

# SUMMERSDALE RESIDENTS' ASSOCIATION

Chichester, West Sussex



*"Residents Working Together"*

NEWSLETTER  
SUMMER 2018

>>>> Visit our website: [www.summersdaleresidents.co.uk](http://www.summersdaleresidents.co.uk) <<<<<

## Changes at the Summersdale Residents' Association Committee

We welcome Richard Bramall to the role as chairman of the SRA Committee and are delighted that Sue Spooner has agreed to remain as Vice Chairman. We thank her for the sterling job she has done whilst we were without a chairman. The work of the committee of the SRA remains a team effort—sharing the hard tasks between a very active group. We want to thank them all for their on-going contribution to the Association — remembering, in particular, Trevor Owen, who sadly died earlier this year.

### The New Chairman

Richard Bramall has lived in the Chichester District with his wife Diana for 13 years, and in Summersdale for 4 years. He has had experience of chairing community bodies in the past. Professionally he spent 29 years as a TV Drama Director and was then called into full-time church ministry as a pastor; on retirement he retrained as a life coach and taught as a Lecturer at Portsmouth University. He continues to be active in the Chichester Vineyard Church.

### A message from our new Chairman

Summersdale is a very special place to live, with a wide variety of residents from all walks of life and it is our desire to use the strength of the SRA membership to maintain the best possible resources for the community.

I am only too aware that a major challenge for most of Summersdale's residents is the threat of a new A27 bypass

on a Northern Route close to Summersdale, Lavant and West Broyle. With the SRA membership and community backing, the SRA committee will do all we can to prevent what could turn out to be an ecological disaster for Chichester, Summersdale, Lavant and the Downs.

We as a committee, with the support of the members, will draw attention to the deleterious effect of a Northern A27 route on the residents of Chichester District. We are in contact with our Councils, our MP, Highways England and the Secretary of State for Transport. As the details from Highways England emerge we will react accordingly. As an Association, we are joining with other interested parties in an alliance of local community representatives to coordinate the opposition to the proposed Northern Route. Meanwhile we will endeavour to research the many consequences of that route. We can only do this with your ongoing support. So please keep in touch with your committee and continue to contact the press and our elected representatives about your opposition to this proposal. We may have lost the initial skirmish, but we haven't lost the campaign.

It would be very helpful, if many members attended the SRA Committee meetings to keep us up to date.

With best wishes

Richard Bramall

## Dates for diaries 2018/2019

Committee Meetings		Goodwood	Other information
<b>7:30 pm at St Michael's Hall</b>			
<b>2018</b>	<b>2019</b>	<b>Festival of Speed The Silver Jubilee</b> 12 - 15 July	For other information please go to our website <a href="http://www.summersdaleresidents.co.uk">www.summersdaleresidents.co.uk</a>
Thu 26 July	Thu 3 January		We post information on our <b>notice board</b> by the letter box in The Broadway.
Thu 6 September	<b>Thu 21 February (AGM)</b>	<b>Qatar Goodwood Festival</b> 31 July — 4 August	We will also <b>advise you of any urgent matters by email</b> ; the most recent email was sent on <b>6 June</b> entitled
Thu 25 October	Thu 11 April		"CDC - A27 Public Meeting - Friday 8th June"
Thu 22 November	Thu 30 May	<b>Revival Meeting</b> 7—9 September	If you <b>did not receive it please email</b> the membership secretary
	Thu 20 June		
	Thu 25 July		

Back in the early summer of 2018 - having met for eighteen months—the BABA27 (Build a Better A27) group, hosted by the County Council, was coming to various conclusions about the Chichester bypass. SYSTRA, the transport consultants employed by the WSCC, had produced a long list of suggestions they believed worthy of further investigation, which they presented to the BABA27 group. This group comprised elected members of Chichester City, District and West Sussex County Councils along with representatives of the Chichester Society, Parish Councils, local residents' associations and some businesses. BABA27 was never a decision-making body but provided valuable support to the County and District Councils by giving input to the decision-making process. From the outset, two of the more important guiding principles to emerge from BABA27 discussions were:

1. no options were off the table; and
2. the BABA27 group needed to take a long-term view to inform a modern and robust transport solution.

