appended)

MP feedback

- MP's are pushing for more money
- Scheme will not go through the Downs
- Must have support of the local community both residence and business to avoid a repeat of recent history re Chichester
- The previous allocation of money is still in place (RIS1 and RIS2).
- Pursuing the opportunity to use Chichester funding
- There is still £350 million in the plan but it is not clear if a top up could be available
- Arundel funding may not be sufficient either
- In response to a question, HE commented that the Arundel consultation will not run in parallel and will be shortly after A&W but that there may be an overlap as he can't

confirm dates (post meeting, these are now known 22nd August to 16th October 2017)

Planning process – AWC presentation (James Appleton)

All the validated applications are on the website and correspondence will also be posted there for public to see as it is processed.

- New Monks Farm- all documentation now received. Validation of docs may take more than usual possibly 2 weeks as such a complex and large scheme.
- Airport scheme application expected any day
- Consultation of the NMF and Airport scheme should be considered together

Questions/Discussion points	Response from
Transport issues on access from Lyons Farm?	<u>JA-</u> All being taken into account but suggest that these and any other concerns are sent into the consultation
Access for West Sompting consideration?	<u>JA-</u> All being taken into account but suggest that these and any other concerns are sent into the consultation
Airport access requirements?	<u>JA-</u> All being taken into account but suggest that these and any other concerns are sent into the consultation
What advice will the councillors have to make these decisions?	<u>JA-</u> Specialist will be bought in to advise on retail impact landscape impact and viability
Duration of process	<u>JA-</u> 6-8 weeks public consultation will be needed. Planning committee will review and should tie in with the Adur Local Plan being accepted end of 2017 Note statutory consultees can put in a holding objection
What is officer's role	<u>JA-</u> Officers give recommendations to councillors who may/may not agree with this. They have a professional code to follow <u>Cllr. Boggis</u> commented that this is a large application and extra information will be given to support the councillors.
Discussion of grade separated roundabouts being an option	<u>JA-</u> this is a challenge and if needed can alterations be made at consultation.
Plea to avoid a traffic light roundabout disaster as at Grove Lodge	<u>JA-</u> noted
Concerns that Lancing College needs E&W access on north side of A27 (as do others)	Noted
What discussion has taken place with developers prior to this	PP (HE) – they are given access to developers plans but are not able to influence them or refuse if the scheme is appropriate- not necessarily preferred option

Questions/Discussion points	Response from
Concerns of aviation constraints should be covered	AS – airport has all the information and is consulted
Is research being done on the change in flow on the Sompting junctions	Noted
What will WSCC put in place to ensure the flow of other main routes is kept clear	See WSCC below

Action– groups should specifically make sure that all their issues are raised in the consultation to ensure they are noted

Noted that James Appleton had only received some information today and had not had sufficient time to have any in-depth conclusions but AS appreciated his effort to input as much as possible for the meeting tonight.

Highways England Input Re Consultations slide

Logic of timing?

PP(HE) – Highways England are not required to go to consultation. HE are running this consultation from 19th July to 12th September 2017. Hope to see a spade in the ground in March 2020. Process will be:

- announced preferred route after consultation
- further consultation for unforeseen information needing to be taken into account

Question: concerns raised from all attending as to the timing of the consultation as it is over the summer while most people are difficult to consult allowing a less informed decision to be drawn. Resident, community and business groups are less engaged at this time of year and requested that an extension should be sought to the end of September 2017.

PP(HE) – HE is having to report back on the consultation to DfT on preferred route in November 2017 which has influenced the timing of consultation. However if any of the groups are aware that a response cannot be made until after the close of consultation on 12th September and make HE aware of this they will show some flexibility to include this in the consultation but please make them aware of this in advance.

Question AS – have all local schemes in planning process been considered via JA along with the current local plan?

PP(HE) –yes and there are items included from local plans

JA – specifications for 250 houses may not have been included and that HE should allow growth and movement over and above the local plan

Question: Martin Hinchcliffe – is there a system for resident associations to input into consultation?

