

Bourne Parishes – WSCC Councillor report

Chidham and Hambrook Parish – April 2024

Action proposed

1. Given ongoing damage to the verge, review best options to create 5 or 6 new parking bays on Chidham Lane.

Chidham Lane parking

Chidham Lane is comprised of semi detached and terraced houses on its East side, with very few of these houses having a drive, as they were built during the 1920s and 1930s. Only two houses from the main road to Hamstead Meadow have drives so all the cars owned by the residents park on the East side of Chidham Lane.

There is a current tarmac layby on Chidham Lane for 6 cars just to the north of Hamstead Meadow. The remaining eight or nine resident cars and vans park on the grass verge on the east side which, with all the recent rain, has destroyed the grass and left large ruts and deep puddles on the east side of the road down to Hamstead Meadow.

In addition, Avonline has been installing Broadband at the top of the road. They have a temporary work unit sited on the grass area, owned by WSCC, to the North below the A259 Main Road. Their large vans have been driving over the verge constantly, parking on the verge area and destroying all the grass.

Parking issues on Chidham Lane are compounded by the West side of the road having properties with wide driveways, so no cars can park in front of them or on the road, plus a 3 metre wide pedestrian pavement.

Pre Covid the Parish got outline permission from WSCC Highways and a quote from a local supplier to create new parking bays on the East side of Cot Lane. This is required because there are only two resident driveways.

This project to create 5 or 6 new parking bays on the east side of Chidham Lane would likely cost £5,000 to £8,000 per bay, which the Parish is considering applying for from WSCC and paying for from developer CIL contributions.

WSCC has indicated that the only realistic way of creating a parking solution is via a Community Highways Scheme (CHS), which are submitted by the Parish online with a deadline of 31st July. A one year CHS has a maximum budget of £25,000 but, given past quotes for parking pays plus five year inflation, would likely mean a project of £50,000. Unless WSCC is willing to forgo the fact that Chidham Parish is willing to pay for the work then this would entail a two year CHS which, if passed by WSCC at review Dec 2024, would be implemented 2026/27.

Proposal (Parish CIL money contribution to layby creation)

1. Drain the roadside standing water from where multiple vehicles have entered onto the grass
2. Create 3 separate paved layby bays on the East side of Chidham Lane suitable for six or seven cars
3. Review the drainage gullies on the East side of Chidham Lane which still regularly floods in winter

