



BOGNOR REGIS TOWN COUNCIL

TOWN CLERK Glenna Frost, The Town Hall, Clarence Road,

Bognor Regis, West Sussex PO21 1LD

Telephone: 01243 867744

E-mail: bognortc@bognorregis.gov.uk

Dear Sir/Madam,

MEETING OF THE PLANNING AND LICENSING COMMITTEE

I hereby give you Notice that a Meeting of the Planning and Licensing Committee of the Bognor Regis Town Council will be held at The Town Hall, Clarence Road, Bognor Regis at **6.30pm on TUESDAY 17th SEPTEMBER 2019.**

All Members of the Planning and Licensing Committee are **HEREBY SUMMONED** to attend for the purpose of considering and resolving upon the Business to be transacted, as set out hereunder. An opportunity will be afforded to **Members of the Public** to put **Questions** to the Committee during an adjournment shortly after the meeting has commenced. (NOTE: Members of the public will be asked to provide their names and addresses and are encouraged to put questions in advance, in writing. Priority will be given to written questions. Questions should be restricted to the functions of this Committee.)

Refreshments will be available and any donations to the Mayor's Charity will be gratefully received.

DATED this 9th day of SEPTEMBER 2019

CLERK TO THE COUNCIL

THE AGENDA and BUSINESS to be TRANSACTED is:

1. Chairman's Announcements and Apologies for Absence
2. Declarations of Interest
Members and Officers are invited to make any declarations of Disclosable Pecuniary and/or Ordinary Interests that they may have in relation to items on this agenda and are reminded that they should re-declare their Interest before consideration of the item or as soon as the Interest becomes apparent and if not previously included on their Register of Interests to notify the Monitoring Officer within 28 days.
Members and Officers should make their declaration by stating:
 - a) the item they have the Interest in
 - b) whether it is a Disclosable Pecuniary or Ordinary Interest
 - c) the nature of the Interest
 - d) if it is an Ordinary Interest whether they intend to leave the room for the discussion and vote
 - e) if it is a Disclosable Pecuniary Interest, and therefore must leave the room for the discussion and vote, whether they will be exercising their right to speak on this matter under Public Question Time

3. To approve the Minutes of the Planning and Licensing Committee Meeting held on 27th August 2019
4. Adjournment for public question time and statements
5. Clerk's Report from previous Minutes
6. To consider Planning Applications BR/227/19/PL and BR/180/19/PL on List dated 15th August, deferred from Committee meeting held 27th August 2019, and Planning Applications on Lists dated 23rd, 30th August and 6th September 2019
7. To consider commenting on any significant Planning Applications outside the wards of Bognor Regis, that may impact on the infrastructure of Bognor Regis on Lists dated 23rd, 30th August and 6th September 2019
8. Notification of any applications to be considered at the next ADC Development Control Committee Meeting
9. To consider Premises Licence Applications, including any variations and any other Licence Applications
10. To receive any reports from recent JWAAC Highways & Transport Sub-Group Meetings and agree any actions (if available)
11. To consider commenting on A27 Arundel Bypass Further Consultation
12. To discuss ADC's current Street Naming policy regarding the Town Council's input and to consider any action, as referred from Council Meeting held 2nd September 2019 - Min. 92.2 refers
13. To receive WSCC's Electric Vehicle Draft Strategy and to consider submitting comment
14. Correspondence

ALL MEMBERS OF THE PUBLIC ARE WELCOME TO ATTEND
MEMBERS ARE REMINDED THAT PLANS ARE AVAILABLE FOR
INSPECTION IN THE TOWN CLERK'S OFFICE

THERE IS A LIFT AVAILABLE AT THE TOWN HALL FOR ACCESS TO THE
COUNCIL CHAMBER IF REQUIRED



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MINUTES OF THE PLANNING AND LICENSING COMMITTEE MEETING

HELD ON TUESDAY 27th AUGUST 2019

PRESENT:

Cllr. S. Goodheart (Chairman) (during Min. 71), Cllrs:
J. Barrett, J. Erskine, Ms. A. Sharples, W. Smith and
Mrs. J. Warr

IN ATTENDANCE:

Mrs. J. Davis (Civic & Office Manager)
1 member of the press

The Meeting opened at 6.31pm

71. CHAIRMAN'S ANNOUNCEMENTS AND APOLOGIES FOR ABSENCE

In the absence of Cllr. Goodheart, it was **AGREED** that the Vice-Chairman, Cllr. Mrs. Warr, should act as Chairman for the meeting until such time that Cllr. Goodheart may arrive.

The Chairman welcomed those present and went through the evacuation procedure in the event of a fire. Apologies for absence were received from Cllr. Mrs. Daniells, who was away.

Cllr. Goodheart arrived at the Meeting and took the Chair

72. DECLARATIONS OF INTEREST

Members and Officers were reminded to make any declarations of Disclosable Pecuniary and/or Ordinary Interests that they may have in relation to items on this Agenda.

Members and Officers should make their declaration by stating:

- a) the item they have the Interest in
- b) whether it is a Disclosable Pecuniary or Ordinary Interest
- c) the nature of the Interest
- d) if it is an Ordinary Interest whether they intend to leave the room for the discussion and vote
- e) if it is a Disclosable Pecuniary Interest, and therefore must leave the room for the discussion and vote, whether they will be exercising their right to speak on this matter under Public Question Time

They then need to re-declare their Interest and the nature of the Interest at the commencement of the item or when the Interest becomes apparent. They should request that it be recorded in the Minutes that they will leave the meeting and will neither take part in discussion, nor vote on the item.

In accordance with good practice, individual forms were available to those Councillors present in order that they could personally record their Interests - both Disclosable Pecuniary and Ordinary. These forms should be returned to the Committee Clerk at the end of the meeting to enable all declarations of Interest to be accurately recorded in the Minutes. Members were reminded that it is their responsibility to notify the Monitoring Officer of all Disclosable Pecuniary Interests or Ordinary Interests notifiable under the Council's Code of Conduct, not already recorded on their Register of Interests Form, within 28 days.

The Chairman reminded Members to declare their Interests as any arise or again at the relative point in the meeting if they have already.

There were no declarations of Interest

73. TO APPROVE THE MINUTES OF THE PLANNING AND LICENSING COMMITTEE MEETING HELD ON 6th AUGUST 2019

The Civic & Office Manager reported to Members that Cllr. Smith had, in fact, given apologies for absence from the meeting held on 6th August, however, these had not been received by the Committee Clerk in time for the meeting and, therefore, not reflected in the Minutes.

The Committee, having **NOTED** Cllr. Smiths' apologies for absence, **RESOLVED** to agree and approve the Minutes of the Meeting held on 6th August 2019 as an accurate record of the proceedings and the Chairman signed them.

74. ADJOURNMENT FOR PUBLIC QUESTION TIME AND STATEMENTS

There were no questions from the member of the press, seated in the public gallery.

75. CLERK'S REPORT FROM PREVIOUS MINUTES

75.1 20th November 2018 - Min. 134.3 - Planning Application BR/281/18/PL - 99 Victoria Drive, Bognor Regis, PO21 2DZ

Members were informed that an appeal had been made to the Secretary of State against the decision of Arun District Council to refuse planning permission in respect of Planning Application BR/281/18/PL.

75.2 25th June 2019 - Min. 35.3 - Planning Application BR/155/19/PL - 1-6 The Mews, Mead Lane, Bognor Regis

Members were informed that an appeal had been made to the Secretary of State against the decision of Arun District Council to refuse planning permission in respect of Planning Application BR/155/19/PL.

75.3 25th June 2019 - Min. 35.3 - Planning Application BR/125/19/PL - 1-2 The Parade, Argyle Road, Bognor Regis, PO21 1DT

Members were informed that Planning Application BR/125/19/PL had been withdrawn at the request of the applicant.

76. TO CONSIDER PLANNING APPLICATIONS ON LISTS DATED 2nd, 9th AND 16th AUGUST 2019

76.1 The Committee noted that there were no views from other Town Councillors to report.

76.2 The Committee noted that representations had been received from the public in relation to planning applications BR/129/19/PL and BR/63/19/PL. There had been no representations received from neighbouring parishes, in respect of these applications.

76.3 The Committee, having considered the applications, **RESOLVED** that its representations be forwarded to ADC (Appended to these Minutes as **Appendix 1**).

77. TO CONSIDER COMMENTING ON ANY SIGNIFICANT PLANNING APPLICATIONS OUTSIDE THE WARDS OF BOGNOR REGIS, THAT MAY IMPACT ON THE INFRASTRUCTURE OF BOGNOR REGIS ON LISTS DATED 2nd, 9th AND 16th AUGUST 2019

There were none.

78. NOTIFICATION OF ANY APPLICATIONS TO BE CONSIDERED AT THE NEXT ADC DEVELOPMENT CONTROL COMMITTEE MEETING

ADC Development Control Meeting - 4th September 2019.

