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8th October 2019

Notice is hereby given that there will be a meeting of the:

Planning and Transportation Committee

Place: **New Millennium Chamber, Manor House, Church Street, Littlehampton**

Date: **Monday 14th October 2019**

Time: **6.30pm**

Committee:

Councillor C Blanchard-Cooper (Chair)
Councillor Chace
Councillor Long
Councillor Molloy
Councillor Tandy

Peter Herbert, Town Clerk

Agenda

2019/20

1. Evacuation Procedures

2. Filming of Council Meetings, Use of Social Media and Mobile Phones

Members are requested to switch their mobile devices to silent for the duration of the meeting and are asked to note the previously approved protocol for remote meetings which is in place for the duration of this 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:

- Councillor 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 16th September 2019, circulated herewith (pages 4 - 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. Pre-Application Informative Presentation

This is an opportunity for Members to be informed about a potential imminent planning application by Osbourne of Arun regarding proposals for the development of Hampton Quay. Members are reminded that should a formal planning application come forward, they should consider the matter without predetermination, taking into account the papers that would be before them and the debate at that meeting.

9. Planning and other Arun District Council Matters

9.1. Planning Applications- Lists 38, 39, 40 and 41 if available (Attached, Pages 12 – 13)

10. Transportation and other West Sussex County Council Matters

10.1. A27 Arundel Bypass Update - to consider the response to the consultation. Options can be viewed at:
<https://highwaysengland.co.uk/projects/a27-arundel-improvement/> and attached (pages 14 - 22)

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 16th September 2019 at 6.30pm

Present:

Councillor Chace (Chair)
Councillor Buckland
Councillor Long
Councillor Molloy
Councillor Tandy

2019/2020

46. Evacuation Procedures

The evacuation procedures were noted.

47. Filming of Council Meetings Use of Social Media and Mobile Phones

The procedures were noted.

48. Apologies

There were apologies from Councillor C Blanchard-Cooper and Councillor Buckland acted as substitute.

49. 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 Councillor Buckland declared a personal interest in matters relating to West Sussex County Council and a County Councillor.

50. Minutes

The Minutes of the meeting held on 19th August 2019 (previously circulated), were confirmed as a true record and signed by the Chair.

51. Chair's Report and Urgent Items

51.1. Hampton Quay

A request had been received to address the Committee on ideas for the potential future development of moorings on the East Bank of the River Arun at a site immediately north of the A259 road bridge. This was welcomed and it was therefore **Resolved** that:

This be added to the agenda for the next meeting.

52. Public Forum

There were 3 members of the public present.

- 52.1** Mr Paige addressed the Committee regarding the greening proposals included in the North Littlehampton Development. He stated that in his view, there was still an opportunity to improve on the tree planting proposals and incorporate a scheme to recognise the contribution of local suffragettes. He also advised the Committee that he continued to pursue this objective and a road naming initiative with the District Council's Parks Officer and the developer. The Chairman thanked Mr Paige for his comments which were noted.
- 52.2** Mr Paige also expressed concerns at what he considered was a chronic lack of evening buses and sought support for improvements to this aspect of the local bus service. This was noted however it was also observed that the operation of bus services was not within the remit of the Town Council.
- 52.3** Regarding the footpath modification order, Mr Ellis asked for clarification on the route and extent of the proposed changes. It was noted that this would be explained further when the committee came to consider the Order later in the meeting.
- 52.4** Mr Ellis addressed the Committee as Chairman of the Littlehampton Heritage Group regarding Planning Application LU/249/19/PL, 50 & 52 High Street, Littlehampton. Drawing the Committee's attention to the Heritage Group's objection to the proposals, he suggested that Members consider their response using the planning policies set out in the Arun Local Plan. The Chairman thanked Mr Ellis for his comments which were noted.