We brought these suggestions back to our SRA membership for comment at a quickly convened Extraordinary Meeting on the 21<sup>st</sup> March 2018 attended by 8 committee and 20 ordinary members. Those members showed an overwhelming opposition to a Northern Route. We forwarded our considered comments to SYSTRA.

## BABA27 on 18 May

On 18<sup>th</sup> May transport consultants SYSTRA presented their final report to BABA27. One of SYSTRA'S conclusions was that:

*'The mix of through traffic on the A27 and the consequential problems of road congestion, unreliable journeys, inappropriate traffic diversions, local severance and vehicle emissions, air quality and noise, are real issues challenging the community in and around Chichester'.*

## Route Options

From the feedback of the community, the consultants focussed on a more detailed assessment of two concepts: **a strategic north 'off-line' route** - a mitigated dual-carriageway route north of Chichester with free flowing junctions — and **a full set of improvements to the 'on-line' Southern route** on the existing A27, including all six junctions. Highways England had made it clear, from the outset, that any new proposals for the Southern on-line A27 route had to be significantly different from the earlier proposals consulted upon which had been largely rejected by the community.

SYSTRA said that they were **unable to put forward a single preferred concept** to recommend to Gillian Keegan MP, and the County and District Councils. They concluded both the 'Mitigated Northern Route' and the 'Full on-line

Southern Route' were feasible and buildable but needed significant **mitigations** work to make them palatable to the community. SYSTRA thought each option had risks because Highways England, at the time, wanted a single scheme supported by the community to a timescale that met the next round of public funding - and time was now limited.

SYSTRA concluded that a Mitigated Northern Route, built as a dual carriageway, was feasible. However, **strong use of mitigations would be needed** to hide the route in the landscape to retain a 'sense of place and setting' and to have a chance of being acceptable to the community.

These included: building in cuttings where possible, extensive use of green bridges,\* noise reducing road surfacing, noise barriers and 'living walls'. There was also the need to maintain Goodwood operations.

[\\*www.gov.uk/government/news/green-bridges-safer-travel-for-wildlife](http://www.gov.uk/government/news/green-bridges-safer-travel-for-wildlife)

## SYSTRA

### Pros & Cons for the Northern Route

The **positives** with a northern concept were: a strong separation between through and local traffic, particularly if junctions were kept to a minimum; significant increase in road capacity for long term growth as the road would not have to contend with junctions and local traffic which all greatly reduce capacity; likely good adherence to the new route - ie it would be used because it is more direct and commodious and would help to reduce the use of inappropriate diversionary routes.

The **negatives** were: significant environmental impacts - losing agricultural land forever under the dual carriageway; *(There is likely to be a greater degree of severance between Chichester, the communities living north of the road and the South Downs. The road would cut into the South Downs National Park along its southern boundary and across the River Lavant);* introducing new noise, light and air pollution and intrusion in both residential and rural settings; mitigation costs could be significant - potentially reducing the benefit-to-cost ratio. If a northern option were eventually chosen it is unlikely that additional work could be done on the southern junctions other than that financed from funding related to residential developments.

## SYSTRA

### Pros & Cons for the Southern Route

The *Full South Concept* consists of major works at all six junctions on the A27 between and including Fishbourne and Portfield, underpasses at Fishbourne and Stockbridge, flyovers at Whyke and Bognor Road and a flyover and remodelling at Portfield.

**Positives** were: some separation of through and local traffic; modest capacity increases to support growth in the medium to long term; limited visual impact in some locations and some air quality benefits.

