



10th September 2019

Notice is hereby given that there will be a meeting of the **PLANNING AND TRANSPORTATION COMMITTEE** held in the **NEW MILLENNIUM CHAMBER, MANOR HOUSE, CHURCH STREET, LITTLEHAMPTON** on **MONDAY 16TH SEPTEMBER 2019** at **6.30PM** to consider matters set out in the following Agenda.

Committee: Cllrs C Blanchard-Cooper
(Chair), Chace, Long, Molloy
and Tandy

PETER HERBERT

Town Clerk

AGENDA

2019/2020

1. EVACUATION PROCEDURES

2. FILMING OF COUNCIL MEETINGS, USE OF SOCIAL MEDIA AND MOBILE PHONES

During this meeting, the public are allowed to film the Committee and officers only from the front of the public gallery, providing it does not disrupt the meeting. Any items in the Exempt Part of an agenda cannot be filmed. If another member of the public objects to being recorded, the person(s) filming must stop doing so until that member of the public has finished speaking. The use of social media is permitted but all members of the public are requested to switch their mobile devices to silent for the duration of the meeting.

3. APOLOGIES

4. DECLARATIONS OF INTEREST

Members and Officers are reminded to make any declaration of disclosable pecuniary or personal and/or prejudicial interests that they may have in relation to items on this Agenda.

You should declare your interest by stating:

- (a) the item you have the interest in
- (b) whether it is a disclosable pecuniary interest, whereupon you will be taking no part in the discussions on that matter, or
- (c)
 - (i) whether it is a personal interest and the nature of the interest
 - (ii) whether it is also a prejudicial interest
 - (iii) If it is a prejudicial interest, whether you will be exercising your right to speak under PUBLIC FORUM

It is recorded in the register of interests that:

- Cllr C Blanchard-Cooper is a Member of Arun District Council

These interests only need to be declared at the meeting if there is an agenda item to which they relate

5. MINUTES

To confirm the Minutes of the meeting held on 19th August 2019, circulated herewith (pages 3 - 11). In accordance with the Town Councils' Standing Orders, Section 9 (a), Members are reminded that no discussion of the draft minutes of a preceding meeting shall take place except in relation to their accuracy.

6. CHAIR'S REPORT AND URGENT ITEMS

7. PUBLIC FORUM

Members of the public are invited to ask questions or raise issues which are relevant and are the concern of this committee. A period of 15 minutes is allocated for this purpose. If possible, notice of intention to address the Committee should be given to the Clerk by noon of the day of the meeting.

8. PLANNING AND OTHER ARUN DISTRICT COUNCIL MATTERS

8.1 Planning Applications – Lists 34,35,36 and 37 if available. (Pages 12 - 13)

9. TRANSPORTATION AND OTHER WEST SUSSEX COUNTY COUNCIL MATTERS

9.1 A27 Arundel Bypass Update - to note the following:

(a) The consultation is now open and details of options can be viewed at: <https://highwaysengland.co.uk/projects/a27-arundel-improvement/> and attached (pages 14 - 45)

(The Committee will be considering its response at the October meeting).

(b) The Chair of the Committee has accepted an invitation to attend the Elected Representatives' Forum on 26 September 2019. This Forum was established by Highways England as forum for them to engage with the areas most impacted by the proposed Bypass.

9.2 Application for a Definitive Map Modification Order – application attached for consideration (pages 46 - 47)

9.3 Electric Vehicle Strategy Consultation – to consider and Comment upon the consultation see the summary note from the County Council (pages 48 - 49). The consultation can be viewed at: <https://haveyoursay.westsussex.gov.uk/energy-waste-and-environment/draft-electric-vehicle-strategy/>

9.4 A Vision for the Arun Valley – to note the report from the Arun Valley Vision Group (previously circulated and can be found at <https://www.avvg.co.uk>) and the Executive Summary attached (pages 50 - 52).

10. TOWN COUNCIL PRIORITIES 2019-2023- Report Attached (pages 53 - 65)

11. MASTERPLAN – NORTH LITTLEHAMPTON

12. EXEMPT BUSINESS

It is RECOMMENDED that:

The public and accredited representatives of the press be excluded from the Meeting under Section 100 Local Government Act 1972 due to the confidential nature of the business to be conducted.

MINUTES of a MEETING of the PLANNING AND TRANSPORTATION COMMITTEE held in the NEW MILLENNIUM CHAMBER, MANOR HOUSE, CHURCH STREET, LITTLEHAMPTON on MONDAY 19TH AUGUST 2019 at 6.30PM

Present: Cllrs Chace (Chair), Long and Tandy

2019/2020

35. EVACUATION PROCEDURES

The evacuation procedures were noted.

36. FILMING OF COUNCIL MEETINGS USE OF SOCIAL MEDIA AND MOBILE PHONES

The procedures were noted.

36. APOLOGIES

There were apologies from Councillors C Blanchard-Cooper and Molloy.

37. DECLARATIONS OF INTEREST

Members and Officers were reminded to make any declarations of disclosable pecuniary or personal and/or prejudicial interests that they might have in relation to items on the Agenda. The standing declarations were noted, and no further declarations were made.

38. MINUTES

The Minutes of the meeting held on 22nd July 2019, (previously circulated), were confirmed as a true record and signed by the Chair.

39. CHAIR'S REPORT AND URGENT ITEMS

39.1 A27 Arundel Bypass further Consultation

The Committee received (copy attached to the minutes) notification from Highways England regarding the A27 Arundel Bypass. Further consultation would be held between Friday 30th August until Thursday 24th October 2019. It was noted that a public exhibition event would be held at Manor house on Tuesday 1st October. It was **RESOLVED** that:

The update be noted

39.2 Planning Application LU/3/19/PL- Empty Supermarket Premises Avon Road (Former Waitrose Site)

It was reported that this planning application had been refused by Arun District Council. The Local Planning Authority had also indicated its willingness to work with the applicant in respect of any future proposals. In view of the local interest in the site, this would be monitored. It was therefore **RESOLVED** that:

The decision be noted.

40. PUBLIC FORUM

There were two members of the public present.

- 40.1** Mr Ellis addressed the Committee on the following matters.
- 40.2** Commenting on the decision regarding the Waitrose application, and in his role as chairman of the Littlehampton Heritage Group, Mr Ellis stated that the Group would also be closely monitoring any future plans that may come forward to develop the site.
- 40.3** Regarding the Arun District Council Statement of Licensing Policy, Mr Ellis made the following points. Firstly, he was concerned that the licensing charge imposed by West Sussex County Council of £520 for placing tables and chairs outside premises was too high, particularly for new businesses in local town centres. He stated that this activity made the high street a nicer place and suggested that it might be fairer if the charge was implemented on a sliding scale basis. He therefore urged the Committee to consider writing to the County Council on this matter. He also sought clarification regarding charges if the retailer owned part of the pavement at the front of their premises. In addition, regarding section 7 of the draft policy relating to employment characteristics, Mr Ellis suggested that employment within the care home sector should also be recognised.
- 40.4** Regarding the Gaming License application at the former Bunes premises in the high street, he suggested that the Licensing Policy section 21.2 regarding licensing objectives could be a reason to object. The chairman thanked Mr Ellis for his comments which were noted should a planning application come forward in the future.
- 40.5** Regarding the matters raised by Mr Ellis in connection with the District Councils draft statement on their Licensing Policy, it was noted that the placing of table and chairs outside retail premises was not a licensable activity and it was agreed that clarification be sought from the County Council on the matter of these charges. His comments regarding the draft policy were otherwise noted by the Committee and would be considered later in the meeting. It was therefore **RESOLVED** that:

Clarification be sought from the County Council regarding the pavement licensing charges queries

41. PLANNING AND OTHER DISTRICT COUNCIL MATTERS

41.1 Planning Applications – Lists 30, 31, 32 and 33

It was **RESOLVED** that:

*The representations of the Council
(appended to these Minutes as Appendix
1) be forwarded to Arun District Council.*

41.2 Arun District Council Consultation on the ‘Gypsy, Traveller and Travelling Showpeople Accommodation’

The Committee received details of this consultation which contained draft guidance on the District Councils’ requirements to meet the accommodation needs for these communities. It was **RESOLVED** that:

The consultation be noted.

42.3 Arun District Council Statement of Licensing Policy

The Committee received details of a draft policy which contained draft guidance regarding the District Councils licensing requirements. The committee endorsed the views expressed during the public forum session and it was **RESOLVED** that:

*The points set out in minutes 40.3 be
forwarded to Arun District Council*

**43. TRANSPORTATION AND WEST SUSSEX COUNTY COUNCIL
MATTERS**

There were none.

44. MASTERPLAN – NORTH LITTLEHAMPTON

There were none.

45. EXEMPT BUSINESS

There was none.

The meeting closed at 7:09pm.

CHAIR

From: A27 Arundel Bypass <A27ArundelBypass@highwaysengland.co.uk>

Sent: 16 August 2019 15:48

Subject: A27 Arundel public consultation event update (elected reps preview)

Dear Sir/Madam,

A27 Arundel Bypass further consultation: Have your say

As you may know, we are holding the further public consultation about the A27 Arundel Bypass scheme between **Friday 30 August and 11.59pm on Thursday 24 October 2019.**

I would like to invite you to a special exhibition preview of the consultation materials on **Friday 30 August** to explain the proposals before we open the exhibition to other stakeholders and the general public.

I hope you will be able to join us on Friday 30 August at the Cathedral Centre in Arundel, between 11.30am and 1pm.

We announced a preferred route known as Option 5Av3 last year, following public consultation in autumn 2017. We then began further developing the design as part of our work towards submitting a formal planning application. We discovered new information during the course of this work and, given the significant environmental sensitivities in the area, even relatively minor changes can have an important impact on overall route assessments. We therefore want to understand your views on the revised options for the scheme based on the latest available information, which we are presenting through this further consultation.

If you are unable to attend, we hope you can visit one of the other public consultation events. Letters about the further consultation will be going out to residents from Monday 19 August.

Public consultation event details:

| Date | Location | Address | Time |
|---------------------------|--|--|--------------------|
| Friday 30 August | Cathedral Centre | London Road, Arundel, BN18 9BA | 5.30pm- 8pm |
| Tuesday 10 September | The White Swan | Chichester Road, Arundel, BN18 0AD | 3.30pm - 8pm |
| Wednesday 11 September | Whiteways car park, South Downs National Park (our consultation van will be on-site) | Bury Hill, Houghton, BN18 9FD | 11am-1pm |
| Wednesday 11 September | Impulse Leisure Centre car park, Storrington (our consultation van will be on-site) | Spierbridge Road, Storrington, Pulborough, RH20 4PG | 3pm-6pm |
| Saturday 14 September | Fontwell Park Racecourse | Arundel Road, Fontwell, Arundel, BN18 0SY | 10.30am- 2.30pm |
| Thursday 19 September | Coronation Hall, Slindon | Reynold's Lane, Slindon, West Sussex, BN18 0QT | 2pm-8pm |
| Saturday 28 September | Walberton Village Hall | The Street, Walberton, Arundel, BN18 0PJ | 10am-5pm |
| Tuesday 1 October | Littlehampton Town Council – Manor House, Littlehampton | Manor House, Church Street, Littlehampton, BN17 5EW | 2pm-8pm |
| Tuesday 8 October | Mill Road car park, Arundel (our consultation van will be on-site) | Mill Road, Arundel, BN18 9PA | 11am-2pm |

| Date | Location | Address | Time |
|------------------------|-------------------|--------------------------------------|-------------|
| Saturday 12 October | Arundel Town Hall | Maltravers Street, Arundel, BN18 9AP | 10.30am-4pm |

In addition, we will be running four unstaffed exhibitions where people will be able to view some of the exhibition materials, and printed copies of the brochure and consultation response form:

| Date | Location | Address | Time |
|-------------------------------------|-------------------------------------|--|----------------------------|
| Monday 16 & Tuesday 17 September | Bognor Regis Town Hall | Clarence Road, Bognor Regis, PO21 1LD | During usual opening hours |
| Wednesday 25 September | Storrington Library | Ryecroft Lane, Storrington, Pulborough, RH20 4PA | 9.30pm-5.30pm |
| Wednesday 9 October | Yapton Village Hall | Main Road, Yapton, BN18 0ET | 10am-5.30pm |
| Monday 14 – Friday 18 October | Arun Civic Centre, Littlehampton | Maltravers Road, Littlehampton, BN17 5LF | During usual opening hours |

Printed copies of the brochure and consultation response form will be available during the consultation period from:

| Location | Address |
|-----------------------|--|
| Angmering Library | Arundel Road, Angmering, Littlehampton, BN16 4JS |
| Arundel Town Hall | Maltravers Street, Arundel, BN18 9AP |
| Arundel Library | Surrey Street, Arundel, BN18 9DT |
| Bognor Regis Library | 69 London Road, Bognor Regis, PO21 1DE |
| East Preston Library | The Street, East Preston, Littlehampton, BN16 1JJ |
| Littlehampton Library | Maltravers Road, Littlehampton, BN17 5NA |
| Rustington Library | Claigmar Road, Rustington, Littlehampton, BN16 2NL |

Online

From 30 August, key information about the proposals, including the consultation brochure, consultation response form and supporting information will also be available on the project website: www.highwaysengland.co.uk/a27arundel

How to respond

You can complete the consultation response form and:

- Submit it online at: www.highwaysengland.co.uk/a27arundel
- Post it to **Freepost A27 ARUNDEL** free of charge
- Return it to us at one of the consultation events

If you have any questions in advance of the preview exhibition, please don't hesitate to contact us on **0300 123 5000** or email:A27ArundelBypass@highwaysengland.co.uk

We hope to see you at the exhibition preview and hear from you via the consultation response form.

Yours faithfully,

Sophie Hartfield

Project Manager, A27 Arundel Bypass
07590 629271

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: <http://www.highwaysengland.co.uk>

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 19th August 2019
Representation on Lists 30, 31 and 32

Page 1 of 2

| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|----------------------|---------------------------|------------------------|---------------------|---|---|-----------------|
| 30 | River | MM | LU/222/19/L | Remedial works to install a new supporting beam at 1st floor level supported on a new vertical post from basement. The application may affect the character and appearance of the Littlehampton Conservation Area | 12 River Road Littlehampton BN17 5BN | No Objection |
| 31 | Brookfield | DC | LU/234/19/HH | Ground floor side and rear extension, first floor rear extension | Parkfield Worthing Road Littlehampton BN17 6JN | No Objection |
| 31 | Brookfield | DC | LU/232/19/HH | Single storey rear extension to form a bedroom and shower room | 81 Timberleys Littlehampton BN17 6QA | No Objection |
| 31 | River | MM | LU/211/19/PL | Replacement of two front windows with vertical sash double glazed PVCu units | Flat B 47 Arundel Road Littlehampton BN17 7BY | No Objection |
| 31 | Courtwick with Toddington | JL/FT | LU/221/19/PL | A temporary workshop building to be located on car park of main site. | The Bodyshop Norway Lane Wick Littlehampton BN17 6LS | No Objection |
| 31 | Wickbourne | TS | LU/236/19/HH | Single storey rear and side extension | 15 North Ham Road Littlehampton BN17 7AR | No Objection |

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 19th August 2019
Representation on Lists 30, 31 and 32

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| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|----------------------|---------------------------|------------------------|---------------------|---|--|-----------------|
| 32 | Courtwick with Toddington | JL/FT | LU/241/19/HH | Increased proposed depth of rear extension as approved under LU/121/19/HH | 3 Granary Way Littlehampton BN17 7QY | No Objection |
| 32 | Wick/ Wickbourne | TS | LU/240/19/PL | Change of use of part of car park to a beer garden. | Littlehampton Trades & Labour Club Wick Street Littlehampton BN17 7JH | No Objection |

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 19th August 2019
Representation on Lists 33

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| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|----------------------|-------------|------------------------|---------------------|--|---|-----------------|
| 33 | Beach | BBC/CBC | LU/242/19/HH | Single storey front extension, porch to front, single storey rear extension. Change of external finishes and addition of 2x balcony's to first floor. | 5 Reef Close Littlehampton BN17 6QG | No Objection |
| 33 | River | MM | LU/245/19/L | Listed building consent for the replacement of single sash window to east elevation. | Friends Meeting House 23 Church Street Littlehampton BN17 5EL | No Objection |
| 33 | Brookfield | JP | LU/252/19/PL | Removal of existing low level brick wall, existing forecourt wall to be reduced in height & graded back into the site, part of forecourt & parking areas to be overlaid with a DBM Wearing Course, parking spaces to be delineated with white thermoplastic paint & site frontage to be secured with bollards. | Yeomans Honda Horsham Road Littlehampton West Sussex BN17 6DN | No Objection |
| 33 | Brookfield | JP | LU/251/19/HH | Removal of old conservatory and construction of new single storey side and rear extensions. | 13 Peregrine Road Littlehampton BN17 6DT | No Objection |
| 33 | Beach | BBC/CBC | LU/250/19/HH | Single storey rear extension and two storey side extension | 40 Parkside Littlehampton BN17 6BQ | No Objection |

