

## **Adur District Council - 14 December 2017**

### **Item 3 Questions received from members of the public**

#### **Question 1 has been withdrawn**

#### **Question 2 Andrew Bradbury,**

The Adur Local Plan (ALP) has allocated greenfield sites for delivery of 1,080 dwellings (New Monks Farm 600 dwellings: West Sompting 480 dwellings) in the period to 2031. What assurance can the Executive give to existing and the then increased number of residents within Adur that such expansion of the built up area will meet the requirements of the Government's Clean Growth Strategy (BEIS 12/10/2017) and deliver reduction in harmful emissions within Adur by 2032 from business and the public sector by 30%, from transport by 29% and from housing by 19% against today's levels? Furthermore, in considering development applications within the ALP timespan will you guarantee:

1. commercial regeneration which maximises the potential for a wide spectrum of employment opportunities and local economic growth in the limited number of sites available: specifically for new enterprise and skilled work,
2. infrastructure improvement which reduces road congestion and air pollution and is bold in its vision for mobility and health by prioritising new and safe walk and cycle routes, alongside accessible public transport, with particular attention to intersections with existing main roads,
3. schools, health services (e.g. GP surgeries), play areas and parks which are responsive to the demographic changes planned for and meet the highest standards for a built environment which we can be proud of?

#### **Question 3 Ms Heather L. Pearson**

I'm very supportive of development & developing the Adur region, particularly along the A27.

Can we please have a commitment from the Council Executive that they will at least support all reasonable measures to deliver adequate transport infrastructure, in order to adequately serve new housing/housing estates, new towns and associated developments proposed for the region?

I and many others who support new Worthing, Arundel and Chichester Bypass proposals, along with upgrading the complete A27 road, feel that these road-building schemes are vital to supply adequate transport infrastructure to

these housing development proposals, and should go hand in hand with the planning decision process.

Expanding/Dualling the A27 & adding the requisite new Bypasses at these particular places will in my view facilitate ambitious planning for our area, as opposed to hinder or restrict it. Appreciating roadbuilding budgets are generally centrally funded, requiring the expertise of the Highways Agency, I would be satisfied if the Council Executive at least agree to give due consideration to the need for new road infrastructure projects for these proposed developments.

**Question 4 and Question 5: Barb O’Kelly**

I speak on behalf of Adur Residents Environmental Action, an affiliation of 7 community groups who are greatly concerned about the impacts of the Adur Plan on health and quality of life, especially in light of the health professionals at a recent Government Committee inquiry stating that air pollution in the UK is a public health crisis.

Q.1 Air pollution levels across Adur, which are already above a safe level, are rising due to over 60,000 cars a day on the A 27 near the proposed New Monks Farm and over 16,000 cars between 7am and 7pm on the Shoreham High St. where vehicles pass through an AQMA which has been in place for 10 years.

Additional traffic and pollution from an IKEA (5,500 additional daily journeys) and other proposed developments, particularly those on the A259, will create further health risks for residents and commuters. The Plan for the Harbour states that reducing congestion on the A259 is essential for its development.

What conclusive, verifiable evidence can the Council provide that the proposed measures in their traffic reduction plan, the same measures proposed in 2013 and earlier for Shoreham, will manage and alleviate the levels of traffic congestion and air pollution through the AQMA on the A259 where pollution levels have risen.

**Question 6 and 7: Bill Freeman,**

**Question**

We already have an intolerable situation with infrastructure sustainability – traffic gridlock, air pollution, drainage and sewerage issues – and the council

is now planning to consider adoption of the Local Plan with revised policy wording on all major site allocations. Totally open ended words 'minimum of.' are proposed as a main modification for numbers of homes per site and areas of commercial development.

This wording is so open ended. *Witness* - development applications for

NMF – a staggering 250% increase to 35,000 sqm of retail area against the 10,000 sqm in the plan.

The Airport – unacceptable 66% increase in this commercial site area, 15,000 up to 25,000 sq m.

Free Wharf - local plan identifies 260 dwellings. The developer has submitted plans for 540 – another staggering increase of 100%.

and

Sompting - 520 proposed not 480 homes,

These are seriously large uplifts which the community knows will make our already creaking infrastructure impossibly and irretrievably unsustainable.

**My question is – if you have concerns for the quality of life of the community here will you please confirm reassurances that a full and comprehensive debate will be taken this evening – to vote on a motion to refuse the inclusion of the words 'minimum of' and to reinstate with the words 'no more than' or 'up to' the qualified number of homes and square metres of business development as quoted in the plan before you.**

### **Question**

There are great concerns that the proposed commercial development on the Airport will be the death knell to the existence of this much valued and treasured, asset.

The Government Inspector's decision refers to potential landscaping impacts of the 15,000 sqm of business development on the airport. He highlights there's no boundary as a 'safeguarding' area to ensure safe passage of taxiing aeroplanes, particularly in respect of wingspan.

He agrees with the Council that visually it's a particularly sensitive location. The site is clearly seen from several viewpoints and any size increase (a vastly bigger development has now been submitted) is likely to have significant visual consequences because of the flatness of the land around - and it may be difficult to mitigate for this.

**My question is:- With all these issues of landscaping and the imposition on runway operation could the authority reassess the location of this development and its position on the airport ? More logically it should surely be within the brownfield areas on the already built up southern perimeter where there is neither landscaping nor operational issues. We request that the council please review this, this evening.**

**Question 8:** Catherine Arnold

Catherine Arnold I would like to raise a question around the Howard Kent development as part of the Adur Local Plan

**Question : “what harbour-master, environment conditions have changed considerably from the last attempt to build on this site, to now deem it to be suitable and accepted as part of the ALP?”**

**Question 9 from Catherine Glynn-Davies**

What pressure is being brought to bear upon WSCC and Highways England to ensure that the road infrastructure necessary to support a building programme as described in <https://www.adur-worthing.gov.uk/media/media.138939.en.pdf> is in place to support this ambitious building programme?

On a recent visit to West Street in Sompting, Bob Lanzer, cabinet minister for Highways and Infrastructure at WSCC, described the congestion on this narrow residential road as 'intimidating'

I understand from the amended plan that road improvements, upgrades, amenities etc are to be paid for out of developers contributions. What has been done or is being proposed to properly assess the impact of development on communities in Coastal Sussex, and in particular, the residents of Sompting. Are the impact assessment in place and available for public scrutiny?

The ALP sets out the need for 'safe and improved pedestrian cycle and equestrian access to South Downs National Park via A27' from Lancing, but does not describe any plans to provide similar access from Sompting. Indeed, the 70mph national speed limit precludes an opportunity for pedestrians/cyclists/equestrians to safely cross from Sompting to South Downs except via Busticle Lane or Lyons Farm crossings, despite the Parish Church being situated to the north and at least three historic Rights of Way across the A27. The plan should and must see solutions to through traffic and access to the Downs from Sompting similar to those proposed in Lancing. What reassurances can I offer to the people of Sompting?