**Negatives** identified were: building the scheme would take approximately five years; the engineering in building the junctions and during construction would produce significant challenges impacting on local and other businesses, residents and tourists; likely traffic delays during construction would, inevitably, result in more traffic finding alternative routes on inappropriate roads - particularly in Summersdale and Lavant; costs of mitigation added to the engineering costs are likely to alter the benefit-to-cost ratio from earlier schemes.

### SYSTRA Conclusions

SYSTRA concluded that the *Mitigated North Concept* offered the best long-term transport solution because it added capacity and resilience to maintain economic vitality. They considered that - with significant mitigation - the impact could be largely reduced; but in so doing, the cost would be considerable — increasing to around £350-£400 million.

SYSTRA also concluded that the *Full on-line South Concept* would provide a medium to long term solution and meet many of the success criteria - but not fully. There would also be difficult and costly engineering challenges.

It was clear throughout the BABA27 process that the design life of the southern option was only about fifteen years before it would return to the situation that currently exists. One of the success criteria for the study was a long-life scheme.

The Highway England's re-assignment of the traffic flows resulting from either scheme will inform us of whether that is an ongoing issue for either route. Naturally, there is always the suspicion that Highways England would not stick to the level of mitigation needed for any Northern Route. The SRA will monitor the situation closely and fight tirelessly to ensure that this did not happen.

### The Decisions

Readers may be aware of subsequent decisions made by both the County Council and Chichester District Council: the **preferred option of the two authorities** was for a Mitigated Northern Route, but a Full Southern 'online' route would be an acceptable fall-back solution. They were particularly keen to show preference for one option over the other, as they considered that this would indicate a level of community consensus to Highways England and the Secretary of State for Transport. They made those decisions on the understanding that, before a final option was agreed, **Highways England would**

**undertake further studies on both schemes** - including costs, the mitigation works and traffic re-assignments - and these would be brought back to the communities. Our new Chairman, Richard Bramall, asked the following question in the CDC council chamber; "*How is this council to ensure the necessary budget and how can this council, guarantee the stakeholders of Chichester that after the 'value engineering' has been accomplished there will be any mitigation on the northern route available at all?*". This question highlights the suspicion that people have of those in authority keeping to their original intentions.

The decisions of the local authorities have been forwarded to Highways England for consideration. Those facts and Highway England's interim decision is then returned to the Chichester community for further public consultation. Following that consultation, Highways England will need to decide whether to include the Chichester bypass in the next national highways budget round or the one after - but this won't be known until later in 2019.

### Conclusions

The committee does not know, of course, what is proposed by Highway England at this stage; so it is difficult for any of us to come to informed conclusions.

Clearly, even a well mitigated road through the countryside would have visual impact unless it was fully tunnelled - which is unlikely; but the visual intrusion could be greatly reduced with the use of cuttings and green bridges. We all need to know the proposed route of the Northern option and other considerations in addition to traffic flow, as consequences of these plans include the effect on ecology, wild life, the environment and the setting of Chichester.

You may feel, that the fully mitigated northern option will not provide the answer and you may feel that the financial costs and inconvenience to the community of a southern option are too great. The Chichester public also need to consider whether simply relying on house building bonus money or doing nothing is an alternative realistic option.

Lastly, apart from the SRA, there are other groups against the proposed Northern route who wish to start working to collect information to use against any proposals for a northern route and to vigorously campaign against it. These groups are forming an alliance; our chairman and one other will be representing the SRA.

## Summersdale — Conservation Area or not? *from minutes of the committee meeting on 31 May*

During the CDC's conservation area review, **CDC agreed to appraise Summersdale Area at the same time as they appraised Graylingwell**. Unfortunately CDC have not had the resources to devote to the appraisal and, therefore, to make a decision whether to include parts of Summersdale in the Chichester Conservation Area (CCA) . The problem is that—until this work is undertaken and a decision made

as to whether to include Summersdale in the CCA—then properties sited on large plots will be vulnerable to developers cherry picking those sites; there is little the CDC can do about it as they are neither listed nor within a CCA. **SRA can collaborate with Chichester Society to put pressure on CDC to complete their CCA appraisal** and make a decision whether or not to include Summersdale.