78.1 BR/73/19/PL - Land to East of Royal Norfolk Hotel, Aldwick Road, Bognor Regis - Erection of 3 No. terraced residential dwellings, garden/cycle storage sheds and associated parking utilising the existing access (resubmission following BR/214/18/PL). This application affects the setting of a listed building and affects the character & appearance of The Steyne, Bognor Regis Conservation Area

It was noted that the Planning and Licensing Committee had raised an **OBJECTION** to Planning Application BR/73/19/PL at the meeting held on 14th May 2019 (Min. 9.3 refers).

Members **RESOLVED** to **AGREE** that a representative from the Town Council should attend the Development Control Meeting to speak in objection to Planning Application BR/73/19/PL. Members available to attend the meeting were asked to contact the Civic & Office Manager, by no later than 4pm on Tuesday 3rd September.

78.2 BR/154/19/PL - 8 Mead Court, Mead Lane, Bognor Regis - Change of use from single dwelling (currently used as a house in multiple occupation with 6 bedrooms) into a house in multiple occupation with 8 bedrooms including the conversion of existing integral garage into living area. This application may affect the character and appearance of the Upper Bognor Road and Mead Lane Conservation Area & may affect the setting of a listed building

It was noted that the Planning and Licensing Committee had raised an **OBJECTION** to Planning Application BR/154/19/PL at the meeting held on 25th June 2019 (Min. 35.3 refers).

Members **RESOLVED** to **AGREE** that a representative from the Town Council should attend the Development Control Meeting to speak in objection to Planning Application BR/154/19/PL. Members available to attend the meeting were asked to contact the Civic & Office Manager, by no later than 4pm on Tuesday 3rd September.

79. TO CONSIDER PREMISES LICENCE APPLICATIONS INCLUDING ANY VARIATIONS AND ANY OTHER LICENCE APPLICATIONS

There were no Premises Licence applications to consider.

80. TO RECEIVE ANY REPORTS FROM RECENT JWAAC HIGHWAYS & TRANSPORT SUB-GROUP MEETINGS AND AGREE ANY ACTIONS (IF AVAILABLE)

There had been no recent meeting of the JWAAC Highways & Transport Sub-Group to report on.

81. TO RECEIVE AN UPDATE REGARDING TRAFFIC REGULATION ORDER REQUESTS, AS DISCUSSED AT THE PREVIOUS MEETING - MIN. 65 REFERS

The Civic & Office Manager's report was **NOTED**.

The Committee **RESOLVED** to suspend Standing Orders (S.O. 16.1 refers) to enable them to consider the rescission of the previous decision regarding a Traffic Regulation Order (TRO) application in relation to Applegate Way (Min. 65 refers).

Members **AGREED** to further consider their previous decision and Standing Orders were therefore reinstated.

Having noted in the report that a TRO application for Applegate Way had already been submitted, by another party, to West Sussex County Council, Members felt it unnecessary to submit a similar application. However, Members **RESOLVED** to rescind the previous decision and, therefore, no TRO application for Applegate Way would be submitted but did **AGREE** that a letter of support should be sent to the Chairman of the JWAAC Committee, who would be considering the TRO application submitted for Applegate Way in November 2019.

82. TO RECEIVE THE RESPONSE FROM ARUN DISTRICT COUNCIL IN RELATION TO THE SUGGESTIONS SUBMITTED TO THE STREET NAMING CONSULTATION - MIN. 66 REFERS

The Civic & Office Manager's report, which included confirmation of the suggestions that had been taken forward by Arun District Council, was **NOTED**.

83. TO INVESTIGATE THE POSSIBILITY OF INSTALLING A WINDSOCK ON THE EXISTING POLE, EAST OF THE PIER, THAT WOULD BE VISIBLE TO THOSE VIEWING THE LIVE WEBCAM, THEREBY ENABLING WINDSURFERS, SWIMMERS ETC TO HAVE A BETTER IDEA OF THE PREVAILING WIND CONDITIONS

The Civic & Office Manager reported to Members that, following suggestions from members of the public on a social media site, a Councillor had requested that investigations be carried out into the possibility of installing a windsock on an existing pole east of the Pier. With the windsock being visible to those viewing the live webcam, this would enable windsurfers, swimmers etc to have a better idea of the prevailing wind conditions.

Members **RESOLVED** to **AGREE** that investigations into the possibility of installing a windsock be carried out, and instructed the Civic & Office Manager to make preliminary enquiries with a report being made to Members at a future meeting of the Planning and Licensing Committee.

84. TO DISCUSS THE RECENT PRESENCE OF TRAVELLERS IN THE DISTRICT, AND TO CONSIDER ANY FURTHER ACTION

Members were informed that a Councillor had, at the beginning of August, contacted Arun District Council (ADC) to ask a number of questions relating to Travellers in the district that had been present over recent weeks. The questions put to ADC by the Councillor were as follows: -

- *Can you give an idea of the cost to the District Council of moving on and cleaning up after the visitors please?*
- *What are the long-term consequences, if any?*
- *Is there any evidence of crime figures spiking in the local areas when the Travellers are about?*
- *What is the Health & Safety risk? There are regularly allegations of travellers leaving behind human faeces amongst other debris - is this correct?*
- *Do the Travellers use the allocated sites in the district? If not, do you know why?*
- *Are there any figures for dog attacks related to the Travellers?*
- *Is it illegal for them to break into land by damaging padlocks etc, are they ever prosecuted by the Council? What is the outcome?*

Members **RESOLVED** to **AGREE** that if, upon checking with said Councillor, a response from ADC had not yet been received, then the Town Council should request this information from ADC under the Freedom of Information Act.

85. TO NOTE THE DECISION BY WEST SUSSEX COUNTY COUNCIL TO LEVY A CHARGE ON LOCAL BUSINESSES WHO USE THE PUBLIC HIGHWAYS FOR EXTERIOR SEATING, AND TO AGREE ANY FURTHER ACTION

The Civic & Office Manager's report was **NOTED**.

Following a brief discussion about the way in which this levy had been rolled out, Members were in full support of the Leader of Arun District Council in calling for the charges to be suspended whilst discussions take place.

Members felt it was important that Town Centre traders are supported in running successful businesses in the Town and, therefore, **RESOLVED** to **AGREE** that a letter be sent to the Leader of West Sussex County Council stating that the Town Council **OBJECT** to the charges being levied on local businesses who use public highways for exterior seating, and asking they the charges be suspended until full consultation has been carried out.

86. TO NOTE THE DETAILS OF THE ARUN DISTRICT COUNCIL DRAFT COMMUNITY INFRASTRUCTURE LEVY EXAMINATION IN PUBLIC

The Civic & Office Manager informed Members that the Examination would take place on Friday 18th October 2019, at 9.30am, and would be held at the Arun District Council Civic Centre, Maltravers Road, Littlehampton. As a consultee, the Town Council are invited to send a representative to attend the Examination.

Members **RESOLVED** to **AGREE** that, to allow time for each of them to fully digest the contents of the Draft Community Infrastructure Levy documents, the matter be placed on the Agenda for the Planning and Licensing Committee Meeting to be held on 17th September to discuss whether to send a Town Council representative to attend the Examination.

87. CORRESPONDENCE

The Committee **NOTED** receipt of correspondence previously circulated. In addition, the following was brought to Members attention:

Additional correspondence included: -

- 87.1** WSCC - Latest Planned Roadworks Report, 21st August - 20th September 2019
- 87.2** ADC - Notification that Planning Application P/134/16/OUT (Land North of Sefter Road & 80 Rose Green Road, Pagham) is being brought back to Development Control Committee, to allow Members to consider the Pagham Development Management Plan (published 19th July 2019) and the World War II Infantry Section Post located on the site which is a non-designated heritage asset
- 87.3** ADC – Notification of a pre-site inspection panel visit in relation to Planning Application BR/73/19/PL (Land East of Royal Norfolk Hotel, Bognor Regis) to take place at 10.15am on Thursday 29th August 2019. The Ward Councillors for Bognor Regis Marine Ward are invited to attend - Councillors Brooks and Stanley, together with a representative of Bognor Regis Town Council
- 87.4** WSCC - Details received of an internal Members' Task and Finish Group to produce an Electric Vehicle Strategy, with the main focus to be on improving awareness and acceleration of provision of charging infrastructure. Proposals are to be published in a Draft Strategy that will open for consultation on 27th August and run until 2nd October. The Town Council's Planning and Licensing Committee will consider the Draft Electric Vehicle Strategy at the next Committee meeting
- 87.5** WSCC - Details of forthcoming regional drop-in events for the launch of the Draft Transport for the South East (TfSE) Transport Strategy
- 87.6** ADC - Confirmation that an updated completions list, to demonstrate how the district is performing in comparison with the requirements of the Local Plan, is not currently available for release. It should, however, be available in Arun's Annual Authority Monitoring Report, which is due to be produced in October 2019
- 87.7** WSCC - Details of improvement works at the A259 Rowan Way/Bognor Regis Retail Park access road junction from Monday 30th September for a seven-week period. Circulated to all Councillors and shared on social media