PP(HE)- these associations etc. need to be from a valid representative who has been nominated to speak for the group

Action–AS to provide guidance on how to do this and how to respond to make their case. See Appendices 3 and 4.

WSCC Input as highways authority - Matt Davey (MD)

Coordinating works:

- WS highways have a strong ongoing process to meet with project managers at early stage
- Next is a formal process when a steer is given to the best options and then a special meeting is called towards the end of the process to consult direct
- A new permit system was put in place 12 months ago, to manage and control when where works take place and control affects, this has been proving successful.
- Permit system allows better scheduling of WS work avoiding clashes
- Agrees that some signage could be better and this will be addressed

PP(HE) – noted that Chichester had no steer throughout their process, consultation might be a better option.

Questions:

Martin Hinchcliffe – are WS aware of the capacity on alternative routes when this work will be in progress and what can be done to avoid the current gridlock?

MD - new Permits will unable more control of permission on other roads although emergency /unplanned work can happen but is unavoidable

AS – will you be able to put restrictions on any other works taking place in parallel?

MD – yes by using the permit system already mentioned.

Multiple Consultation periods – traffic focus slide - AS

There is a strong message to avoid what has happened in Chichester happening here that we need to have a strong joint focus on our options.

PB – Strongly request Highways England consider allowing an extension to take responses to the end of September.

TL – this group is to form a cohesive favoured option or that no option is preferred. Government recommends that consultations should cover 12 weeks and we need to confirm tonight that we need to be able to engage in the consultation through to the end September to gather the information from our groups as a strong informed voice.

General comments

Action: Education needs to be encouraged to ask for consideration of the effects in and out of term time on the traffic. (P Riley)

Noted - Also their input into the consultation is highly restricted by the timing.

Action: Martin Randall will be asked to address and take forward these and other objections to Highways England. (JA to brief)

Action: AS to continue to work on understanding all the dependencies and report back as information was available

Vote held

Andrew Swayne and Tom Wye proposed vote to:

Request an extension of the consultation period to the end of September 2017: Agreed unanimously.

WSCC Cllr Bryan Turner was asked to take this forward to get WSCC to write as well.

Pinch points update – Stephen Cranford

- There was a delay of 1 hour 5 mins when this occurred
- Grove lodge is consistently top in the longest delays
- Information from Stephens reports are on Tim Loughton's website

Summary of key points and discussion re communication

Letter to be worded to extend consultation to end September 2017 - done

Note: HE consultation dates 19th July to 12th September 2017

An electronic document will be created to keep the collective views/issues which can be accessed by the group for their input and all will be notified when this is available.

TW/AS plan to circulate information updates on a weekly basis over the summer

Member groups need to decide how they keep their members updated and understand their views at the pace and depth needed to deal with these matters

Groups should specifically make sure that all their issues are raised in the consultation to ensure they are noted

Notify Highways England of any anticipated delay in your groups input being available and advice of a date that you will have this for them to include.

Please send Tom Wye any email addresses for communication over the summer period to avoid delays in information sharing, updates and input

National Park Economic study item was deferred as it is not yet published – Cllr Humphries to share when published

AOB

None

Date/venue of next meeting suggested: 14th Sept 2017 7pm, at Ricardo.

Expected agenda

- Actions from 13 July (if not covered between meetings)
- Status of responses to information requests and interim feedback

- MP update
- Feedback from members re HE and NMF consultations
- Gaining consensus
- Presenting consensus to HE and AWC planning

Assume 3-4 hours!

Meeting closed 21:20

Appendices

- 1 Andrew Swayne presentation – consolidated meeting inputs (separate file)
- 2 NMF statement (previously circulated)
- 3 Guidance on responding to HE re ability to respond by 12 September
- 4 Guidance on covering letter for responses

Appendix 2

NMF Transport briefing note dated 11 July

“Adur District Council has been developing their emerging Local Plan over the last three years with early input provided through various consultations with key stakeholders, including West Sussex County Council and Highways England as the Highway Authorities. As with all Local Authorities, they are required to demonstrate how they will meet their local housing and employment targets based on an Objectively Assessed Needs (OAN) assessment. To meet the OAN, Adur have allocated land at Sompting and New Monks Farm for residential development, and sites at New Monks Farm and Shoreham Airport for employment uses. These allocations have been in the emerging plan over the development period. As noted, Adur have regularly consulted publicly on these proposals, with amendments published to the Plan where necessary at key stages.