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 19th August 2019
Representation on Lists 33

Page 2 of 2

| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|---------------|------------|-----------------|--------------|--|---|--------------|
| 33 | Wickbourne | TS | LU/255/19/HH | Construction of two storey side extension and associated works | 33 Potters Mead Littlehampton BN17 7HY | No Objection |

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 16th September 2019
Representation on Lists 34, 35 and 36

Page 1 of 2

| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|----------------------|-------------|------------------------|---------------------|---|--|-----------------|
| 34 | Beach | BBC/CBC | LU/231/19/HH | Drop Kerb and install driveway to front of property. | 88 Southfields Road Littlehampton BN17 6PD | |
| 35 | River | MM | LU/249/19/PL | Change of use of No 48 from Licensed Betting Office & Adult Gaming Centre (Sui Generis) to Retail (A1 Shops) & No 50 from Retail (A1 Shops) to Licensed Betting Office & Adult Gaming Centre (Sui Generis). | 48 & 50 High Street Littlehampton BN17 5ED | |
| 36 | Wickbourne | TS | LU/265/19/PL | Application for Variation of Conditions imposed on planning application LU/331/17/PL relating to condition no. 2 - Plans - Amendment to internal layout, car parking layout, loading bay doors, external canopies & height of eaves at gable ends | Land at Lineside Industrial Estate Northwest of Unit 26 Eldon Way Littlehampton BN17 5LF | |
| 36 | Beach | BBC/CBC | LU/184/19/HH | Single storey rear extension, single-storey front porch extension and retrospective single storey detached outbuilding for use as studio/gym | 14 Esher Drive Littlehampton BN17 6AA | |

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 16th September 2019
Representation on Lists 34, 35 and 36

Page 2 of 2

| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|----------------------|---------------------------|------------------------|---------------------|--|--|-----------------|
| 36 | Beach | BBC/CBC | LU/273/19/HH | Singe storey rear extension to create Kitchen Family Room. Single storey extension to rear of existing garage. | Windlesham 7 St Winefrides Road Littlehampton BN17 5NL | |
| 36 | Courtwick with Toddington | JL/FT | LU/268/19/HH | Garage conversion to habitable area. | 3A Butts Mead Littlehampton BN17 6GP | |
| 36 | Brookfield | JP | LU/228/19/CLE | Lawful development certificate for the existing repavement of driveway. | 24 Gosden Road Littlehampton BN17 6DX | |

A27 Arundel Bypass

Further public consultation

Have your say

30 August to 24 October 2019



A27 Arundel Bypass

Further public consultation

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Introduction

Investing in your roads

At Highways England, we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and most importantly safe. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A27 Arundel Bypass is part of this investment: by reducing congestion in the area, the scheme will improve journeys along the corridor between Brighton and Portsmouth, which would provide benefits for the local and regional economy.

In this brochure, we explain our six proposed options for the A27 Arundel Bypass scheme, based on the latest available information, and set out how you can give us your feedback during our public consultation.

All consultation materials, including supporting technical documents are available from
[www.highwaysengland.co.uk/
a27arundel](http://www.highwaysengland.co.uk/a27arundel)

How to respond

We're holding a public consultation on our proposals. We'd like to hear what you think, so please share any views, ideas or local knowledge that you may have. The consultation is open for eight weeks, between 30 August and 24 October 2019, and there are lots of ways to have your say. Why not fill in the consultation response form online or come along to one of our public consultation exhibitions? Full details of how you can respond are below.

Your comments will help us better understand the local area and any potential impacts our proposals may have on the community. We will listen to everyone's feedback and consider all comments before we select a preferred option.

Please respond using one of the following methods by **11:59pm on 24 October 2019**. Responses received after this time may not be considered.

- **Online:** complete the consultation response form online via www.highwaysengland.co.uk/a27arundel
- **Freepost:** complete the consultation response form and return it to **Freepost A27 ARUNDEL**
- **In person:** complete the consultation response form and hand it to a member of staff at a public exhibition

If you have any questions, or would like the information in a different format, please contact us by:

- **Email:** A27ArundelBypass@highwaysengland.co.uk
- **Telephone:** **0300 123 5000 (24 hours)**

Public exhibitions

You can find out more about the options at our staffed public consultation exhibitions, where the project team will be on hand to answer your questions.

| Date | Location | Time | Address |
|---------------------------|---|----------------|---|
| Friday 30 August | Cathedral Centre | 5.30pm-8pm | London Road, Arundel, BN18 9BA |
| Tuesday 10 September | The White Swan | 3.30pm-8pm | Chichester Road, Arundel, BN18 0AD |
| Wednesday 11 September | Whiteways car park, South Downs National Park (our consultation van will be on-site) | 11am-1pm | Bury Hill, Houghton, BN18 9FD |
| Wednesday 11 September | Impulse Leisure Centre car park, Storrington (our consultation van will be on-site) | 3pm-6pm | Spierbridge Road, Storrington, Pulborough, RH20 4PG |
| Saturday 14 September | Fontwell Park Racecourse | 10:30am-2.30pm | Arundel Road, Fontwell, Arundel, BN18 0SY |
| Thursday 19 September | Coronation Hall, Slindon | 2pm-8pm | Reynold's Lane, Slindon, West Sussex, BN18 0QT |
| Saturday 28 September | Walberton Village Hall | 10am-5pm | The Street, Walberton, Arundel, BN18 0PJ |
| Tuesday 1 October | Littlehampton Town Council – Manor House, Littlehampton | 2pm-8pm | Manor House, Church Street, Littlehampton, BN17 5EW |
| Tuesday 8 October | Mill Road car park (near Arundel Castle), Arundel (our consultation van will be on-site) | 11am-2pm | Mill Road, Arundel, BN18 9PA |
| Saturday 12 October | Arundel Town Hall | 10:30am-4pm | Maltravers Street, Arundel, BN18 9AP |

We will also hold unstaffed exhibitions, where visitors can view some consultation materials and collect printed copies of the consultation response form. These exhibitions will be held at the locations below, during the venues' normal opening hours. All consultation materials are available from www.highwaysengland.co.uk/a27arundel

| Date | Location | Address |
|-------------------------------------|------------------------|--|
| Monday 16 - Tuesday 17 September | Bognor Regis Town Hall | Clarence Road, Bognor Regis, PO21 1LD |
| Wednesday 25 September | Storrington Library | Ryecroft Lane, Storrington, Pulborough, RH20 4PA |
| Wednesday 9 October | Yapton Village Hall | Main Road, Yapton, BN18 0ET |
| Monday 14 - Friday 18 October | Arun Civic Centre | Maltravers Road, Littlehampton, BN17 5LF |

Locations to collect consultation material

You can find copies of the brochure and consultation response form at the following deposit points throughout the consultation period (30 August to 24 October 2019), during the locations' normal opening hours. Reference copies of supporting technical documents will also be available.

| Location | Address |
|-----------------------|---|
| Angmering Library | Arundel Road, Angmering, Littlehampton, BN16 4JS |
| Arundel Library | Surrey Street, Arundel, BN18 9DT |
| Arundel Town Hall | Maltravers Street, Arundel, BN18 9AP |
| Bognor Regis Library | 69 London Road, Bognor Regis, PO21 1DE |
| East Preston Library | The Street, East Preston, Littlehampton, BN16 1JJ |
| Littlehampton Library | Maltravers Road, Littlehampton, BN17 5NA |
| Rustington Library | Claigmar Road, Rustington, BN16 2NL |

About the A27 Arundel Bypass

The A27 Arundel Bypass scheme is identified within the Government's 2015-2020 Road Investment Strategy (RIS1), which states that England's strategic road network requires upgrading and improving to ensure it can deliver the performance needed to support the nation in the 21st century.

A budget of between £100-£250 million has been allocated to the scheme. The scope of the A27 Arundel Bypass scheme described in the Road Investment Strategy is: "*the replacement of the existing single carriageway road with a dual carriageway bypass, linking together the two existing dual carriageway sections of the road*".

The 'existing single carriageway road' proposed to be replaced lies within the six-kilometre section of the A27 from the A284 Crossbush junction (east of Arundel) to the west of Yapton Lane (west of Arundel). The A27 currently goes through the South Downs National Park and Arundel crossing the River Arun and the railway line.

Background to the further consultation

In May 2018, we announced a preferred route for the proposed A27 Arundel Bypass, known as Option 5AV3, following public consultation in autumn 2017. We then began developing the design as part of our work towards submitting an application for consent from the Secretary of State. This included looking at alternatives for minimising impacts on protected ancient woodland and biodiversity at the western end of the route.

We discovered new information during the course of this work. We therefore want to understand your views on the revised options for the scheme based on the latest available information, which we are presenting through this further consultation.

Views received during this consultation will be important in helping us to ensure that we find the best long-term solution for the area.

Inside this brochure, you will find details of the six proposed improvement options for the A27 around Arundel. You'll also find information explaining how we have developed the options, along with a summary of key benefits and impacts.

Figure 1: Scope of scheme





Please note that this consultation brochure contains only summary information regarding the proposals. For more detail, please refer to the supporting technical documents:

 *Environmental Assessment Report (EAR), Interim Scheme Assessment Report (Interim SAR) and the  Combined Modelling and Appraisal Report (ComMA)*, which are available from www.highwaysengland.co.uk/a27arundel

You will see the  icon throughout this brochure indicating where more detailed technical information is available.

Other A27 schemes in the Road Investment Strategy

Although the A27 Arundel Bypass scheme is part of a wider programme of investment, it is a standalone scheme and would bring about significant benefits to the area. Other improvements along the A27 were also identified within the Road Investment Strategy (RIS1). The current position of these other A27 schemes is:

■ **A27 East of Lewes:** In summer 2017, a preferred route was announced and since then the preliminary design for this scheme has been developing. Public information exhibitions for both junctions and shared use paths were held in March and July 2019, respectively. Works are planned to start from spring 2020. More information can be found at: www.highwaysengland.co.uk/a27-east-of-lewes

■ **A27 Worthing and Lancing improvements:** The current scheme is paused and remains part of the RIS1 package of works. As set out in our Delivery Plan Update 2019-20, the scheme is under review in order to best meet the needs of the local stakeholders. More information can be found at: www.highwaysengland.co.uk/a27-worthing-and-lancing-improvement

■ **A27 Chichester Bypass:** The scheme is no longer part of the RIS1 package of works. As set out in our Delivery Plan Update 2019-20, it has been stopped as agreed with the Department for Transport. More information can be found at www.highwaysengland.co.uk/projects/a27-chichester/

Why we need this scheme

- The A27 is the only major east-west trunk road south of the M25. It links many of the towns and cities along the south coast, including Portsmouth, Chichester, Arundel, Brighton and Hove, Lewes and Eastbourne, serving a combined population of more than one million¹ people, as well as a large number of businesses.
- The smooth running of this road plays a key part in the region's success. West Sussex attracts, on average, 17 million visitor days per year, worth approximately £508 million to the local economy².
- On either side of Arundel, the A27 is a dual-carriageway with capacity to carry existing traffic flows and more able to cope with future traffic growth. The single carriageway section of the A27 through Arundel creates a bottleneck that holds up traffic, costing commuters, businesses, communities and visitors valuable time and money.
- Congestion around Arundel results in some drivers seeking alternative routes which are less suited to higher traffic flows. Residents in local towns and villages are affected by increases in through traffic, while air quality is also a concern, most notably in Storrington which was identified by the World Health Organisation as one of the poorest places for air quality in the UK³.
- The A27 currently has a poor safety record, with a higher than average accident rate for rural A-roads⁴.

¹ Based on census 2011 population data for these districts; Portsmouth, Havant, Chichester, Arundel, Worthing, Adur, Brighton and Hove, Lewes, and Eastbourne.

² The GB Day Visitor Statistics 2015, VisitBritain.

³ WHO report available here http://www.who.int/airpollution/data/aap_air_quality_database_2018_v12.xlsx?ua=1 with further information about air quality from WHO accessible here <https://www.who.int/airpollution/en/>

⁴ In the latest 5-year period (1 January 2013 to 31 December 2017) there have been 81 personal injury collisions, resulting in 121 casualties, recorded between Yapton Lane to the east and Crossbush junction to the west.

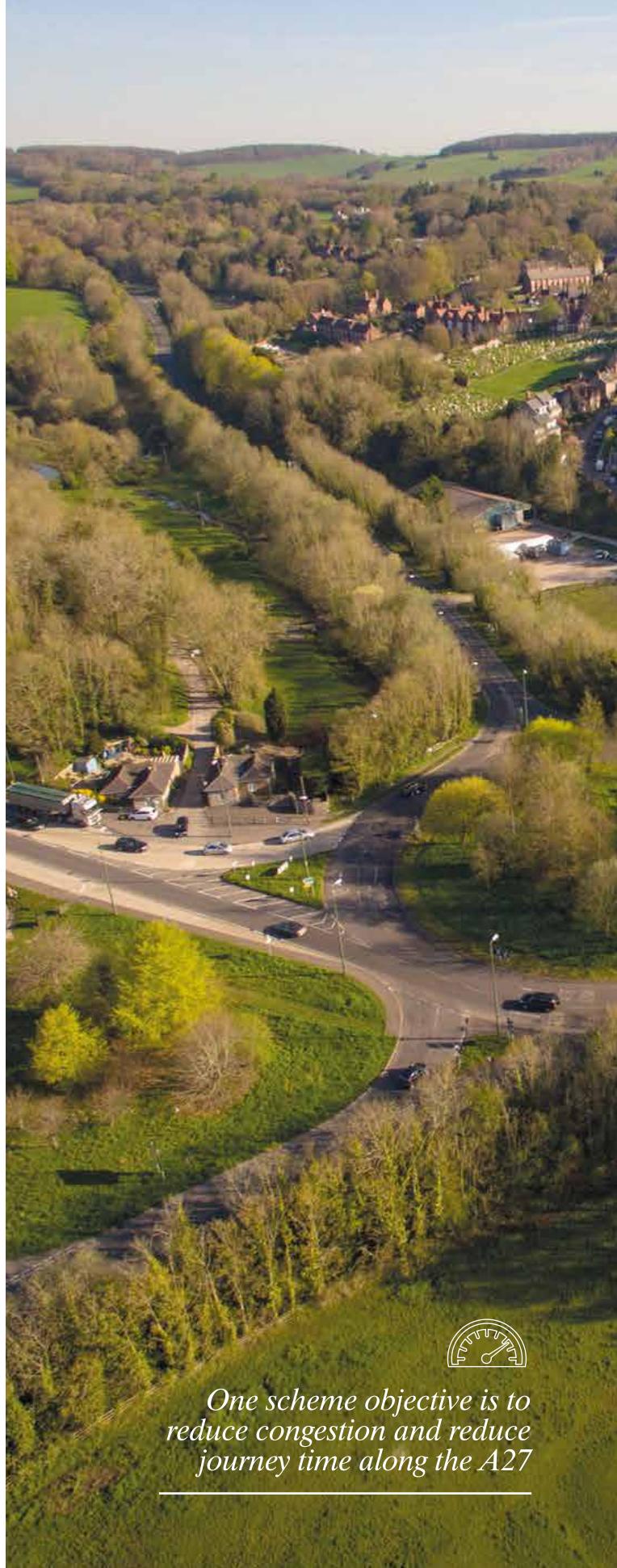
- Relatively poor transport connectivity in the area has contributed to pockets of deprivation by restricting access to employment opportunities. For example, Littlehampton has some of the highest levels of deprivation in the country, partly because local people have reduced access to employment (especially higher paid, higher value jobs) than elsewhere in the region⁵. Improving connectivity could help tackle this inequality.

Scheme objectives

Our scheme objectives have been developed while working with the local authorities, the South Downs National Park Authority, other environmental bodies, the emergency services and the Department for Transport (DfT).

The scheme objectives are to:

- Improve the safety of travellers along the A27 and consequently the wider local road network.
- Ensure that customers and communities are fully considered throughout the design and delivery stages.
- Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth.
- Reduce congestion, reduce travel time and improve journey time reliability along the A27.
- Improve accessibility for all users to local services and facilities.
- Deliver a scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design.
- Respect the South Downs National Park and its special qualities in our decision-making.