Chidham lane and utilities map – WSCC Earthlight



Trees – yellow dots

Water pipe – blue line

Gullies – blue dots

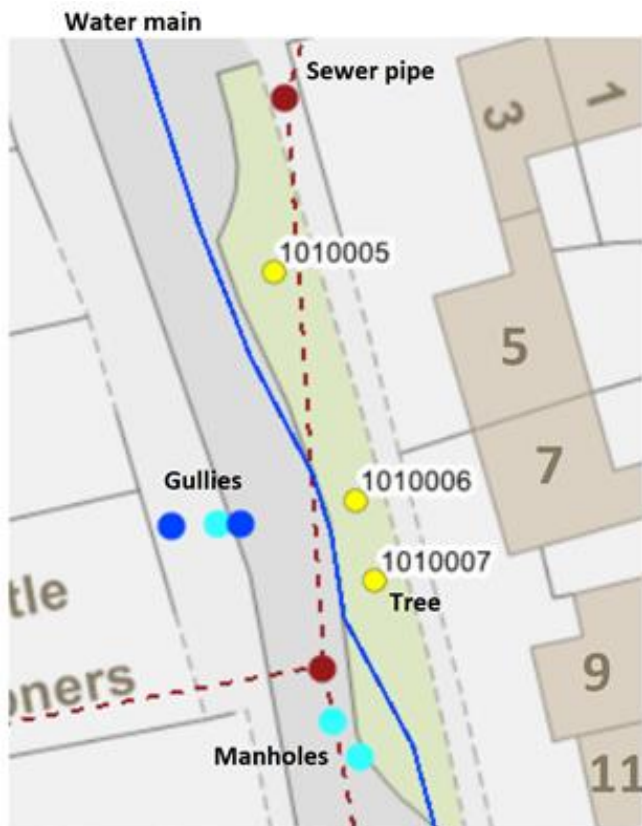
Sewer pipe – dotted line

Manholes – white dots

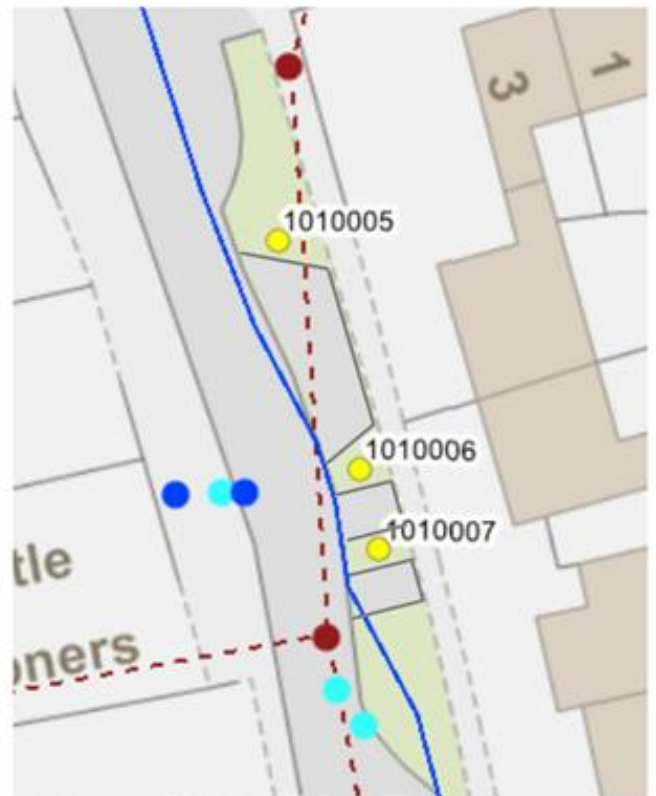
Area overview (A259 main road top Chidham Lane south)



Proposal



Currently



After with 5 or 6 new parking bays

Other options on creating parking bays

I also investigated another option mentioned by WSCC Highways Officers – a minor works Section 278 agreement for permitted development, usually designed for additional works a housing developer might want to do.

I should get a formal reply back from WSCC during April on this. However, the quoted cost for the Parish for S278 work would be £3k minimum to WSCC for considering the proposal, plus a raft of technical hoops to go through that would likely be too arduous for the Parish to handle. For a Section 278 agreement to create Chidham Lane parking spaces you would need:

1. Full planning permission for the proposed works – the Parish would have to apply via CDC
2. The developer (you) to enter into an Abortive Costs Undertaking (ACU) – not a good idea for a Parish if it goes wrong
3. Show the Section 278 works is a benefit to the public – you'd need resident research to prove this
4. All land necessary to carry out the Section 278 works are controlled by the developer – all the land is controlled by WSCC

A S278 also means the Parish would also be liable for damages to any utilities under the road during the creation of the parking spaces. More information on WSCC S278 agreements here -

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/road-agreements/>

Chidham lane photos



< area suggested for 3 or 4 new parking bays



Avonline shed still on grass verge with mud area to left where their vehicle drive over it



Two current parking bays installed about 15 years ago (near one appears on WSCC plans, the other doesn't)



Most residents are parking on the verge outside their houses (none have drives or garages)



One parking bay at the north end of Chidham Lane on LHS. Current bay for 6 cars seen in the distance on the LHS
There are no parking options on the right (looking south) as most residents have open drives directly onto the road.

