

## **NORTH MUNDHAM PARISH COUNCIL**

Minutes of Extra Ordinary Meeting of North Mundham Parish Council held on the 27<sup>th</sup> March 2018

**PRESENT:** Cllrs. Denia Turnbull (Chairman), Tim Russell (Vice Chairman), Annie Maclean, Frances Neave, Hugo Wall, Peter Stephens and Paul Chivers

**In attendance:** Louise Chater (Clerk), District Cllr Chris Page and 41 members of the public

### **48.18 APOLOGIES AND REASONS FOR ABSENCE**

Cllr. Keith Philips - holiday  
Cllr. Rob Callaway-Lewis - work commitment  
County Cllr. Jamie Fitzjohn - personal  
Mr David Rozier - illness

### **49.18 CODE OF CONDUCT**

1. Declarations of Interest of items included on the agenda - none.
2. Dispensation Request - none.

### **50.18 PRESENTATION by DISTRICT COUNCILLOR CHRIS PAGE ON A27 SUGGESTIONS PRESENTED BY THE CONSULTANTS (SYSTRA)**

District Cllr. Page advised on the history of the A27 previous consultation process, where the process is now and going forward.

Cllr. Russell reported that the Parish Council had formed a working party to review the information available for the consultation and gave a presentation on the working party's recommendations to the Parish Council (slides attached).

Both District Cllr. Page and Cllr. Russell emphasised the importance of residents submitting their views.

### **51.18 OPEN FORUM FOR RESIDENTS TO PUT FORWARD THEIR VIEWS**

Q. What are the people from the north of Chichester going to say?  
A. They will tick the boxes to send the traffic to the south of Chichester, but they will have to give their reasons and "not in my back yard" is not good enough. The National Park is not sacrosanct as the new proposed Arundel bypass will be going through the National Park.

District Cllr. Page urged residents to vote and vote honestly and only to vote once per person. The northern by pass will affect approximately 7000 residents, however, a southern bypass will affect approximately 26,000 inhabitants.

Q. If we vote for the northern route will the government veto the proposals.

A. Highways England's remit is to provide a strategic route, Highways England are not concerned with the effect on the local traffic. The A27

was designed with capacity of approximately 26,000 vehicles and is currently running with 60,000 vehicles of which 42% is through traffic which means the A27 will be useable by local traffic once a suitable by-pass is in place.

Q. I am concerned about the number of houses that will be demolished during the building of either route - do we know the numbers?

A. No. Currently the consultants are only looking at concepts and have not designed or costed any specific routes.

A resident stated that the A27 is strategic road and expressed concern regarding the potential tidal flooding due to the increase in sea heights rising due to global warming. Any northern route would not be as susceptible to this risk.

A resident stated that the current A27 is within 50-100 metres of two secondary schools and one primary school and this matter should be given serious consideration.

Q. Is it the intention that the consultant will come up with the proposed route.

A. To enable the proposals to be included in the RIS2 funding round the consultants are required to produce a short list by the 15<sup>th</sup> April and this will be presented to the next community forum on the 16<sup>th</sup> April.

Q. We are aware of the disruption that the installation of the new footbridge is causing, this will have caused serious economic loss to the area and will have cost a substantial amount to install. Is there any value in mentioning this; as a proposal to alter the current route will affect the two new footbridges?

A. When an investment appraisal is made the cost of these bridges will not be considered as the money has already been spent. The consultants will be considering economy and accident cost. The big advantage of the northern bypass is that it will take significantly shorter time to build and will have minimal financial impact on the surrounding area during the build period.

20.15 a member of the public arrived.

A resident stated that the strongest argument is that the separation of through and local traffic and only the northern bypass with no exits truly complies with this.

Cllr. Wall made the statement that it is not commercially viable to consider the southern route as we have seen from the disruption caused by installing one footbridge.

Cllr. Russell responded that this will need to be considered in the cost ratio benefit when the schemes are being compared.

Q. What about traffic for Goodwood Events, the current road will still be jammed.

A. Special attention will need to be given to this matter to ensure that access to the site can be maintained.

Cllr. Stephens stated that more should be made of the issue of pollution and the prevailing wind as the provision of the northern route will provide an improvement for the health and well-being of the whole of Chichester by reducing the effects of pollution on the city and the schools. As the northern route is likely to be in cuttings this will also increase the benefits of moving the traffic from the southern boundary of the city as the embankments and landscaping will absorb the pollution.

A resident stated that the Duke of Richmond will not need to worry about air and noise pollution with the increase of electric cars.

District Cllr. Page responded that although electric cars are the future Highways England have stated that they are not going to take effect on road design at the current time.

A resident stated that although electric vehicles may improve the effects of air pollution they will not address the issue of noise pollution.

Q. If the project is successful in getting RIS2 funding when will it be built?

A. The work will commence in 2022 and will be completed in 2024 if the northern route is chosen, the work will take considerably longer if a southern route is chosen.

On a proposal by Cllr. Chivers it was called for a show of hands by the residents who supported the Parish Council's proposed submission. A clear majority of the residents supported the presentation.

The Chairman encouraged all residents to complete the form and the Clerk confirmed that she would re-advertise the link to the questionnaire on the website and the parish council Facebook page. It was agreed that she would also upload the Parish Council's submission and email it to those residents who have provided their email address.

**CLERK**

41 members of the public and District Cllr. Page left the meeting.

Following discussion, it was agreed to amend the response for the third and fourth suggestions to include the following :

Third suggestion - We are particularly supportive of any suggestion which provides clear separation between local and through traffic by providing a route for through traffic which is by design the more attractive option. Pollution of all kinds - noise, light and atmospheric - is a matter of concern. We believe that this suggestion, which should deliver uninterrupted traffic flow, would be particularly helpful in minimising the aggravated effect of 'stop-start' traffic on atmospheric pollution, as well as giving scope to address other forms of pollution.

Fourth suggestion - The addition of another junction may be attractive to those travelling to and from the north of the city, but this may reduce safety benefits as well as attracting local traffic.

Meeting closed: 20.57

Signed: \_\_\_\_\_ Chairman North Mundham Parish Council

Dated: \_\_\_\_\_