Executive Summary

West Sussex County Council is promoting the delivery of the Lyminster Bypass scheme, which involves the design and construction of a new bypass of the A284 Lyminster Road between Lyminster village and Toddington Nurseries to the north of Littlehampton. This scheme will form the northern section of a new 1.8km bypass of the A284 between Lyminster village and the A259 Worthing Rd to the south. The southern section (between A259 and Toddington Nurseries) is being delivered separately by developers.

The bypass will provide strategic north-south access to Littlehampton for residents and businesses by improving accessibility and connectivity to the A27 at Crossbush, while addressing congestion and journey time reliability issues caused by the level crossing at Wick. Safety benefits will also be realised by removing traffic from the existing tortuous route through Lyminster and Wick.

The updated total scheme cost estimate is £9.27m to be funded as follows:
- Developer Contributions: £3.75m
- Coast to Capital Local Enterprise Partnership (LEP): £5.52m

£1m of the developer contributions has been received and is being used to fund scheme preparation. A further £0.12m of the developer contributions are expected to be received prior to the start of scheme construction in Autumn 2016. However, £2.63m of the remaining developer contributions will not be received for up to 12 years due to the phasing of payments in the signed S106 agreements. Therefore, the County Council is making budgetary provision in the capital programmes for 2016/17 and 2017/18 to forward fund this element of the developer contribution. The Coast to Capital Local Enterprise Partnership (LEP) has provisionally allocated £3m to the scheme to be spent in the 2015-2019 spending review period, which is subject to confirmation of deliverability
and value for money through preparation of a business case.

Network Rail had previously indicated that they would contribute £1m towards the delivery of the scheme to be funded from future savings on level crossing maintenance and this figure had been built into our previous financial forecasts. However, Network Rail have reconsidered their position and concluded they now consider the cost of constructing and maintaining a footbridge will be at least as much as the cost of maintaining the level crossing which it would replace. Therefore, they are no longer prepared to contribute to the cost of delivering the scheme and wish to revisit the issue in future when the West Coastway rail line is re-signalled. Consequently it is proposed to seek local growth funding from Coast to Capital Local Enterprise Partnership to cover the shortfall through an application for a total contribution £5.52m (inclusive of the provisional £3m allocation) towards the cost of the scheme.

The forecast reduction of journey times and other benefits contribute to the scheme achieving a benefit cost ratio of 25.86, which is very high and demonstrates the scheme is very good value for money.

Recommendations

(1) That the Executive Director Residents’ Services be authorised to submit a transport business case to Coast to Capital LEP in support of a funding bid for a total of £5.52m towards the delivery of the Lyminster Bypass scheme.

(2) That the layout for the A284 Lyminster Bypass scheme as shown in drawings numbered 1045/GA/001 and 1045/GA/002 and any subsequent drawings that do not materially change the proposal be approved (subject to completion of statutory procedures and detailed design).

(3) That the Executive Director Residents’ Services be authorised to make a planning application for the A284 Lyminster Bypass scheme as shown on drawings numbered 1045/GA/001, 1045/GA/002, 1045/GA/007, 1045/GA/008, 1045/GA/013 and 1045/SD/101 and any subsequent drawings that do not materially change the proposal under Regulation 3 of the Town and Country Planning (General) Regulations 1992.

(4) That the Director of Law Assurance and Strategy be authorised to initiate the necessary procedures for the acquisition of land required for the scheme shown in drawing no. 1045/GA/011, and once the full extent of land required is identified, a further report be prepared to authorise the use of Compulsory Purchase Orders if/where required.

1. **Background and Context**

1.1 West Sussex County Council is promoting the delivery of the Lyminster Bypass scheme, which involves the design and construction of a new bypass of the A284 Lyminster Road between Lyminster village and Todddington Nurseries to the north of Littlehampton. This scheme will form the northern section of a new 1.8km bypass of the A284 between Lyminster village and the A259 Worthing Rd to the south, bridging the railway line at Todddington. The southern section (between A259 and
Toddington Nurseries) is being delivered by private developers as part of the North Littlehampton Strategic Development (See Figure 1, Site Location Plan).

