

SUMMERSDALE RESIDENTS' ASSOCIATION

Minutes of Extraordinary Committee Meeting held on 21 March 2018

At St Michaels Hall, Summersdale Road, Chichester

www.summersdaleresidents.co.uk

Residents Working Together

Present:	Mrs Sue Spooner - Vice Chairman	Mike Steel - Webmaster
	Mrs Janet Leonard - Minutes Secretary	Peter Bickley - Treasurer
	Dennis Martin – Goodwood Liaison	Mrs Mary Quiney – Newsletter Editor
	Roger Hobbs - Planning Secretary	Richard Bramall – Assistant Planning Secretary

SS welcomed all committee members and approximately 25 SRA members. SYSTRA has been commissioned by WSCC following meetings with BABA27 to look again at the problems of congestion on the A27 around Chichester. The consultants have started a preliminary sift and have produced a long list of suggested topics. Those above the line they considered worthy of further investigation, those below are considered not worthy of further investigation. The role of the SRA committee was to agree that list, with whatever changes the committee felt desirable so that the consultants could take these forward to a further sift following further investigations. RH has been present at the BABA27 meetings and went through the suggestions in the order they were provided by the consultants i.e. on-line suggestions; off-line suggestions; and modal suggestions. Discussions took place between the committee members with contributions from the floor of members present.

On-Line suggestions.

All the above line suggestions were agreed apart from the last one giving priority to HGV's and goods vehicles. The committee felt that to give priority to buses could remove cars and reduce demand on the A27, but giving priority to HGV's would just result in other users being detrimentally disadvantaged. Of the below line suggestions the committee felt that the tunnelling proposals should be placed back above the line as it provided an attractive environmental solution and scored highly on SYSTRAS A27 transport impacts. It would be worth getting an initial costing so that if it was clearly too expensive it could be quickly discounted.

Off-Line suggestions

Above the line suggestions. The committee agreed the first two suggestions relating to the southern options. However, the committee considered that the three suggestions relating to the northern routes should be placed below the line and not considered further for the following reasons. The first two northern options provided a route from Fishbourne Roundabout to Temple Bar. These should be removed because the route passes within the South Downs National Park, an area of outstanding natural beauty which would be detrimentally affected for all time by the two routes. In addition the route passes through the Goodwood estate and could severely affect the ability of the estate to operate the world renown Festival of Speed and the Goodwood Revival, both of which bring in many tens if not hundreds of millions of pounds into the local and national economies.

The routes also brings a busy trunk road into the heart of a community that has no experience of this type of intrusion and will be subject to a severe increase in noise and air pollution. If a junction was built on the 286 this would lead to a huge increase in traffic gaining access to the city centre from the north and all the properties bordering the A286 would be severely blighted. In addition a new road built through the strategic gap would inevitably lead to the land between Chichester and the proposed road being use for additional housing so that the strategic gap between the two separate settlements of Chichester and Lavant would be lost forever.

The third northern route, which cuts down to the Portfield junction, would bring the trunk road even closer to the built environment and intrude even more on the people living on the east side of Summersdale. It would also cut through sites that have already been designated for residential development in the Local Plan. If that allocation was

no longer available for housing then Chichester District Council would be unable to demonstrate that they had a 5 year housing programme and there would be a danger that developers would 'cherry pick' sites around Chichester leading to a complete unplanned development of Chichester.

RH did advise the committee that there could be merit in leaving the northern routes above the line . The information to date is that the road would be vastly over budget. Therefore by keeping those routes in they could be finally discounted, and in so doing help to get backing from the supporters of a northern routes to finally back a southern option. On consideration the meeting felt that it was preferable to remove the suggestions now, so as not to give the community false hopes.

The committee considered that the new off-line full southern route between Fishbourne via A259 to the east through to Temple Bar /Tangmere should not be discounted out of hand and should be moved above the line. Like the tunnelling scheme mentioned earlier, a quick costings will determine how long the suggestion is able to continue to be considered.

The committee agreed the remaining suggestions should remain below the line including the 'off-line' local road to the north to the A286 from the A27 because there was very little transport contribution relative to the potential environmental impacts and therefore not worthy of further consideration.

Modal suggestions.

The committee considered that the modal suggestions, as an holistic package, was unlikely to have a significant impact on the A27 transport but as measures that would improve the quality of life for many people in the community they were suggestions that should be considered even without any improvements to the A27. The committee were happy to run with those suggestions as they were stated.

SRA member Jon Allin said that he had 2,000 leaflets printed which he asked members to volunteer to distribute in the local area to raise awareness of the new proposals and to encourage residents to object where appropriate. A list was circulated for names and email addresses of delivery volunteers to be recorded. Mr Allin to deliver supplies of the leaflet for distribution to volunteers.

Members also noted that there is not an even balance of north and south representation on the BABA27 group. The SDNP should be more involved, and noted that the view from The Trundle was a factor in the planning inspector turning down the 'daffodil field' housing application. It was noted that the tick criteria under 'A27 impacts' was purely traffic related and took no account of costs or environmental impacts. It was regretted that no maps or costs were provided.

The meeting was adamant that although the SYSTRA report is still 'high-level', it is imperative that we voice our objections now so there can be no mistaking our opposition to any northern route.

RH said that it was important not just to object to the northern routes but to say why we objected. He thanked the meeting for providing their comments. He would prepare a draft response to WSCC covering all the points made. He would agree this with SS prior to submitting it.

There being no further business, the meeting closed at 9.15pm.