

<b>Subject:</b>	<b>Historic road scheme affecting land at A259 Wellington Road</b>		
<b>Date of Meeting:</b>	<b>25 June 2019</b>		
<b>Report of:</b>	<b>Executive Director, Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Andrew Renaut</b>	<b>Tel: 01273 292477</b>
	<b>Email:</b>	<b>andrew.renaut@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>South Portslade, Wish</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 A section of land, which is in the ownership of the city council and adjacent to the A259 (Wellington Road) between Church Road/Trafalgar Road and St Leonard's Avenue, is included in an historic road widening scheme. This report describes the wider context associated with this section of the A259 and this scheme and recommends its rescission.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee agrees that the road widening scheme approved in 1982 by East Sussex County Council for the A259 Wellington Road between Church Road/Trafalgar Road and St Leonard's Avenue, shown in Appendix 1 of this report, be rescinded; and
- 2.2 That the Committee requests that any land affected by the 1982 scheme be retained for future highway and environmental proposals associated with the Shoreham Harbour Joint Area Action Plan and Transport Strategy unless declared surplus by the relevant holding committee; and
- 2.3 That the Committee requests that the Executive Director notifies West Sussex County and Adur District Councils and the adjacent owners or occupants of the affected properties of the committee's decision to rescind the scheme and ensures that council records are amended accordingly.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The scheme was designed by the previous Highway Authority (East Sussex County Council) and was approved by its Highways & Transportation Committee on 23rd March 1982. The scheme transferred to this council in 1997 as part of Local Government Reorganisation, and is shown in Appendix 1 of this report. It includes land and properties on the northern side of the A259 footway, of which the majority (but not all) are in the ownership of the council, and are the responsibility of either this committee or the Policy, Resources & Growth Committee, as shown in Appendix 2 of this report.

- 3.2 The planning policy context in this area relates to Policy DA8 in the council's adopted City Plan Part 1 (2016) and the Shoreham Harbour Joint Area Action Plan [JAAP] and its associated Transport Strategy [TS], which set out the strategic vision for this key development area, including future provision of sustainable transport schemes along this stretch of the A259, which is a priority corridor. The 1982 scheme includes an area of land which is identified within the Shoreham Harbour JAAP as a Green Corridor (Policies SH7 - Natural environment, biodiversity and green infrastructure, and CA3 - North Quayside and South Portslade), as shown in Appendix 3 of this report.
- 3.3 The JAAP was submitted as part of the documents and evidence for an Examination in Public [EiP] by an Independent Inspector, which took place in 2018, and further public consultation on the Proposed Main Modifications was completed in March 2019. The next planned stage will be for the council's Tourism, Development & Culture Committee to consider the outcome of the EiP at its September 2019 meeting and seek approval for the formal adoption of the Plan at full Council in October 2019. West Sussex County Council [WSCC] is also developing proposals for cycling and walking improvements for the A259 in this area, based on the principles established within the Shoreham Harbour JAAP and TS.
- 3.4 The JAAP policies aim to enhance green infrastructure and improve landscaping and secure improvements to the corridor which will include cycling facilities along the A259 and improvements to pedestrian and cycle crossing points. These will be developed jointly with West Sussex County Council and Adur District Council. The rescission of the historic road scheme will therefore strengthen the council's commitment to the delivery of the Shoreham Harbour JAAP objectives.
- 3.5 Traffic data show that the current average daily flow of vehicles on the A259 in this location is approximately 20,000 and this has been unchanged for over 10 years. This flow is considered to be below the design capacity for a road of this standard and, in recent years, a number of junctions in the city and West Sussex have been improved following an award of £5 million in 2009 following a bid to the Government's Community Infrastructure Fund [CIF] to support the Shoreham Harbour Regeneration Project. Improvements were achieved through the installation of technologically advanced 'intelligent' traffic management infrastructure such as traffic signals which can detect and respond to vehicle and people movements. It is therefore considered that a road widening scheme requiring compulsory purchase of land/property and involving significant landtake in this location would no longer be required to achieve any increase in capacity or safety for road-users.
- 3.6 On an adjacent site to the road scheme, the council is progressing a Joint Venture [JV] for the development of affordable homes across the city in partnership with Hyde Housing as an RSL (Registered Social Landlord). An area of land within the boundary of the approved 1982 road scheme, between Camden Street and Station Road, has been identified as part of a site that is included within the JV and is required for the redevelopment proposal. The site includes the former Belgrave Centre and ISU store at Clarendon Place in South Portslade, just north of the A259. Authority to dispose of this former Adult Social Care site was granted consent by Policy Resources & Growth Committee on 13 September 2017, as shown in the red line plan in Appendix 4 of this report.