1.2 The bypass seeks to provide strategic north-south access to Littlehampton for residents and businesses by improving accessibility and connectivity to the A27. It also addresses congestion and journey time reliability issues caused by the level crossing gate down time at Wick by providing an alternative route which is not hindered by the level crossing. Safety benefits can also be realised by removing traffic from the existing tortuous route through Lymminster and Wick. Both the Arun Local Plan and the West Sussex Transport Plan include an aspiration to deliver improvements in strategic transport access between Littlehampton and the A27 to support regeneration of Littlehampton and Bognor Regis.

1.3 A Feasibility Study of the proposed scheme was completed by WSP Ltd in 2012 with a recommendation to undertake the further development and construction of a 1.1km long, 7.3m wide carriageway with provision for future widening to 10.0m to cater for increased traffic arising from the potential closure of the Wick level crossing. The study also identified two options for linking the proposed bypass to the existing A284 Lyminster Rd at its northern end. These were the northern and southern options (See Figures 3.5 and 3.6 attached).

1.4 The Cabinet Member subsequently gave approval to proceed to the next stages of scheme development per decision HT07 (2013/14) of July 2013, a copy of which is attached. This next stage of scheme development involves preliminary design, Environmental Impact Assessment (EIA) and the preparation of a transport business case to support a request for local growth funding to Coast to Capital LEP. This work has now been completed.

2. Consultation

The following are the key stakeholders who have been consulted to date:

2.1 Members

- **North Littlehampton Members Steering Group** – Membership comprises the local County Councillors, Arun District Councillors and Littlehampton Town Councillors. It is chaired by Arun District Council’s Cabinet Member for Planning and Infrastructure. Members have been consulted on an on-going basis since the inception of the scheme and they support the proposals.

- **Joint Downland Area Committee** - covers The Six Villages, Clymping, Findon, Clapham, Patching and the Arundel Area and consists of 4 County Councillors, 6 District Councillors and 20 Town/Parish Council representatives. It is regularly provided with updates on the scheme.

- **Lymminster and Crossbush Parish Council** – Broadly supportive of the scheme, but have some concern about lack of relief to some residential
properties on A284 to the north of the bypass tie-in to the existing A284 and impact on congestion at the A284/A27 Crossbush junction.

2.2 External

- **Highways Agency (HA)** – Responsible for operation and maintenance of the A27 immediately to the north of the scheme, with particular interest in the operation of the A284/A27 Crossbush junction. There is a clear interaction between the operation of the A27 at Crossbush and the A284 Lyminster Bypass, so support from the HA is crucial. Early dialogue has been opened and maintained regarding the status of the bypass assessment and proposed improvements at Crossbush. The HA has identified two options for improvements to the A284/A27 Crossbush junction which could come forward if necessary in the future to cater for additional traffic rerouting via the A284 Lyminster Bypass. The Department for Transport has also been undertaking an A27 Corridor Feasibility Study considering options to address long-standing congestion issues at Arundel, Worthing, Lancing and also between Lewes and Polegate in East Sussex. The Study will need to take committed development north of Littlehampton and the A284 Lyminster Bypass into account in considering potential longer term improvement options. The Department have committed to report back at Autumn Statement 2014.

- **Coast to Capital** – Local Enterprise Partnership (LEP) responsible for delivering economic growth and job creation in areas including West Sussex and administering the spending of local growth funding allocated by central Government.

- **Arun District Council** – Local Authority in which the proposed Lyminster Bypass is located. Supports the scheme, as the bypass will improve quality of life for Lyminster residents, facilitate delivery of the North Littlehampton Strategic Development site (SDL) and reduce journey times into the district.

- **Persimmon Homes** - Private developer delivering the housing at North Littlehampton SDL. Consent has been granted for proposals, but full bypass is required to deliver full complement of housing.

- **Burton Property** – are looking after the commercial parts of the North Littlehampton SDL for landowner, Greencore, pending sale to a commercial property developer. Has advised that delivery of the full bypass will support the viability of the commercial development.

- **Network Rail** – Affected due to change of traffic flows at Wick level crossing, with the potential to close it to improve safety and reduce maintenance costs. They have expressed support for the scheme in principle.

- **Environment Agency** – Responsible for maintenance of Black Ditch, which is bridged by the proposed Bypass. They have been involved in technical review and approval of the flood modelling for the scheme.

- **Affected landowners (8 no)** – Broadly supportive of the scheme and have been consulted directly.
• **English Heritage** – Initial consultation has been undertaken as part of the scoping exercise for the EIA to confirm and agree the scope of the archaeological and historic environment assessment. This consultation informed the identification of sensitive receptors (listed buildings and archaeological potential of the site) and assessment of potential effects.