In order to assess the impact of traffic movements associated with proposed Local Plan development, both West Sussex County Council and Highways England have carried out a strategic, area-wide modelling exercise (including the A27) and have identified a number of improvements at key junctions. The cost of these improvements has been included within an Infrastructure Delivery Plan (IDP), which forms part of the Local Plan, and it is proposed that the cost of the improvements is secured by proportionate contributions from developers of each of the sites. For clarity, the modelling exercise concluded that the levels of development promoted through the emerging Local Plan could be accommodated in terms of the traffic impacts.

On the basis that funding is secured for the infrastructure improvements, neither WSCC or HE has raised any objection to the emerging Local Plan, and raised no issues with the Inspector at the recent Examination in Public of the Local Plan.

A statement of Common Ground was agreed between Adur District Council and Highways England and submitted to the Inspector at the Examination in Public which concluded in para 12.1 and 12.2 a position that:

‘Highways England is satisfied that the Adur Local Plan Second Addendum: Revised Reissue September 2016 Transport Study represents an accurate and fit for purpose study for the testing of the strategic impact of the development strategy proposed. Highways England agree that the scale of the schemes being proposed support the level of development proposed through the Local Plan and that there is a high degree of confidence in their timely delivery’

The impact of the development proposals for New Monks Farm, must therefore be considered against this backdrop.

A planning application for the development of NMF has recently been submitted to Adur District Council who are currently validating the application.

Included within the documents submitted is a full Traffic Impact Assessment prepared by Vecto transport planning specialists appointed by NMF. During the development of the Local Plan, and during the course of the preparation of the planning application, there have been extensive discussions with WSCC and Highways England in the form of a Transport Steering Group. This included various discussions about the overall access strategy, with detailed discussions relating to the design of the new junction on the A27 which is proposed to be located centrally between the Airport and New Monks Farm. As part of the overall access strategy, Highways England have indicated that, in principle, they are happy with the proposals subject to the normal Safety Audit procedures and full consideration of a Traffic Impact Assessment as part of the planning application process. As soon as the Planning Application

has been validated, and as part of the normal planning process, Highways England and West Sussex County Council will be consulted by Adur District Council and they will respond to Adur District Council accordingly.

As key stakeholders we look forward to engaging more fully with the A27 Working Group in respect of Highways England's proposals for the corridor and once Highways England and West Sussex County Council have had the opportunity to fully review and comment on the Transport Assessment. NMF will be happy to provide further updates to the A27 Working Group at a later date.

Martin Perry
Director, New Monks Farm Development Ltd
11 July 2017"

Appendix 3
Suggested response structure for organisations to HE re ability to respond
(issued by email on 15 July 2017)

“[organisation name], which represents [no of businesses/ properties] in [area], will be unable to complete consulting its members by 12 September as we will have limited ability to gain consensus over the summer break and due to the need to understand all the traffic data from HE and related development issues – we do not yet know when we see all this, as we know HE and others have to take a view on planning applications which are outside local plan expectations. We appreciate HE has to present a preferred route by end November and the work needed to do this once feedback is received. Our current plans are to have a meeting of our group on [date] and be able to document the results of that discussion and submit them by [date]. We fully support the formal request made by the WG to extend the consultation feedback window to the end of September due to the issues discussed on 13 July.”

Appendix 4
Suggested response structure for organisations to HE weight of response
(issued by email on 23 July 2017)

“[organisation name] which has [members/ employees] in [location] is please to submit is response to the A27 consultation. The way in which we gained the feedback from our membership was [explain]. Of our [??] Membership, the feed back came from [?? House holds/ ?? businesses who have ?? employees in Adur and Worthing]. Should HE wish to clarify any point please contact [name. email address]”