

Reports for Parish Council Meeting to be held on Wednesday 13th September 2023

Graham Zacharias

Meetings

Nothing to report

Roads, potholes

The ongoing problem issues at the top of Town Lane have been addressed, presumably with the Goodwood Revival in mind.

Village Hall

The general finance and administration of the VH was in a fairly chaotic state. PW and I have been added as Parish Council representatives, a new constitution proposed and, thanks principally to the efforts of VN and PW, matters are now more or less on an even keel. Key challenges now are to actively pursue marketing efforts to ensure better utilisation of this asset and a wide-ranging update and improvement of the existing facilities, for which funds are already available.

Finance

Nothing specific to report and an update will be provided by VN at the meeting.

Tony Marshall

Southern Water

Few could have missed the BBC report of illegal pumping of sewage into rivers – Southern Water were front and centre, with the Lavant treatment works being singled out on national TV news. Having written to Floyd Cooper last week chasing an update for the PC meeting, I've now written again, suggesting that we'll get the BBC cameras down here in the winter, when the pumps are working, unless we see concrete plans to resolve matters.

CHS

Awaiting more information re progress from Highways – promised 'after September 23'.

Design Statement

I've had a response from SDNPA, but with a change of personnel at their end, the list of points to address has got longer, so we're even further from settling it than we were before – it needs a further push to get it moving again.

Charlton Road flooding

We have a meeting with Mike Dare fixed for Wednesday 13/9, so hope to have more to report at the PC meeting.

Leys Meadow

A historic water-meadow, on which the original irrigation channels are clearly visible when it floods in winter, the Leys Meadow was ploughed last October for the first time in decades. Ploughing damages the channels; Richard Pailthorpe spoke directly to the Duke at the time; the person responsible for authorising the ploughing was dismissed (I understand, for this among other matters). So when I saw a plough working in the meadow last month, I challenged the driver.

He called his manager Mr Holt, who then arrived and told me they were ploughing before sowing grass seed, to return it to a grass meadow as soon as possible. I pointed out that the plough would damage the historic channels – and that, with grass already taking hold, given time and periodic

cutting, it would return to a natural meadow. He called the Duke and put him on to me; His Grace repeated what Mr Holt had told me and I repeated my concerns. For the record: none of them mentioned wild flowers – only grass seed.

Ploughing was stopped until His Grace had had a chance to visit the meadow and decide for himself. Subsequently the meadow (including the single line of ploughed ground) was harrowed and rolled (not ploughed); whether seed was sown as part of this process I don't know, but the matter appears to be at an end.

Mat Chesshire

Maintenance

I have made a start on the list of maintenance jobs that need to be done with respect to the playground. Unfortunately, the seesaw was beyond saving in its current form, so I have currently made it safe. I will look into how it could possibly be saved and still meet the regs. The fencing around the playground has been reinforced as have the kick boards, the latter being replaced where missing and secured if loose. The next steps are to secure a rotten post and to attach wire netting around the base of each post to try and restrict the damage caused by the current strimming practice. Rust treatment of various bits of metal as well as a few more tightening of screws is also on the to do list. I also repaired the village bus shelter by the school, making it more presentable and less damaged. Ivy was cleared from within too. The shelter now needs staining during the next village clean up.

School Parking

Now that school has returned, I will shortly be in contact with the headteacher about parking with a view to revisiting parking arrangements as previously discussed.

Village Design Statement

With respect to the Village Design Statement, there has been a change of roles within SDNP and we have recently received an update on the proposal we sent through, I need to arrange a time with Tony to go through these recommendations and push on with our statement.

Jeremy Rigby

The Leys Parking Project

The civil works were completed to schedule during the summer holidays and it is now fully operational. A minor adaptation was made to allow for some overhang of the front kerb by longer vehicles. It has been completed to the agreed cost of £37,194.47. The invoice will be paid at the end of September. The parish contribution has been £34.47 so far.

It is important to note however that the £21,000 Rees Jeffrey's Fund was in response to a statement by the PC in June 2022 that the parking project included provision of cycle racks and EV charging. The £21,000 grant has been paid on the basis that these will still be provided before the end of 2024. It is recommended that bicycle racks be procured and fitted opposite the Village Hall at a cost between £150-£350. It will be helpful to get re-assurance of the timeline for when the Connected Kerb EV, for which Singleton has registered, is likely to be installed.

The final part of this project is the planting of trees that will be provided by SDNPA in autumn. Some will be planted to discourage cars parking on the verge, the remainder alongside the new path. A call for volunteers to help with the planting will go out when dates for delivery are known.

School Layby parking.