The Meeting closed at 8.11pm

APPENDIX 1
PLANNING AND LICENSING COMMITTEE MEETING HELD ON 27th AUGUST 2019
REPRESENTATIONS ON LISTS DATED 2nd, 9th AND 16th AUGUST 2019

The Planning and Licensing Committee of Bognor Regis Town Council **RESOLVED** as follows:

<p>BR/212/19/A 33 Chichester Road Bognor Regis PO21 2XH</p>	<p>Advertisement consent for 2 No. internally illuminated fascia signs, 7 No. Ali Panels, 8 No. Wall Mounted Signs, 3 No. Banner Frames, 4 No. Pole Mounted Signs and 1 No. internally illuminated Totem Sign</p>	<p>NO OBJECTION</p>
<p>BR/129/19/PL <i>RE-ADVERTISED</i> 75 Highfield Road Bognor Regis PO22 8PD</p>	<p>Demolition of existing building and erection of 4 No. dwellings (4 x 2-bedroom) with associated access and 1 off-street car parking space (resubmission following BR/215/18/PL)</p>	<p>OBJECTION Although the number of dwellings has been reduced from 6 to 4, the proposed parking spaces have also been reduced from 2 to 1. There is still the potential for the future occupiers of the proposed dwellings to have a number of cars/vehicles between them. Consequently, Members felt that the proposed development does not include sufficient parking provision to meet the needs of future occupiers in accordance with the residential parking standards in use at the time. This will result in an increase in pressure for on-street parking spaces which will be harmful to the amenity of local residents by way of increased conflict/competition for existing spaces and the need for residents to park further away from their dwelling. It is therefore contrary to policies T SP1 and QE SP1 of the Arun Local Plan.</p>

BR/63/19/PL <i>RE-ADVERTISED</i> 15-17 Kew Gardens Bognor Regis PO21 5RD	Demolition of existing building and erection of 6 No. dwellings, 2 x 3-bedroom and 4 x 2-bedroom with associated access and car parking	NO OBJECTION
BR/217/19/HH 52c Annandale Avenue Bognor Regis PO21 2EX	Single storey front extension and pitched roof over garage	NO OBJECTION
BR/221/19/HH 16 Madeira Avenue Bognor Regis PO22 8BY	Single storey side extension, part two storey part single storey rear extension and demolition of existing garage to incorporate garden area	NO OBJECTION
BR/216/19/A 20 Station Road Bognor Regis PO21 1QE	Replace existing shop sign with smaller in width but higher illuminated sign. 1x hanging sign with nylon flat attached to sign poles. Awnings with small edgings with brand name embellished	NO OBJECTION
BR/219/19/L The Royal Norfolk Hotel The Esplanade Bognor Regis PO21 2LH	Internal alterations to create additional bedrooms and form corridor bypass to main stairs. This application may affect the setting of The Steyne Conservation Area	NO OBJECTION

BR/227/19/PL 3 Southdown Road Bognor Regis PO21 2JS	Removal of condition 5 imposed under BR/84/16/OUT(APP/C3810/W/16/3153767) relating to condition 5 - details of all trees/bushes/hedges to be retained along with measures to protect them during demolition and construction works	Based on the information available to them at the time, Members felt unable to fully consider Planning Application BR/227/19/PL until further clarity could be sought. Members agreed to request an extension of time from the Local Planning Authority, and to consider this application at the next Planning and Licensing Committee Meeting.
BR/180/19/PL 37 London Road Bognor Regis PO21 1PQ	Erection of demountable/removable commercial unit at front facing London Road with residential unit at rear	Based on the information available to them at the time, Members felt unable to fully consider Planning Application BR/180/19/PL until further clarity could be sought. Members agreed to request an extension of time from the Local Planning Authority, and to consider this application at the next Planning and Licensing Committee Meeting.
BR/230/19/HH 22-24 Oakhurst Upper Bognor Road Bognor Regis PO21 1FW	Replacement of tile hanging with black PVCu cladding to 2 No. bay windows. This application may affect the setting of listed buildings & may affect the character & appearance of the Upper Bognor Road & Mead Lane Conservation Area	NO OBJECTION

**BOGNOR REGIS TOWN COUNCIL
PLANNING AND LICENSING COMMITTEE MEETING -
17th SEPTEMBER 2019**

**AGENDA ITEM 11 - TO CONSIDER COMMENTING ON A27 ARUNDEL
BYPASS FURTHER CONSULTATION**

REPORT BY CIVIC & OFFICE MANAGER

FOR DECISION

Highways England are consulting further on options to improve the A27 at Arundel, by reducing congestion in the area, that aims to improve journeys between Brighton and Portsmouth which, they say, would provide benefits for the local and regional economy. The Consultation Brochure is attached to this report as **Appendix 1**.

Highways England are keen to hear views on these proposals, specifically on how they may affect you, your organisation or those you represent. Key features of all options would include:

- A new viaduct spanning over the River Arun and a new bridge over the Arun Valley Railway.
- A junction at Crossbush with access to and from the A27 in both directions.
- A speed limit of 70mph (in its current design, the Beige option - 1V9 - would need a 50mph 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.

The consultation period ends at 11.59pm on 24th October 2019 and comments can be submitted online, at <https://highwaysengland.citizenspace.com/he/a27-arundel-bypass-further-consultation/consultation/intro/>, or by returning a Consultation Response Form, attached to this report as **Appendix 2**.

DECISION

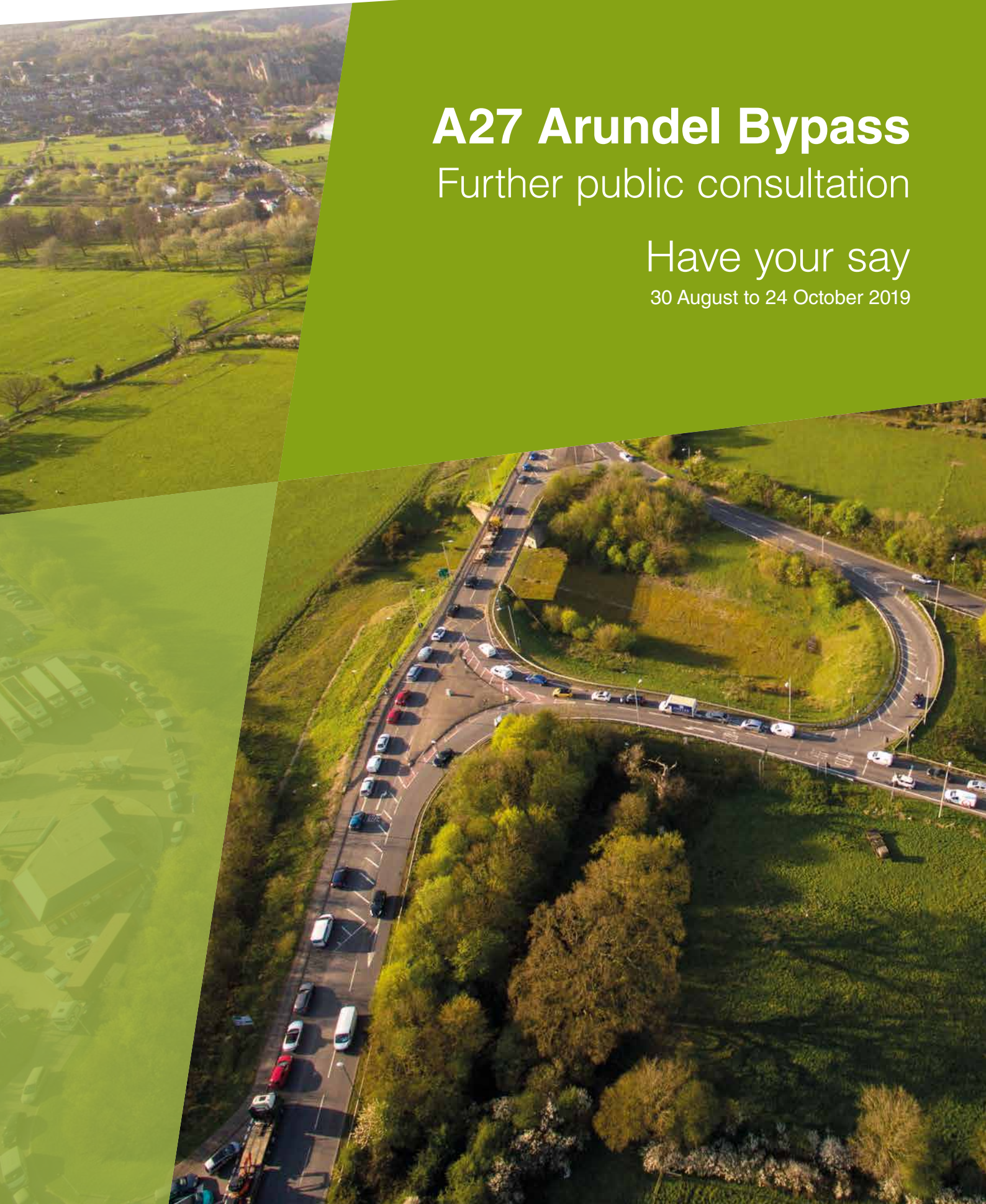
Members are **INVITED** to **AGREE** any comments to submit to Highways England in response to the A27 Arundel Bypass Further Consultation.