2.3 **Public**

The County Council’s Statement of Community Involvement (SCI) obligates scheme promoters to consult with communities prior to submitting planning applications. To this end, a comprehensive public consultation was conducted in September 2014 to engage with stakeholders, local residents and other affected parties. It involved the distribution of information leaflets to properties close to the proposed bypass, four days of public exhibitions Lyminster and Littlehampton, provision of detailed information about the scheme on WSCC’s website and the use of social and print media coverage to raise awareness. A self-completion questionnaire designed to gather feedback on the scheme was made available in paper format and online.

The consultation exercise yielded a good level of interest with 300 attendees visiting the exhibitions, 229 completed questionnaire responses and 37 letters and emails. Most of the respondents were from Lyminster, Toddington and Littlehampton with a few from further afield.

The consultation responses indicate that there is a good level of support for the Lyminster Bypass scheme, with 61% of questionnaire respondents being in favour of the proposed scheme, and 30% not in favour. The remaining 9% have ‘no opinion’ or answered ‘don’t know’. There is a strong feeling that the Lyminster Bypass scheme is necessary and that it will deliver a number of benefits, such as reducing traffic flows and alleviating congestion through Lyminster, enhancing the appeal of walking and cycling in the village, improving air quality and road safety.

Notwithstanding this level of support, there are a number of outstanding concerns, namely related to environmental impacts (visual, noise, flooding), traffic flow issues, accessibility, and more generally the impacts of the level crossing closure at Wick and potential impact on congestion at Crossbush junction on the A27, both of which are beyond the remit of this particular study.

As well as seeking overall public opinion on the principle of the proposed bypass, the consultation also sought to gather views on the preferred connection (tie-in) between the new route and the existing A284 at Lyminster village. Respondents are in favour of Option 1 for the new bypass tie-in (the most northerly option), as stated by 51% of those who took part in the consultation, while just 11% favour Option 2 and 28% have no preference (the remaining 10% answered ‘don’t know’).

2.4 **Internal**

Technical advice has been sought from West Sussex County Council staff on Planning, Environment & Heritage, Highways and Transport, Legal, Property...
and Finance issues in the course of developing the scheme’s Environmental Statement, preliminary design and business case.

3. **Proposal**

3.1 The key problem which the Lyminster Bypass scheme seeks to address is one of inadequate access to Littlehampton from the national Strategic Road Network (SRN). The existing A284 is characterised by a tortuous, narrow and slow route into the town centre, employment areas and the A259 from the A27 at Crossbush, with a railway level crossing at Wick on Lymminster Road. This leads to delays and congestion, causing unreliable journey times, notably at the level crossing and at the junction with the A259.

3.2 The proposed Lyminster Bypass will support the growth of one of the underperforming areas of the West Sussex economy and is necessary for investment in Littlehampton so as not to constrain growth. It is necessary to achieve the full benefits from the delivery of 1,260 homes and 700 jobs in the North of Littlehampton SDL.

3.3 The objectives of the proposed scheme align with the vision and objectives set out in the Coast to Capital Strategic Economic Plan which seeks to create the right conditions for growth, jobs and investment. In addition, the proposed bypass will support local objectives within the draft Arun Local Plan (Policy SP21) to strengthen the north-south links between Littlehampton and A27. It also supports an aim in the West Sussex Transport Plan for the delivery of the Lyminster Bypass in Arun. It will support economic growth, create safer roads, move towards climate change resilience and provide access to housing, employment and services.

**Planning Permission**

3.4 Under the Town and Country Planning General Regulations 1992, local authorities must apply for planning permission for their own development proposals, including local road schemes. Such applications must follow the same publicity procedures as would apply to any planning application; and where they affect existing or proposed highways, they should be notified to the Secretary of State.

3.5 It is proposed that the Executive Director Residents’ Services is authorised to make a planning application for the A284 Lyminster Bypass (north) scheme with a view to confirming the boundaries of the proposed scheme as shown in drawings numbered 1045/GA/001, 1045/GA/002, 1045/GA/007, 1045/GA/008, 1045/GA/013 and 1045/SD/101, and any subsequent drawings that do not materially change the proposal.
Compulsory Purchase Orders (CPO)

3.6 Compulsory Purchase Orders confer authority to acquire land and create new rights over land on a compulsory basis for highway purposes under the Highways Act 1980. The procedure involves advertising of orders, serving notice on persons with statutory interests and submitting the orders to the Secretary of State for Transport for confirmation using powers set out in the Highways Act 1980.