It is proposed that hardened parking be provided along the verge to the east of the layby, alongside the school playing field. There is space for about 60m of parking. The trees and bushes are just over 2.4m from the kerb allowing space for vehicles parked parallel to the road. Initial discussions have been held with WSCC Highways which is supportive in principle but will need to see a final design before confirmation. Options vary between extending a full tarmaced layby for the length or retaining the kerb as it is but with a hardened verge using concrete block pavers that will support the cars, protecting the ground and can still have grass growing through to retain the aesthetics. It may be considered necessary to have angled kerb stones to ease vehicle access. Concrete block pavers will cost in the region of £30,000 plus VAT. The next step is get more detailed and costed designs. In the first instance Landbuild is being approached given the arrangements that they already have with WSCC. Given that this parking is almost exclusively for the benefit of the school parents, the school / Diocese will be invited to consider contributions as well as SDNPA that advertises parking in the area for access to the Downs.

Centurion Way

Works on the pathway between West Dean and Wellhanger copse are well advanced. One of the conditions for opening the new section is improving the link between West Dean School and the Scout camp access to bypass the tunnel. This will be via the A286 footpath and the improvements needed are likely to be limited to ensuring that the path width meets a minimum of 1.5m width. Consultants will be surveying the path shortly to confirm the works needed to achieve this. SDNPA are confident that all works should be achieved to enable opening the new section by spring 2024.

As regards the longer term ambition of opening the West Dean tunnel, ecological surveys will complete this year. Viability studies, based on these findings will probably take most of 2024 and even then may not be deemed acceptable. If there is a viable solution that uses the tunnels, the complexity and cost mean that it will take several years to achieve and expectations should be managed.

For the section through Wellhanger Copse towards the South Downs Way, planning permission has been granted for the initial proposed route, however SDNPA are considering a change to move the route to follow a more defined track, avoid boggy land, be further from the properties and reduce the environmental impact. This would require a new planning application for that section and the PC will be consulted before any further submission. The clearance of trees that is underway includes removing dangerous and infected trees (ash dieback). The route generally follows the established routes or railway alignment and according to SDNPA there are very few significant trees impacted. Planning conditions require the restocking which will be substantial and leave the wood in a more bio diverse and resilient condition. There will be some visual impact initially but the condition and appearance of the wood should be improved in the longer term.

As regards a link from Singleton to the Hat Hill access SDNPA are actively looking and are open to options, however they cannot make a firm commitment at this time. The PC will be involved as they aspect evolves.

Sam Cox Maintenance

We held a successful village tidy up in July, my thanks to the 16 volunteers for giving up their mornings to assist. Whilst maintenance in a village setting requires a fine balance between leaving a village 'look' and not being totally overgrown, the look and feel of the village cannot be maintained without such help. We are planning another day in November, date tbc, but I would welcome input from all regarding areas we would collectively like to focus on.

EV charging

We have engaged with ConnectedKerb and WSCC with a view to inclusion in their wider EV/notability project. Meeting to follow up being arranged for the project team's return from leave. More to follow.

Pete Williams – No Report Submitted

Vivien Nuttall

Finance Report

Useable Funds in Current Account (12/09/23) £2,990.72

Accessibility Project Reserves held in Current Account - £37,158.54

Total in Current Account – £ 40,149.26

Balance in Savings Account – £7,028.55

Funds Received since 19/07/23

Maverick Corporation Donation - £100.00

VAT Refund - £7,459.63

Rees Jeffreys - £21,000

Private Donation for Playground - £25.00

Jeremy Hunt

Government new Government Grant Funding for defibrillators

West Sussex County Council is urging organisations including clubs and local community groups to apply for government funding that could help increase the number of potentially life-saving defibrillators across the county. Applications are now open for grants from the Department of Health and Social Care's **£1million Community Automated External Defibrillators Fund**. The fund aims to help save lives by increasing the number of automated external defibrillators (AEDs) in community spaces, where they are most needed. These include rural areas, places with high footfall and areas where there are vulnerable people. WSCC also supports and welcomes the initiative by central government to ensure all state-funded schools have at least one defibrillator, and highlighted they could be located at or near school gates to be accessible to the general public too. Vital to helping someone who is in cardiac arrest survive, a defibrillator needs to be found as quickly as possible. For every minute it takes for the defibrillator to reach someone and deliver a shock, their chances of survival are lower. We are therefore urging organisations, including all schools, to register their defibrillators on **The Circuit**, the national defibrillator network available to the emergency services, so they can locate the nearest AED and signpost to it if needed in an emergency.

Guidance for businesses and business owners ahead of fire safety legislation change

I'm sure you are aware of the new fire safety legislation that comes into effect from 1st October, which includes new duties for businesses and buildings owners, including those responsible for Village Halls. However, I thought I would just reference this guidance in case you weren't aware and, as it also applies to residential properties that are let out, I thought your residents might be interested to see this latest information we have issued.