## Goodwood Aerodrome — the story of our local airfield by Dennis Martin

In the beginning the 9<sup>th</sup> Duke of Richmond, Lennox and Gordon flew his own plane from a strip across some flat fields near to Goodwood House.

The site changed rapidly during the Second World War. It started as an emergency landing ground requisitioned by the War Ministry for the **Tangmere Wing** - (Merston, Westhampnett and Tangmere).

The RAF first assigned **145 Squadron** to Westhampnett with **Bristol Blenheims** and then **Hurricanes**. **602 and 41 Squadron** followed with **Spitfires**. In 1942 they were much involved in the Battle of Britain and also escort duties including—famously— fighter bombers attacking the battleships Sharnhorst, Prinz Eugen and Gneisenau. In 1944 they were involved with the **D Day landings**.

*“the great friendliness of the local people was remarkable.”*

In the early days accommodation was very basic - only tents; planes were maintained in the open. But the airstrip was very busy—up to four squadrons at one time drawn from France, Canada, America, Poland, Czechoslovakia, New Zealand and Belgium. It is interesting to note that the off-duty airmen going into

Chichester observed *“the great friendliness of the local people was remarkable.”*

Famous pilots included **Douglas Bader** and **Johnnie Johnson**. There is the story of the time Bader left his artificial leg behind when having to bail out. Subsequently a replacement leg was dropped by parachute to the Germans!

*“Westhampnett is the only surviving Battle of Britain airfield in Southern England”*

After the war the perimeter road was upgraded and used as an F1 motor racing circuit. Since then the Goodwood Road Racing Club has been an active operator of the road circuit.

Westhampnett is the only surviving Battle of Britain airfield in Southern England. Today it is operated as an aerodrome for private and commercial use, and includes a flying school.

Noise abatement regulations laid down by the Government are monitored by the District Council. The main requirement is to adhere to specified flight paths when taking off and landing. Regular consultation meetings are held with the neighbouring parishes.

### And if you want to check on the planes .....?

a quote from an ‘aviation family’

*“The wind was easterly last night, which doesn't happen too often. When that is the case, the aircraft flying into Gatwick, have an approach over Goodwood. We got in at 01:30 this morning and could hear the aircraft.*

*My husband logged onto **FlightRadar24.com**, which he loves, and we watched every plane as they flew over.*

*It tells you every plane registration, which company, where it is flying from and to, and the height they are flying at.*

*This website also **works for local Goodwood flights**, so if you are upset by local planes, **you can look them up and see who is responsible.***

### The Drive & Chestnut Avenue road surface quality — what’s happening?



Jeremy Hunt and Roger Hobbs met with Highway Officers from West Sussex County Council and walked both The Drive and Chestnut Avenue where the road deterioration problems have been reported. The West Sussex County Council need to work to a criteria for pot holes otherwise their budget could be used up on areas where people shout the loudest rather than those which were the most dangerous. One criterion is that a pothole needs to be a certain depth. Unfortunately,

what has occurred in the two roads in question is that the thin top surface has come away from the lower road levels. Whilst it looks very unsightly, it does not meet the pothole criteria apart from in a few localised places which the highway authority have fixed following our meeting. **The officers assured us that the roads will be put on the list for full re-surfacing** — which is a better long term solution. However, these two roads will have to compete with others around the county for funding.



**The SRA have arranged to pick up litter around the Summersdale Area on 28<sup>th</sup> JULY 2018**  
**MEET ON THE GREEN BY AUGUSTA COURT at 10 am**  
**Bring a bag and pickers if you have them — otherwise strong gloves!**

### Can you help at Christmas?

**The Lions Santa Carol float** tours the city streets before Christmas for fundraising purposes. They have asked resident associations for **volunteers to help with the door to door collections** that follow the float. Please let a member of the committee know if you wish to volunteer.