3.7 The CPO process is necessary to ensure that all the land needed is available by the time construction commences and is not subjected to protracted negotiations. It will also allow any residual interests in land required for the scheme to be taken care of. However, efforts will be made during the CPO process to acquire land by negotiation and agreement where practicable.

3.8 The drawing numbered 1045/GA/011 shows the land required for the purpose of construction and use in connection with the new highway and private accesses and mitigation under the scheme. The total land area required is approximately 9.05Ha, which is made up as follows:

- 4.61Ha (approx.) of land shown coloured pink to be acquired and used for the proposed highway scheme
- 4.44Ha of land shown coloured blue for which rights need to be acquired.

3.9 The CPO procedure makes provision for the submission of objections to the Secretary of State for Transport. Efforts would be made to resolve all objections by negotiation. However failure to resolve any statutory objections could result in the Secretary of State appointing an Independent Inspector to examine the merits of the objections and make recommendations at public inquiry which will then serve as basis for a decision by the Secretary of State to either confirm (with or without modification) or reject the CPO.

3.12 It is proposed that the Director of Law Assurance and Strategy be authorised to initiate the necessary procedures for the acquisition of land required for the scheme shown in drawing no. 1045/GA/011, and once the full extent of land required is confirmed, a further report be prepared to authorise the use of Compulsory Purchase Orders if/where required to be made sealed and submitted to the Secretary of State for Transport under the provisions of the Highways Act 1980.

4 Other Options considered
4.1 To determine the range of options available, a Lyminster Bypass Feasibility Study was commissioned by WSCC and concluded in March 2012. It found that there is just one appropriate route for the proposed bypass because of the proximity of the tie-in points to the existing A284 at its northern end and the southern bypass at its southern end. However, there are two options for tying the new road into the existing A284 north of Lyminster village. The operation of the two access arrangements is very similar, and both fulfil the scheme objectives of providing a shorter less congested route between the A27 and Littlehampton. Due to local preference for the northern access, this is the only option being taken forward for planning consent. The two junction options are shown in figure 3.5 and figure 3.6.

4.2 The following options have also been assessed as part of the traffic and economic assessment for the scheme:

- **Do Minimum**: Committed schemes are progressed by the developer in line with the signed S106 agreement, but northern section of Lyminster Bypass is not completed.

- **Do Something Option 1**: Completed Lyminster Bypass but assumed developer will improve junctions on southern bypass over and above those consented for the North Littlehampton SDL. Wick level crossing is assumed to be closed to vehicular traffic by Network Rail.

- **Do Something Option 2**: Completed Lyminster Bypass with junctions on southern bypass consistent with designs agreed alongside permitted development. Wick level crossing to remain open to all traffic.

4.3 Traffic assessment for the scheme involved an analysis of how traffic could grow in the future and how the proposed Lyminster Bypass will assist in managing future demand for the year in which the new road would open (2017) and 15 years in the future, known as the Design Year (2032). There is a considerable volume of traffic using the A284 passing through Lyminster village. In 2017, this is forecast to be nearly 15,000 vehicles per day, 4% of which are HGVs. By 2032, this is forecast to have increased by 24% to over 18,500 vehicles per day. This volume of traffic in the heart of the village will exacerbate problems associated with noise and air quality and increase severance experienced by the community.

4.4 The residential development at North Littlehampton provides infrastructure in the town and across the rail line but leaves increased traffic pressure on the gap which is left through the village of Lyminster and north to the A27 at Crossbush. This makes the Do Minimum Option unacceptable. Therefore, in developing the economic case, the Do Something Option 1 and Do Something Option 2 have been tested against the Do Minimum scenario with Do Something Option 1 being the preferred option taken forward as the basis for the business case.

5. **Resource Implications and Value for Money**
5.1 The results of the economic assessment show that the total scheme benefits are substantial, with a Benefit Cost Ratio of 25.86. This means that over a period of time the value of monetised benefits from journey time and other benefits outweighs the cost of the scheme by a factor of 25.8 to 1. The business case has been developed on the basis that the Wick level crossing will be closed. Since the completion of this assessment work, Network Rail has indicated that they have no immediate plans to close the crossing. However, the results of the assessment demonstrate that the scheme is robust irrespective of the status of the level crossing.