Changes to this legislation have been introduced through the Building Safety Act 2022, and represent the next phase of the Government's fire safety reform programme.

Just in case you are not familiar with the changes under the legislation, they include:

- Responsible persons will need to record both fire risk assessments and fire safety arrangements in full, regardless of the size or purpose of the business or premises
- Enhanced requirements for cooperation and coordination between responsible persons in premises where more than one is present
- Provision of information to residents setting out the risks from fire within their building and the fire safety measures provided to keep them safe (Residential buildings)

To help businesses and property owners prepare for the legislation WSFRS will be holding some free online Q&A sessions to explain the new legislation and answer any questions. To attend one of the sessions please book using the links below:

- [Monday 18 September, 1pm – 1.30pm](#)
- [Wednesday 20 September 5.15pm - 5.45pm](#)

You can read more about the changes on [WSFRS's website](#).

Performance and Finance Scrutiny Meeting - 7th September

The Performance and Finance Scrutiny Committee met last week to scrutinise the following papers:

- ***End of June 2023 (Quarter 1) Quarterly Performance and Resources Report*** - A report by the Chief Executive and Director of Finance and Support Services setting out the corporate performance, finance, workforce, risk and capital programme positions as at the end of June 2023.
- **Update on Council Plan and Medium Term Financial Strategy** - A report by the Director of Finance and Support Services setting out the planning process for updating the Council Plan and Medium Term Financial Strategy to support business and financial planning over the next five years.

As usual this meeting was webcast and a recording of the meeting is now available on our website. For those interested in understanding the many services the County Council provides - and the challenges we face - the full Q1 PRR report and the update report on our Council Plan and our MTFS are available at:

<https://westsussex.moderngov.co.uk/ieListDocuments.aspx?CId=165&MId=3412&Ver=4>

A new multi-million-pound state-of-the-art fire training centre and fire station opens in Horsham.

This brand new, state of the art fire station, which became operational in July is the first of its type in the county. This purpose-built training centre and fire station represents significant investment from the county council, and the site has been designed to keep firefighters safe and prepared for incidents of any scale for many decades to come. Making the best use of resources is a key priority within our [Council Plan \(link\)](#), and this investment provides the West Sussex Fire & Rescue Service with the best possible facilities to help keep our residents as safe as possible.

The training centre has also been designed to support the county council's aims to become carbon neutral with features including:

- a live fire training facility that emits smoke back into the environment as clean air
- solar panels and electric vehicle charging points

- air source heat pumps that provide heating.

The new centre, [Named Platinum House](#) (*link*) has completely modernised the way in which we train our existing and future firefighters. It's enabled us to simulate more than 50 different emergency situations, so our firefighters can prepare and train to respond to a greater range of scenarios without having to travel outside West Sussex. The facilities have been built with a core focus on health, safety and wellbeing, and these requirements mean the site will be fit-for-purpose for future generations of firefighters.

Introducing "Book-a-bus" - the new flexible transport option for rural areas in West Sussex.

Travelling around parts of the county is now easier following the introduction of "Book-a-Bus", a new flexible and on-demand bus service recently launched by West Sussex County Council. "Book-a-Bus" now serves the rural areas between Chichester to Petworth and North Petworth - areas that previously had limited or no traditional bus services available. The service operates within set zones and offers to pick-up passengers in convenient locations when they need it, all for the same price as a standard bus fare. Fares are currently capped at £2 per trip until October 2023, thereafter £2.50 per trip until November 2024. With no conventional timetable or routes, the service operates on bookings received via the "Ride Pingo" app or by phone. Drop-off points with onward connections to travel by bus or train are also included within the service zone to ensure ease of onward travel.

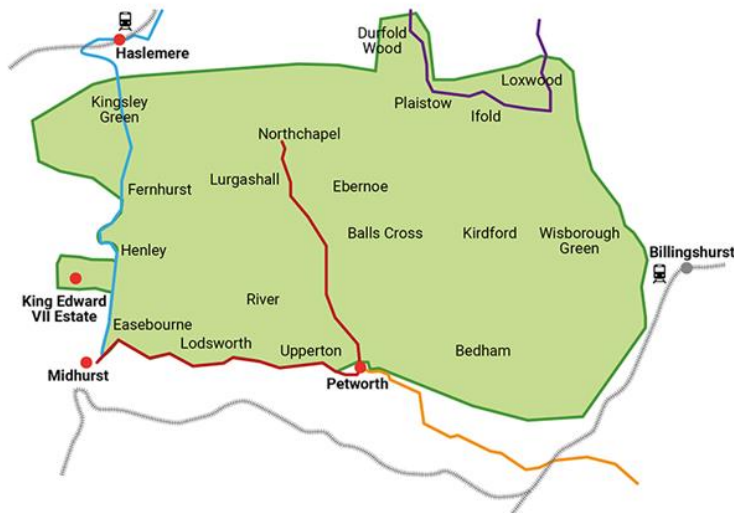
Introducing Zone 1: The "99 Semi Flex" and "99 Flex"



