

Questions from the Parishioners of Westhampnett February 2014

1 What alternative sites were considered in West Sussex and the reasons for rejection?

There have been no other sites in West Sussex evaluated simply because no land was put forward as suitable and available by any other West Sussex local authorities during discussions and research by the consultants. The main objective of the Coastal West Sussex Authorities Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (Phase 1) is to provide the councils with robust, defensible and up-to-date evidence about the accommodation needs of Gypsies and Travellers and Travelling Showpeople in the Coastal West Sussex authorities during the period up to 2027. The Phase 1 Assessment and the West Sussex Authorities Transit Site Study, an independent consultants report into the feasibility of a Transit Site, is published at: <http://www.chichester.gov.uk/gypsiesandtravellers>

The other local authorities of Horsham, Crawley and Mid-Sussex have also conducted their own assessments, their websites are referenced as.

http://www.horsham.gov.uk/environment/planning_policy/documents/GTTS_Study_Nov_2011.pdf

http://www.midsussex.gov.uk/media/GTAA_FinalReport.pdf

<http://www.crawley.gov.uk/pw/web/PUB194604>

2 Sight of the Environmental Report for the ground the site is to be located on, is there any evidence of contamination?

A report has been commissioned, sampling and testing will take place week commencing 24th march this survey work has been put back due to contractors on site removing asbestos roofing sheeting, which if undertaken at the same time would add significantly to congestion issues on site. The report will be submitted as part of the Planning Application process. Its findings will be shared.

3 what affect will the ground works have on the existing water table?

None

4 What is the result of the bat survey and other wild life surveys that may be affected by the proposal?

The ecological survey has been conducted. The results and report are still awaited. It will be submitted as part of the planning Application process. Its findings will be shared.

5 What affect will the proposal have on the existing infrastructure, surface water drainage and foul water management?

We are currently in discussion with Southern Water regarding a connection to the existing foul water public sewer infrastructure. The depot site is currently connected to the public sewer and the additional product of the site has been considered in the application to Southern Water and the council's own position statement on wastewater and delivering development in the local plan.

In addition, the surface water system will be improved environmentally by the addition of a petrol interceptor which will act as a filter for liquid hydrocarbons (petroleum, oils etc.) prior to surface water being discharged into the ground.

6 Site Management costs, number of staff on site between 09:00 and 17:00

It is only possible to estimate costs based on the experience of other sites – this is being estimated at £80 – 120,000 per annum shared between all the West Sussex Local Authorities. This includes cost of a Site Manager and the anticipated costs of delivery of a Multiagency enforcement protocol which will include attendance, initial assessment and legal notice enforcement activity at unauthorised encampments. There will be one Site Manager. There is currently a team of staff who manage all the fixed sites in West Sussex, these arrangements are being reviewed and the staffing and cover of the Transit site is included within that review.

7 What is the site running and maintenance costs per annum?

This is dependent on levels of occupation, income received and level of maintenance required. See above figure.

8 If, as suggested, the site is likely to be underused what are the financial implications of underemployed management?

It is anticipated the site management will be part of a team which has other countywide responsibilities so that there will be flexibility in the arrangements and therefore no specific implication if the Transit Site is closed or has low occupancy.

9 Will facial recognition cameras be incorporated into the security system, as recommended by Lewis Transit Camp management?

There were no facial recognition cameras – it was number plate recognition known as ANPR (Automatic Number Plate Reader) which had been installed with additional funding sometime after the site became operational. The exact nature of the CCTV system is to be designed in partnership with Sussex Police and a full set of Operational Requirements (ORs) will be produced to Home Office guidance, which will include compliance with the Data Protection Act and the Surveillance Camera Code.

10 Will Highways provide bollards to grass verges leading to and away from the site?

A Traffic Consultant has been engaged to consider the issue of deterring parking in the vicinity of the site entrance and discussions with the WSCC Highways about a number of Highways related issues are on-going.

11 Will Highways provide Double Yellow Lines to Stane Street to prevent parking in Stane Street?

This is being considered as part of the Traffic Consultants brief. However, should the council consider this to be a significant problem it may add a statement as part of the planning process to the effect that it would consider a contribution to the cost of implementing a Traffic Regulation Order (TRO). Or as an alternative consider pursuing a TRO outside the planning process, to be progressed by the Highway Authority, using the Traffic Orders (procedure) regulations.

12 Will a No Right Turn sign govern the exit of site traffic?

Yes traffic will be directed to turn right out of the site.

13 What provision for liaison between Site Management and the Parish Council is proposed?

Regular meetings between the interested parties such as Site Management, Parish Council, Police, WSCC and CDC would be implemented as the site opens and points of contact established. The frequency of meetings would depend on need and agreement between the parties though it would be anticipated that meetings would be held at least quarterly while the operation of the site became established.

14 Can CDC guarantee that the existence of the site will carry a nil financial effect on the Parish?

There are no direct costs expected to fall to the Parish.

15. A restriction of vehicles coming into the village from the junction of Strettington Lane, i.e. everything banned except cars and buses.

We will ask the Traffic Consultant to consider this, but this would be a significant restriction for a much wider range of users than may have been considered.

16. What provision will be made to ensure the children of the Travellers are not adversely affected by the potential infections of the tip?

We have no indication that there is any potential for adverse effects on the health of anybody using the site, indeed we have had our own workers on the site for years and have never had adverse health effects reported.

17. Are there any financial benefits to the Parish for hosting the transit site?

The site will qualify for the payment of New Homes Bonus to which the Parish will be able to bid for funds for projects of local benefit to the community. CDC would be happy to work with the local community if there are specific projects or amenities which they want to see developed.

Further Updates: 21 March 2014

- 1. Firstly to say that the GA Technical survey has had to be postponed until 27th & 28th March – updates as soon as results are known for that.*
- 2. The phase one Ecology report for the site has been conducted and received and shows nothing of concern. However in the interest of best practise there will be a follow-up visit and report in May to see whether any bats have emerged from previously undetected places. The report is available to view on the planning website as well as within this section for ease of reference.*

Update : 7 April

Please find attached to this web page the Technical Survey.