# The Roussillon Park Residents' Association Picnic in the Park

on Sunday 23 June

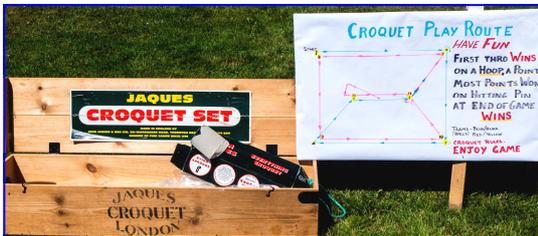
*In bright sunshine  
and in aid of  
Sage House,  
Dementia Care Hub,  
Tangmere*



*Residents of  
Roussillon Park  
enjoyed the food, the  
drink and sunshine*



*They were joined by  
some  
Summersdale Residents*



*anyone for Croquet?  
← the kit  
the players →*



*World Cup,  
cup cake judging*



*awards for best adult's  
and child's cakes*

## What time is the bus? ..... Have I missed it?

It really comes as no surprise  
That car park fees are on the rise.  
We're following the modern trend  
To bring our car use to an end.  
And, if it's not too hard for us,  
We really ought to use the bus.

So when we need to go and shop  
We make our way to the bus stop.  
We're sure we've got the time just right..

But there's no 60 bus in sight!  
How much time now have we got?  
And do we start to walk or not?  
How much longer must we wait?  
We must have missed it... or it's late!  
Uncertainty comes in our head  
And so we use the car instead!

But wait.. what's this that's now appeared?  
Bus information! As I feared  
Our cars must now get far less use.  
So catch the bus—there's no excuse!!



If the display shows a time, then the bus stop is displaying information about the scheduled service from the timetable.  
If the display shows a 'number of minutes until due', the bus stop is displaying real-time information.

Most buses have transponders - a central computer system works out an expected ETA from the current location, and transmits that wirelessly.



the Lavant Road/  
The Avenue  
bus-stop  
going south  
←  
and the  
Roussillon Park  
bus-stop  
going north  
→  
now have real-time  
electronic timetables!



## The GDPR and the SRA

The **General Data Protection Regulation (GDPR)** is a new EU law that came into effect on **25 May 2018**.

We needed to collect explicit signed consent from you to allow us to keep your data.

We needed to make sure the data we hold is accurate and up to date

**So we sent a form to every household to collect the data and signed consent\***

We also needed to:

make it very clear how we store the data and what we do with it.

have a 'Privacy Policy' available for you to access.

inform you how to withdraw consent to hold your data.

This can all be found on our website [www.summersdaleresidents.co.uk](http://www.summersdaleresidents.co.uk) - click on 'About Us', 'Privacy'

**\*So far we have received 272 forms — a very good response. However, we need to collect the remainder.**

If we have not received one from you there will be another form inside this newsletter.

In order for you to continue to receive the newsletter and emails please complete it and

**post or deliver to the Membership Secretary, Mrs Vanessa Stern, 15 Selham Close, PO19 5BZ**

### NOTE ON MEMBERSHIP SUBSCRIPTIONS

***If you have 'Sub Owed' written on your newsletter***

***it means your £5 subscription is still owing for 2018***

***Cheques payable to SRA should be sent to Mrs V Stern, 15 Selham Close, Chichester PO19 5BZ***

*Some of those owing are paying on Standing Order; please check your statement for January.*

*Perhaps you have cancelled the standing order or you have changed banks?*

*Unfortunately, often the leaving bank does not pass the correct information to the new bank.*

*If this applies to you please check with your bank.*

*If it **does** show up on your statement please let me know:*

***tel 778374 or email me at***  
***[vanessaatsra@gmail.com](mailto:vanessaatsra@gmail.com)***

## Your Committee 2018

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***Please let the membership secretary know if you have decided not to continue your membership - particularly if you have cancelled a standing order.***

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