53. Planning and Other District Council Matters

53.1. Planning Applications – Lists 34, 35, 36 and 37

It was **Resolved** that:

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

54. Transportation and West Sussex County Council Matters

54.1. A27 Arundel Bypass Update

The Committee had before it the Highways England brochure which contained the updated consultation proposals (previously circulated). Regarding the public consultation plans, it was noted that a public exhibition would be held in the New Millennium Chamber on 1st October. The Committee would be considering a response to the proposals at the next meeting.

54.2. A27 Arundel Bypass Elected Representatives' Forum (ERF)

The ERF had been formed by Highways England as a mechanism to engage with communities local to A27 Arundel Bypass Scheme. Town Council had been invited to send a representative to the next meeting of the Forum which would be held on 26 September. Initially, the Chair of the Committee and / or the Assistant Town Clerk would be attending and a proposals for formal representation would be considered later by the Council if appropriate. It was **Resolved** that:

The consultation and update regarding the Elected Representatives Forum be noted.

54.3. Application for a Definitive Map Modification Order

The Committee received an application (previously circulated) made by the British Horse Society to upgrade lengths of Footpaths 829 and 174 in Climping, on the border with Littlehampton Parish. If approved, this would see lengths of these footpaths opened for use by the public on horseback, horse drawn vehicles and cycle. The Committee welcomed the opening up of these footpaths for wider use and it was **Resolved** that:

The application be supported.

54.4. Electric Vehicle Strategy Consultation

The Committee was asked to comment upon a draft strategy prepared by the County Council which aimed to support electric vehicle take up in the county (previously circulated). Members had reservations that the current state of the

technology, coupled with concerns regarding the security and surety of future supply, were such that it was not appropriate to rush into implementing a policy. It was the view of the Committee that the County Council be urged to give further thought to the longer-term implications of this technology, particularly the safe use of electric vehicles, and improve understanding before putting a policy in place. It was therefore **Resolved** that:

The Committee's views as set out in Minute 54.4 be forwarded to the County Council.

54.5. A Vision for the Arun Valley

The Committee received a summary (previously circulated) of the work of the Arun Valley Vision Group regarding the future management of the River Arun. This initiative was welcomed and the engagement with local landowners and strategic authorities noted. It was however considered to be something that the District and County Councils should be engaged with in their roles as planning authorities. It was therefore **Resolved** that:

The report be noted.

55. Town Council Priorities 2019 to 2023

The Committee received a table which contained feedback from the member led exercise to identify priorities for the Council (previously circulated). The Committee proceeded to review the priorities that were within their remit and the Assistant Town Clerk provided clarification on several points. It was observed that funds had been earmarked to investigate community transport initiatives to address severance issues for those residents moving into the new developments north of the Town. The Committee considered that this should remain a priority for the new Council. Members were otherwise broadly content with the priorities and it was noted that further detailed work would be undertaken to determine the level of resources and delivery time scales for consideration by Full Council in November. It was therefore **Resolved** that:

Community Transport be added to the list of priorities identified within the remit of the Committee and that they be endorsed and recommended to the Policy and Finance Committee for progression.

56. Masterplan – North Littlehampton

The next meeting of the Steering Group would be held on 17th September 2019. It was **Resolved** that:

The update be noted.

57. Exempt Business

There was none.

The meeting closed at 7:28pm.

CHAIR

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 | No objection subject to comments from West Sussex County Council. |
| 35 | River | MM | LU/249/19/PL | Change of use of No 48 from Licenced Betting Office & Adult Gaming Centre (Sui Generis) to Retail (A1 Shops) & No 50 from Retail (A1 Shops) to Licenced Betting Office & Adult Gaming Centre (Sui Generis). | 48 & 50 High Street Littlehampton BN17 5ED | OBJECTION: The premises at 50 High Street are designated as a building of special character under the Littlehampton Neighbourhood Plan, Policy 17. The application makes no reference to this designation or acknowledges its status which under the Arun Local Plan 2011/31, Policy HER DM2 (Locally Listed Buildings or Structures of Character) requires that 'proposals for alteration or extension will be expected to relate sensitively to the building or structure and its setting and respect its architectural, landscape or historic interest'. In this respect the relationship with the neighbouring property, number 52, also a building of special character, should be considered. The Arun Local Plan 2011/31, Policy RET DM1 (Retail Policy) Section 2b states that 'provision should be made for a window display, appropriate to a shop front, which is in keeping with the character of the shopping area'. The plans are limited in terms of information and in particular lack details of the design of the front of the building making it impossible to judge the impact of the proposals. |