One scheme objective is to reduce congestion and reduce journey time along the A27

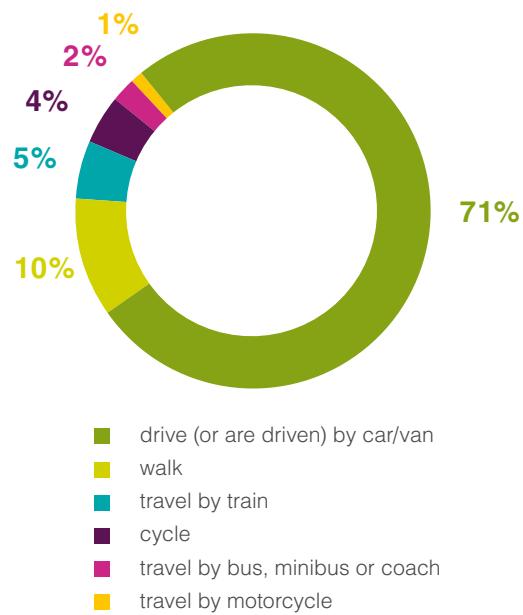
⁵ For more detail see the Combined Modelling and Appraisal Report (ComMA).

How people travel in the Arundel area

There is relatively low use of public transport, walking and cycling in the area. This means that even a significant increase in these modes of transport would be unlikely to solve the problems of queuing and congestion on the A27 through Arundel. Furthermore, planned population increases during the coming years, would likely make these issues worse.

The car is an important means of transport in the area. Arun District residents travel to work using the following transport modes⁶.

Mode of travel



Review of alternative transport options

Bus

There are no significant plans for bus improvements in the area. With the relatively low proportion of bus use in the area, there is no current evidence to suggest that bus services could accommodate the overall future demand for travel.

Rail

There have been two studies about rail infrastructure investments for the south coast corridor. One study looked at infrastructure investment priorities for railways from London to the south coast, and the other explored opportunities to improve the Coastway rail service. Neither study recommended improvements in the area as a priority, nor found that the improvements would offer good value for money. We understand that Network Rail is currently assessing options for West Coastway and Arun Valley line enhancements, although we have no current evidence to suggest that there would be any significant switch from road use to rail use (along the A27 corridor between Chichester and Brighton) that would meet the overall future demand for travel.

Route options

Route option development

After announcing in October 2018 our intention to carry out further consultation, we took a fresh look at the full range of possible route alignments. These were grouped by corridor (or similar route alignments) and then sifted according to compliance with the scheme objectives and legal and national planning policy tests, including consideration of environmental impacts.

Our technical work concluded that six options should be put forward for consideration as part of this further consultation. These are shown in [Figure 2](#). For ease of reference, we have assigned a colour to each option.

All options would support the local housing and employment growth strategies of the local authorities and cater for traffic growth until at least 2041⁷. However, there are significant environmental constraints and national planning policy risks that affect all six options as outlined in the following pages.

⁶ Method of travel to work 2011 Census Nomis (Nomis is a service provided by the Office for National Statistics, providing free access to detailed, up-to-date UK labour market statistics from official sources). 6% 'work from home' and 1% were categorised as 'other'.

⁷ 2041 would be 15 years from the scheme opening date which is currently planned for 2026. The 15-year timeframe is Highways England standard for scheme design performance assessments.

For further details on the process we followed to identify these six options, please see the  *Interim Scheme Assessment Report (Interim SAR)*. For more information on the longer history of the scheme dating back to the 1980s, please see  *Interim Scheme Assessment Report (Interim SAR)* which is available on our website.

Funding the scheme

As outlined on page 5, a £100-£250 million budget remains allocated to the scheme. However, the estimated costs have increased since the consultation in 2017 due to a number of factors. For example, new environmental surveys carried out in mid/late 2018 indicated that further environmental mitigation would be needed than had previously been anticipated, while costs associated with constructing an embankment across the floodplain have risen.

There has also been an associated increase in construction duration, while changes to the overall scheme timeline have also added to costs and inflation⁸. The cost ranges published within this consultation are early estimates based on work done to date and as such do not represent our final costs for the project. We will continue to develop our design in such a way that seeks to deliver the best possible value for money in line with the needs of the scheme.

For more info on costs, including benefit to cost ratios, please see page 28 and 29.

Route descriptions

Key features of all options would include:

- A new viaduct spanning over the River Arun and a bridge the Arun Valley Railway.
- A junction at Crossbush with access to and from the A27 in both directions.

- A speed limit of 70 mph (in its current design, the Beige option - 1V9 - would need a 50 mph speed limit in some sections).
- An embankment across the River Arun floodplain, although all routes could alternatively be built with a viaduct. A decision on this will be taken once a preferred route is confirmed and more detailed design work is undertaken.

Please refer to the  *Interim Scheme Assessment Report (Interim SAR)* for more information.

Ford Road junction

We received feedback from the 2017 consultation expressing interest in having a new junction with Ford Road. The options put forward in this further consultation do not feature such a junction, but we have not discounted this idea. The scheme design is flexible enough that each of the offline options could include a junction at Ford Road. As a result, this will be considered further during the next design stage, once we have identified a new preferred route. Please refer to our  *Interim Scheme Assessment Report (Interim SAR)* for more information.

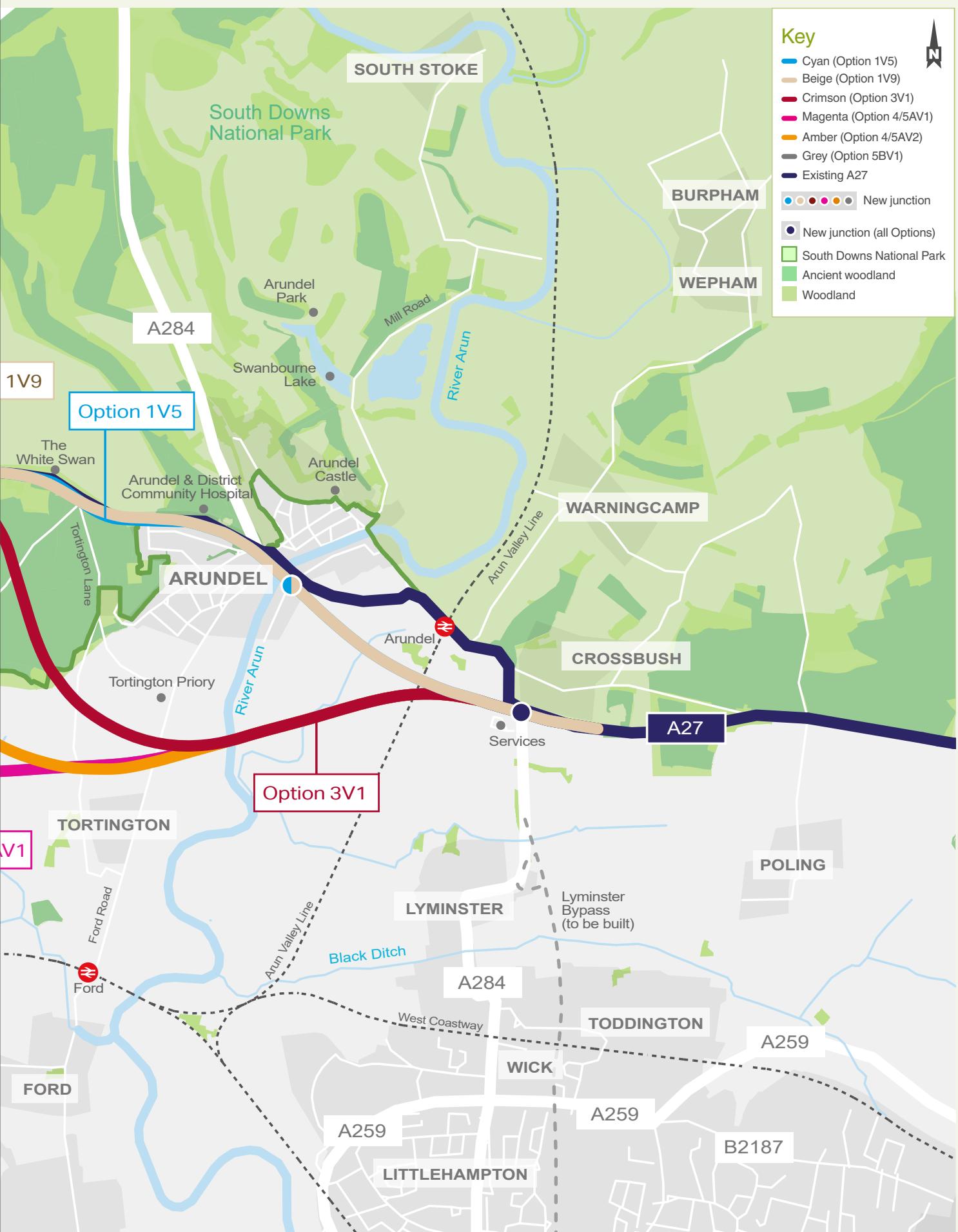
Walking, cycling and horse riding

Access would be maintained for pedestrians, cyclists and horse riders across all six options, although some existing routes would need to be diverted. More detail can be found in the  *Interim Scheme Assessment Report (Interim SAR)*.

⁸ Ideas of areas where costs could be reduced are set out in the *Interim Scheme Assessment Report (Interim SAR)*.

Figure 2: Scheme options





Cyan (Option 1V5)

Cyan (Option 1V5) would feature 4.5km (approx.) of new dual two-lane carriageway between Crossbush and the existing transition between single and dual carriageway to the west of Arundel. The viaduct extends over the Ford Road junction with no direct access to the local road network. Key features would include:

- 2.5km (approx.) of dual two-lane carriageway to the south of the existing A27 east of the River Arun
- 2.0km (approx.) of dual two-lane carriageway west of the River Arun
- New access to Arundel and District Community Hospital off the A284
- 1.92km (approx.) of the existing single carriageway within the South Down National Park replaced with dual carriageway and resulting in the loss of 1.95 hectares (approx.) of ancient woodland
- Fitzalan Road would be realigned to pass under the A27 and connect to the existing A27 at a new junction
- The existing A27 junction with Jarvis Road would be closed. Alternative access would be from the existing local road network
- Properties fronting the existing A27 would have their current access closed and alternative access provided by new local roads joining a new junction near Long Lane, with the side road passing over the A27. The new junction would have access to/from the A27 in both directions
- 2.2km (approx.) of the existing A27 between Ford Road roundabout and Crossbush junction returned to the local road network, subject to agreement with West Sussex County Council

Beige (Option 1V9)

Beige (Option 1V9) would feature 4.5km (approx.) of new dual two-lane carriageway between Crossbush and the existing transition between single and dual carriageway to the west of Arundel. The junction at Ford Road would be a traffic signal controlled 'through about'. Key features would include:

- 2.4km (approx.) of dual two-lane carriageway to the south of the existing A27 east of the River Arun
- 2.1km (approx.) of dual two-lane carriageway west of the River Arun with reduced cross section width
- A left-in, left-out junction to Arundel and District Community Hospital using the eastbound carriageway
- Fitzalan Road would be realigned to pass under the A27 and connected to the existing A27 at a new junction
- The existing A27 junction with Jarvis Road would be closed. Alternative access would be from the existing local road network
- A left in, left out junction at Tortington Lane using the westbound carriageway
- 1.93km (approx.) of the existing single carriageway within the South Downs National Park replaced with dual carriageway and resulting in the loss of 1.09 hectares (approx.) of ancient woodland
- Properties fronting the existing A27 would have their current access closed and alternative access provided by new local roads joining a new junction near Long Lane, with the side road passing over the A27. The new junction would have access to/from the A27 in both directions
- 1.9km (approx.) of the existing A27 between Ford Road roundabout and Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

Crimson (Option 3V1)

Crimson (Option 3V1) would feature 6km (approx.) of new dual two-lane carriageway bypass located to the south of the existing A27. Starting in the east at Crossbush and ending just west of Havenwood Park.

Key features would include:

- 2.28km (approx.) would be located within the South Downs National Park and resulting in the loss of 9.20 hectares (approx.) of ancient woodland
- A new junction to the east of Havenwood Park with the side road passing over the A27 with westbound access to the A27 and eastbound access from the A27
- The existing access to Havenwood Park would be closed and alternative access provided by a new local connector road to Binsted Lane
- 4.0km (approx.) of the existing A27 between the proposed junction (east of Havenwood Park) and the Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

Magenta (Option 4/5AV1)

Magenta (Option 4/5AV1) would feature 7.2km (approx.) of new dual two-lane carriageway bypass located to the south of the existing A27. Starting in the east at Crossbush and ending just west of the existing B2132 Yapton Lane and Shellbridge Road junction. Key features would include:

- New bridge over Binsted Rife
- 0.74km (approx.) of the route would be located within the South Downs National Park and resulting in the loss of 0.40 hectares (approx.) of ancient woodland
- A full movement junction with the existing A27 and B2132 Yapton Lane and Shellbridge Road, with the side road passing over the A27
- Closure of the existing junctions with the A27 at Mill Road and Tye Lane
- Closure of Hedgers Hill Road as a through route other than for pedestrians, cyclists and horse riders
- 6.1km (approx.) of the existing A27 between the B2132 junction at Yapton Lane and Shellbridge Road and Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

Amber (Option 4/5AV2)

Amber (Option 4/5AV2) would feature 6.9km (approx.) of new dual two-lane carriageway located to the south of the existing A27. The proposed route would start in the east at Crossbush and would end just west of existing B2132 at Yapton Lane and Shellbridge Road junction. Key features would include:

- New bridge over Binsted Rife
- 1.97km (approx.) would be located within the South Downs National Park and resulting in the loss of 1.83 hectares (approx.) of ancient woodland
- New junction with the existing A27 at Binsted Lane east of Walberton, with the A27 passing under Binsted Lane. This allows for westbound access to the A27 from Binsted Lane and eastbound access from the eastbound carriageway of the A27 to Binsted Lane
- Closure of Hedgers Hill Road as a through route other than for pedestrians, cyclists and horse riders
- Closure of the existing junctions with the A27 at Mill Road and Tye Lane
- A left-in, left-out junction at Shellbridge Road using the eastbound carriageway
- A left-in, left-out junction at Yapton Lane using the westbound carriageway
- 6.2km (approx.) of the existing A27 between the B2132 junction at Yapton Lane and Shellbridge Road and Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

Grey (Option 5BV1)

Grey (Option 5BV1) would feature 8km (approx.) of new dual two-lane carriageway located to the south of the existing A27. The proposed route would start in the east at Crossbush and end east of the A27/ A29 Fontwell (east) roundabout. Key features would include:

- New bridge over Binsted Rife
- New junction with the existing A27 at Tye Lane to the north of Walberton (with the A27 continuing via an underpass) enabling westbound access onto the A27 and an eastbound access from the A27. Closure of Tye Lane south of the proposed route
- 6.6km (approx.) of the existing A27 between the junctions with Tye Lane and Mill Road and Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

Comparing the routes

How the options compare: benefits and impacts

A high-level summary⁹ of the benefits and impacts of the six options is presented below.

For more details on any of the following content, please refer to the  *Interim Scheme Assessment Report (Interim SAR)*, *Combined Modelling and Assessment Report (ComMA)* and *Environmental Assessment Report (EAR)*.

If you have different views or local information we should be aware of, please tell us in your response to the consultation.

How the options compare: traffic

All our options have been tested in the same way, based on the latest available information, so that their performance can be compared¹⁰. We compared how well they cope with the expected

traffic levels in 2041 taking account of all known developments in the area and anticipated economic growth¹¹.

Figure 3 on page 18 shows how each of the options would affect the number of vehicles using the local road network in 2041¹² relative to a 'do minimum'¹³ scenario. It shows that a high proportion of traffic would use a new bypass in preference to the existing road and other routes to the north and south of Arundel. The traffic flows are measured as Annual Average Daily Traffic (AADT) flow – the daily total flow of vehicles (in both directions) averaged across the year, but we also test how peak time traffic would be affected.

We also tested a 'do minimum' scenario. This showed that if the existing A27 is not improved, motorists who currently use local roads to avoid delays would continue to do so. For more information about the traffic modelling work, please see the  *Combined Modelling and Appraisal Report (ComMA)*.