Operated by Compass Travel, this zone serves the rural area between Chichester and Petworth. There are two types of service available to passengers: the "99 Flex" is fully on-demand, while the existing "99 Semi Flex" service incorporates some fixed stops, can deviate within pre-defined areas

and can be booked seven days in advance. I note that there is one designated stop in Westhampnett (for details follow the link below)

Introducing Zone 2: The “98 Flex”



The second zone introduced under the “Book-a-Bus” service is the “98 Flex”, which covers the rural area to the north of Petworth. Operated by Community Transport Sussex, the “98 Flex” is an on-demand service that has no fixed timetable or route. The “Book-a-Bus” service is part of our [Bus Service Improvement Plan](#), a county council initiative, following a successful bid to the Department of Transport (DfT), which secured £17.4 million from central government to boost bus travel. The new service is part of a [series of initiatives](#) to make it easier and more attractive for residents and visitors to travel by bus.

To “Book-a-Bus”, residents need to download the “Ride Pingo” app or call our call centre on 01243 858854. Bookings for the fully flexible service can be made for up to five passengers per trip, subject to availability. Anyone can use the service, anytime between 7am to 7pm, Monday to Saturday excluding Bank Holidays. For more information on “Book-a-Bus”, visit westsussex.gov.uk/book-a-bus.

Local Issues.

Town Lane - Speed Limit extension.

I have had no further update, but if I get one before tomorrow I will update you at the meeting.
(Late update: Consultation demonstrated overwhelming support and the scheme should be implemented in next 6 – 8 weeks)

The Leys Car Park

I am delighted to see that this project has been completed. I hope the parish are pleased with the outcome.

Communities Highways Project

I had an update at the end of August saying that this project would be going out to contractor procurement in September, with construction scheduled for 2024/25.

Henry Potter

Further to my comment at July's meeting, the Council has published a Supplementary Planning Document for a six week public consultation period beginning on 23rd September. This document gives details of the need for more funding towards mitigating the impact of future development on the unacceptable traffic issues with the A 27. In a nutshell, the SPD published in 2016 to support the 2014-29 Local Plan, which is now nearing the end of a review, raised sufficient funding to improve the Portfield roundabout and the removal of Oving traffic lights, these have been completed at a cost of £11.17 million from Developer contributions. However the planned improvements to the Fishbourne, Stockbridge, Wyke and the Bognor roundabouts, which have been agreed with National Highways, have a estimated cost of between £86.14 and £126.11 MILLION!! Subsequently the new charge to developers of new housing which will further impact on the A27 congestion is suggested at £3,049 per bedroom. 3 bedroom home will attract a fee of £9,147. experience tells me that developers won't pay this and reduce their profits, it will simply be added to the selling price of the house, just as Community Infrastructure Levy did. I dare say there will be much resentment to come from the building industry on this matter during the consultation period.

Another decision made by the Cabinet is the implementation of the Public Spaces Protection Order-Dog Control 2023 which is such a lengthy document it is best read on the CDC website. It includes fouling of land by dogs, dogs on leads by direction and the exclusion of dogs from "Restricted Areas" all detailed in attached maps. Many of the areas highlighted are CDC owned or managed, others are foreshore areas but there are no areas included within The Goodwood Ward Parishes. This doesn't mean though, that the new directives don't apply, generally they must be adhered to, everywhere.

Finally, to continue with the "Trees outside Woodlands" project the Council will agree to accept Government funding of £120,000 per year 23/24 and again in 24/25. This will enable anyone to apply for more tree saplings to plant as we did last year. Those that were planted in various places throughout some Parishes seem to be doing quite well with about a 40% failure rate. This is fairly consistent with other Authorities which took part in the scheme and I hope we can repeat this in January and February next year. I have actually raised at least six saplings from seeds in my garden this year and look forward to moving them out as well in the spring.

The latest update from the SDNPA regarding the progress of the Centurion Way extension isn't very encouraging I'm afraid, there are still a number of hurdles to be overcome not least of which is future funding for the required works. I do know that the proposed deviation through the woods on Cucumber Farm is of great concern and yet to be resolved. Any further information from the new CDC representative on the Park membership is lacking. The latest update we've seen was as a result of my request for it.