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

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 16th September 2019
Representation on Lists 37

Page 1 of 1

| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|--------------------------|-------------|----------------------------|-------------------------|---|--|-----------------|
| 37 | River | MM | LU/274/19/HH | Conversion of roofspace to habitable use to include 2 front and 2 rear rooflights | 7 Mariners Quay Littlehampton BN17 5DA | No Objection |

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 14th October 2019
Representation on Lists 38, 39, 40

Page 1 of 2

| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|----------------------|---------------------------|------------------------|---------------------|---|--|-----------------|
| 38 | Beach | BBC/CBC | LU/278/19/HH | Single storey front extension including demolition of existing porch | 37 The Estuary Littlehampton BN17 6NF | |
| 38 | Courtwick with Toddington | JL/FT | LU/279/19/HH | Single storey rear extension | 23 Olliver Acre Wick Littlehampton BN17 6FD | |
| 39 | Beach | BBC/CBC | LU/287/19/HH | First floor side extension. | 34 Tideway Littlehampton BN17 6QT | |
| 39 | Wickbourne | TS | LU/272/19/HH | Double story extension to provide a ground floor disabled bathroom. The first floor to provide a wheelchair lift shaft to allow access to first floor. | 82 Manning Road Littlehampton BN17 7HU | |
| 39 | Courtwick with Toddington | JL/FT | LU/134/19/PL | Application for the removal of Condition 3 on LU/484/73/ (APP/1321/A/74/3173) limiting the occupation of the dwelling to a person solely employed, or last employed in agriculture. | Glenvilla Chalet Old Mead Road Wick BN17 7PU | |
| 39 | River | MM | LU/282/19/PL | Replacement of 6 No. windows in communal hallway from single glazed in wood frames to double glazed PVCu. | The Swallows St Catherines Road Littlehampton BN17 5HJ | |

Appendix 1

LITTLEHAMPTON TOWN COUNCIL
Planning & Transportation Committee Monday 14th October 2019
Representation on Lists 38, 39, 40

Page 2 of 2

| Plan List No. | Ward | Ward Councillor | Planning No. | Details of Application | Location | Comments |
|----------------------|---------------------------|------------------------|---------------------|---|---|-----------------|
| 39 | Courtwick with Toddington | JL/FT | LU/284/19/PL | 2 No semi detached 3 bed houses. | 1A & 1B Northway Road Littlehampton BN17 7JX | |
| 39 | Beach | BBC/CBC | LU/290/19/HH | Formation of balcony over rear elevation flat roof extension (approved under LU/116/19/PDH) | 62 Parkside Avenue Littlehampton BN17 6BJ | |
| 40 | River | MM | LU/294/19/PL | Change of use from Guest House (C1 Hotels) to single dwelling house (C3 Dwelling Houses). | 71 Beach Road Littlehampton BN17 5JH | |
| 40 | Wick/ Wickbourne | TS | LU/297/19/PL | 1 No. new dwelling (resubmission following LU/84/19/PL). | Land to rear of 141 Wick Street Littlehampton BN17 7JY | |