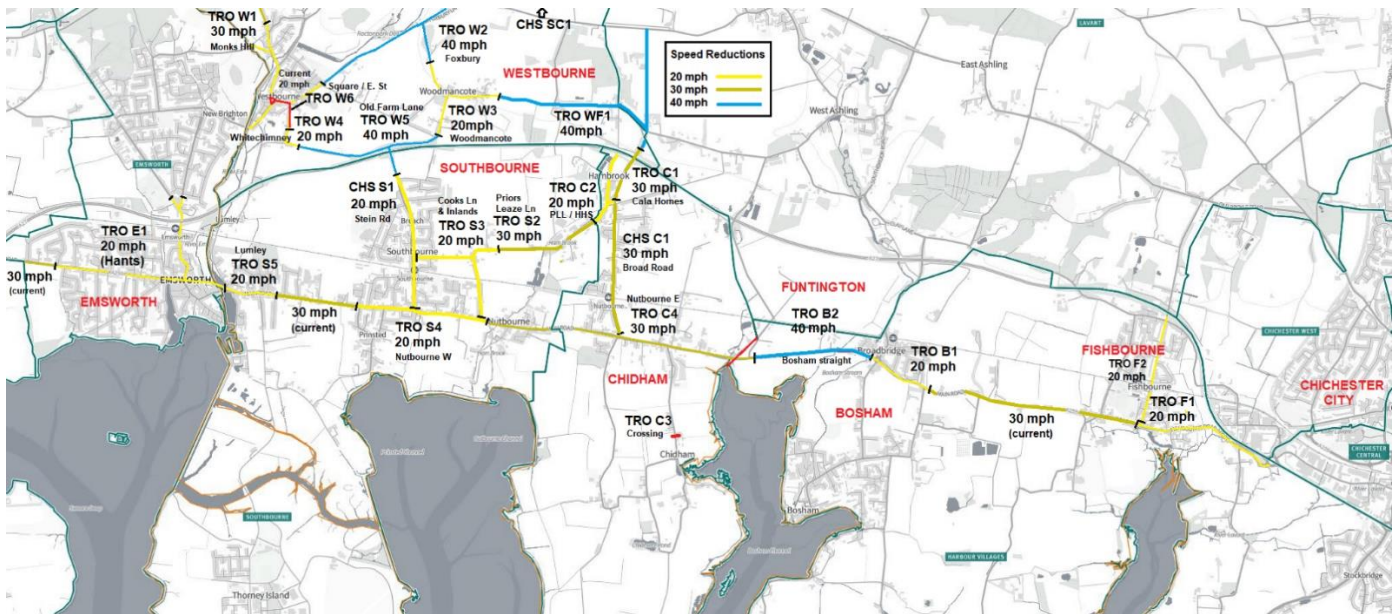
Separate project (WSCC funded)

- Remove large tree stump (1010001) at Chidham lane entrance (width restriction) – see map page 2
- Straighten and widen road on LHS to allow two vehicles to pass (difficult currently)
- No immediate utilities nearby bar water main that runs in the road on LHS



Chidham Parish speed reductions

Whilst other parishes progress a number of CHS and TROs for speed reductions (as below) the only one current in the Parish is related to negotiation with Cala Homes to support a 60 to 40mph reduction at the top of Broad Road.



Bourne Trail QR scan results

Scans	Chidham & Hambrook Trail
1	Nutbourne Watercress
9	Christmas Cottage
23	Drift Lane + Bosham Inn
17	Chidham Village Hall
1	The Catchpond
9	Wade Way Cottage
12	Poor Cottage
24	Chidmere House
14	Middleton House
13	St Marys Chidham
2	Honor Wayte
125	Total all QR signs (average 11.4 scans/sign)

Storm sewage overflows into Chichester Harbour in 2023

After a recent BBC article reviewed all of the storm sewage overflows across England in 2023, it appears that the data submitted last week to the Environment Agency by Southern Water in their annual reporting is at variance with the data SW self reported on its Beachbuoy system for 2023. This could be because of two factors:

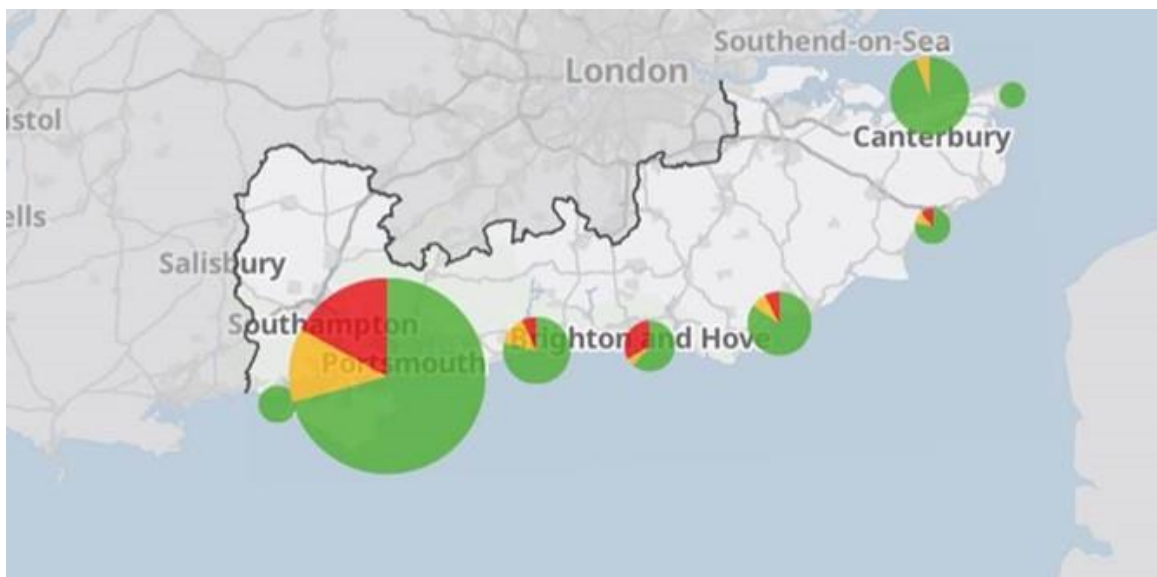
- Beachbuoy not picking up every SSO outlet – Chichester works Beachbuoy data is under-reported vs EA data
- Up to 15% of SSO monitoring systems may not be functioning correctly to record all SSO releases

