

Mr Lanzer, Cabinet Member for Highways and Infrastructure	Ref No: HI 12(18/19)
July 2018	Key Decision: Yes
A284 Lyminster Bypass (North) Approval to submit a full planning application	Part I:
Report by Executive Director Economy Infrastructure and Environment and Director of Highways and Transport	Electoral Division: Arundel & Courtwick

Summary

The A284 Lyminster Bypass is an important north-south link between the A27 at Crossbush and Littlehampton. The County Council is delivering the northern 1.1km section. The detailed design process is nearing completion and the information is being prepared for the submission of a Full Planning Application.

Recommendation

That the Cabinet Member delegates authority to;

the Director of Highways and Transport to submit a Full Planning Application to the County Council's Planning Department for the proposed A284 Lyminster Bypass as set out in paragraph 2.1, and any subsequent drawings that do not materially change the proposal to be approved under Regulation 3 of the Town and Country Planning (General) Regulations 1992.

Proposal

1. Background and Context

- 1.1 The alignment of the A284 Lyminster Bypass was adopted by West Sussex County Council in 1992. It has been safeguarded in the Arun District Council Local Plan since 2003.
- 1.2 The entirety of the Lyminster Bypass is 1.8km long from the A259 to the north of Lyminster village. West Sussex County Council is intending to deliver the northern 1.1km section from Toddington Nurseries northwards. The southern section is being delivered separately by developers.
- 1.3 This north-south link is important for residents and businesses as it provides improved accessibility and connectivity between the A27 at Crossbush and Littlehampton. It will alleviate congestion and improve journey time reliability issues caused by the level crossing at Wick. Safety benefits will also be realised by removing traffic from the existing route through Lyminster and Wick.
- 1.4 The scope of the scheme comprises the provision of a single carriageway with a shared cyclist and pedestrian route along one side which will link to similar facilities further south forming a comprehensive route into Littlehampton. A new T-junction will link the existing A284 to the proposed bypass. The continuity of the existing Public Bridleway will be ensured with the provision of a Pegasus crossing. The proposed bypass will cross the Black Ditch and Brookfield Stream with a viaduct and a culvert respectively.
- 1.5 The scheme was submitted for Outline Planning Consent in June 2015 following the completion of the preliminary design by West Sussex County Council's Framework Consultant, WSP. This was reflected in a Cabinet Member decision in December 2014 (reference Decision report HT16 (14/15)). The application was subsequently withdrawn.
- 1.6 Jackson Civil Engineering were awarded the Design and Build Contract for the Lyminster Bypass under Lot 2 of the West Sussex Highways Framework as recorded in the award letter dated 13 April 2016 from Procurement and Contract Services. Jacksons are currently undertaking the detailed design of the scheme under a Limited Instruction to Proceed.

2. Proposal

- 2.1 In order for the project to progress beyond detailed design, it is necessary to submit a Full Planning Application. The proposal is that the Cabinet Member for Highways and Infrastructure approves the submission of a Full Planning Application. The application is shown on plans A284LY-CAP-HGN-00-DR-C-0115 S2-P01 (Appendix A) and A284LY-CAP-HGN-01-SK-C-0119 (Appendix B)

3. Resources

- 3.1 The total approved budget for the scheme is £9.342m of which £3m is funded by the Coast 2 Capital Local Enterprise Partnership (LEP), £3.76m is from Section 106 developer contributions and £2.582m is from the County Council's Corporate Funding. £1.953m has been spent to date on scheme design, surveys and public consultation. This total is a combination of £0.525m Section 106 money, £1.27m LEP funding and £0.158m corporate borrowing.
- 3.2 The detailed design will be used to inform the planning application and Jackson Civil Engineering are on programme to provide the necessary information for a planning application this summer 2018.
- 3.3 Subject to a successful planning application, it is intended to publish the Compulsory Purchase Order which will be the subject of a further key decision.

Factors taken into account

4. Consultation

- 4.1 Wide ranging consultation has taken place during the feasibility study and the development of preliminary design. This has comprised County Council members, local communities and customers, external bodies and internal expertise.
- 4.2 With regard to County Council Members, officers have briefed the Joint Eastern Arun Area Committee (JEAAC) and its Highways and Transport (H&T) Sub-Group regularly. Both JEAAC and the H&T Sub-Group have been afforded the opportunity to provide feedback on the developing scheme designs.
- 4.3 A public consultation took place in September 2014 with 61% of respondents in favour of the scheme and 31% against. The remaining 8% did not express an opinion.

5. Risk Management Implications

Approving the recommendation in this proposal is not considered to pose an unacceptable risk to the County Council

5.1 Submission of a Full Planning Application

If the submission of a Full Planning Application is not approved, there is the possibility that this will significantly impact on the scheme programme to compromise delivery particularly with respect to the LEP funding window which has a deadline of March 2021.