Littlehampton Town Council

Non – Confidential

Committee: Planning and Transportation

Date: 14th October 2019

Report by: Town Clerk

Subject: A27 Arundel Bypass Consultation Update

1. Background and summary of current position

- 1.1 The A27 Arundel Bypass has been included in the Government's Roads Investment Strategy (2015-20). Improvements to this section of the A27 are considered by the Town Council as being integral to the current and future development in the area.
- 1.2 In May 2018 Highways England (HE) announced a preferred route for the proposed bypass, known as Option 5A. However, following the completion of further surveys and technical work, HE are currently undertaking a further non-statutory consultation on options for providing the bypass (<https://highwaysengland.citizenspace.com/he/a27-arundel-bypass-further-consultation/>). This supersedes the 2017 consultation which proposed three bypass routes known as routes 1, 3 and 5A.
- 1.3 Highways England have also established an Elected Representatives' Forum to enable them to engage with the areas most impacted by the proposed Bypass. The Town Council was invited to attend the meeting on 26 September 2019. The Assistant Town Clerk represented the Council at this meeting where HE Officers presented information about the revised consultation options including maps and a visual presentation. This information and the presentation are available to view and download from the HE website using the link above.
- 1.4 The current consultation proposes six route options some of which closely resemble the original proposals. Maps and the HE summaries of the route impacts are set out in **Appendix B** attached. The options include the following:
 - A new viaduct spanning over the River Arun and a bridge over the Arun Valley Railway. NB: The Cyan and Beige routes feature a flyover to the west of Arundel.
 - A junction at Crossbush with roundabout access to and from the A27 in both directions (see Diagram 1).
 - An embankment across the River Arun floodplain.
 - Maintain access for pedestrians, cyclists and horse riders.
 - Assume that planned developments such as the Lyminster Bypass proceed. NB: The scheme design is considered by HE to be flexible enough to accommodate an improved junction at Ford Road which they state will be considered further once a new preferred route is confirmed.

- 1.4 A budget of between £100-£250 million has been allocated to the scheme. The cost ranges published within the consultation are early estimates based on work done by HE to date and do not represent the final costs for the project. Two of the six options, Cyan and Beige, are broadly deliverable within the current budget that has been allocated for the scheme through the Government's Road Investment Strategy. The source of any additional funding should it be required is not stated. Following a preferred route announcement, HE will develop detailed proposals which will lead to further public consultation prior to seeking formal consent to proceed.
- 1.5 The impact of the options is measured in terms of their ability to reduce congestion, improve capacity and safety and minimise environmental impact on the surrounding environment (the South Downs National Park (SDNP)). All routes are visible from the Park and except for the grey route, which is entirely outside the SDNP, run through it and some protected areas. None directly affect Littlehampton.
- 1.6 In 2017 the Town Council supported option 5A (a copy of the Council's response is attached as **Appendix A**) with continuity of the highways network between the Lyminster Bypass and Crossbush and sought the inclusion of a full junction at the point where the new bypass would meet Ford Road. The route that most closely resembles this is Magenta. This route also requires the smallest land take from the National Park and is among those considered to have a minimal impact on the surrounding rural environment and its inhabitants.
- 1.7 Bearing in mind the revised options, none of which have direct impact on Littlehampton itself, the Committee is asked to consider whether to support the revised route 5A, Magenta option and if so, to restate the Town Council's support in response to the current consultation.

2. Recommendation:

Given its close similarity to Option 5A, the Committee is recommended to restate the Town Council's support for the Magenta option for the A27 Arundel Bypass.

Diagram 1

Visualisation of the junction at Crossbush with roundabout access to and from the A27 in both directions





Littlehampton Town Council Response to the A27 Arundel Bypass Improvement Scheme Consultation

STATEMENT OF SUPPORT

Littlehampton Town Council strongly supports the principle of creating a bypass for Arundel that links the A27 to the west of the White Swan Hotel with the Crossbush junction to provide the much-needed highways infrastructure to support the large developments in the area. The Town Council is sympathetic to the call for a full junction between the A27 Arundel Bypass and Ford Road. In view of the increased pressure on the local highways network generated by the occupation of the new developments at North Littlehampton and the planned construction of the Lyminster Bypass, continuity of the network at this point was also considered an important part of the final scheme. The Town Council also wishes to state its support for the position that has been adopted by Arun District Council.

A2. What would you say is the single biggest problem currently affecting the A27 at Arundel?