5.2 Following the completion of preliminary designs, flood studies, ground investigations, environmental impact assessment and traffic modeling, the total out-turn cost of a scheme that would adequately cater for the future closure of Wick Level crossing is £11.02m. This reduces to £9.27m if features required to facilitate the closure of the level crossing are removed from the scheme design. As Network Rail have confirmed they do not currently wish to close the Wick level crossing, it is proposed to proceed with the scheme on that basis. Therefore, for the purposes of application for local growth funding from Coast to Capital LEP, it is proposed that the scheme is funded as follows:

- S106 Contributions: £3.75m
- Coast to Capital LEP: £5.52m

The updated estimate includes the cost of scheme design, construction and land acquisition as well as inflation, risk and optimism bias.

5.3 Coast to Capital LEP has provisionally allocated £3m towards the Lyminster Bypass (north), subject to confirmation of deliverability and value for money through preparation of a transport business case (TBC). With developer contributions totaling £3.75m, 40.5% of the funding for the scheme will come from local sources. It is proposed that approval is given to apply to Coast to Capital LEP for local growth funding of £5.52m (inclusive of the provisional allocation of £3m) to be applied towards the delivery of the Lyminster Bypass (north) scheme. A copy of WSCC’s proposed TBC submission is attached.

6. Impact of the proposal

6.1 It is a key objective of the proposed scheme to complete a bypass that will provide a direct link between Littlehampton town centre and the A27 at Crossbush and thus provide all motorists with a shorter and less congested route with reduced journey times.

Another key objective of the scheme is to improve local road safety. Consequently, an analysis of accident records has been carried out as part of the economic appraisal of the scheme, using accident records for the 5-year period from 2009 to 2013. The result of the analysis shows that the proposed scheme will generate just under £5m worth of safety benefits arising from a reduction in accidents and casualties.
The result of the assessment of the potential air quality changes during the operational phase of the proposed bypass show that there is the potential for large changes in concentrations; however, given the relatively low background concentrations within the study area, the effects of the operational phase are considered to range from slightly adverse to slightly beneficial, depending on the location of the recipient from the proposed bypass. Overall, with the recommended mitigation measures in place, the proposed bypass would comply with European and national air quality legislation and national and local planning policy.

A noise impact assessment has also been carried out and the results predict that residential properties situated within 300m of the bypass alignment will experience a significant increase in noise levels as a result of the proposed bypass. However, an assessment of the effects within the garden areas for all dwellings has shown that the increase is predicted to fall within or below the upper external noise criterion as defined in the World Health Organisation (WHO) Guidelines. It has been considered that benefits arising from measures such as reduced noise road surfacing and noise barriers will be negligible and therefore these measures are not within the Proposed Bypass design.

A number of environmental surveys have been undertaken to inform the Environmental Impact Assessment (EIA) for the scheme. These have included ecology surveys, ground conditions surveys and monitoring, landscape and visual survey, archaeology walkover and flood surveys.

On these bases, the non-statutory Environmental Statement has concluded that it is not anticipated that there will be significant adverse environmental effects associated with the proposed bypass which would be prohibitive or insurmountable and appropriate mitigation measures have been recommended which will inform the further development of the scheme.

6.2 Crime and Disorder Act Implications –

a) Officers have sought the views of the Police in relation to crime and disorder implications of the scheme. The Police have confirmed that the Crime & Disorder Act (CDA) implications of the scheme be broken down into three phases, namely the Planning Application Phase, the Construction Phase and the Post-Implementation Phase.

b) The main CDA problems may come at the construction phase when there may be some protests/demonstrations, which could involve civil disobedience. The Police have advised that there is no specific intelligence, at this time, to support that stance. However, the Police will be monitoring to assess whether the threat or risk changes.

c) County Council Officers do not consider that the CDA implications arising out of the Construction Phase and the Post-Implementation Phase should preclude the scheme going ahead as the expected road traffic safety benefits from the scheme far exceed the CDA implications. The
Construction phase will be monitored by Officers to deal with any CDA issues that may arise.

6.3 **Human Rights**

The rights of those living near to the proposed A284 Lyminster Bypass have been considered. The concerns of officers set out in paragraph 1.2 and the policy objective to improve connectivity between the A27 at Crossbush and Littlehampton and to reduce journey times as well as road traffic related casualties have been set against the rights set out in the Human Rights Act, in particular the right to respect for private and family life and protection of property. Persons with interests in the land affected by the scheme will be entitled to proper compensation through Part I and Part II claims under the Land Compensation Act 1973. Taking these points into consideration it is considered that the implementation of the A284 Lyminster Bypass is still justified.

