



Meeting Wednesday 15th March 1917

Present (Members):-

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| • Andrew Swayne | AS | Chair |
| • Clive Burghard | CB | Lancing Parish Council |
| • Audrey Old | AO | Lancing and Sompting Residents Association |
| • Maurice Pitchford | MP | Shoreham Beach Residents Association |
| • Jonathan Candelon | JC | MD BCAL |
| • John Davies | JD | Rotary wing users (Helifly) |
| • Mark Milling | MM | Lancing College |
| • Tim Dray | TD | Ricardo |
| • James Scott | JS | ICG Longbow |
| • Chris Drew | CD | West Beach Residents Association |
| • James Latham | JL | SATCO, BCAL – Guest |
| • Robin Williams | RW | DEP SATCO, BCAL - Guest |

In attendance (supporting officers)

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| • Christine Smith | CS | Secretary |
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1. Apologies from:-

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| • Emma Evans | EE | Adur District Council |
| • Richard Heywood | RH | SAOTA |
| • Ben Daines | BD | Adur and Worthing Councils |
| • James Crabbe | JC2 | Fixed Wing users (Sussex Flying Club) |
| • Barry Smith | BS | WSCC |
| • David Thurgood | DT | Administrator - Menzies |

2. Minutes of last meeting:-

Minutes of the last meeting held on 9th November 2016, having been previously circulated, were agreed that they were a true and correct record of that meeting.

3. Matters arising (not covered elsewhere):-

Membership – AS reported that the member for Brighton & Hove Council will change.

4. Reports on current airport activities

a. **Section 52 report** – JC reported that the figures showed that aircraft movements were well below the thresholds set and the airport management were happy with them.

b. **Airport manager's report** – JC told the committee that instrument approaches will be in the next item. He then introduced Robin Williams, the Deputy Senior Air Traffic Controller.

c. Instrument Approach Consultation - RW reported that the new instrument approach will not change the size of aircraft using the airport. He added that there was a copy of the consultation document in front of every committee member for reference purposes. The new plans need a further holding pattern so, under CAA rules, we have to have a consultation. JL told the meeting that this new system only affects aircraft flying IFR (Instrument Flight Rules) and that 95% of our aircraft movements are VFR (Visual Flight Rules). He added that there was a graph on page 7 of the consultation document showing this. AS asked if more aircraft will be fitted with this new system as the price comes down and JL replied that it will be a small percentage, maybe 10-12% within 5 years. RW continued, saying that noise effects had to be considered but are not likely to change. Also that the Consultation period started on 23 February 2017 will end on 18 May 2017. All replies so far have been positive. AS stated that the holding area over the sea as well as over the airport is a positive. RW told the meeting that the airport will be supplying better information to pilots. MP stated that he had no comment to make but that it all looked good. And CD said that he thought it would be a vast improvement as aircraft will be at a higher level than at present. AS told RW that the Committee supports this plan and wishes the airport success.

d. Property Report including the Terminal and hangar refurbishment – JS reported that he is in contact with contractors regarding the Municipal Hangar and that work will hopefully start in 6 months. He added that letting activity and signage is to be improved. There was then a discussion about litter on the site and JS told the meeting that tenants don't want to pay for it to be cleared but added that when the tidal walls have been completed there will be nowhere to fly-tip. He also stated that Cecil Pashley Way was a private road but not respected as such. In a recent survey, conducted by the landlords, it was found that 40% of the traffic using the airport road were not airport related. He added that they were addressing what they can but have to be cost-effective. He finished by saying that the administration was well-funded as ICG Longbow were funding it.

e. AAIB report – JC told the meeting that the report is now in the public domain. He added that the AAIB don't apportion blame. AS stated that Section 3 of the report was important as it gave conclusions and the overall picture. JC told the meeting that the interested members should read it all. AS commented that it was a very thorough piece of work. MM asked JC what the airport's position was with regard to future airshows. JC replied that the airport is not interested in airshows, that we are an airport operating company and that there were many complexities. AS told the meeting that we must watch what happens with other bodies and if there is a proposition for an airshow, there will be a consultation but until that time, there won't be. JC then told the members that as an airport operator, we are not currently considering it.

5. Complaints – JC explained that there were 2 aerobatic-related complaints but we have no way of knowing if the aircraft took off from here. JD said that in the light of a couple of helicopter-related complaints, he had had a chat with the helicopter operators at the airport and told them to use the whole circuit rather than cutting corners. He reported that discussions were on-going.

6. Progress on matters of interest to the committee –

a. Adur Local Plan update – AS reported that the examination of the plan in public is ongoing. To look at the Inspector's the questions and issues regarding the plan, please follow this link <https://www.adur-worthing.gov.uk/media/media,143215,en.pdf> AS added that the plan should be adopted at some point in the summer. Two planning applications are expected :

- IKEA/New Monk Farm/traffic improvements
- Outline for the development land in NE corner of the airport

Various technical reports are being prepared to support the applications. There will be a public consultation on the planning applications and community groups and the general public will be involved. He said he wished to invite the parties involved to our July meeting for an update. There are to be 600 new houses on New Monks Farm and the commercial space to the north is for the IKEA store. He added that we have to work from the local plan and there are critical issues

regarding traffic. MM commented that the IKEA store is a huge change and he is very worried about pedestrian/horse/cycle issues. AS stated that there is a case for a pedestrian/cyclist subway where the current traffic lights are situated. JC told the committee that developments will not disrupt the airport and that helicopter routes are being looked at. JD said that a clause should be added to the contracts of buyers of the new houses that they should be a friend to the airport. JL reported that a Noise Report will be issued regarding helicopters and JC added that we are working on that as helicopters are very important to the airport.