Congestion, air quality, diversion of traffic to less suitable routes, demonstrable impact on sustainable transport options i.e. bus services to Arundel downgraded as considered nonviable (thought to be due to unreliability because of congestion).

A3. What specific local issues do you feel we should be aware of, in developing our options for the A27 at Arundel?

The need to provide a solution to congestion at Crossbush to make sense of the investment in the wider network particularly in relation to the Lyminster Bypass which will be bridged over the railway joining a new link road into Littlehampton. This easier access will be key to attracting investment in our area which is vital to addressing areas of high deprivation in Littlehampton and connectivity to the new developments at North Littlehampton. We understand that the new bypass will connect to the existing Lyminster Road and it is that which will connect into to the new junction at Crossbush. Further consultation on the precise shape of the arrangements connecting the Lyminster Bypass, Lyminster Road and the new junction at Crossbush will therefore be required.

New housing and commercial developments at Ford, West Bank Littlehampton, Clymping and Angmering as outlined in the Arun Local Plan also need an effective A27 immediately and in the future, with proper access, to avoid massive pressure on the A259, which runs right through a residential area of Town, remains single carriageway in parts, with associated air quality and congestion issues. Improved walking, cycling and public

transport opportunities between Littlehampton and Arundel which are important to our visitor economy and connectivity with the new development at North Littlehampton.

AS. Do you agree or disagree that there is an overall need for a scheme to upgrade the A27 at Arundel to a dual carriageway?

Strongly agree.

81. Do you believe the proposed options will meet the scheme objectives?

Option one does not deal with managing the impact of future growth, or improving accessibility for all users, local services and facilities. It is suggested that there may be scope for further work on options 3 and 5A to ensure that the very best route orientation and design is incorporated to minimise the impact on the rural environment and its inhabitants.

82. Please tell us which option(s) you support for improving the A27 at Arundel and explain the reasons for your choice below.

Please tick the option(s) you support:

Option SA ✓

83. Thinking about your response to Question 82 only, please say if you have any outstanding concerns that are not sufficiently addressed in your preferred option for the A27 at Arundel.

It is necessary to provide a junction at Ford. The pinch point at the top of Ford Road is completely unsuited to today's conditions, let alone future traffic. It would seem to us that the most efficient way of delivering improvements at this point would be when the bypass is being constructed. Whilst it is thought that significant mitigation measures would be required to ensure that such an enhancement to the Scheme was included we believe that it is achievable. The District is faced with an unprecedented requirement to deliver huge numbers of new houses and an unsuitable road which already goes through the National Park. Its congested nature already encourages diversions though less suitable roads in the South Downs which could be alleviated by further by the addition of improvements at this point.