More information is also contained within the 'traffic heat maps' available on our website: www.highwaysengland.co.uk/a27arundel

Benefits and impacts

| Objective | Cyan (Option 1V5) | Beige (Option 1V9) | Crimson (Option 3V1) | Magenta (Option 4/5AV1) | Amber (Option 4/5AV2) | Grey (Option 5BV1) | | |
|---|---|---|---|---|---|---|--|--|
| Improve the safety of travellers along the A27 and consequently the wider local road network | For the Cyan and Beige options, traffic which currently uses local roads to avoid congestion would use the improved A27 instead, leading to fewer accidents. However, the benefit would be lower than the Magenta, Amber and Grey options. For the Crimson option, safety improves to a similar degree as the Cyan and Beige options. The impact is less than the Magenta and Amber options due to the shorter bypass section. For the Magenta, Amber and Grey options, there are significant safety benefits, with the Amber option providing the greatest improvements, as traffic is diverted from the local roads onto the new A27. Accidents avoided are calculated over a 60-year period (from opening in 2026 to 2085) compared to a 'do minimum' ¹⁴ scenario where 55,484 accidents would occur. |  411 ACCIDENTS AVOIDED |  397 ACCIDENTS AVOIDED |  379 ACCIDENTS AVOIDED |  527 ACCIDENTS AVOIDED |  727 ACCIDENTS AVOIDED |  676 ACCIDENTS AVOIDED | |
| Throughout the design and delivery stages, the scheme should ensure that customers are fully considered | Visual, noise and severance impacts on communities will be mitigated, where possible, but all options would have significant impacts on different communities. For further details, please refer to 'How the options compare: environmental assessment' on page 24. | All options would have an impact on agricultural land with the Cyan and Beige options taking the least amount of agricultural land. The Grey option would take the most agricultural land, followed by the Magenta, Amber and Crimson options. We will work closely with affected landowners to mitigate the impacts and provide accommodation works through agreement. The Magenta and Grey options would also affect the golf course at Avisford Park. The approximate number of residential properties located within 50m of the scheme footprint are illustrated below. |  120 RESIDENTIAL PROPERTIES <i>36-month construction timeframe</i> |  142 RESIDENTIAL PROPERTIES <i>34-month construction timeframe</i> |  3 RESIDENTIAL PROPERTIES <i>36-month construction timeframe</i> |  29 RESIDENTIAL PROPERTIES <i>32-month construction timeframe</i> |  21 RESIDENTIAL PROPERTIES <i>32-month construction timeframe</i> |  41 RESIDENTIAL PROPERTIES <i>36-month construction timeframe</i> |

⁹ This information is indicative not exhaustive. For details on how the preferred route will be selected, please see the Interim Scheme Assessment Report (Interim SAR).

¹⁰ Our analysis is based on the latest available information and results are subject to change, as the scheme continues to progress through our Project Control Framework.

¹¹ In line with Highways England guidance, the traffic modelling presented in the brochure assumes that planned developments (such as the Lyminster Bypass and Worthing and Lancing scheme) proceed. However, given the uncertainty around the future of these schemes, a number of people have asked us how the traffic and economic assessments would change if this scheme did not progress. The results of this analysis are set out in the Combined Modelling and Appraisal Report (ComMA) available on our website.

¹² 2041 would be 15 years from the scheme opening date, which is currently planned for 2026. The 15-year timeframe is Highways England standard for scheme design performance assessments.

¹³ 'Do minimum' refers to a scenario where the A27 Arundel Bypass scheme would not go ahead, but this scenario does take into consideration other non-A27 Arundel Bypass improvements that have been considered as part of the traffic forecasts (e.g. Worthing and Lancing scheme and Lyminster Bypass).

¹⁴ See footnote 13 above.

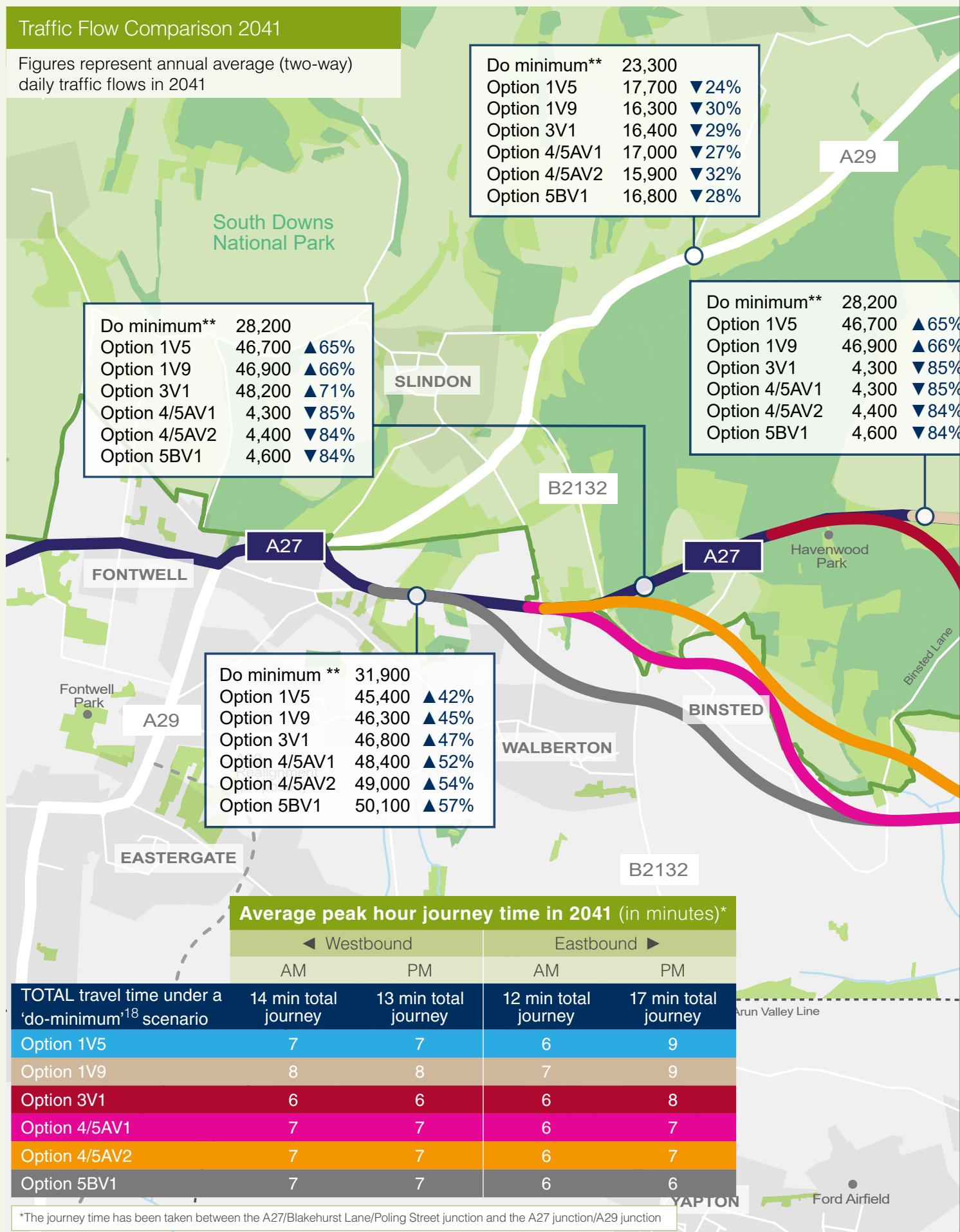
| Objective | Cyan (Option 1V5) | Beige (Option 1V9) | Crimson (Option 3V1) | Magenta (Option 4/5AV1) | Amber (Option 4/5AV2) | Grey (Option 5BV1) |
|--|---|---|--|---|--|--|
| Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth | The Cyan option journey time savings would reduce business costs, save time and provide business and employment opportunities throughout the wider area. | The Beige option would be close to capacity by 2041, making congestion and delays more likely from that point. All other impacts/benefits similar to the Cyan option. | Remaining options are, as per the benefits for the Cyan option, although these options would provide additional journey time savings that aid business efficiency particularly in the longer term. | | | |
| |  Route would operate at around 45-60% capacity in 2041 |  Route would operate at around 85-90% capacity in 2041 |  Route would operate at around 45-60% capacity in 2041 |  Route would operate at around 45-60% capacity in 2041 |  Route would operate at around 45-60% capacity in 2041 |  Route would operate at around 45-60% capacity in 2041 |
| Reduce congestion, reduce travel time ¹⁵ and improve journey time reliability along the A27 |  6-8 minutes saved |  4-8 minutes saved |  6-9 minutes saved |  6-10 minutes saved |  6-10 minutes saved |  6-11 minutes saved |
| Improve accessibility for all users to local services and facilities | All options would attract traffic onto the A27 and off the local road network, which would improve accessibility to local services and reduce congestion in Arundel. The Beige option would provide more direct access from Arundel onto the A27 than the other options, although the Ford Road roundabout would become congested after 2041. | | | | | |
| Deliver a scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design | All six options would have significant potential environmental impacts with the potential to adversely impact biodiversity, heritage features, landscape, soils, noise and hydrology. These impacts could be both direct (such as loss of habitat area) or indirect (such as edge effects and fragmentation of woodland areas). However, some impacts can be mitigated and compensated through design and construction phase environmental management. The design development process takes into account environmental considerations through numerous iterations – from initial concept through to detailed design. Further detail can be found in the Environmental Assessment Report (EAR). Each option would impact ¹⁶ woodland to a varying degree, as shown below: | | | | | |
| |  Impacting 8.37 hectares of woodland |  Impacting 7.44 hectares of woodland |  Impacting 20.57 hectares of woodland |  Impacting 3.51 hectares of woodland |  Impacting 5.33 hectares of woodland |  Impacting 1.49 hectares of woodland |
| Respect the South Downs National Park (SDNP) and its special qualities in our decision-making ¹⁷ | Reducing congestion on the A27 is likely to reduce traffic on other less suitable routes through the South Downs National Park. However, the scheme could have impacts on landscape, biodiversity, tranquillity, farming and enterprise, recreation and learning, heritage and communities. The South Downs National Park Authority has been engaged from an early stage of the design for the scheme and would continue to be involved in the process. The design of the preferred option would incorporate best practice mitigation measures to minimise any potential effects on the National Park. | | | | | |
| | The additional lanes and additional traffic would generally result in an increase in existing effects on the special qualities of the National Park. | The new route corridor would require land take from the National Park. The new transport corridor and introduction of traffic in these otherwise tranquil areas would introduce a range of new effects on the special qualities of the National Park and its setting. | There would be less direct impact on the National Park as the route is outside the National Park boundary, but its setting and views from within the National Park may be affected. | | | |
| |  1.92km within the SDNP |  1.93km within the SDNP |  2.28km within the SDNP |  0.74km within the SDNP |  1.97km within the SDNP |  0km within the SDNP |

¹⁵ For information on start and end points for these journeys see map on page 18.

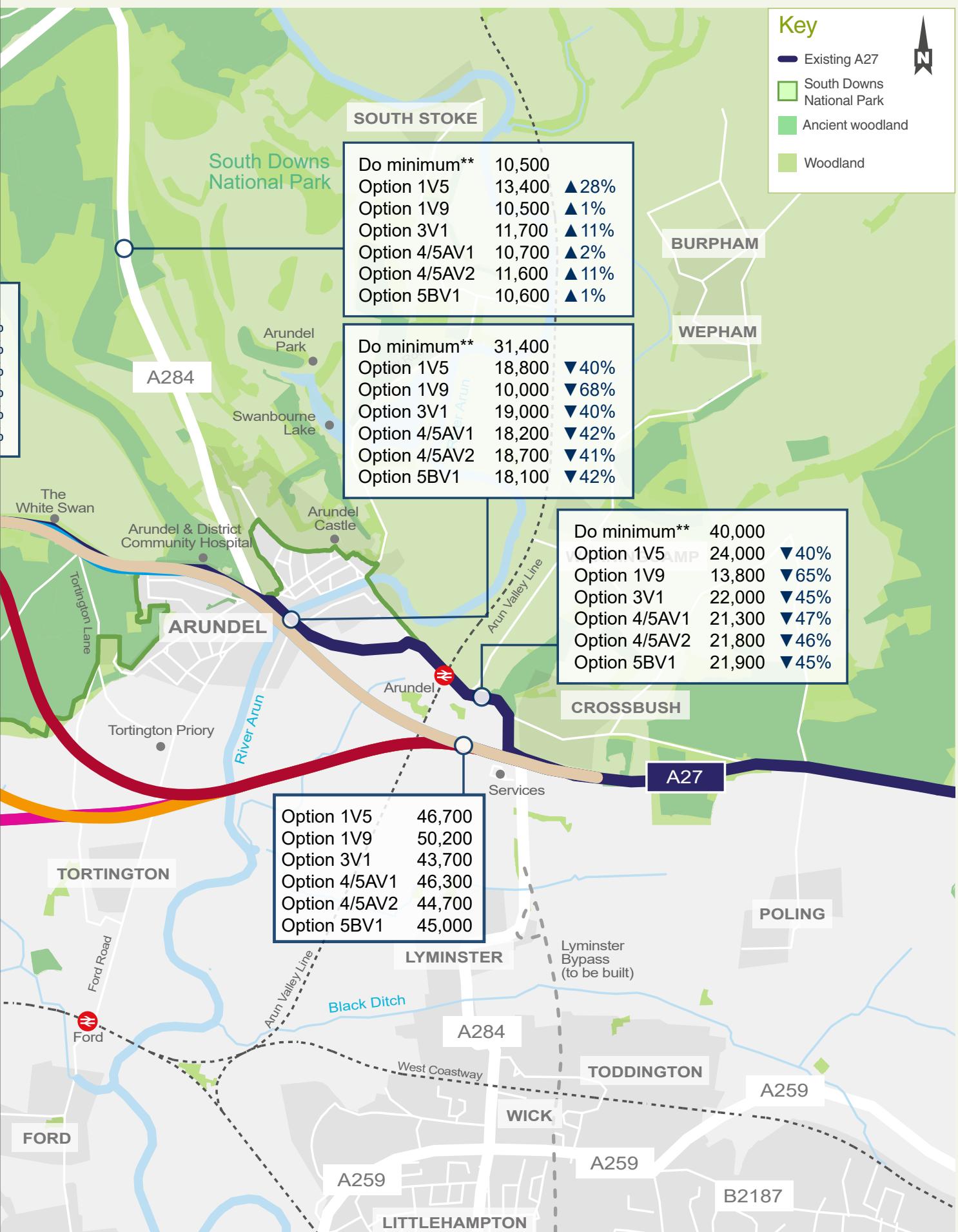
¹⁶ Impacted woodland includes all woodland areas identified by the National Forest Inventory. Loss of woodlands is assumed within the scheme footprint. Woodlands at risk is woodlands within 15 meters of the scheme footprint. See Arboriculture Report (an appendix to the EAR) for further details.

¹⁷ The special qualities include; diverse, inspirational landscapes and breath-taking views; a rich variety of wildlife and habitats including rare and internationally important species; tranquil and unspoilt places; an environment shaped by centuries of farming and embracing new enterprise, great opportunities for recreational activities and learning experiences, well-conserved historical features and a rich cultural heritage; and distinctive towns and villages and communities with real pride in their area. Further information can be found in the South Downs National Park Special Qualities Assessment which is available as an appendix in the EAR.

Figure 3: Annual average daily traffic (AADT)



¹⁸ 'Do minimum' refers to a scenario where the A27 Arundel Bypass would not go ahead, but the scenario does take into consideration other non-A27 Arundel improvements that have been considered as part of the traffic forecasts (e.g. Worthing and Lancing and Lyminster Bypass)



Environmental context

Recognising the special nature of Arundel and the South Downs National Park

We are committed to minimising the environmental impact of our road network and protecting and enhancing the quality of the surrounding environment.

We recognise that the area around Arundel is very special in environmental terms and delivering any scheme here would present particular challenges.

When considering what improvements might be possible to the A27 in the area, we have carefully considered a range of significant environmental values and features, as set out in the

 *Environmental Assessment Report (EAR)*¹⁹.

Some examples of the environmental values and features of the area include:

■ South Downs National Park

The South Downs was designated a National Park in 2009 in recognition of its significant ecological, biological, cultural and scenic value.

We have a legal duty to have regard to the twin purposes of the National Park:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park.
- To promote opportunities for the understanding and enjoyment of its special qualities.

Work has been done to assess the impact of the scheme on South Downs National Park special qualities. Please refer to the appendix in the  *Environmental Assessment Report (EAR)*.

■ Ancient woodland and veteran trees

Ancient woodland and veteran trees are protected by national planning policy. There is ancient woodland to both the north and south of the existing A27. The soils in these areas have been relatively undisturbed for centuries.

We recognise that ancient woodland is irreplaceable and plants and animals in these areas depend on the stable and rare conditions that an ancient woodland provides.