On further analysis it appears that Beachbuoy is picking up data relatively accurately within 1% apart from Chichester works where what is called 'SSO1' is not being monitored at all by Beachbuoy, despite being included in EA reports.

What is also clear is that Chichester area is one of the worst performing for SSOs across the whole of England:

- Lavant was the second worst SSO in England at 6,542 hours (273 days equivalent) from over 14,000 reported
- Chichester Harbour SSOs were five times the number of spill hours at 8,707 hours versus the 1,782 in 2022
- Average SSO into Chichester Harbour at 16 hours was double the England average at 8 hours per spill

I have raised the issue of Chichester under-reporting and the high levels of SSOs directly with SW for a response.



All eleven of the sewage works and pumping stations that discharge into Chichester Harbour had increased sewage discharge hours in 2023 versus 2022.

< red / amber / green SSO status
SW Beachbuoy
Feb 2024

EA reported data	Number of sewage spills	Average spill duration hours	Total spill hours (EA data reported by SW)	Duration days equivalent	Beachbuoy spill hours
Storm sewage outlet					
England	463,915	8	3,600,000	150,000	N/A
Southern Water	29,494	11	317,285	13,220	N/A
Chichester	227	17	3,839	160	636
Bosham	105	17	1,762	73	1,799
Thornham	74	15	1,134	47	1,148
Bosham pump station	32	16	504	21	584
Nutbourne pump station	55	16	857	36	741
Chidham pump station	18	10	185	8	158
Fishbourne pump station	29	10	278	12	25
Emsworth pump station	16	9	148	6	162
Chichester Harbour	556	16	8,707	363	5,253
					40% under-reported
Sidlesham	84	17	1,397	58	
Pagham	89	19	1,705	71	
Hunston	9	11	98	4	
North Mundham	40	17	682	28	
Lavant	286	23	6,542	273	
Tangmere	77	19	1,442	60	
Manhood and Solent	585	20	11,866	494	
Chichester District	1,141	18	20,573	857	

Chichester Harbour Investment and Adaption Plan (CHIAP)

Last month Chichester and Havant Borough Councils agreed to seek options to support the habitats and species which rely on Chichester Harbour. The decision comes sometime after the environmental condition of Chichester Harbour was declared 'unfavourable declining' in Natural England Review back in 2021, thanks to a combination of human pressures and climate change.

To promote the rejuvenation of the harbour and other localised environments, HBC and CDC have endorsed and are seeking further funding to undertake a proposed environment and investment adaption plan. The proposed plan will set out a future for Chichester Harbour, with a focus on environmental improvements and reversing the damage done by historic sea defences and what a council spokesperson has called 'inappropriate coastal management.'

HBC has also promised to write to The Environment Agency, Chichester Harbour Conservancy and Natural England to express support for the protection of Langstone Mill Pond via sea defences. The damaged seawall near Wade Lane and the condition of the Mill Pond coastal path is a challenge that is being tackled through ongoing work with numerous stakeholders. Additionally, there is strong democratic support for the protection of the harbour habitat and HBC is an active and committed partner of the Chichester Harbour Protection and Recovery of Nature (CHaPRoN) Partnership.

There are fewer options available to CDC in order to protect residents from the somewhat porous nature of Chichester Harbour due to a combination of increased sea levels, storms and increased rainfall in the harbour.

Havant BC and Chichester DC resolved last month, in tandem with Coastal Partners, to:

1. Approve that the Council shall be the lead authority to submit a business case on behalf of Havant Borough Council and Chichester District Council for funding for up to £2.2 million (including risk) of Environment Agency Flood and Coastal Erosion Risk Management Grant in Aid to fund development of the Chichester Harbour Investment and Adaptation Plan.
2. Approve the preparation and delivery of a Chichester Harbour Investment and Adaptation Plan to help strengthen the resilience of the communities and environment of Chichester Harbour to flooding and coastal change to the year 2100 and beyond, if funding is secured.
3. Approve the Council, on behalf of Havant Borough Council and Chichester District Council, lead, manage, administer funds and undertake the work to develop the Chichester Harbour Investment and Adaptation Plan and delivery plan of short-term resilience projects, subject to securing the necessary funding.
4. Delegate authority to the Executive Head of Coastal Partners, following consultation with the S151 Officer, to spend grant in aid and appoint professional services (if required) to develop and deliver the Chichester Harbour Investment and Adaptation Plan, subject to securing the necessary funding.