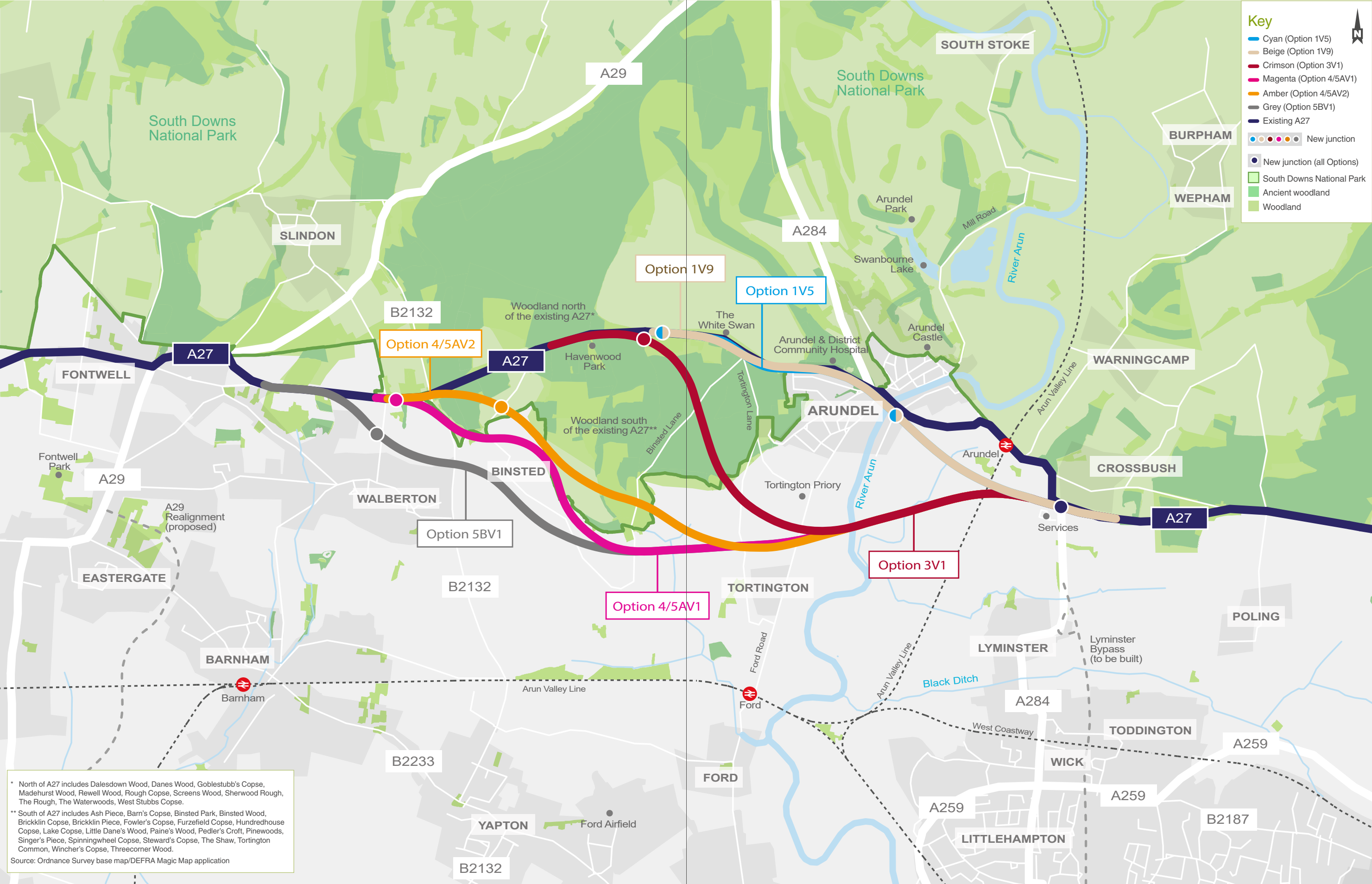
84. Do you have any other comments on the options?

One aspect of mitigation could involve the setting up of a visitor centre to enhance access to the countryside.



Peter Herbert
Town Clerk

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 Appraisal 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