In the meantime, high-level provision has been made for environmental mitigation and compensation measures within our scheme cost estimates. The scale of any new woodland creation and potential suitable locations will progress further once a preferred option has been confirmed.

■ Protected and notable species and habitats

The area around Arundel provides an array of wildlife habitats that support rich and varied biodiversity features. Many rare and protected species and notable plant species are found in the area, including:

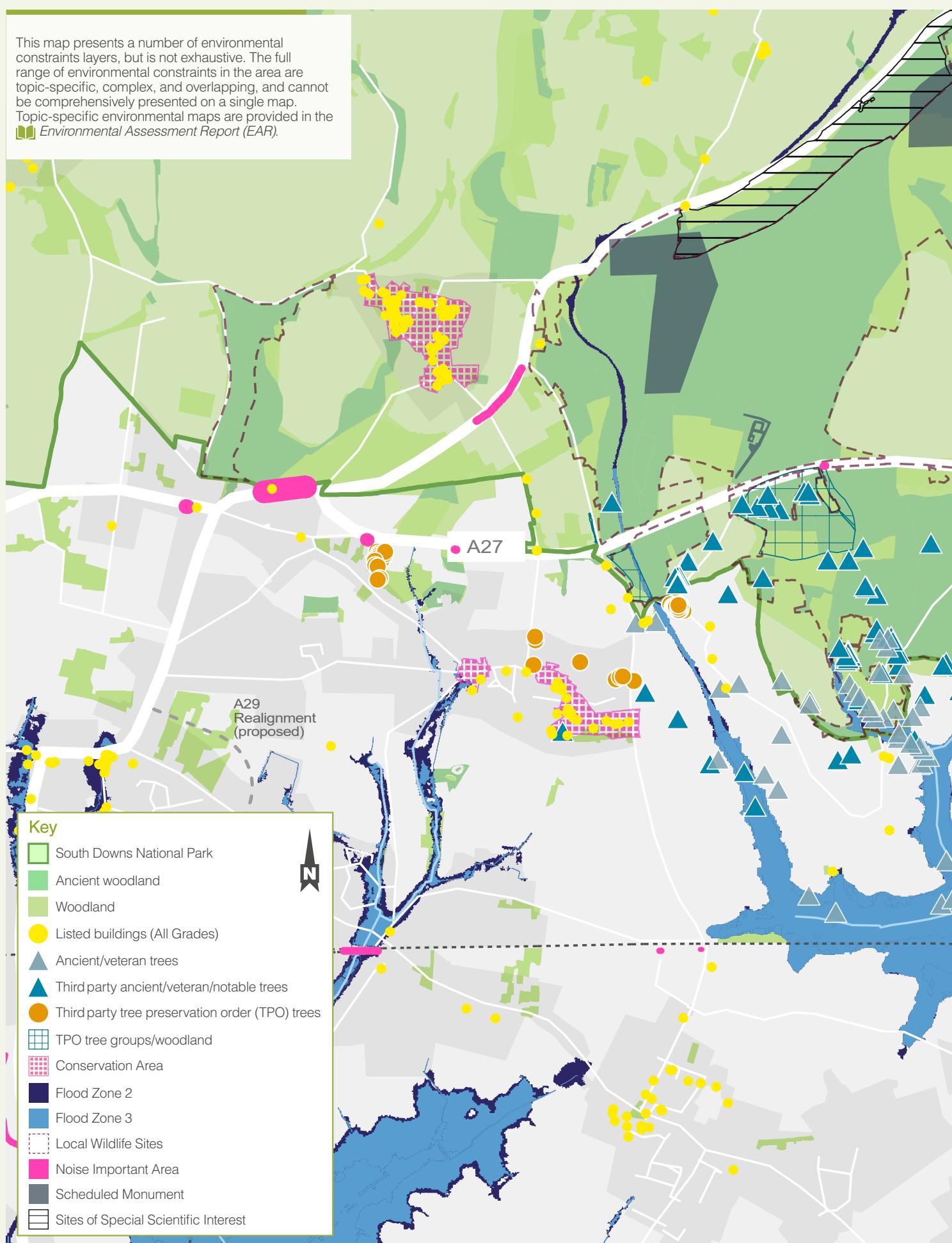
- Amphibians and reptile species
- Badgers
- Bats
- Birds (including breeding and wintering bird species)
- Hazel dormice
- Plant species
- Terrestrial invertebrate species
- Water voles
- Fish and aquatic invertebrates

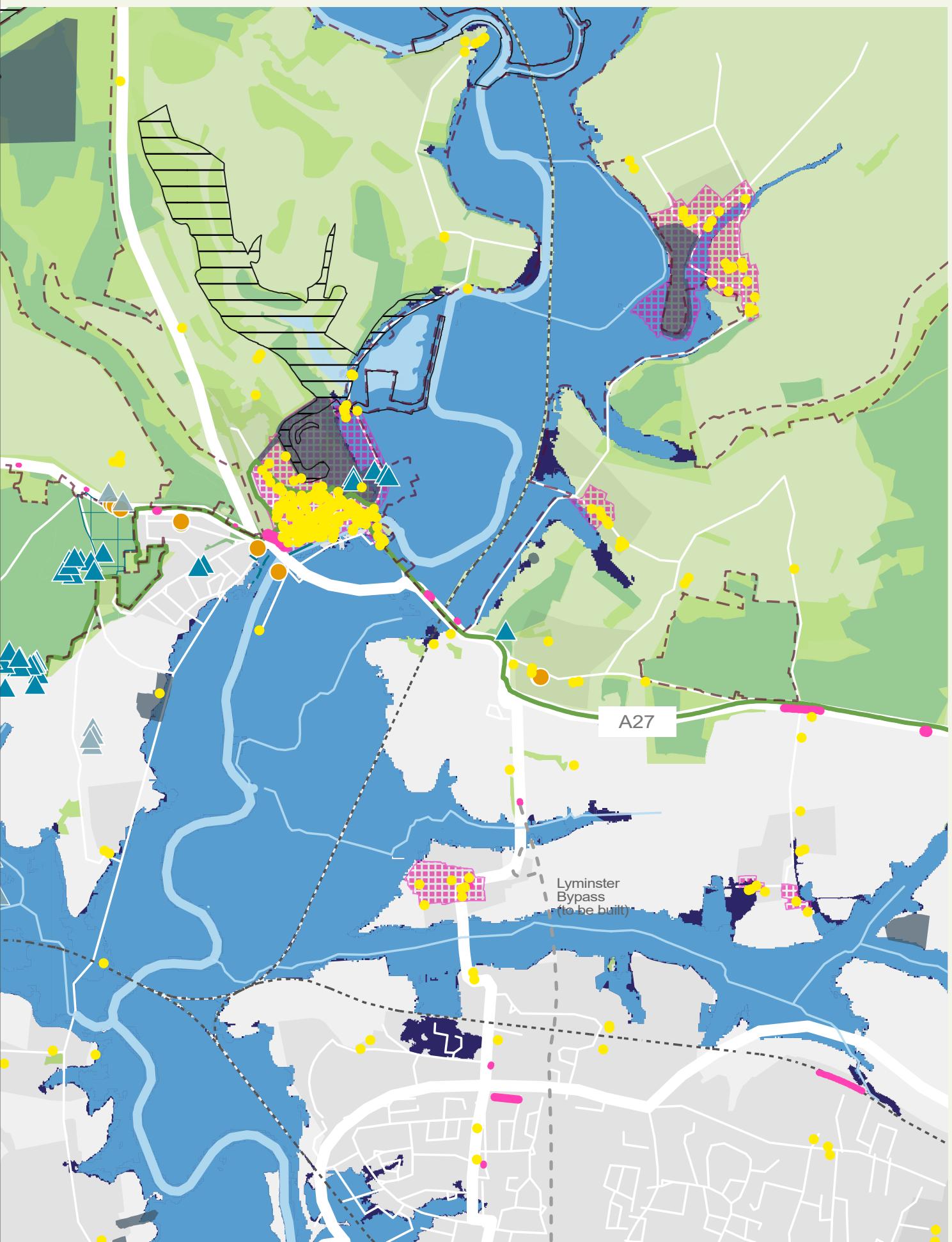


| Key label | Definition |
|---|---|
| South Downs National Park | National Parks are areas of relatively undeveloped and scenic landscape that are designated under the National Parks and Access to the Countryside Act 1949. The South Downs National Park was designated in 2009 covering 1600km ² from Winchester (in the west) to Eastbourne (in the east). |
| Ancient woodland | Woodland that has existed since at least 1600 AD. It is given national level of protection under planning regulations. |
| Woodland | A habitat where trees are the dominant plant form. |
| Listed buildings (All Grades) | Listing marks a building's special architectural and historic interest and brings it under the consideration of the planning system, so it can be protected for future generations. There are three gradings in order of the level of interest: Grade I, Grade II* and Grade II. |
| Ancient/veteran trees | <p>Trees that have been surveyed using a standard, industry-recognised approach (BS 5837).</p> <p>Ancient: A tree that has passed beyond maturity and is old, or aged, in comparison with trees of the same species. Characterised by biological, cultural or aesthetic features of interest.</p> <p>Veteran: A tree that has the biological or aesthetic characteristics of an ancient tree but is not ancient in years compared with others of the same species. A veteran tree may not necessarily be particularly old but, due to the rigours of life, may exhibit signs of ancientness.</p> |
| Third party ancient/veteran/notable trees | <p>Tree data that has been sourced through other means such as a desk study or provided by another organisation.</p> <p>Ancient: as per description above.</p> <p>Veteran: as per description above.</p> <p>Notable: Trees generally recorded as such based upon their maturity, size (height and/or girth) and importance within the local environment. Notable trees do not necessarily have to be particularly old and nor do they have to exhibit any veteran characteristics.</p> |
| Third party tree preservation order (TPO) trees | <p>Arboricultural features that were present at the time the Order was made and identified on a plan are protected by a Tree Preservation Order (TPO)²⁰. A TPO is afforded by a local planning authority under the Town and County Planning Act 1990. TPO data was provided by Arun District Council.</p> <p>Trees: Individual trees that merit protection in their own right.</p> |
| TPO tree groups/woodland | <p>TPO definition as above.</p> <p>Tree Groups: A group of trees that display similar arboricultural features either aerodynamically, visually or for containing similar biodiversity value. A group category is used where the individual category is not appropriate and the overall impact or quality of the group merits protection.</p> <p>Woodland: A woodland may contain some trees that lack individual merit, all trees within a woodland are protected and made subject to the same provisions and exemptions. In addition, trees and saplings which grow naturally or are planted within the woodland area after the Order is made are also protected by the Order.</p> |
| Conservation Area | Area designated by Local Planning Authority that is of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. |
| Flood Zones | <p>Flood Zone 2: land having between a 1 in 100 and 1 in 1000 annual probability of river flooding; or between a 1 in 200 and 1 in 1000 annual probability of sea flooding.</p> <p>Flood Zone 3: land having a 1 in 100 or greater annual probability of river flooding; or a 1 in 200 or greater annual probability of sea flooding.</p> |
| Local Wildlife Sites | Area of land that has been identified and selected locally, using robust, scientifically-determined criteria and detailed ecological surveys for its nature conservation importance. |
| Noise Important Area | Noise Action Planning Important Areas for roads and railways provide a framework for the local management of the important areas. |
| Scheduled Monument | An historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport. |
| Site of Special Scientific Interest | Providing statutory protection for the best examples of the UK's flora, fauna, or geological or physiographical features. These sites are also used to underpin other national and international nature conservation designations. |

²⁰ More information about tree preservation orders and trees in conservation areas can be found here <https://www.gov.uk/guidance/tree-preservation-orders-and-trees-in-conservation-areas>

Figure 4: Environmental constraints





| | Cyan (Option 1V5) | Beige (Option 1V9) | Crimson (Option 3V1) | |
|---------------------------------|---|--|---|--|
| Air quality | <p>Construction: There is potential for temporary adverse impacts from dust emissions within 200 metres of the proposed road alignment. There would be no significant adverse effect.</p> <p>Operation: There would be low risk of non-compliance with EU ambient air quality limit values. Reductions in traffic volumes will result in lower levels of air pollution.</p> | <p>Construction: There is potential for temporary adverse impacts from dust emissions within 200 metres of the proposed road alignment. There would be no significant adverse effect.</p> <p>Operation: There would be low risk of non-compliance with EU ambient air quality limit values. Reductions in traffic volumes will result in lower levels of air pollution.</p> | <p>Construction: There is potential for temporary adverse impacts from dust emissions within 200 metres of the proposed road alignment. There would be no significant adverse effect.</p> <p>Operation: There would be low risk of non-compliance with EU ambient air quality limit values. Reductions in traffic volumes will result in lower levels of air pollution.</p> | |
| Cultural heritage ²¹ | <p>Construction: Moderate adverse significance of effect for all heritage assets with exception of Lyminster Conservation Area which is neutral. Slight adverse significance of effect on below-ground archaeology.</p> <p>Operation: Slight adverse significance of effect for all heritage assets.</p> | <p>Construction: Moderate adverse significance of effect for all heritage assets with exception of Lyminster Conservation Area which is neutral. Slight adverse significance of effect on below-ground archaeology.</p> <p>Operation: Slight adverse significance of effect for all heritage assets.</p> | <p>Construction: Large adverse effects on setting of Tortington Roman Villa, Scheduled Monument and Grade II* listed building. Neutral setting for the remainder of the heritage assets. Slight adverse effects on all heritage assets for below-ground archaeology including the Roman road (MWS14).</p> <p>Operation: Large adverse effects on all heritage assets.</p> | |
| Landscape | <p>The following assessment refers to effects on Landscape Character Areas as defined by Natural England²².</p> <p>Operation refers to summer 2041, when the new road is expected to have been in place for 15 years.</p> | <p>Construction: Slight adverse effect on the following landscape character areas: Western Downs, Downland and Chichester to Yapton landscape area.</p> <p>Operation: Slight adverse effect on Central Downs and Downland Arun Valley landscape character areas. Moderate adverse effect on Angmering Upper Coastal Plain and Littlehampton to Worthing fringes.</p> | <p>Construction: Very large adverse effect on Arundel landscape character area. Large adverse effect on Lower Arun Valley landscape character area. Slight adverse effect on Fontwell Upper Coastal Plain landscape character area. Neutral on Chichester to Yapton Coastal Plain landscape character area.</p> <p>Operation: Large adverse effect on Arundel landscape character area. Moderate adverse effect on Lower Arun Valley landscape character area. Neutral adverse effect on Fontwell Upper Coastal Plain landscape character area.</p> | <p>Construction: Very large adverse effect on Lower Arun Valley landscape character area. Large adverse effect on Arundel and Fontwell Upper Coastal Plain landscape character areas. Slight adverse effect on Chichester to Yapton Coastal Plain landscape character area.</p> <p>Operation: Large adverse effect on Lower Arun Valley landscape character area. Moderate adverse effect on Arundel landscape character area. Moderate adverse effect on Fontwell Upper Coastal Plain landscape character area.</p> |
| Biodiversity | <p>LWS: Local Wildlife Sites</p> <p>HPI: Habitat of Principal Importance.</p> <p>SSSI: Site of Special Scientific Interest</p> | <p>Construction: Large adverse effect for Binsted Wood Complex LWS, Rewell Wood Complex LWS, ancient woodland, deciduous woodland HPI. Moderate adverse effect for wood pasture and parkland HPI, coastal and floodplain grazing marsh HPI, bats, hazel dormice, terrestrial invertebrates, barn owl, protected and notable plants. Very large adverse effect for ancient and veteran trees.</p> <p>Operation: Moderate adverse effects for bats. Slight beneficial effects for Arundel Park SSSI and Fairmire Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p> | <p>Construction: Large adverse effect for Binsted Woods LWS, ancient woodland, deciduous woodland HPI, bats, terrestrial invertebrates. Large adverse effect on Rewell Wood Complex LWS and floodplain grazing marsh HPI, birds/breeding (woodland birds, hazel dormice, protected and notable plants). Moderate adverse effect on Fairmire Bottom SSSI and water vole.</p> <p>Operation: Very large adverse effect for bats. Slight beneficial effects for Arundel Park SSSI and Fairmire Bottom SSSI. Large adverse effect on Binstead Wood Complex LWS.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p> | |

²¹ A list of the relevant remaining heritage assets can be found in the Environmental Assessment Report (EAR). A full list of all relevant listed buildings can be found in the EAR.