Rampion 2 Offshore Wind Farm

Rampion Extension Development Limited (RED) proposes to extend the existing Rampion Offshore Wind Farm. This will provide around 1.4GW of extra green energy production to add to the 1GW from Rampion 1.

[Rampion 2](#) is a Nationally Significant Infrastructure Project (NSIP) requiring a Development Consent Order (DCO) from the relevant Secretary of State (rather than planning permission from the local planning authority). The County Council is a statutory consultee in the DCO process.

WSCC position is that although Rampion 2 is supported in principle (it would make a significant contribution to renewable energy provision) there are matters of significant concern that need to be satisfactorily addressed.

The application for consent was accepted by the Planning Inspectorate (PINS) in September 2023. An Examining Authority (ExA) has been appointed by PINS to examine the DCO application. Formal examination commenced on 6 February and will run for six months.

The following key submission has been made in support of the County Council's position – a [Local Impact Report \(PDF, 2MB\)](#). Further submissions will be made in due course.

Following the close of the examination, a report (and recommendation) will be made by the ExA within three months. A decision by the Secretary of State whether to grant consent is due in early February 2025.

I have asked WSCC what their concerns are as I am concerned WSCC is not fully supporting this green scheme.

School safety resources from SSRP

Schools across Sussex can now take advantage of two free online road safety digital resource packs which help students learn about the importance of pedestrian and passenger safety.

Sussex Safer Roads Partnership are working with The Rapport Group to deliver Year 7 and Year 11 students with vital information and tools to take responsibility for their safety whilst out on the roads.

The online theatre-in-education programmes offer digital resources that convey vital road safety messages through memorable, informative and fun experiences for students. Created by teachers, for teachers, the unique online resources provide all the information needed to deliver important messaging, including teacher notes, activity sheets for students, along with bespoke videos for both in-class or remote learning.

The lessons are a mixture of group and individual work that explores hazard awareness, dealing with peer-pressure and problem solving, as well as linking to cross-curriculum subject topics.



Look Up! teaches Year 7 students about the importance of pedestrian safety, how to spot hazards on a journey, the importance of using sense in road safety, how to think like a driver and understand the impact behaviour has on safety.



Take A Second is provided to Year 11 students and covers how to be a safe passenger, the impact of speed on a collision, the dangers of distracting a driver, and the ways students can speak up to stay safe in a car.

Pedestrians and Young Car Drivers are the two types of road users that form Sussex Safer Roads Partnership's Priority Groups. Focusing educational interventions at an early stage of student's road user experiences will help towards reducing the number of people Killed or Seriously Injured on Sussex roads.

