27th May 2010

ELECTRIC STORM YOUTH PROJECT, LANCING
Minutes of a meeting held at the former Freshbrook site on 26th May 2010

Present:

PT	Peter Thomson	Electric Storm Youth Project
KC	Keith Comins	West Sussex County Council
DK	Derek Kemp	CPL Chartered Architects

1. The meeting was convened to try and obtain guidance on highway issues at an early stage in the design process with a view to confirming that reasonable access to a proposed site in the north east corner of the former Freshbrooks School would be possible.

2. PT and DK confirmed that an Options Study was in progress in order to confirm the brief which at present was still quite fluid. PT had produced some information for KC based on a similar project in Essex which gave some guidance on projected traffic levels and building usage. It was noted from this information that the building would be in use seven days a week, operating from 4 pm to 10 pm on weekdays, 10 am – 10 pm on Saturdays and on Sundays.

3. KC confirmed that a Travel Plan would be required to be submitted with any planning application and suggested that contact is made with Andy Mouland from WSCC Business Travel Advisory Service. He appreciated that the building use would fall between business and education use but felt that Andy would be able to provide useful guidance and send an advisory pack for further detailed investigation. He confirmed that encouraging children and all potential users to walk or cycle would be the main issue. PT noted that in the Essex project, approximately 90% of the users either walked, cycled or used skateboards to come to the project. That project also ran a Saturday theatre school which he felt made the overall situation appear to be not as high as it could be, because parents often dropped children off by car for this event. PT felt that only two staff members would be on duty at any one time but at weekends, because of the double shift pattern, numbers of staff would be doubled at change over times.

4. It was also noted that the Link College and Family Centre were both closed at weekends and during peak usage time for the proposed ESY Centre.

5. Good secure undercover cycle storage would be essential to encourage users to cycle.

6. A controlled pedestrian crossing was useful in slowing traffic approaching from the north and in providing shelter for vehicles to turn right into the grounds. KC believed this would be capable of accommodating a maximum of two cars waiting to turn into the site but suggested that it would be good to contact Barry Candy (the Local Highways Manager, based at the Clapham depot) as he would be able to give firm guidance about any necessary amendments to existing road marking etc., and the legal basis this would require .

7. It was noted that there was a footpath link from the public car park accessible from North Road to the north west of the site which would be useful to explore with the LA and existing site users.

8. While the site access had some potential problems to be overcome, KC did not believe that this would prejudice the development for ESY use and confirmed in his opinion these could be overcome.

Distribution
All present