²² Natural England's LCA definition <https://www.gov.uk/guidance/landscape-and-seascape-character-assessments>

| Magenta (Option 4/5AV1) | Amber (Option 4/5AV2) | Grey (Option 5BV1) | |
|---|--|---|--|
| The works. Best practice mitigation would be included in construction environmental management plans to address these impacts. | | | |
| In nitrogen dioxide concentrations would occur within the Storrington Air Quality Management Area. There would be no significant adverse | | | |
| <p>verse ngton Priory nd one Grade fects in of heritage fects on all y-ground e course of 4385). se significance sets.</p> <p>Construction: Moderate adverse significance of effect on setting for Tortington Priory Scheduled Monument and one Grade II* listed building. Slight adverse significance of effect on setting for the remainder of the heritage assets. Neutral effects on setting for Lymminster Conservation Area. Slight adverse significance of effect on below ground archaeology for remaining Grade II listed buildings and other heritage assets.</p> <p>Operation: Moderate adverse significance of effect for Tortington Priory Scheduled Monument and one Grade II* listed building. Slight adverse significance of effect for the remainder of the Grade II listed buildings.</p> | <p>Construction: Moderate adverse significance of effect on setting for Tortington Priory Scheduled Monument and one Grade II* and two Grade II listed buildings. Neutral effects for the remainder of the heritage assets. Slight adverse effects on below-ground archaeology for all heritage assets.</p> <p>Operation: Moderate adverse significance of effect for the Tortington Priory Scheduled Monument and one Grade II* and two Grade II listed buildings. Neutral for the remainder of the Grade II listed buildings.</p> | <p>Construction: Moderate adverse significance of effect on setting for Tortington Priory Scheduled Monument and one Grade II* and eight Grade II listed buildings. Neutral effect on the remaining Grade II listed buildings. Slight adverse significance of effect on the setting for Walberton Village and Walberton Green Conservation Areas. Moderate adverse significance of effect on below-ground archaeology for all heritage assets.</p> <p>Operation: Moderate adverse significance of effect for the Tortington Priory Scheduled Monument and one Grade II* and eight Grade II listed buildings. Neutral effect on the remaining Grade II listed buildings. Slight adverse significance of effect for Walberton Village and Walberton Green Conservation Areas.</p> | |
| Arun Valley, Central Downs, Angmering Park and Angering Upper Coastal Plain. Neutral effect on Littlehampton to Worthing fringes local | | | |
| Neutral adverse effect on the following landscape character areas; Chichester to Yapton Coastal Plain, Western Downs, Angmering Park, | | | |
| <p>adverse ey landscape verse effect on er Coastal er area. Slight ster to Yapton character</p> <p>se effect on ape character effect on cter area. on Fontwell scape</p> | <p>Construction: Very large adverse effect on Lower Arun Valley landscape character areas. Large adverse effect on Arundel landscape character area and Fontwell Upper Coastal Plain. Slight adverse effect on Chichester to Yapton Coastal Plain landscape character area.</p> <p>Operation: Large adverse effect on Lower Arun Valley landscape character area. Moderate adverse effect on Arundel landscape character area. Large adverse effect on Fontwell Upper Coastal Plain landscape character area.</p> | <p>Construction: Very large adverse effect on Lower Arun Valley landscape character area. Large adverse effect on Arundel and Fontwell Upper Coastal Plain landscape character area. Slight adverse effect on Chichester to Yapton Coastal Plain landscape character area.</p> <p>Operation: Large adverse effect on Lower Arun Valley landscape character area. Moderate adverse effect on Arundel landscape character area. Moderate adverse effect on Fontwell Upper Coastal Plain landscape character area.</p> | |
| <p>adverse Complex deciduous restrial verse effect for WS, coastal marsh HPI, (d), hazel otable plants. on barn owl</p> <p>dverse effects effects for Fairmile verse effect on LWS.</p> <p>d operation sity features or neutral.</p> | <p>Construction: Very large adverse effect on ancient and veteran trees. Large adverse effect for Binsted Woods Complex LWS, coastal and floodplain grazing marsh HPI, bats, protected and notable plants. Moderate adverse effect on ancient woodland, traditional orchard HPI, aquatic ecology, hazel dormice, barn owl and water vole.</p> <p>Operation: Very large adverse effects for bats. Moderate adverse effects on barn owls. Large adverse effect on Binstead Wood Complex LWS. Slight beneficial effects on Arundel Park SSSI and Fairmile Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p> | <p>Construction: Very large adverse effect for Binsted Woods Complex LWS, ancient woodland, ancient and veteran trees, deciduous woodland HPI, wood pasture and parkland HPI, bats, terrestrial invertebrates. Large adverse effects on coastal and floodplain grazing marsh HPI, hazel dormice, protected and notable plants. Moderate adverse effect on aquatic ecology, water vole, barn owl and birds/breeding (woodland).</p> <p>Operation: Large adverse effects for bats. Moderate adverse effects on barn owls. Slight beneficial effects on Arundel Park SSSI and Fairmile Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p> | <p>Construction: Very large adverse effect on ancient and veteran trees. Large adverse effects on coastal and floodplain grazing marsh HPI, and protected/notable plants. Moderate adverse effect on aquatic ecology, bats, hazel dormice, barn owl and water vole.</p> <p>Operation: Moderate adverse effect on bats, barn owls. Slight beneficial effects for Arundel Park SSSI and Fairmile Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p> |

| | Cyan (Option 1V5) | Beige (Option 1V9) | Crimson (Option 3V1) |
|------------------------------|--|---|---|
| Geology and soils | Construction: Slight adverse effect of direct land take (best and most versatile agricultural land). Moderate adverse effect on soil resources affecting social, economic or environmental services. | Construction: Slight adverse effects for changes in ground level resulting in geological or geomorphological contaminated land. Potential effects associated with the exposure of contaminated land to adjacent site users. | Operation: Potential effects associated with the exposure of contaminated land to end-users and maintenance. |
| Noise and vibration | Construction: Approximately 427 properties within 100m with potential for significant effects. Operation: Significant adverse effects on existing dwellings: <ul style="list-style-type: none">■ East and south of Crossbush■ North of Ford Road roundabout■ On Fitzalan Road■ On Ford Road | Construction: Approximately 429 properties within 100m with potential for significant effects. Operation: Significant adverse effects on existing dwellings: <ul style="list-style-type: none">■ East and south of Crossbush■ North of Ford Road roundabout■ On Fitzalan Road■ On Ford Road■ South of A27 (west of Ford Road roundabout) | Construction: Approximately 429 properties within 100m with potential for significant effects. Operation: Significant adverse effects on existing dwellings: <ul style="list-style-type: none">■ East and south of Crossbush■ On Fitzalan Road■ On Ford Road■ In Tortington■ South of A27 (west of Ford Road roundabout) |
| Population and health | Construction: Moderate adverse effects due to permanent requirement for demolitions or land from private construction works. Adverse effects for temporary alteration of views in the landscape due to construction works for temporary impacts on health outcomes from construction dust. Negative effects on health outcomes from | Construction: Slight adverse permanent effect due to requirement of community land or facilities (or access to) for construction purposes. Large adverse permanent effect due to requirement of agricultural land or access. | Construction: Moderate adverse permanent effect due to requirement of community land or facilities (or access to) for construction purposes. Large adverse permanent effect due to requirement of agricultural land or access. |
| | Operation: Moderate adverse effects on permanent road and public right of way diversions or closures which outcomes resulting from air quality improvements and access to active travel opportunities. Negative impacts | Operation: Beneficial effects to permanent alteration of views in the landscape due to the new bypass (altering the views from the road for vehicle travellers). | Neutral effects to permanent of views in the landscape new bypass (altering the road for vehicle travel) |
| Water environment | Construction: Slight adverse temporary risk of pollution effect due to works within proximity to the River Arun and neutral effect to ordinary watercourses. Slight adverse temporary effect related to pond dewatering of Secondary A Aquifers ²³ . Neutral effect to the physical character and content of water bodies (hydro morphological) and ecological quality of ordinary watercourses and flooding with appropriate measures adopted during construction. | Construction: Slight adverse watercourses. Slight adverse Neutral effect to the physical appropriate measures ad | Operation: Neutral permanent effects for flooding, pollution, impacts to physical character and content of water management measures would be developed in consultation with the relevant statutory environmental bodies |

| | Magenta (Option 4/5AV1) | Amber (Option 4/5AV2) | Grey (Option 5BV1) |
|--|--|---|---|
| to large change – this can include embankment creation or cuttings. Slight adverse effects for construction workers potentially exposed to is neutral. ce workers is neutral. | Construction: Moderate adverse effect of direct land take (best and most versatile agricultural land). Moderate adverse effect on soil resources affecting social, economic or environmental services. | | |
| ately 24 with potential dverse effects ssbush Ford Road | Construction: Approximately 70 properties within 100m with potential for significant effects. Operation: Significant adverse effects on existing dwellings: <ul style="list-style-type: none">■ East and south of Crossbush■ In Tortington and Binsted■ South of A27 (west of Ford Road roundabout) | Construction: Approximately 76 properties within 100m with potential for significant effects. Operation: Significant adverse effects on existing dwellings: <ul style="list-style-type: none">■ East and south of Crossbush■ On Fitzalan Road■ In Tortington and Binsted■ South of A27 (west of Ford Road roundabout)■ Slindon | Construction: Approximately 98 properties within 100m with potential for significant effects. Operation: Significant adverse effects on existing dwellings: <ul style="list-style-type: none">■ East and south of Crossbush■ On Fitzalan Road■ South of A27 (west of Ford Road roundabout)■ Tortington, Binsted and Walberton |
| assets for construction purposes. Moderate adverse effects for temporary changes to walking, cycling and horse riding journeys due to works (altering the views from the road for vehicle travellers). Neutral effects for temporary requirement of development land. Neutral effects on construction noise and access to active travel opportunities. | | | |
| adverse requirement ilities (or n purposes. nt effect due atural land or h result in changes in journey length or severance. Moderate adverse effects on permanent changes in amenity. Positive effects on health s on health outcomes resulting from changes in noise levels. | Construction: Neutral effect on community land or facilities (or access to) for construction purposes. Moderate adverse permanent effect due to requirement of agricultural land or access. | Construction: Slight adverse permanent effect due to requirement of community land or facilities (or access to) for construction purposes. Moderate adverse permanent effect due to requirement of agricultural land or access. | Construction: Neutral effect on community land or facilities (or access to) for construction purposes. Moderate adverse permanent effect due to requirement of agricultural land or access. |
| ent alteration e due to the views from llers). | Operation: Adverse and beneficial effects to permanent alteration of views in the landscape due to the new bypass (altering the views from the road for vehicle travellers). | | |
| verse temporary risk of pollution effect due to works in close proximity to the River Arun and main rivers. Neutral effect to ordinary verse temporary effect related to pond dewatering of Secondary A Aquifers. | | | |
| ical character and content of water bodies (hydro morphological) and ecological quality of ordinary watercourses and flooding with loped during construction. | | | |
| ater bodies (hydro morphological) on the assumption that flood management measures can be successfully implemented. These flood s. Slight adverse permanent effect related to pond dewatering of Secondary A Aquifers. | | | |

How the options compare: environmental assessment

The table on pages 24 to 27 summarises results from the  *Environmental Assessment Report (EAR)* and reflects the latest available information at this stage of the scheme. For full details, including the extent of impacts outlined below, please refer to the  *EAR and Interim Scheme Assessment Report (Interim SAR)*.

The environmental assessments conducted to date assume that the route would be built on an embankment across the River Arun floodplain. The routes could alternatively be built with a viaduct. A decision on this will be taken once a preferred route is confirmed and more detailed design work is undertaken. These assessments also assume the A27 Worthing Lancing improvements progresses²⁴.

Environmental mitigation

We continuously strive to manage the potential environmental impacts of all of our schemes via an environmental management hierarchy: avoid, minimise, mitigate, offset and compensate. Opportunities for environmental enhancement will also form an important part of the management regime.

We intend to manage the potential adverse environmental impacts of this scheme through our design process (to avoid and minimise impacts) and by introducing specific impact mitigation measures during construction and operation. We recognise that some elements, such as ancient woodland, are irreplaceable and cannot be offset. We are also committed to monitoring and reviewing the effectiveness of all environmental management measures.

Specific mitigation and compensation measures which could be implemented include²⁵:

- Green bridges and oversized structures (like culverts) to facilitate safer animal crossings of the A27
- Habitat creation to provide compensation for habitats affected by the scheme

- Planting of suitable vegetation to mitigate landscape impacts
- Flood management measures to avoid changes to flood characteristics
- Screening to mitigate impacts on cultural heritage setting

Provision has been made for environmental mitigation and compensation measures within our scheme cost estimates.

We will continue to engage with statutory environmental bodies and other key stakeholders to develop the full environmental mitigation strategy, once a preferred route is identified.

Economic assessment

All our road schemes must demonstrate how the costs of the scheme compare to the benefits. This is known as the Benefit to Cost Ratio (BCR). As set out by the Department for Transport (DfT), benefits include journey time savings and safety improvements, while costs include the funding needed to develop the scheme, maintenance and construction fees and the purchase of any land required.

The final Value for Money assessment includes more than just the BCR and also takes account of all expected effects, risks and uncertainty. Taking into account all impacts, risk and uncertainty, no option significantly outperforms the other options in terms of value for money.

Funding the scheme

Two of the six options are broadly deliverable within the current budget that has been allocated for the scheme through the Road Investment Strategy. We are still keen to receive feedback on all six options during the consultation since the cost ranges published within this consultation are early estimates based on work done to date and as such do not represent our final costs for the project. We will continue to develop our design in such a way that seeks to deliver the best possible value for money in line with the needs of the scheme.

²⁴ In line with Highways England process, the environmental assessments presented in this brochure assume that planned developments (such as the Lyminster Bypass and the Worthing and Lancing scheme) proceed. However, given the uncertainty around the future of the Worthing and Lancing scheme, we have received queries about how the assessment would change should the scheme not progress. The results of the environmental assessments excluding Worthing and Lancing are set out in the Environmental Sensitivity Testing Technical Note. This will be published by 13th September.

²⁵ For more information refer to Environmental Assessment Report (EAR).

Costs and benefits

| | Cyan (Option 1V5) | Beige (Option 1V9) | Crimson (Option 3V1) | Magenta (Option 4/5AV1) | Amber (Option 4/5AV2) | Grey (Option 5BV1) |
|---------------------------------|----------------------|-----------------------|-------------------------|----------------------------|--------------------------|-----------------------|
| Cost range (million) | £200 - £295m | £195 - £290m | £255 - £380m | £280 - £405m | £290 - £420m | £320 - £455m |
| BCR²⁶ | 1.7 - 2.5 | 1.6 - 2.3 | 1.7 - 2.4 | 1.5 - 2.2 | 1.6 - 2.3 | 1.5 - 2.1 |
| Value for Money | Medium | Medium | Medium | Medium | Medium | Medium |

Compliance with National Networks National Policy Statement (NN NPS)

The A27 Arundel Bypass meets the criteria of being a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and therefore must be authorised by the Secretary of State by way of a Development Consent Order (DCO). A DCO is a statutory instrument which will contain the necessary powers for us to construct, operate and maintain the scheme and replaces the need to obtain planning permission and a number of other consents. A DCO can also include a number of associated powers, including in relation to compulsory acquisition. More information is available in our planning policy summary on our website or from the Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk>

Because the project is a NSIP, the primary policy document against which the Secretary of State must assess the scheme is the National Networks National Policy Statement (NN NPS). While the scheme aligns with many of the NN NPS policies, there are also policies which it may conflict with, including:

5.133: Heritage – ‘Where the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm.’

■ **5.151: National Park** – ‘The Secretary of State should refuse development consent in these areas except in exceptional circumstances and where it can be demonstrated that it is in the public interest.’

■ **5.154: National Park** – ‘The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation...’

■ **5.169: Minerals Safeguarding Area** – ‘Applicants should safeguard any mineral resources on the proposed site as far as possible.’

■ **5.32: Ancient woodland** – Requires the Secretary of State to not grant development consent for any developments that would result in the loss or deterioration of irreplaceable habitats including Ancient woodland, unless the need for and benefits of development in that location clearly outweigh the loss.

Any scheme which conflicts with NN NPS policy carries a greater risk of being refused consent and therefore not being delivered. We will consider the NN NPS when selecting the preferred option, undertaking further detailed design and proceeding to prepare an application for consent.

²⁶ Combined Modelling and Appraisal Report (ComMA).

Consultation feedback

Your views are important

We would like to hear your views about the options presented. The consultation runs for eight weeks from **30 August to 11.59pm on 24 October 2019**. Responses received after this time may not be considered.

Details of how to submit your response to the consultation can be found on page 3 of this brochure.

What happens after the public consultation?