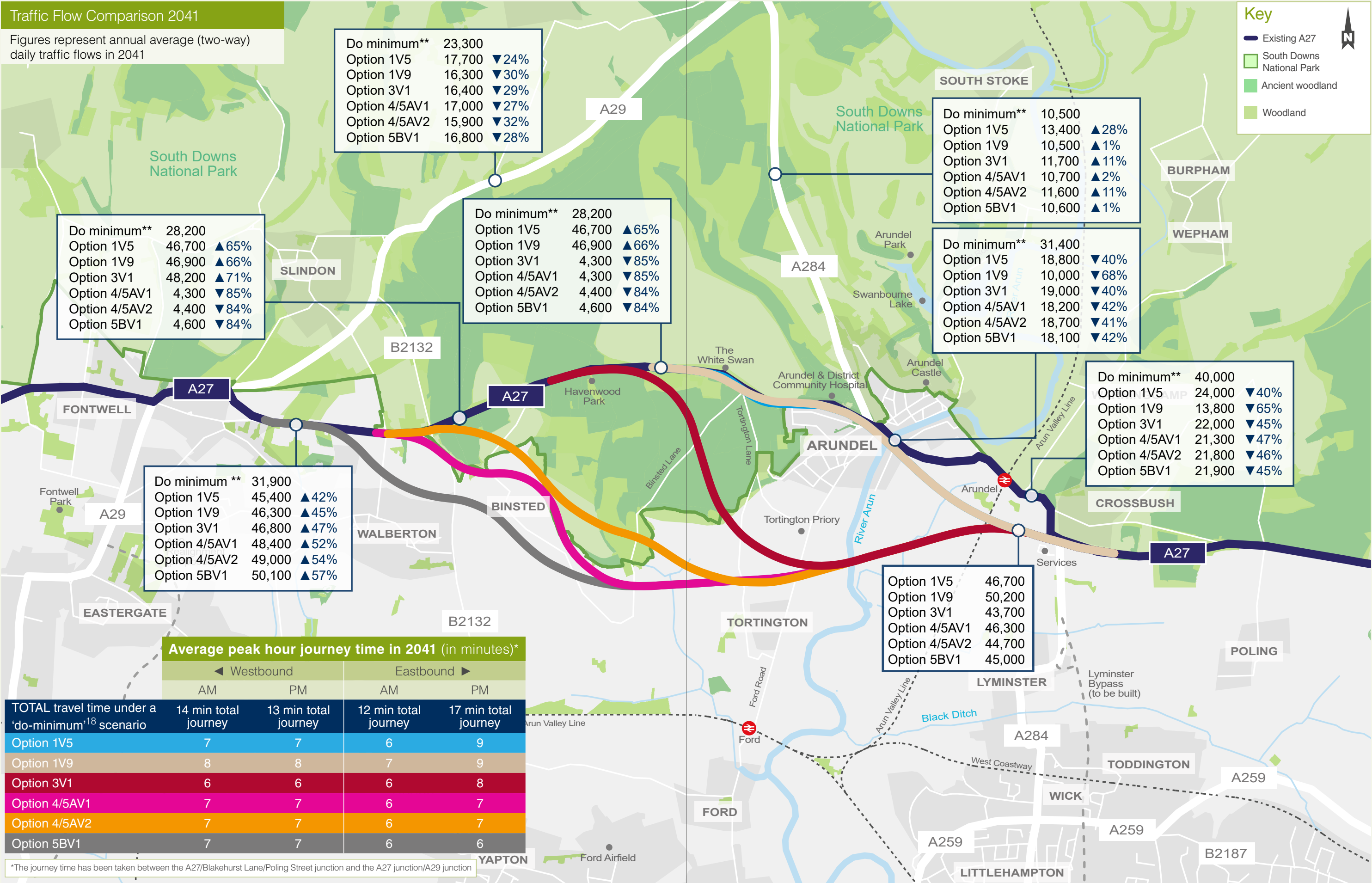
| Objective | Cyan (Option 1V5) | Beige (Option 1V9) | Crimson (Option 3V1) | Magenta (Option 4/5AV1) | Amber (Option 4/5AV2) | Grey (Option 5BV1) |
|---|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| 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 | 142 RESIDENTIAL PROPERTIES | 3 RESIDENTIAL PROPERTIES | 29 RESIDENTIAL PROPERTIES | 21 RESIDENTIAL PROPERTIES | 41 RESIDENTIAL PROPERTIES |
| | 36-month construction timeframe | 34-month construction timeframe | 36-month construction timeframe | 32-month construction timeframe | 32-month construction timeframe | 36-month construction timeframe |

| 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. | | | | | |
| | 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 |
| | 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. For the Cyan option, a new access to the hospital would be built. For the Beige option, access to the hospital would be away from the new A27 dual carriageway, making it slightly less accessible than the Cyan option. For the Crimson, Magenta, Amber and Grey options access to the hospital remains unchanged. | | | | | |
| 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 |

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 Lymminster 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 Lymminster Bypass).
¹⁴ See footnote 13 above.

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)