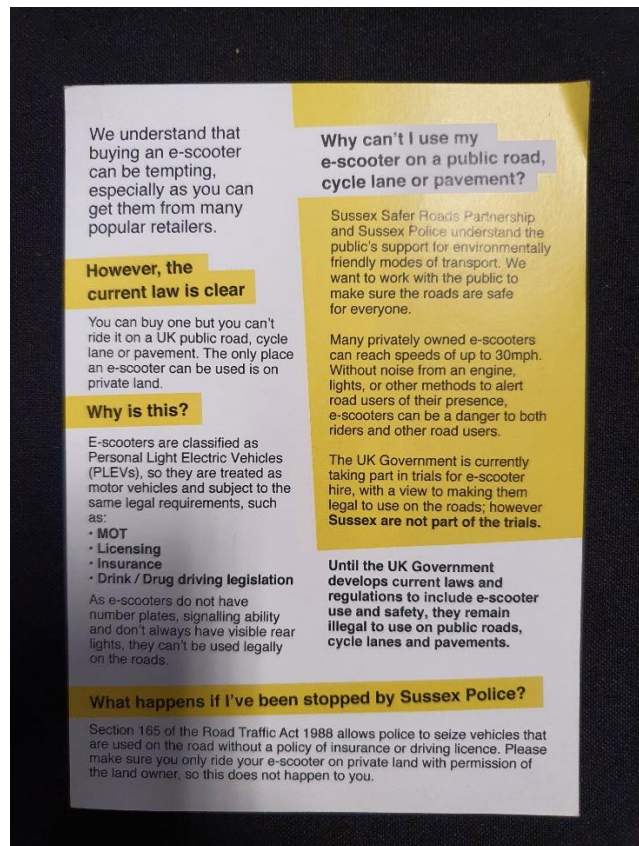
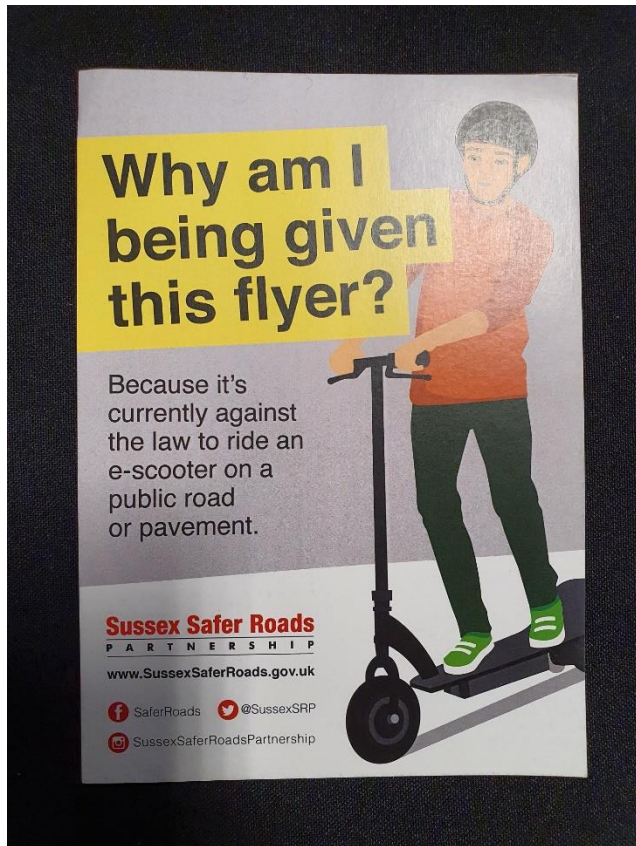
The productions tie in with further campaigns delivered by Sussex Safer Roads Partnership throughout the year.

All lessons are supported by multi-media video content that is available free online at www.sussexsaferroads.gov.uk.

Schools that wish to take part or request further information should email communications@sussexsaferroads.gov.uk

E-scooter leaflets for schools

This topic comes up regularly with schools and the Sussex Safer Road Partnership (SSRP) Peer Group Conference. SSRP has a digital version of the leaflet to distribute to local schools to raise awareness via parent channels.



West Sussex County Council new Chief Executive

Leigh Whitehouse has been appointed as the new Chief Executive for West Sussex County Council, replacing Becky Shaw who was joint Chief Exec of both East Sussex and West Sussex County Councils. Becky remains as ESCC CEO.

Leigh will be joining from Surrey County Council where he is currently the interim Chief Executive as well as his substantive role of Deputy Chief Executive and Executive Director of Resources.

Leigh Whitehouse has extensive experience in Local Government spanning more than 25 years. Leigh began his career in Finance at the London Borough of Hammersmith and Fulham where he progressed from a graduate Trainee Accountant through to Deputy Director of Finance, either side of a spell at the London Borough of Hillingdon as Head of Financial Planning. In 2010, Leigh joined the Royal Borough of Kingston Upon Thames as Director of Finance, a role he occupied until 2017 when he moved to the London Borough of Bexley as interim Director of Finance & Corporate Services.

Leigh joined Surrey County Council as Executive Director of Finance in 2018. In 2019, he was appointed Executive Director of Resources, with responsibility for key corporate functions such as HR, IT&D, Land & Property, Transformation, Strategy and Policy, and became Deputy Chief Executive in 2021. He has been credited with overseeing major transformation at the council as well as modernising working practices, including the project to relocate the County Council's HQ back into Surrey after over 50 years of it sitting outside of the County.



Leigh is a former school governor and has previously been a Trustee and Council Member of the Chartered Institute of Public Finance and Accountancy. In 2020 he was named as 'Public Finance Leader of the Year' at the Public Finance Awards, in recognition of his leadership of Surrey County Council's financial turnaround. Leigh lives in West London with his wife and two teenage daughters, their dog and two cats. He is a keen football fan and a season ticket holder at Coventry City Football Club.