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

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 to 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

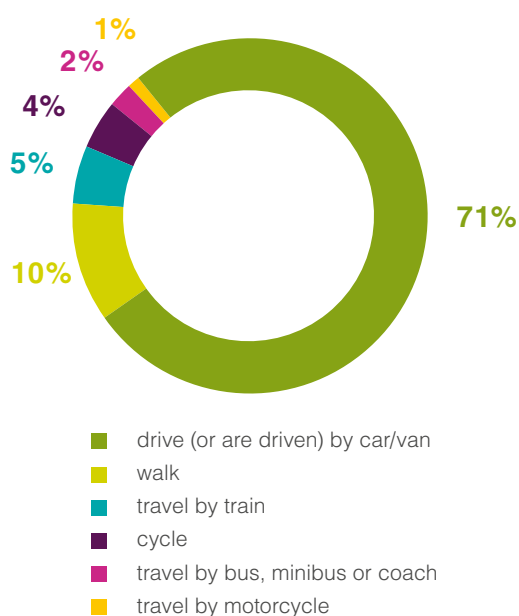
⁵ For more detail see the Combined Modelling and Appraisal Report (ComMA).

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	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

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.

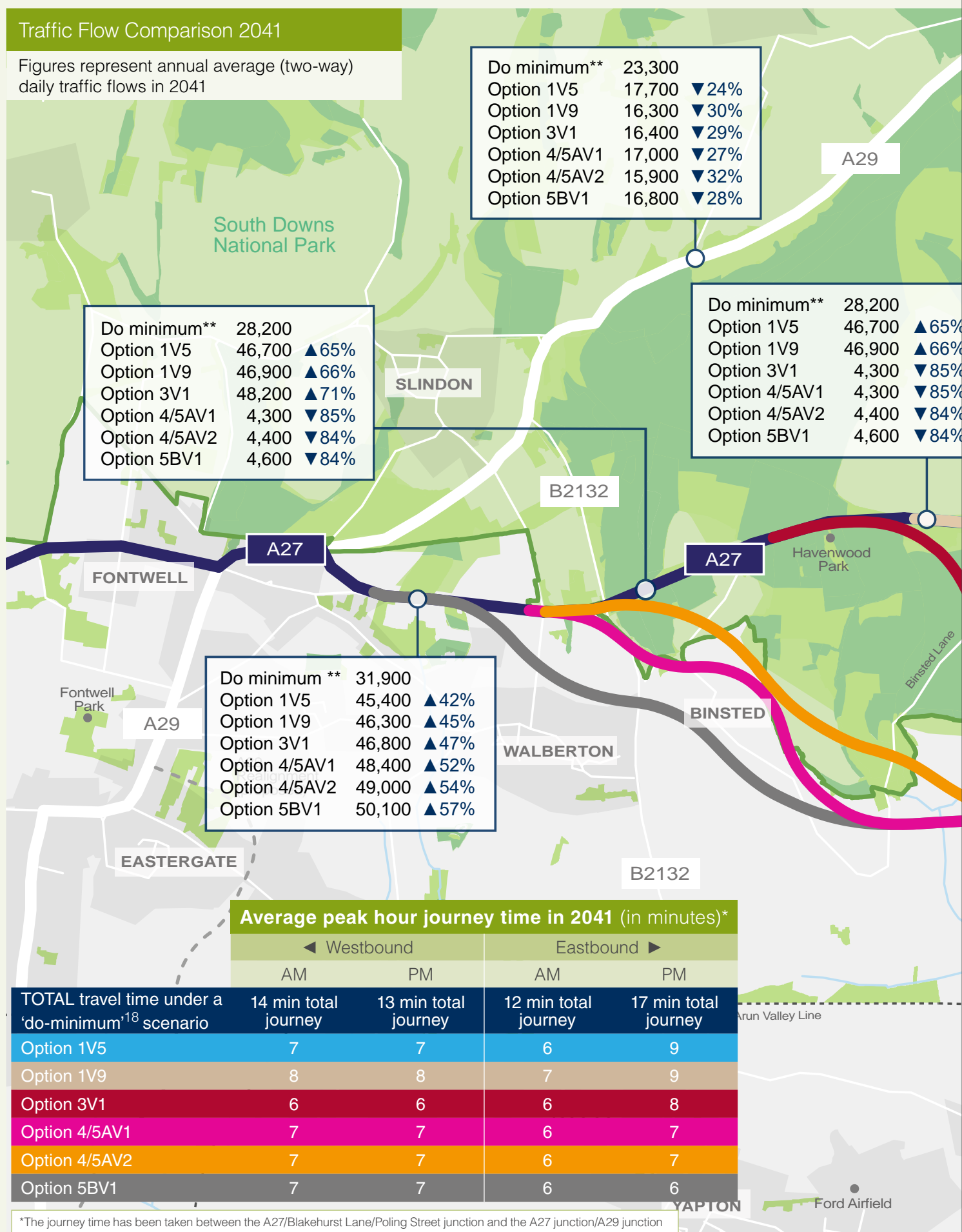
Objective	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)
Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth	The Cyan option journey time savings would reduce 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. 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

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

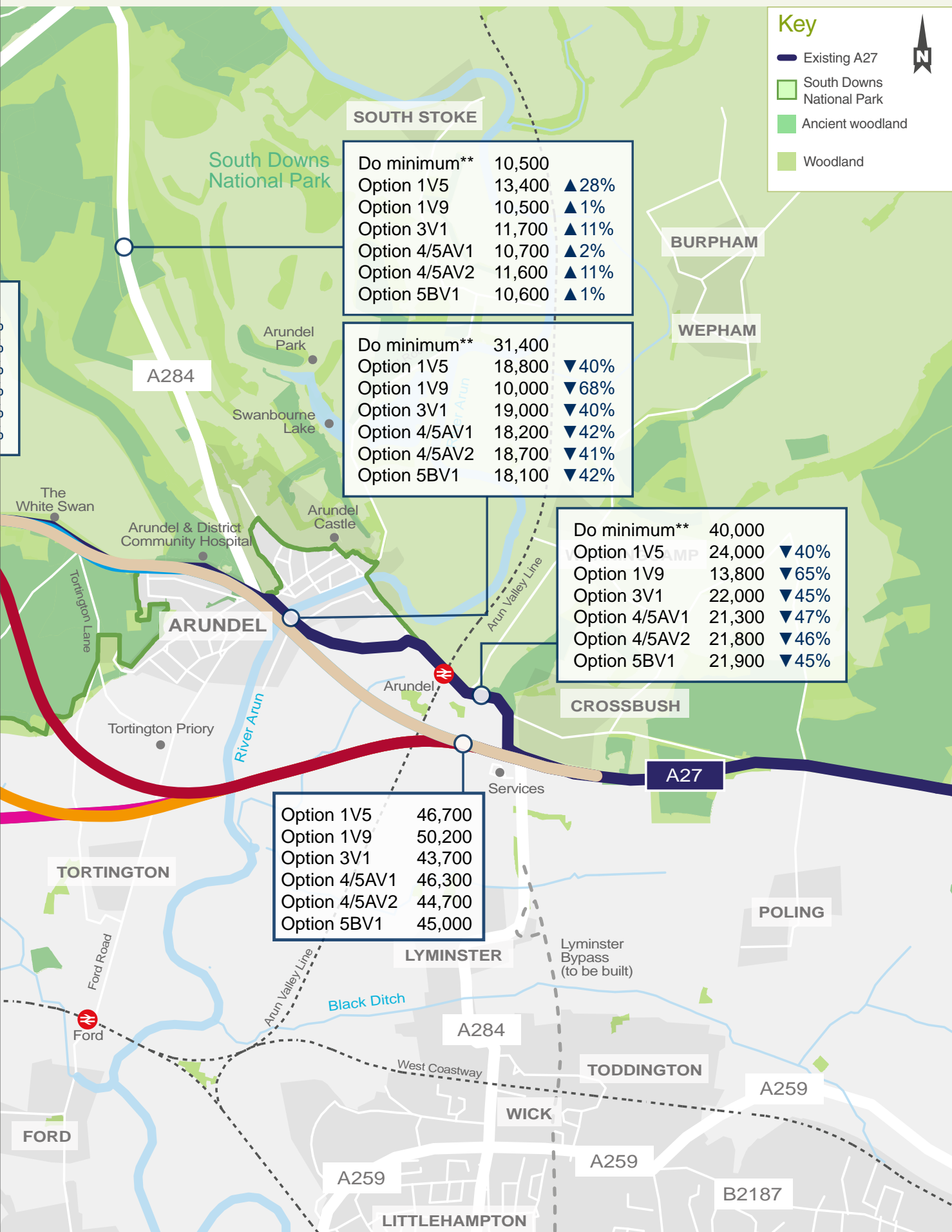
¹⁶ Impacted woodland includes all woodland areas identified by the National Forest Inventory. Loss of woodlands is assumed within the scheme footprint. Woodlands at risk is woodlands within 15 meters of the scheme footprint. See Arboriculture Report (an appendix to the EAR) for further details.