There is a risk that a landowner affected by the scheme may make a request to the Secretary of State to call-in the scheme. If the Secretary of State agrees to the call-in, the planning application will then be decided by the Secretary of State.

6. Other Options Considered

6.1 Submission of a Full Planning Application

The option not to proceed with a Full Planning Application may result in the County Council failing to meet its commitment to the LEP i.e. spending the LGF allocation. This may affect the County Council's ability to secure funding from the LEP for future schemes.

7. Equality Duty

7.1 Those affected by this scheme would include the following;

- Drivers and commuters who use the existing A284 through Lyminster village.
- Local residents of Lyminster village and the North Littlehampton development
- Business located in the Littlehampton area

In assessing the impact that this scheme would have on people, the following activities have been undertaken;

- A public consultation exercise was undertaken in September 2014.
- There has been comprehensive stakeholder engagement

7.2 Describe any negative impact for customers or residents

During the Works

During the works a number of negative impacts might be experienced. These may include noise and dust due to construction processes and equipment. This would be expected to affect residents immediately adjacent to the works or along the construction traffic routes. The construction traffic will also increase the volume of traffic on the local road network with a potential corresponding increase in congestion. Where the road ties into the existing road network at the northern end of the scheme, traffic management will be required which is likely to take the form of two-way lights and this will also cause some disturbance.

The County Council will work with the main contractor during the construction stage to minimise the effects of the works on the local community.

On Completion

The works will be constructed across existing arable and grazing land. They will require the removal of trees and other vegetation therefore the design will feature the necessary mitigation measures. The scheme will require street lighting in places for safety reasons but these will be kept to a minimum.

The negative effect is not expected to discriminate against any group or groups.

7.3 Describe any positive effects which may offset any negative impact.

The scheme is linked to the delivery of 1,260 new homes and 700 new jobs. It will also provide safety benefits through Lyminster village, reduce congestion and improve journey time reliability by avoiding the Wick level crossing.

The improved cyclist / pedestrian facilities link to similar facilities along the southern section of the bypass and on into Littlehampton and as such are expected to promote the use of alternative modes of transport with their associated health benefits.

7.4 Describe whether and how the proposal helps to eliminate discrimination, harassment and victimisation.

The scheme is helping to eliminate the fear of discrimination, harassment and victimisation in the following ways;

- By improving safety through Lyminster village as the volume of traffic is removed from the village centre.

- By improving journey time reliability through the provision of a new route which avoids the Wick level crossing.
- By making travelling safer for pedestrians and cyclists. This will be achieved by providing a safe cyclist / pedestrian facility along the proposed bypass which links to a similar facility along the southern section.

7.5 Describe whether and how the proposal helps to advance the equality of opportunity between people who share a protected characteristic and those who do not.

The scheme is not considered to have any notable positive or negative implications relating to this section.

7.6 Describe whether and how the proposal helps to foster good relations between persons who share a protected characteristic and those who do not.

The scheme is not considered to have any notable positive or negative implications relating to this section.

7.7 What changes were made to the proposals as a result? If none explain why.

The scheme is intended to support economic growth in the area with the added benefits of improving safety, congestion levels and journey time reliability through Lyminster village. The proposals have been developed in accordance with current design standards and best practice. It meets those aims without discriminating against any group, therefore no changes are intended.

7.8 Explain how the impact will be monitored to make sure it continues to meet the equality duty owed to customers and say who will be responsible for this.

A monitoring plan including the following will be undertaken;

- A Stage 3 Road Safety Audit following practical completion of the works to ensure that the constructed scheme is safe for all road users – motorised and non-motorised.

8. Social Value

- 8.1 The proposed scheme is linked to the provision of 1,260 homes and 700 new jobs. It will improve connectivity between the A27 at Crossbush and Littlehampton. It will alleviate congestion through Lyminster and improve journey time reliability through the avoidance of the Wick level crossing. Safety benefits will also be realised by removing traffic from the existing tortuous route through Lyminster and Wick.
- 8.2 The provision of cycle / pedestrian facilities along the length of the scheme which in turn link to provisions further south will encourage more sustainable means of transport.

9. Crime and Disorder Act Implications

- 9.1 At this point no significant implications relating to the Crime and Disorder Act (CDA) have been identified.

10. Human Rights Implications

- 10.1 There are no identifiable Human Rights Act implications.

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Appendices

[Appendix A](#) - Drawing A284LY-CAP-HGN-00-DR-C-0115 S2-P01

[Appendix B](#) - Drawing A284LY-CAP-HGN-01-SK-C-0119

Background Papers

None