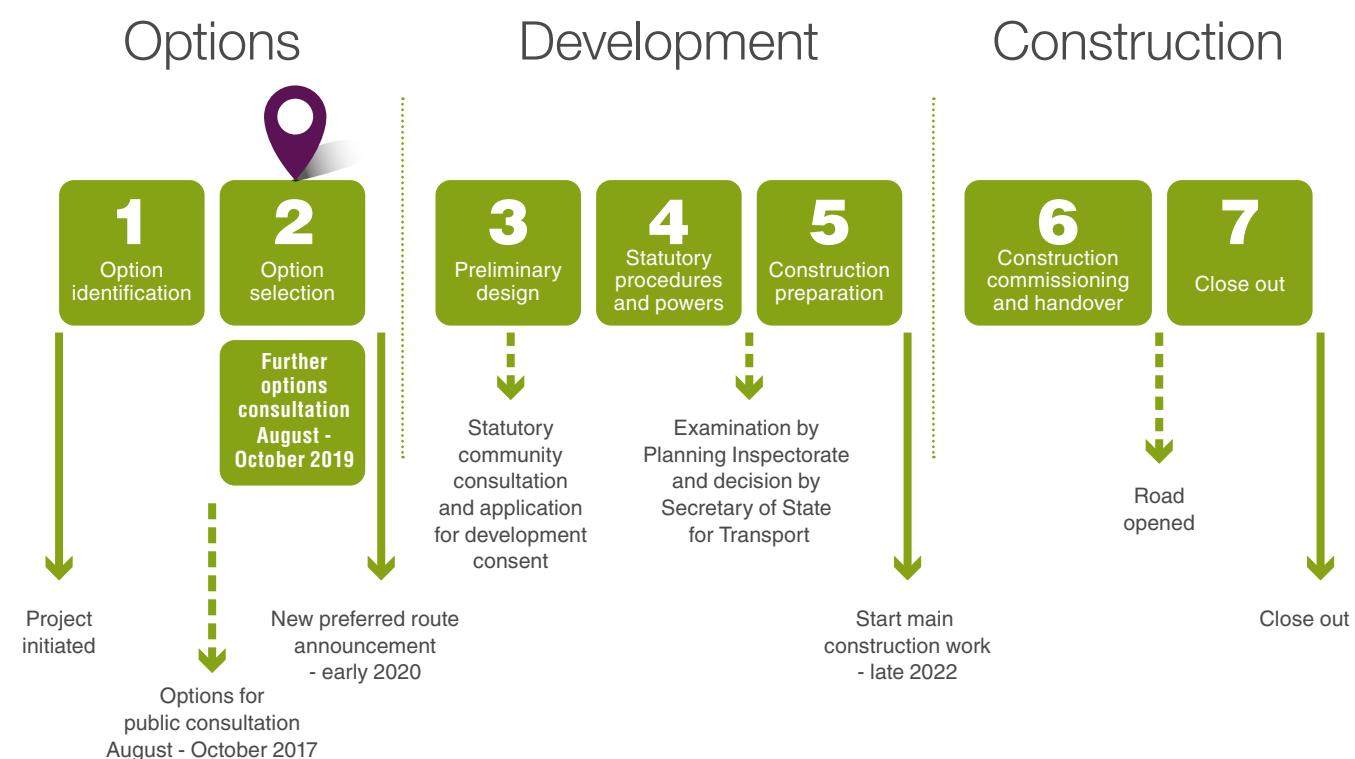
All responses and comments received during the public consultation will be considered and summarised in our Public Consultation Report, which will be published on our website. We will carefully consider the responses alongside several factors to determine our preferred route for the scheme.

Another opportunity to have your say

Following a preferred route announcement, we will develop detailed proposals. This will include further surveys and investigations to allow us to design the scheme in more detail.

There will be a further opportunity to have your say on the design of this preferred route during further public consultation prior to any application for consent.

Timeline



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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Highways England Company Limited registered in England and Wales number 09346363

Re: Application for a Definitive Map Modification Order

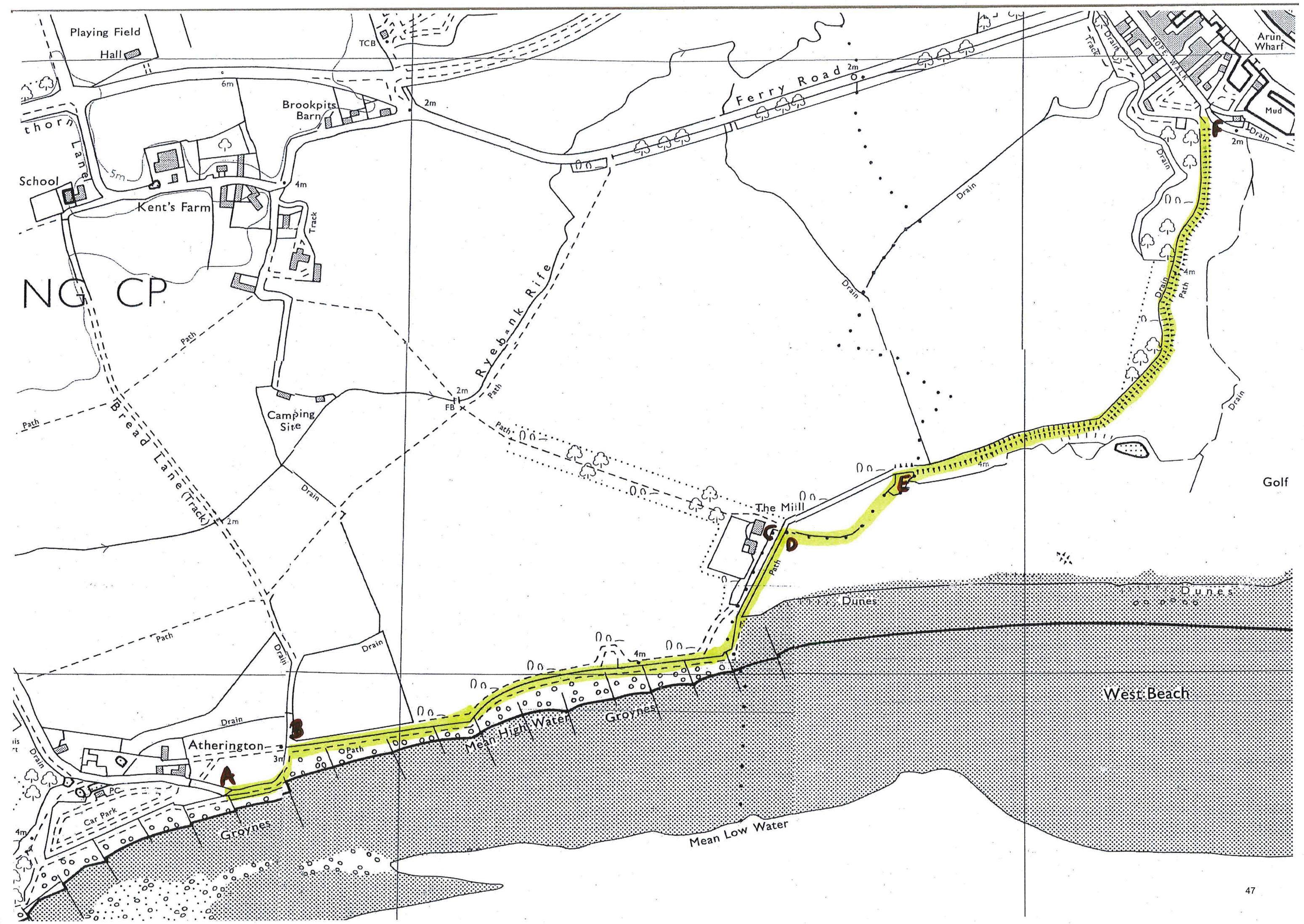
Application Numbers 2/17, 3/17 & 4/17 – Upgrading to a Restricted Byway Footpath 829 Between Points A-C and Upgrading to a Restricted Byway Footpath 174 Between Points E-F, Adding a Restricted Byway Between Points D-E on Application Map Climping, West Sussex

I write in reference to the above application. Firstly, I apologise if you have previously received correspondence of like, as you may already be aware WSCC received an application from the British Horse Society to upgrade footpath 829 to a restricted byway from point A to D as shown on the application plan and upgrade footpath 174 to a restricted byway between points E to F on the application plan as well as the addition of a restricted byway between points D to E on the application plan (please see application plan attached). The application is based on archive evidence only, which can be viewed upon request.

This claim is currently under investigation by WSCC. As part of the formal investigation into the application, West Sussex County Council (WSCC) is required to consult every local authority including town and parish councils whose area includes the land to which the application relates and hence we are writing to Littlehampton Town Council.

If you have any evidence, either in support of or contrary to the application which you wish to be considered, please submit this. We would be grateful if you could return provide any comments/ additional evidence in the **next 21 days**.

As mentioned above, WSCC will write to all other affected landowners/occupiers, District and Parish Councils and Amenity Societies with a view to obtaining any further evidence, which may either, support or oppose the claim. After further research a report will either be taken to the County's Rights of Way Committee, who will reach a decision as to whether to proceed to make an order adding the path to the definitive map based on the balance of evidence available, or signed off under the County Councils Scheme of Delegation. If any objections are received to a made order, then it is likely that a local public inquiry will be held to decide the matter.





CONSULTATION DRAFT

Electric Vehicle Strategy

2019-2030

Summary





Our vision

When residents of West Sussex travel by car and small van they choose electric, and travel in a carbon neutral way.

Why EV is important to us

We want to support electric vehicle take up in the County to reduce carbon emissions; improve air quality and generate revenue without risk.

Aims

To achieve this vision we have three highly ambitious aims:

- 70% of all new cars in the county to be electric by 2030, but as a minimum we want to see at least 50% electric.
- There is sufficient charging infrastructure in place to support the vehicles we predict will be reliant on public infrastructure to charge.
- Ensure a renewable energy source for all charging points we enable.

Our solution

Our solution is aimed at both encouraging a quick switch to Electric Vehicles (EV), and addressing the barriers that are preventing the switch. Our solution has two strands:

1. Encouraging

- **Communication and engagement**

Ensure residents understand the options for and benefits of EV ownership, are aware of available grants, and where they can find charging points.

- **Incentives**

Offer incentives to encourage a switch to electric vehicles as soon as possible.

2. Enabling

- **New development**

Ensure the future long-term sustainability of EV charging by integrating infrastructure into new development

- **Provide a comprehensive and cohesive public charging solution on public land.**

We want to see three main types of charging infrastructure:

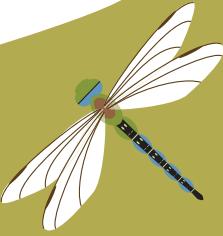
a) Residential charging – serving local residents primarily for overnight charging both in local off street hubs and on street. This will include guidance to enable residents to run cables in cable protectors across footways

b) Rapid hub charging - serving all EV users on street or in off street hubs

c) Destination (top Up) charging - serving all EV users, on street or in off street hubs

Delivery

Our preferred option for delivery and ongoing management, operation and maintenance is the use of a third party supplier.



Executive Summary

The Arun Valley Vision Group (AVVG) was established at a conference on 20th January 2017 in Arundel convened by Nick Herbert MP for Arundel and South Downs. This followed representations he received from constituents concerned about the future management of the River Arun, particularly in relation to implementation of the Lower Tidal River Arun Strategy (LTRAS) (see Appendix 2) and the abolition of the Arun Valley Internal Drainage Board (IDB).

The aim of this two year project has been to:

- Carry out a new community-led partnership project to develop a sustainable long-term vision for the Lower Arun Valley.
- Provide a landscape-wide context for the consideration of flood management issues; and
- Find a sensible and affordable balance between the needs of conservation, land management and protection of people and properties against flood risk as time passes.

This document is the final report of the AVVG, providing the Group's recommendations and an overview of how the project developed.

A Vision for the Future of the Arun Valley

As an initial exercise, members of the Group, which comprised representatives from key stakeholders and organisations in the Valley, were asked to provide statements concerning their aspirations for future management.

This exercise began the process of enabling

participants to better understand each other's positions and to begin the process of identifying common ground, leading to informed discussion about a way forward that would be acceptable to all interested parties. A key aspect of these early stage discussions was the observation that an agreed way forward should retain an element of flexibility and the ability to respond at short notice to changing circumstances.

These discussions enabled a joint vision to be agreed, which aspires to ensure that:

- Communities are supported to create a healthy local environment which supports multiple benefits to society
- The long-term economic, social and environmental sustainability of the landscapes, wildlife and communities of the Arun Valley are secured
- Farmers and landowners are fairly rewarded for their vital roles in producing food and actively managing the environment
- The risk of flooding is managed effectively and sustainably for the long term

- Enhanced rural tourism and other linked opportunities provide important support for the local economy
- The Valley makes an enhanced contribution to the health and well-being of the people of West Sussex and visitors from further afield.

Collaborative Scenario Appraisal

To develop how these aspirations can be delivered it has been important to recognise some of the complexities, uncertainties and practical realities affecting the Valley. In particular there is much uncertainty concerning the implications of future agricultural policy, the potential scale of climate change impacts and any associated adaptation that would need to take place to help the internationally important wildlife interest in the Valley.

In light of such uncertainty, the Group jointly contributed to a description of four scenarios which helped develop a shared understanding of the achievable and desirable outcomes. The following three scenarios were considered by the Group either to be too costly, not widely acceptable to the whole community or entailing too great a risk to wildlife, people, properties and farmland:

- Do Nothing: The option that no further co-ordinated management, planning and delivery would be undertaken was considered unacceptable on the basis that it would make catchment and landscape scale outcomes nearly impossible to deliver. There would be no way of resolving wide scale issues or conflict between distributed interests in the Valley.
- Hold the Line: The option to find an engineered solution to increase the height of all embankments and undertake a dredging maintenance programme was

seen as too costly as it would require very significant private investment and there are no obvious sources of funding that could be used for this purpose. It would also restrict opportunities to provide space for wildlife to adapt to climate change in the future.

- Managed Re-naturalisation: This option was considered to provide significant wildlife and flood resilience benefit, but it would be extremely controversial. It would be costly to deliver as landowners would potentially dispute the impacts to farmland and rural livelihoods. A far reaching option such as this would require such a substantial change to the rural economy in the Valley that the Group considered delivery would be unrealistic within a foreseeable timeframe.

Adaptive Management – The Preferred Approach

Adaptive Management, the fourth scenario, was considered to represent the most realistic way of developing a co-ordinated approach that balances the interests of all stakeholders. We define Adaptive Management as:

A long term, co-ordinated approach, which recognises the dynamic and unpredictable challenges on the horizon. Adaptive Management refers to a process of continuous assessment and responsive consultation to find the right solution for the appropriate time and place. This would enable a joint process shared by relevant stakeholders within the Valley to continue reviewing key areas of importance, exploring options to upgrade local protection standards and seeking to secure localised storage measures offering multiple benefit wetland solutions where appropriate.

It provides a balanced approach which uses a combination of management

techniques, including the upgrading of local flood defence structures and the creation of wetland habitats for flood storage and long term flood resistance. It enables gradual, targeted and managed

interventions to increase flood resistance and adapt to climate change and, over time, will allow more natural flood management in appropriate circumstances, alongside traditional management.

Key Recommendations

Taking this forward, the report expands on how an Adaptive Management approach for the Arun Valley should be developed in the next two-year phase of the project. In particular we propose:

- The establishment of a strategic partnership body to assess, prioritise and co-ordinate the interests of all stakeholders, seeking to identify public and private funding opportunities as appropriate to each case; and
- The delivery of a robust assessment of the natural, economic, agricultural, social and cultural capital within the Valley and the production of a strategic plan for the future of the Valley.

In addition, the Environment Agency will work with landowners with the assistance of the NFU to help them to determine how, individually and collectively, they wish to operate following the possible abolition of the IDB and the proposed implementation of the relevant provisions of LTRAS.

The success of implementing these recommendations will rely on securing external sources of funding and the continuation of a partnership approach with support of key organisations such as the Environment Agency, the South Downs National Park Authority and local authorities.



LITTLEHAMPTON TOWN COUNCIL

Non-Confidential

Committee: Planning & Transportation

Date: 16th September 2019

Report by: The Town Clerk

Subject: Council Priorities 2019-2023

1. Background

- 1.1 An informal meeting was held on the 29th August 2019 to look at what the priorities of this Council might be. All the ideas would proceed through the September cycle of meetings and would, themselves, be prioritised so that they could be assessed for viability, cost and deliverability.
- 1.2 The following areas have been discussed: -
 - a) Ongoing priorities from the last Council.
 - b) Ideas put to the Town Clerk by Members, or Committees, or political groups.
 - c) Other ideas from Members.
- 1.3 This report summarises the lists, adds a small commentary to each and identifies the Committee that would take lead responsibility. It also identifies those that, potentially, have either significant, minimal or no financial implications.
- 1.4 The new ideas were considered under the headings of Environment; Community; Major Capital Projects and Other. Some of these overlap, but at this stage the groupings have been retained.