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:

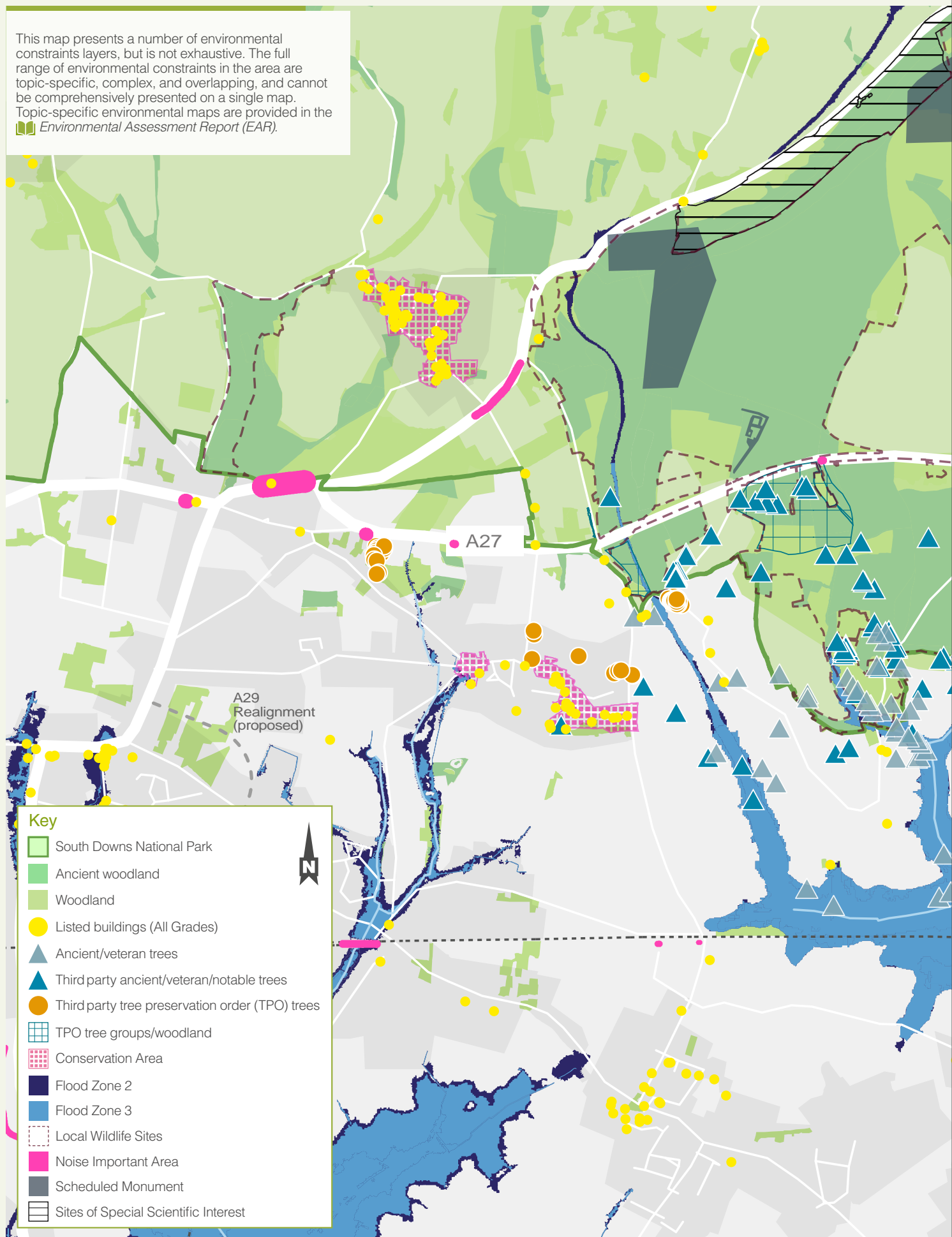
- Amphibians and reptile species
- Badgers
- Bats
- Birds (including breeding and wintering bird species)
- Hazel dormice
- Plant species
- Terrestrial invertebrate species
- Water voles
- Fish and aquatic invertebrates