6.4 **Social Value**

The proposed bypass will pass through an existing bridleway (BW2163). It is proposed to provide appropriate signage, temporary closures and diversion routes for affected users of the bridleway during construction. We have also consulted with the Public Rights of Way Team and propose to incorporate a signalised crossing facility at the crossing point within the design of the proposed bypass.

The proposed scheme also aims to provide a shared use path throughout its length. This will have a positive impact on non-motorised users including the disabled who will be afforded better access to services without necessarily having to use vehicular transport. In addition, the existing A284 Lyminster Road is also expected to become quieter when the proposed bypass is open to traffic, which should encourage its use by disabled non-motorised users and mothers with buggies.

Overall, the proposed scheme is expected to have a positive impact for the disabled, the elderly and mothers.

7. **Risk Management Implications**

There are a number of potential risks which are discussed in the table below:

<table>
<thead>
<tr>
<th>Risk Ref</th>
<th>Description of Risk</th>
<th>Likelihood</th>
<th>Mitigation</th>
</tr>
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<tbody>
<tr>
<td>1.</td>
<td>The LEP does not confirm funding for the scheme</td>
<td>Low</td>
<td>There is very little WSCC can do to stop this risk from occurring. However, the</td>
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<td></td>
<td>because of a reduction in its capital funding.</td>
<td>development of the scheme in stages will ensure that the impact is minimised should the risk materialise.</td>
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<tr>
<td>2</td>
<td>The LEP rejects WSCC’s request for additional funding for the scheme</td>
<td>Low</td>
<td>Even with the increase in cost estimates and the withdrawal of Network Rail funding offer, WSCC as scheme promoter has already secured 44.5% of the funding required for the scheme.</td>
</tr>
<tr>
<td>3</td>
<td>The scheme is refused planning permission or called in by the Secretary of State</td>
<td>Low</td>
<td>Both seem unlikely considering the very high benefit to cost ratio and the modest impact on the local environment. Sufficient float has been allowed in the scheme programme to deal with any planning appeals and any potential planning inquiry.</td>
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<tr>
<td>4</td>
<td>Unknown residual interests in the land required for the scheme and the potential for negotiations with landowners to become protracted</td>
<td>Low</td>
<td>Use of Compulsory Purchase Orders will overcome these issues.</td>
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<tr>
<td>5</td>
<td>WSCC unable to resolve objections to CPO/SRO through negotiations with potential impacts on cost and programme</td>
<td>Med</td>
<td>Make allowance in scheme programme for the full CPO process including Public Inquiry and Secretary of State decisions. Maintain on-going dialogue with landowners.</td>
</tr>
<tr>
<td>6</td>
<td>Secretary of State does not confirm Orders</td>
<td>Low</td>
<td>Ensure that the CPO meets the requirements of the Government Office. Allow time in scheme programme to address issues raised by Secretary of State.</td>
</tr>
<tr>
<td>7</td>
<td>Protests</td>
<td>Med</td>
<td>Continue dialogues with key stakeholders and potential protest groups and maintain a strong community liaison strategy.</td>
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**Geoff Mee**  
Director of Highways and Transport

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**Background Papers**

Appendices

[Appendix1. Scheme Plans:](#)
• Drawing 1045/GA/001- General Arrangement Plan Sheet 1 of 2
• Drawing 1045/GA/002- General Arrangement Plan Sheet 2 of 2
• Drawing 1045/SD/101 – Standard Details
• Drawing 1045/GA/007 – Highway Boundary Plan Sheet 1 of 2
• Drawing 1045/GA/008 – Highway Boundary Plan Sheet 2 of 2
• Drawing 1045/GA/011 – Land Ownership & Temporary Works Plan
• Drawing 1045/GA/013 – Planning Application Redline Plan
• Figure 2.1-Lyminster Bypass Site Location Plan
• Figure 3.5 – Lyminster Bypass Southern Junction Option
• Figure 3.6-Lyminster Bypass Northern Junction Option

Appendix 2. Lyminster Bypass-Transport Business Case
Appendix 3. Lyminster Bypass – Public Consultation Report
Appendix 4. Lyminster Bypass- Equalities Impact Report