- 3.7 Officers have therefore reviewed the historic scheme and concluded that it can be rescinded in order to enable the JV housing development to be progressed, and without affecting the principle of fulfilling the objectives of the Shoreham Harbour JAAP. The historic road scheme is not included in the council's approved Local Transport Plan capital programme for 2019/20 or any indicative future transport investment programme. Nor is it referred to in the current Local Transport Plan, published in 2015. There is no scheme to widen Wellington Road included in the adopted City Plan Part 1 (2016) and its Infrastructure Delivery Plan, and nor is it included in the draft City Plan Part 2 or the Shoreham Harbour JAAP. The council therefore has no immediate, or approved, plans to undertake any significant improvement schemes (including road widening) in Wellington Road.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The alternative to not rescinding the historic road scheme would be to retain the scheme and the land included within it. This may hinder the planned, future delivery of the Shoreham Harbour JAAP objectives and the potential development of the Belgrave Centre site, both of which will provide vital regeneration for this area of the city and contribute towards meeting housing targets. Any future proposals to change the highway layout of the A259 in this location, for example in line with proposals being developed by WSCC, would need to be tested based on current information and design guidance and are considered likely to be achievable without reference to, or the need for, the historic road scheme.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 There has been no specific consultation or engagement regarding the rescission of this road scheme, and there have been no known representations made to it during the consultations on the City Plan and Shoreham Harbour JAAP which have resulted in references to, or consideration of, it. However, the views of ward members have been sought and none of the three responses received to date indicate any objection to the proposed rescission of the scheme.

#### **6. CONCLUSION**

- 6.1 Based on the reasons set out in section 3 of this report regarding the current planning policy framework, traffic flows and future plans to deliver additional housing in the local area, it is not considered necessary to retain the historic road scheme and therefore the Committee is recommended to rescind the approved, scheme, and to enable any land which is within the council's control to be retained in order to enable the delivery of a number of other objectives within the Shoreham Harbour Regeneration Area.

#### **7. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 7.1 The direct financial implications of the report recommendations relate to officer time, which will be met from within existing revenue budgets within the City Transport service.

- 7.2 The financial implications of the Shoreham Harbour JAAP and the Transport Strategy will be detailed in separate committee reports. Any capital expenditure will be subject to Policy, Resources & Growth Committee approval as part of the Targeted Budget Monitoring (TBM) process.

*Finance Officer Consulted: Gemma Jackson*

*Date: 28/05/19*

Legal Implications:

- 7.3 Approved highway schemes are recorded on the highway terrier and on the local land charges register. In such circumstances, there is a possibility that the council may be served a blight notice by an affected property owner, and if proved to be valid, the council would incur costs in acquiring the property. Highway schemes will be registered in the Local Land Charges Register maintained by the Council thereby serving as notice to prospective purchasers of properties affected.
- 7.4 A decision to rescind this historic scheme will be followed by the necessary formal processes, involving the council's Legal and Property & Design Teams.

*Lawyer Consulted: Stephanie Stammers*

*Date: 28 May 2019*

Equalities Implications:

- 7.5 No Equality Impact Assessment has been undertaken with respect to this recommended decision, as it is not considered to be necessary.

Sustainability Implications:

- 7.6 There are no direct sustainability implications associated with the proposed rescission of this scheme, however it will enable the future delivery of the Shoreham Harbour JAAP Green Corridor.

Any Other Significant Implications:

- 7.7 There are no direct crime and disorder, risk and opportunity management and public health implications associated with this report. Any corporate or citywide implications are addressed within other sections of this report.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Historic plan of approved A259 Wellington Road Scheme
2. Council land ownership plan
3. Extract from Shoreham Harbour JAAP Policy CA3
4. Outline of former Belgrave Day Centre site

### **Background Documents**

1. Approved City Plan Part 1 (2016)
2. City Plan Infrastructure Delivery Plan (2017)
3. Draft City Plan Part 2 (2018)
4. Proposed Submission Shoreham Harbour JAAP (2017) and Transport Strategy (2016)
5. Local Transport Plan (2015)