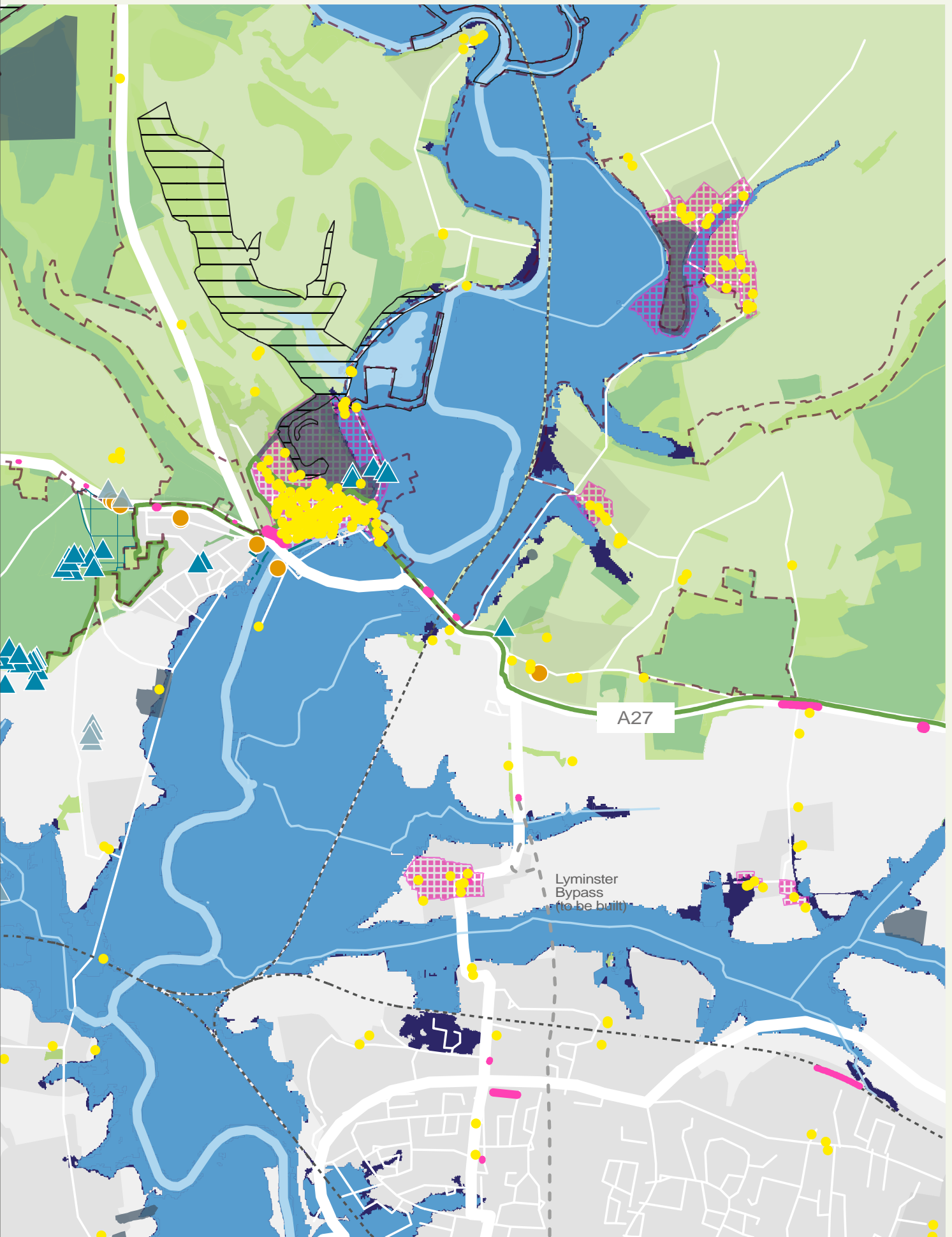


Key label	Definition
South Downs National Park	National Parks are areas of relatively undeveloped and scenic landscape that are designated under the National Parks and Access to the Countryside Act 1949. The South Downs National Park was designated in 2009 covering 1600km ² from Winchester (in the west) 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 road. 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 dust emissions would be achieved.</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>		
Landscape	<p>Construction: Slight adverse effect on the following landscape character areas: Western Downs, Downland Arun Valley 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>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: 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>		
Biodiversity	<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 Fairmile Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p>		
<p>LWS: Local Wildlife Sites</p> <p>HPI: Habitat of Principal Importance.</p> <p>SSSI: Site of Special Scientific Interest</p>	<p>Construction: Very large adverse effect for Binsted Woods LWS, ancient woodland, deciduous woodland HPI, bats, terrestrial invertebrates. Large adverse effect for Rewell Wood Complex LWS and floodplain grazing marsh. Moderate adverse effect on birds/breeding (woodland). Moderate adverse effect on dormice, protected and notable plants. Moderate adverse effect on water vole.</p> <p>Operation: Very large adverse effect for bats. Slight beneficial effects for Arundel Park SSSI and Fairmile Bottom SSSI. Large adverse effect for Binsted Wood Complex.</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			
verse ngton Priory d one Grade ffects in of heritage ects on all -ground e course of 4385). e significance ssets.	<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 Lyminster 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,			
e adverse ey landscape verse effect on per Coastal er area. Slight ster to Yapton character	<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>
e effect on scape character effect on cter area. on Fontwell scape			
e adverse Complex deciduous estrial erse effect for WS, coastal marsh HPI, d), hazel otable plants. on barn owl	<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>
verse effects effects for Fairmile erse effect on LWS. d operation sity features or neutral.			

	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)
Geology and soils	<p>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.</p> <p>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.</p> <p>Operation: Potential effects associated with the exposure of contaminated land to end-users and maintenance.</p>		
Noise and vibration	<p>Construction: Approximately 427 properties within 100m with potential for significant effects.</p> <p>Operation: Significant adverse effects on existing dwellings:</p> <ul style="list-style-type: none"> ■ East and south of Crossbush ■ North of Ford Road roundabout ■ On Fitzalan Road ■ On Ford Road 	<p>Construction: Approximately 429 properties within 100m with potential for significant effects.</p> <p>Operation: Significant adverse effects on existing dwellings:</p> <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) 	<p>Construction: Approximately 429 properties within 100m with potential for significant effects.</p> <p>Operation: Significant adverse effects on existing dwellings:</p> <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	<p>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 dust.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Operation: Moderate adverse effects on permanent road and public right of way diversions or closures which impact on health outcomes resulting from air quality improvements and access to active travel opportunities. Negative impacts on health outcomes from construction dust.</p> <p>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).</p>		
Water environment	<p>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 Aquifers²³.</p> <p>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.</p> <p>Operation: Neutral permanent effects for flooding, pollution, impacts to physical character and content of water bodies. Appropriate management measures would be developed in consultation with the relevant statutory environmental bodies.</p>		

	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)
to large	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.		
l change – this can include embankment creation or cuttings. Slight adverse effects for construction workers potentially exposed to s is neutral.			
ce workers is neutral.			
ately 24 with potential	Construction: Approximately 70 properties within 100m with potential for significant effects.	Construction: Approximately 76 properties within 100m with potential for significant effects.	Construction: Approximately 98 properties within 100m with potential for significant effects.
verse effects	Operation: Significant adverse effects on existing dwellings:	Operation: Significant adverse effects on existing dwellings:	Operation: Significant adverse effects on existing dwellings:
ssbush	<ul style="list-style-type: none"> ■ East and south of Crossbush ■ In Tortington and Binsted ■ South of A27 (west of Ford Road roundabout) 	<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 	<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
Ford Road			
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.			
y adverse requirement ilities (or on purposes. ut effect due rural land or	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.
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.			
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 erse 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 opted 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:

- 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?

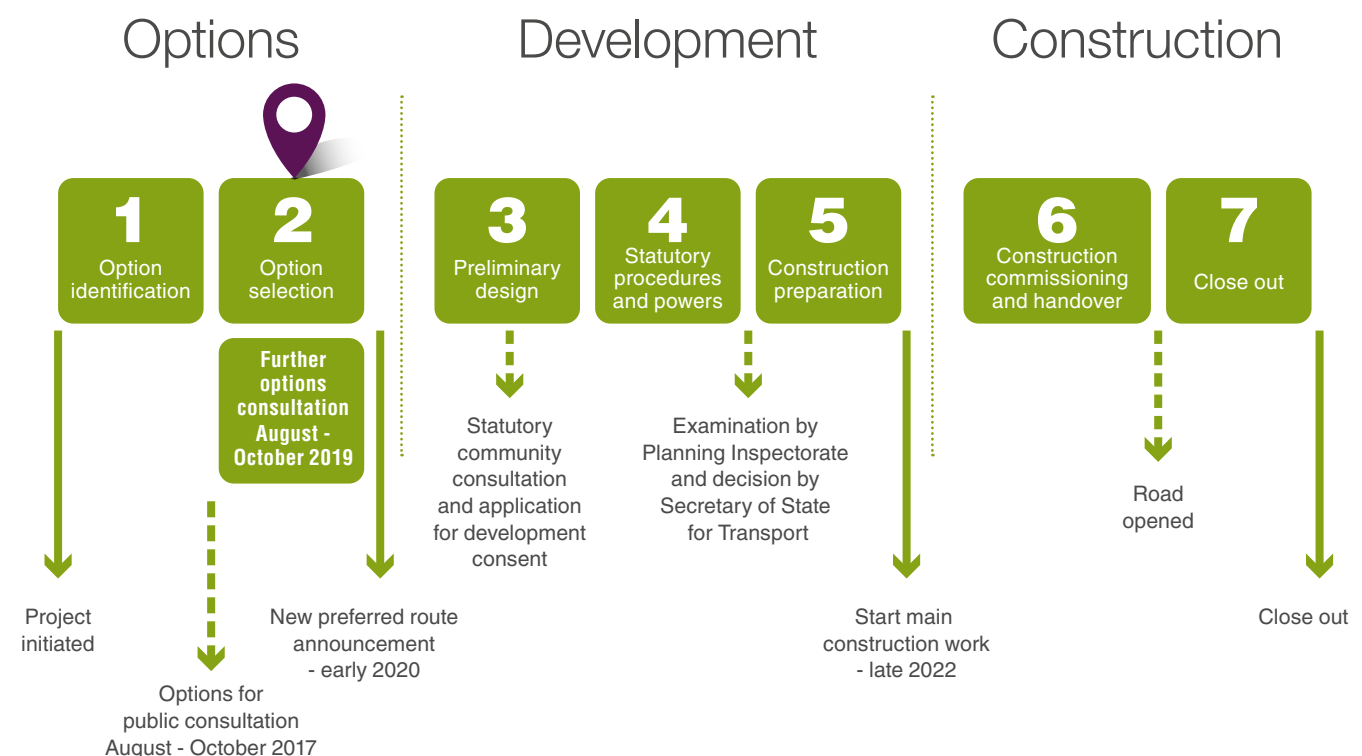
All responses and comments received during the public consultation will be considered and summarised in our Public Consultation Report, which will be published on our website. We will carefully consider the responses alongside several factors to determine our preferred route for the scheme.

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



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Highways England creative job number GFD19_0095

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363

A27 Arundel Bypass

Consultation response form

Share your views

We want to understand your views about the proposed options for improvements to the A27 around Arundel. Please review the consultation materials and share your views with us by completing this response form here or online via www.highwaysengland.co.uk/a27arundel

If you're returning this form to us by post, please send it to: **Freepost A27 ARUNDEL** – no stamp is required.

The consultation period ends at **11.59pm on 24 October 2019** so please ensure your response arrives with us in time, to help us take your comments into account when we are considering the options. Responses received after this time, may not be considered.

- A1.** The first part (sections A-C) of this questionnaire is for you to provide your personal views. If you are responding on behalf of a local business, charity or community organisation, represent a statutory body or are a local elected representative, please ensure you also complete section D of the response form (pages 8-11 shaded in green). This will help us better understand the possible impact of the options on the local economy and communities.

Please let us know whether you are responding as: *(Please tick one only)*

- ☐ An individual (please complete **sections A-C** only)
- ☐ On behalf of a business/charity/community organisation/statutory body/elected representative – and you have the authority to represent the views of the organisation/elected representative.
(please complete **sections A-D**)

- A2.** Please indicate your age group:






- | | | |
|--------------------------------------|--------------------------------------|--|
| <input type="checkbox"/> 18 or under | <input type="checkbox"/> 19-29 | <input type="checkbox"/> 30-39 |
| <input type="checkbox"/> 40-49 | <input type="checkbox"/> 50-59 | <input type="checkbox"/> 60-69 |
| <input type="checkbox"/> 70-79 | <input type="checkbox"/> 80 or above | <input type="checkbox"/> Prefer not to say |

- A3.** Please provide your home postcode. This will only be used to inform our analysis of responses.