2. Recommendations

The Committee is **RECOMMENDED** to agree those priorities within its remit that it would wish to progress.

3. Priorities

3.1 Existing Priorities that are still to be completed

There was no opposition to the continuation of the existing priorities (Appendix 1).

3.2 Set out in Appendix 2 is a table addressing each of the new suggestions. These have been considered by each of the relevant Committees.

Peter Herbert
Town Clerk

Littlehampton Town Council

Existing Major Priorities

Peter Herbert
Town Clerk

Laura Chrysostomou
Deputy Town Clerk & Responsible Financial Officer

Juliet Harris
Assistant Town Clerk

1. Keystone Youth Centre – including future of Project 82.
2. New Allotments:-
 - Church Land
 - Holly Drive
 - North Littlehampton
3. North Littlehampton Community Centre & Youth Facility.
4. The Windmill (Helm) – see *new priorities*.
5. Civic Island OPE (One Public Estate):-
 - Health & Housing
 - Hospital, Library, District Council – see *new priorities*.

6. Skate Park.
7. PA System in New Millennium Chamber.
8. Priorities, Aims & Objectives.
9. Business Continuity Plan.
10. Reception Reconfiguration/Decoration/Restyle.
11. Electronic Banking.
12. Museum Collection Project.

13. Museum Re-accreditation.
14. Rosemead Park Playground.
15. Review of Service Funding Agreements.
16. Future Allocation of Community Grant Monies (And Other Grants):-
 - Prepare Options Paper.
17. Christmas Lights:-
 - Contract 2020 onwards.
18. Floral Contracts:-
 - Contract 2020/21 onwards.

19. Tree Planting – see *new priorities*.
20. Events – see *new priorities*.
21. Town Centre – see *new priorities*:-
 - Enhancements & Regeneration Group.
 - Local Action Team.
22. Local Plan.
23. Corporate Branding.
24. Install Replacement CCTV at the Manor House.

| No | Suggested Priority | Summary | Level of Support at Discussion Group | Financial Implications | Committee Lead | Suggest Way Forward |
|--------------------|---------------------------------------|--|--------------------------------------|--|--|---|
| ENVIRONMENT | | | | | | |
| E1 | Pier Road pedestrianisation | There has been much comment about the benefits of pedestrianising the Southern part of Pier Road. This is seen as particularly beneficial to the Town during the summer months and the possibility of closing the road for 3-6 months for, for instance, 12 hours a day, between 10am - 10pm could be explored. ADC have previously been keen to progress, but WSCC have received opposition from traders. | Strong support and no opposition. | None for LTC, unless there was a desire to contribute to the infrastructure - rising ballards, signage, chair storage etc. | Policy & Finance | Firstly, discuss with ADC to see if joint support. Then consult Pier Road traders and WSCC. |
| E2 | Recycle Lancing | A scheme operating in Lancing that looks to recycle a range of items that cannot be collected at the kerbside. Profits to charity. Requires volunteers. | Supported. | Minimal. Possible use of LTC land/property and possible grant. | Policy & Finance | Discuss with the operator and bring report to Committee. |
| E3 | Tree Planting | Direct all funding for tree planting to EMR to build up reserve to plant mature trees along the new East Street - Black Ditch Fitzalan Road extension. This would mean no new tree planting apart from replacing existing trees. Funding also to be sought from developers and other LAs. (In addition to developers contribution as part of planning permission). | Supported. | Moderate - depending on the level of annual sum to be allocated in future years budgets. | Community Resources | Agree position at Community Resources Committee and then in Budget cycle. |
| E4 | Solar Panels | Look at possibility of installing solar panels at Manor House and Southfields Jubilee Centre. (Manor House problematic as Listed Building in Conservation Area). | Not Supported. | Significant expenditure, but potential savings in the long term. Possible grant to install. | Property & Personnel | Do not take forward. |
| E5 | Charging points for electric vehicles | Look to work with others to increase availability of charging points. | Not Supported. | Unknown. | Policy & Finance/Planning & Transportation | Do not take forward. |

| No | Suggested Priority | Summary | Level of Support at Discussion Group | Financial Implications | Committee Lead | Suggest Way Forward |
|--------------------|--|---|---|---|--|---|
| ENVIRONMENT | | | | | | |
| E6 | Rosemead Trees | Look to take down trees to East of park, covered by TPO. Replace with mature quality trees that will also open up the East of the park and add to the attractive entrance to the Town. | Strongly supported. | Significant. Will not be covered by funds for playground works. | Community Resources | Take forward discuss with ADC planners as to what would be acceptable, and then bring report to Committee will finance options. |
| E7 | Heritage Group | Ensure smooth transition of Heritage Group to stand alone organisation. Funding is coming to an end and it has always been anticipated that the Group would then continue under its own stewardship. (Report already taken to Planning & Transportation). | Not Supported - BUT believe that possibility this was misunderstood as way forward already agreed by Planning & Transportation. | None. | Planning & Transportation | Continue transfer as per report to Planning & Transportation. |
| E8 | Improve Environmental controls at Allotments for plotholders and Amenity Team. | Improve waste disposal/recycling and water usage. (Some actions already being taken i.e troughs). | Supported. | Minimal/Moderate - depending on what decided upon, in terms of recycling. Restraining water usage will save money. Possible additional Amenity Team cost. | Community Resources | Allow dust to settle from new agreement and look at options over next 18 months before consulting LALGA/Plotholders. |
| E9 | Investigate organic allotment site in Holly Drive/North Littlehampton New Sites. | Look to retain one site as solely for organic growers, with tight controls. | Supported. | Minimal. | Community Resources | Investigate criteria for organic site and report back to Community Resources Committee. |
| E10 | Take on ADC smaller open spaces in housing developments. | By taking these on, these could be significantly enhanced. | Limited support. | Unknown. Could be significant, depending on the level of enhancement. Option could be to pay ADC contractors for an upgrade. | Property & Personnel/Community Resources | This is not an immediate priority and therefore the initial step could be to see if ADC would be interested. |

New Council Priorities 2019/23

Appendix 2

| No | Suggested Priority | Summary | Level of Support at Discussion Group | Financial Implications | Committee Lead | Suggest Way Forward |
|--------------------|---|---|--------------------------------------|---|--|---|
| ENVIRONMENT | | | | | | |
| E11 | Roadside wildflowers/biodiversity planting/maintenance. | <p>Look to move away from unmaintained highway verges/shrubs to meadow areas, with wildflowers to encourage biodiversity.</p> <p>Focussing initially on new estates/new Fitzalan Road extension.</p> <p>Possibly link to branding/marketing. To be progressed with WSCC/ADC/Developers/Community etc.</p> | Strongly supported. | Unknown, but potentially moderate/significant ongoing, if maintenance included. | Policy & Finance/Planning & Transportation | <p>A three tier partnership group is suggested, Member Group and Officer Action Group (to cover wide range of inter-agency issues).</p> <p>Raise at North Littlehampton Steering Group, along with tree planting to get on agenda for North Littlehampton development.</p> <p>Open discussion with WSCC Highways to explore options. Once details known report to Committee to agree programme.</p> <p>Need to agree budgetary provision.</p> |
| E12 | Water refill stations | <p>Look to install water refill stations on seafront and possibly in town and parks. Other than Rosemead all on ADC land.</p> | Strongly supported. | Moderate, although start-up costs unknown, as if any contribution from ADC. | Community Resources | Approach ADC and report back to Committee. |

New Council Priorities 2019/23

Appendix 2

| No | Suggested Priority | Summary | Level of Support at Discussion Group | Financial Implications | Committee Lead | Suggest Way Forward |
|------------------|--|---|---|--|--|--|
| COMMUNITY | | | | | | |
| C1 | Youth Service Contract Renewal More outreach/detached? | Existing contract with Arun Church expires in September 2020. Needs to be extended. More detached/outreach work in contract | Strongly supported. Supported. | Minimal - if little change to existing contract, although salary increase will need to be included. None if within existing resources (+ salary increases). | Community Resources | Report to Community Resources in October/December to agree any changes to emphasis. |
| C2 | Investigate options to work with Planning Authority to improve planning for Town Centre, to ensure long term viability | This work to include examination of need for Supplementary Planning Document (SPD), and/or how existing Local Plan can be focussed at retaining key retail focus; control of HMOs without supporting infrastructure. | Strongly supported. | Unknown, although sharing or totally funding work on a SPD would require significant financial commitment. | Planning & Transportation | Initiate discussion with ADC and report back to Committee. |
| C3 | Events - more, but outsourced | An expanded events programme, with the additionals being facilitated through external providers, possibly providing an income. Support for a Sussex Day Food Festival, but importance of not clashing with Wick noted. | Supported. Supported with caveat about Wick. | Potentially budget neutral. | Community Resources | Develop ideas for this Autumn's budget cycle, but leave open for expansion through the year. |
| C4 | Secure future Wick Information Centre | Discussions already underway with existing lead partner about moving away from the porta cabin. | Strongly supported. | Moderate - to be picked up in Service Funding Agreement (SFA) review. | Community Resources | Report to Committee in Autumn cycle. |
| C5 | Awards | Bring together LTC awards and seek public nominations for Town Merit Awards. | Some support, some opposition | Moderate - large venue for awards presentation. | Community Resources/Policy & Finance/Council | Reports to Committees. |
| C6 | Disc Parking: Are there better ways to achieve goals? | Undertake investigation and consultation on options that might improve retail attraction and assess risks. | Strongly supported for investigation, but with caution regarding losing disc parking. | Neutral. | Policy & Finance | Undertake joint discussion with ADC about their involvement. Undertake further consultation with traders. Return to Committee for direction BEFORE Wider public consultation. |

New Council Priorities 2019/23

Appendix 2

| No | Suggested Priority | Summary | Level of Support at Discussion Group | Financial Implications | Committee Lead | Suggest Way Forward |
|------------------|--|--|--|---|--|--|
| COMMUNITY | | | | | | |
| C7 | Community Infrastructure Levy (CIL) | At some point CIL will come into being, with LTC able to collect 25%, although currently not being sought in Town Centre. Need to discuss how this is best spent. | Support. | Need to identify how new income (if any) will be spent. | Planning & Transportation/Policy & Finance | Await CIL implementation and then discuss further with ADC and report to Committee. |
| C8 | Increase funding for community groups, after refocussing discussions have taken place. | Council has already asked to review how grants are allocated. | There was equal support & opposition to the idea of increasing the amount given. Definite support for more direction to areas of need. | None, if no additional funds required. | Community Resources | Reports going through Autumn cycle of Community Resources Committee. |
| C9 | Town Centre Policing | <p>A proposal to financially support an initiative to enhance "policing" in the Town, including Town Centre, Wick and other Town hotspots. A partnership with ADC?</p> <p>One option to run a pilot scheme of Community Wardens, who could also police the PSPO (revised)</p> <p>Other - fund Police Officer or PCSO.</p> <p>No comments made on proposal for public meeting with PCC.</p> | <p>Good support, with some opposition.</p> <p>No support.</p> | <p>Significant.</p> | <p>Policy & Finance</p> | <p>Urgently establish a joint proposal with ADC for community wardens for consideration in Autumn, pre-budget cycle for Committee.</p> <p>PCC Elections looming, so some when needed if this is to progress.</p> |

| No | Suggested Priority | Summary | Level of Support at Discussion Group | Financial Implications | Committee Lead | Suggest Way Forward |
|-------------------------------|--|---|---|--|--|---|
| MAJOR CAPITAL PROJECTS | | | | | | |
| MCP1/2 | <p>NOT proceed with "HELM" and One Public Estate Community Centre options to allow: -</p> <ul style="list-style-type: none"> • Significant investment in Windmill, having looked at all options. • Ability to support Public Realm in High Street. • Progress work at St Martins CP. • More capacity to deliver Keystone and North Littlehampton Buildings. • Better playground at Rosemead Park. | <p>This is a refocus of the need for a Town Centre Community Centre, which is proving impossible to progress. Still a need for youth facility in the Town, but other projects that are more viable could progress if funding available, or could be significantly enhanced.</p> | Strongly supported, particularly Windmill & Rosemead. | Major. | Council | <p>Open discussions with ADC on their properties.</p> <p>Include flexibility with Keystone & Rosemead play equipment proposals (Community Resources Committee/Property & Personnel Committee and Community Resources Committee respectively).</p> |
| MCP3 | Project 82 | Progress sale if 50 Up Club can be rehomed and Find It Out Service moved on. | Strongly supported. | Capital receipt. | Policy & Finance/Council | Community Resources Committee to consider position regarding 50 Up Club and Find It Out Service. When vacant refer it to Property & Personnel to agree disposal process. |
| MCP4 | North Littlehampton "play" area for older young people. | LTC will have land, ADC will provide equipment. When land is available, this needs to be progressed. | Strongly supported. | Budget neutral for LTC? Who will own/maintain play equipment, probably ADC. | Property & Personnel/Community Resources | <p>Property & Personnel Committee to note acquisition of land.</p> <p>Community Resources Committee to agree "play" equipment.</p> |
| MCP5 | Consider option available to LTC to provide housing. | Potentially an idea that could meet need and provide income. | Strongly supported. | Major investment BUT income generating in medium term. Income needs to cover loan costs. | Council/Policy & Finance | Investigate options before preparing report to Policy & Finance. |

New Council Priorities 2019/23

Appendix 2

| No | Suggested Priority | Summary | Level of Support at Discussion Group | Financial Implications | Committee Lead | Suggest Way Forward |
|--------------|---------------------------------|--|---|---|--|---|
| OTHER | | | | | | |
| O1 | Boules/Petanque | Investigate possibility of facilitating rink at Mewsbrook Park. | Good support. | Unknown. Don't know who will finance. If LTC moderate/significant. Who will maintain? Possible ongoing cost. | Community Resources | Discuss with ADC/Freedom/Concessions and report back to Community Resources Committee before wider public consultation. |
| O2 | Enhance Town Centre Roundabouts | Self explanatory, but strong likelihood WSCC will be looking to reclaim these. | Opposed. | N/A | Community Resources | Do not proceed. |
| O3 | Pop-up Café's | Proposal to support pop-up cafes in parts across Town. Concern about Caffyns Field impacting Town Centre cafes. | Little support or opposition. | None for LTC. | Community Resources | Do not proceed. |
| O4 | Visit Littlehampton Website | Look to improve linkups etc. | Strongly supported. | Minimal/None. | Community Resources | Report to Committee. |
| O5 | Public Art | Joint work with ADC ongoing to provide Gateway art at new development. | Limited, but no opposition. | Unknown if LTC will want to enhance what can be provided with developers funds. | Policy & Finance | Report to Committee when joint work completed and proposal agreed. |
| O6 | Museum | Next steps of Collections Documentation Project including, disposal of unwanted items, Policy on non-Littlehampton material; storage. Securing permanent contract for Curator. | Strongly supported (esp Curator) | Unknown, but probably moderate/significant. | Community Resources/Property & Personnel | Reports to Committee will be written in 2020. |
| O7 | Parking for Parent & Baby | Very limited offer in Town Centre. | Good support. | None for LTC. | Policy & Finance | If agreed, ADC be approached to address this. |
| O8 | Branding/Marketing (Externally) | Need to progress strong brand that can be used to market town. Needs to stand out and impact wide range including planting etc. | Good support. | Unknown, but potentially significant if external consultant brought in and also in delivery. | Policy & Finance | Once agreed in budget cycle, small working group (3 members) to progress this. |
| O9 | Sing Sussex Anthem in Schools | Ask WSCC to promote "Sussex-by-the-Sea" in their schools. | No comments either way. | None. | Policy & Finance | Do not progress. |
| O10 | Splash Pads | Look to install a splash pad, possibly on seafront. | Raised, but no opportunity to prioritise. | Moderate/significant. | Community Resources | Investigate ADC view and report to Committee. |
| O11 | Outdoor Leisure Equipment | Including adult gym, sports etc. | Raised, but no opportunity to prioritise. | Moderate/significant. | Community Resources | Investigate ADC view and report to Committee. |
| O12 | Cycle Rickshaws | To investigate possibility of providing cycle rickshaw service, possibly seasonal, in the Town. | Some support. | Moderate/significant. | Community Resources | Investigate and report back to Committee. |