Appendix to the above:-

Transport Briefing Note (provided by the developers)

“Adur District Council has been developing their emerging Local Plan over the last three years with early input provided through various consultations with key stakeholders, including WSCC and Highways England as the Highway Authorities. As with all Local Authorities, they are required to demonstrate how they will meet their local housing and employment targets based on an Objectively Assessed Needs (OAN) assessment.

To meet the OAN, Adur have allocated land at Sompting and New Monks Farm for residential development, and sites at New Monks Farm and Shoreham Airport for employment uses. These allocations have been in the emerging plan over the development period. As noted, Adur have regularly consulted publicly on these proposals, with amendments published to the Plan where necessary at key stages.

In order to assess the impact of traffic movements associated with proposed Local Plan development, both WSCC and Highways England have carried out a strategic, area-wide modelling exercise (including the A27) and have identified a number of improvements at key junctions. The cost of these improvements has been included within an Infrastructure Delivery Plan (IDP), which forms part of the Local Plan, and it is proposed that the cost of the improvements is secured by proportionate contributions from developers of each of the sites. For clarity, the modelling exercise concluded that the levels of development promoted through the emerging Local Plan could be accommodated in terms of the traffic impacts.

On the basis that funding is secured for the infrastructure improvements, neither WSCC or HE has raised any objection to the emerging Local Plan, and raised no issues with the Inspector at the recent Examination in Public of the Local Plan.

The impact of the latest development proposals for New Monks Farm, must therefore be considered against this backdrop.

The latest New Monks Farm proposals include 600 dwellings, as per the Local Plan, and an IKEA which will provide an alternative form of employment generating use to a possible B1 office or B2 industrial warehouse use which was included in the strategic, area-wide modelling exercise previously discussed. The data provided by our traffic consultants who work on IKEA developments all over the country, and were also the traffic consultants who very accurately predicted the traffic impact of the Amex, shows that the impact of an IKEA development on this site can be summarised as follows:

In the AM morning peak, the Proposed NMF development traffic flows will be less than the Local Plan NMF development traffic flows. This is because people do not shop at IKEA [between 7.00 am and 9.00 am](#) in the morning. In addition, staff who work at IKEA are often recruited locally, further limiting traffic impact in the peak hour, and IKEA will implement a travel plan promoting sustainable modes over single occupancy car use.

In the PM evening peak, the traffic flows on the A27 with an IKEA are predicted to be less than 1% higher than the traffic flows on the A27 with Local Plan NMF development. It should be noted that the traditional commuter evening peak does not coincide with IKEA peak trip activity and some trips already passing along the A27 may drop in on their way home.

The main increases in traffic flows occur at weekends but it should be noted that this is at the time when traffic flows on the A27 are approximately 70% of the AM or PM weekday peak flows.

During the development of the Local Plan, and during the course of the preparation of the planning application, there have been extensive discussions with WSCC and Highways England in the form of a Transport Steering Group. This included various discussions about the overall access strategy, with detailed discussions relating to the design of the new junction on the A27 which is proposed to be located centrally between the Airport and New Monks Farm. As part of the overall access strategy, Highways England have indicated that, in principle, they are happy with the proposals subject to the normal Safety Audit procedures and full consideration of a Traffic Impact Assessment as part of the planning application process.”

b Local Growth Fund Future Rounds – As reported that funding has been won for 2 sites in Worthing and to contribute to the New Monks farm Traffic improvements. Very good business cases are being put forward for these and future rounds

c. A27 – As told the meeting that Highways England (HE) consultations regarding the Lancing and Worthing schemes will continue until 2018, with the summer of 2017 being the first round where options will be presented. MPs involved had to ensure that funding is in place and possibly increased depending on proposed solutions. He added that the Chichester scheme had been scrapped but that the Arundel scheme would continue. The MPs Tim Laughton and Peter Bottomley are involved.

d. Aviation Policy – Barry Smith not present.

e & f. Adur Tidal Walls update and operational challenges with the construction of the tidal walls - JS told the meeting that he and JC had a meeting the following day with the Environment Agency (EA) and the council. The EA are currently reporting 110 lorries per day (weather dependant) in a window from April – October. There is a water pipe east of Cecil Pashley Way that needs re-locating so the sea wall will hopefully happen next year. He added that the number of lorries will be issued tomorrow. JC commented that the trucks are an issue for the airport and the airport estate. JS said that there is a possibility of a footpath on top of the sea wall. Investigations are on-going as to how this is going to happen.

g. Proposal to update the Section 52 agreement - BD sent his apologies and JC told the committee that he had been aiming for these proposals to happen 12 months ago but has heard nothing. – **Action BD**

7. Future events at the airport -

a. Wildlife 2017 - JC confirmed that the Wildlife Festival will take place on 9 & 10 June 2017. Start time is 2 pm on both days but that he expects some people to arrive after work on the Friday. MM said that he had issues with the Friday and would like some funds towards Security

b. Other Events – No questions regarding other events.

8. AOB - None

9. Proposed future dates for Consultative Committee meetings – all 1415 for 1430

Wednesday 12 July 2017

Wednesday 8 November 2017

AS said that we will keep to the upcoming dates unless circumstances change.