About the scheme

B1. If all options are brought into an affordable range*, which option would you prefer?

(Please tick one option)

- ☐  Cyan (Option 1V5)
- ☐  Beige (Option 1V9)
- ☐  Crimson (Option 3V1)
- ☐  Magenta (Option 4/5AV1)
- ☐  Amber (Option 4/5AV2)
- ☐  Grey (Option 5BV1)
- ☐ Do nothing
- ☐ Don't know

B2. The scheme budget is currently £100-250m. Affordability is an ongoing concern and if only Cyan and Beige (Options 1V5 and 1V9) remain affordable, which option(s) would you support?

(Please tick all that apply)

- ☐  Cyan (Option 1V5)
- ☐  Beige (Option 1V9)
- ☐ Do nothing

B3. To what extent do you agree or disagree that there is a need to improve the A27 around Arundel?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B4. How concerned are you about the following issues in relation to the existing A27 around Arundel?

(Please select one option in each row)

Issue	Very concerned	Slightly concerned	Not concerned	Don't know	Not applicable
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion and delays	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodating extra traffic from future housing and economic development without further congestion on the A27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The effects of A27 traffic on the environment, including the South Downs National Park and air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The separation of local communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access between the A27 and local roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Table continues on next page...

*Through securing additional funding, value engineering and contractual efficiencies.

Issue	Very concerned	Slightly concerned	Not concerned	Don't know	Not applicable
The provision of walking, cycling and horse riding facilities around the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Difficulty crossing the A27 on foot, cycle or horseback	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic using local roads to avoid the A27 ('rat-running')	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connections along the coast to other parts of the country	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B5. Please add any other comments that you may have regarding existing issues:

B6. Please indicate the extent to which you agree or disagree with the following statements when considering your preferred option(s) for improving the A27 around Arundel: *(Please select one option in each row)*

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Any new route should be located as closely as possible to the current road through Arundel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any new route should avoid the South Downs National Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any new route should not cut through local communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
'Rat-run' traffic should be removed from unsuitable local roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any improvements should prioritise through traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintaining local access to/from the A27 is essential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B7. Please indicate which option would... *(Please select one option in each row)*

	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)	Don't know	None	Not applicable
Make you feel most safe as a pedestrian, cyclist or horse rider?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make you feel least safe as a pedestrian, cyclist or horse rider?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make you feel most safe as a driver?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make you feel least safe as a driver?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be best for reducing congestion and delays in Arundel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be worst for reducing congestion and delays in Arundel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be best for maintaining/creating a sense of community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be worst for maintaining/creating a sense of community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be best for your enjoyment of the local environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be worst for your enjoyment of the local environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be best for improving access to local services and employment opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)	Don't know	None	Not applicable
Be worst for improving your access to local services and employment opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be best for your quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be worst for your quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- B8.** Taking into consideration what you know about the proposed options, which option would you prefer if all options were brought into an affordable range*?

Please select your preferred options, ranked by **first**, **second** and **third** preference: *(If you have only one or two preferred options, please select accordingly)*

		First preference	Second preference	Third preference
	Cyan (Option 1V5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Beige (Option 1V9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Crimson (Option 3V1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Magenta (Option 4/5AV1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Amber (Option 4/5AV2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Grey (Option 5BV1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do nothing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Don't know	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- B9.** Taking into consideration what you know about the proposed options, please select your **least preferred** (or last choice) option if all options were brought into an affordable range:

		Least preferred/last choice
	Cyan (Option 1V5)	<input type="checkbox"/>
	Beige (Option 1V9)	<input type="checkbox"/>
	Crimson (Option 3V1)	<input type="checkbox"/>
	Magenta (Option 4/5AV1)	<input type="checkbox"/>
	Amber (Option 4/5AV2)	<input type="checkbox"/>
	Grey (Option 5BV1)	<input type="checkbox"/>
	Do nothing	<input type="checkbox"/>
	Don't know	<input type="checkbox"/>

*Through securing additional funding, value engineering and contractual efficiencies.

B10. Please add any other comments about the proposed options:

About the consultation

C1. How did you find out about the consultation? *(Please tick all that apply)*

- ☐ Letter through the door
- ☐ Local newspaper advert
- ☐ West Sussex County Council website or email
- ☐ Arun District Council website or email
- ☐ Highways England website or email
- ☐ Online news
- ☐ Other website (please provide details below)
- ☐ Local radio
- ☐ Local television
- ☐ Local newspaper
- ☐ Poster
- ☐ Local community group
- ☐ Public notice
- ☐ Social media
- ☐ Word of mouth
- ☐ Other (please provide details)

C2. Have you found the consultation materials useful in answering your questions about the A27 around Arundel?

- ☐ Yes
- ☐ To a certain extent
- ☐ No

C3. Have you visited one of our public consultation events, or do you intend to?

☐ Yes, have visited

☐ Intend to visit

☐ No

Details of upcoming events can be found at www.highwaysengland.co.uk/a27arundel

C4. If you have visited an exhibition, how useful did you find it in terms of addressing your questions about the options for improving the A27 around Arundel? *(Please tick one option)*

Very useful	Useful	No feeling either way	Not useful	Not at all useful	Don't know	Not applicable
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

C5. Do you have any other comments about the consultation process or materials?

Keep up-to-date with the project

If you would like to receive updates on the A27 Arundel Bypass, please subscribe via our project webpage: www.highwaysengland.co.uk/a27arundel

Thank you for completing this consultation response form.

Some specific questions for organisations continue over the page.

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@highwaysengland.co.uk

Organisation-specific questions

We are keen to gather the views of businesses/charities/community groups/statutory bodies/elected representatives to ensure that they are fairly represented in the assessment of the consultation.

In addition to the main questionnaire, we are asking representatives of these organisations to help us by answering the following questions:

- D1.** Please state the name of the organisation you are responding on behalf of, along with your organisation's website address:

- D2.** Please confirm you have the authority to respond on behalf of your organisation:

☐ Yes☐ No

- D3.** In which capacity are you responding on behalf of the organisation?

☐ Owner/partner☐ Director☐ Manager☐ Other (please specify below)

- D4.** How many people do you/does your organisation employ or represent in the Arundel/A27 area?

☐ 1-10☐ 11-49☐ 50-99☐ 100-249☐ 250 or more☐ Not applicable

- D5.** In which sector does your organisation operate?

☐ Agriculture☐ Charity/voluntary sector☐ Construction☐ Education☐ Energy/utilities☐ Finance☐ Healthcare☐ Hospitality☐ Leisure/tourism☐ Manufacturing☐ Retail☐ Transport or logistics☐ Other (please specify below)

D6. What are the key challenges faced by your organisation in relation to the A27 around Arundel?
(Please tick all that apply)







- ☐ Congestion
- ☐ Journey time reliability
- ☐ Access to/from A27
- ☐ Parking
- ☐ Lack of up to date information (variable message signing - VMS)
- ☐ Safety
- ☐ Economic impacts
- ☐ None
- ☐ Journey times
- ☐ Quality of road/infrastructure
- ☐ Loading/unloading
- ☐ Impact on local roads/‘rat-running’
- ☐ Air quality
- ☐ Impact of incidents
- ☐ Other – please provide details below

D7. Please provide more details of how current issues with the A27 around Arundel affect your organisation:

D8. How important is the A27 around Arundel to your organisation’s operations?







Very important	Important	Neither important nor unimportant	Unimportant	Very unimportant	Don’t know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- D9.** Which option (if any) would have the most significant impact on your organisation during construction? *(Please select one only)*

<input type="checkbox"/>		Cyan (Option 1V5)
<input type="checkbox"/>		Beige (Option 1V9)
<input type="checkbox"/>		Crimson (Option 3V1)
<input type="checkbox"/>		Magenta (Option 4/5AV1)
<input type="checkbox"/>		Amber (Option 4/5AV2)
<input type="checkbox"/>		Grey (Option 5BV1)
<input type="checkbox"/>	No difference	
<input type="checkbox"/>	Don't know	







- D10.** Please explain the reasons for your selection:

- D11.** Which option (if any) would most benefit your organisation once built? *(Please select one only)*

<input type="checkbox"/>		Cyan (Option 1V5)
<input type="checkbox"/>		Beige (Option 1V9)
<input type="checkbox"/>		Crimson (Option 3V1)
<input type="checkbox"/>		Magenta (Option 4/5AV1)
<input type="checkbox"/>		Amber (Option 4/5AV2)
<input type="checkbox"/>		Grey (Option 5BV1)
<input type="checkbox"/>	No difference	
<input type="checkbox"/>	Don't know	

- D12.** Please explain the reasons for your selection:

D13. Which option (if any) would least benefit your organisation once built?
(Please select one only)

<input type="checkbox"/>		Cyan (Option 1V5)
<input type="checkbox"/>		Beige (Option 1V9)
<input type="checkbox"/>		Crimson (Option 3V1)
<input type="checkbox"/>		Magenta (Option 4/5AV1)
<input type="checkbox"/>		Amber (Option 4/5AV2)
<input type="checkbox"/>		Grey (Option 5BV1)
<input type="checkbox"/>	No difference	
<input type="checkbox"/>	Don't know	

D14. Please explain the reasons for your selection:

**Thank you for completing this
consultation response form.**

**BOGNOR REGIS TOWN COUNCIL
PLANNING AND LICENSING COMMITTEE MEETING -
17th SEPTEMBER 2019**

AGENDA ITEM 12 - TO DISCUSS ADC'S CURRENT STREET NAMING POLICY REGARDING THE TOWN COUNCIL'S INPUT AND TO CONSIDER ANY ACTION, AS REFERRED FROM COUNCIL MEETING HELD 2nd SEPTEMBER 2019 - MIN. 92.2 REFERS

REPORT BY CIVIC & OFFICE MANAGER

FOR DECISION

At the Council Meeting held on 2nd September 2019, Members received the Minutes of the Planning and Licensing Meeting held 27th August, at which names were suggested for submission in response to ADC's Street Naming Consultation (Min. 92.2 refers).

At the Council Meeting, a Member spoke about ADC's current Street Naming and Property Numbering Policy, attached to this report as **Appendix 1**. It was felt that Town/Parish Councils should have a greater input in the decision-making process for street naming, with the suggestion that street names to be considered should be made an annual Agenda item of the Planning and Licensing Committee.

It was **AGREED** that the issue of the Town Council having greater input into street naming, within the Wards of Bognor Regis, would be placed on the Agenda for the next Planning and Licensing Committee Meeting.

DECISIONS

Having considered ADC's current Street Naming and Property Numbering Policy, do Members wish to take any action in relation to the policy?

Do Members **AGREE** that suggestions for street names, to be submitted to ADC for consideration, should be made an annual Agenda item of the Planning and Licensing Committee?



Street Naming and Property Numbering Policy

By its nature satisfactory addressing cannot be precisely defined. The guidelines set out cannot cover all cases and the Council reserves the right to accept or reject street and or house names suggested for other reasons than stated in this policy.

Nat Slade - Group head of Technical Services
January 2019

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1. Introduction

- 1.1. The naming of streets within the Arun District is a statutory function of Arun District Council (hereafter known as 'the Council'), and is covered by Sections 17-19 of the Public Health Act 1925. The naming and numbering of properties on these streets is the legal responsibility of the Council under section 64-65 of the Towns Improvement Clauses Act 1847.

Maintaining a comprehensive and high standard for naming streets and numbering or naming properties is important as it allows:

- Emergency services to find a property quickly – delays can cost lives and money
 - Post to be delivered efficiently
 - Visitors to locate their destination
 - Reliable delivery of goods and services
 - Records of service providers to be kept in an efficient manner
 - Allow all of the Council's departments to work from one official address base.
- 1.2. Many legal transactions associated with properties are withheld until they can be identified by street name and numbers, for instance, statutory undertakers will not normally connect their services until such time as the premises have been given a formal postal address.
- 1.3. Many developers forget to ask for their streets to be named until it becomes urgent causing delay to sale of properties. The Council's Technical Support Unit has been asked to consider adding a reminder within the Decision Notice issued requesting the developer contacts the Local Land Charges Service prior to development commencing.
- 1.4. Royal Mail will not assign a postcode until the Local Authority has notified them of the official address as the Street Naming and Numbering Authority.

2. When to apply – Guidance for Applicants

- 2.1. It should be noted that the street naming and numbering procedure can be a lengthy one. It is therefore advisable to consult the Council at the earliest possible stage of a proposal, preferably before building work commences, and ideally before an unofficial name has been marketed or legal documentation drafted
- 2.2. If an application is submitted at a late stage and is subsequently rejected, numerous problems can arise, especially if purchasers have bought properties marketed under an unapproved name.

- 2.3. It is therefore advisable to be cautious in the use of the names for marketing purposes if the name has not been authorised by the Council. It should be pointed out in the literature distributed to prospective purchasers, for example, that marketing names are subject to approval and thus likely to change.

For full guidance on applying for street naming and numbering, please see Appendix A.

3. The National Land and Property Gazetteer (NLPG)

- 3.1. NLPG is the de facto addressing solution for local authorities and increasingly so for its partners. Local Government has invested £70 million in creating the NLPG and is committed to using the NLPG for all of its addressing requirements and services.
- 3.2. The NLPG is the definitive address list that provides unique identification of properties and conforms to the British Standard, BS 7666:2006. The NLPG covers the whole of England and Wales and contains more than 30 million residential, business and non-mailing addresses and is now marketed commercially.
- 3.3. The NLPG is a comprehensive and continually updated database, created by those with local knowledge in each local authority, the body with legal responsibility for street naming and numbering of property. As local authorities are the originators of addressing information an address dataset, developed and maintained at source by users of the data, will inevitably have the highest level of currency and completeness.
- 3.4. The Council is committed to this initiative through its own Local Land and Property Gazetteer (LLPG) which, together with the other 375 local authorities in England and Wales, makes up the NLPG. Street naming and numbering is the single most important source of address change intelligence for the Council's LLPG and therefore the NLPG.

4. Statutory Context

- 4.1. The Council is the street naming and numbering authority. All proposals for new street names/ changes of name in the district must be by law sent to the Council for approval prior to being brought into use. The law is in need of review but there are currently two sets of legislation that apply to the Naming and Numbering of Streets and Buildings in the district.
- **Street naming, alteration of street names and re-naming roads – Sections 17-19 Public Health Act 1925.**
 - **House numbering and re-numbering – Sections 64-65 Towns Improvement Clauses Act 1847**

4.2. Under the Council's Scheme of Delegation, the Group Head of Technical Services has the power to approve the following:

- Street naming – providing a street name to a new street or an existing street with no name;
- Property numbering – providing numbers to plots, in-fills (properties built between existing houses or in the grounds of), property conversions and commercial premises.

Where appropriate an officer from the Local Land Charges Service will consult with the respective Town or Parish Council.

4.3. Under the Council's Scheme of Delegation the Group Head of Technical Services has the power to also approve the following:

- Re-naming existing streets - this is normally only considered when changes occur which give rise (or are likely to give rise) to problems for the Emergency Services.
- Re-numbering existing properties and buildings - this is normally only considered when changes occur which give rise (or are likely to give rise) to problems for the Emergency Services and the inclusion of additional development.
- Allocating house numbers to properties that only have a house name – this function is carried out largely for public safety reasons and in consultation with the emergency services.
- Any other projects put forward at the discretion of officers from the Local Land Charges Service.

Where appropriate an officer from the Local Land Charges Service will consult with the respective Ward Members. In accordance with paragraph 6.4 where representations are received the matter may be brought before the relevant Committee for its views.

The final decision will be made by an officer from the Local Land Charges Service.

For the full wording of the Sections of the relevant Acts please see Appendix B.

5. Consultation

5.1 The Local Land Charges Service will consult, as appropriate, the Royal Mail, electoral registration, council tax, local land and property gazetteer (LLPG), and other Council or external address databases before proceeding with the allocation of street names, property numbering or amendments to addresses. The LLPG custodian is consulted to avoid duplication of street names and to ensure the correct spelling of street names from the definitive LLPG and to ensure compliance with BS7666:2006.

5.2. The Royal Mail may also be consulted on new names and where similarly spelt or similar sounding names already exist in the area they will not be accepted (Circular 3/93). It advises against the practice of using multiple street name suffixes so that names can be used more than once (e.g. Orchard Drive, Orchard Close) as this gives rise to a lot of incorrectly addressed mail.

5.3. As a matter of course the Local Land Charges Service will consult with the Town or Parish Councils, Local Councillors, Royal Mail, the Fire Brigade and Ambulance Service regarding new street names.

5.4. Notification letters will be sent to occupiers if there is a change of street name, re-numbering or a numbering allocation to properties with just house names.

In making such changes the Council is exercising statutory powers and its decision is final.

5.5. A member of the Local Land Charges Service will notify the statutory authorities of any change of street name, re-numbering or a numbering allocation to properties with just house names.

5.6. If any representations are received from the Parish or Town Council these will be considered. The final decision will be made by an officer from the Local Land Charges Service with reference to the Group Head of Technical Services if necessary.

6. Street Naming

6.1. A person who creates a new street has the right to name that street (Section 17 of the Public Health Act 1925). Subject to the requirement to give notice to the Local Authority of the proposed name and the Local Authority has one month in which to object.

6.2. It is advised that three street names are suggested by the applicant to negate objections from the local Town or Parish Councils, Royal Mail or the Council itself. It may also be good practice to liaise with the Town and Parish Councils and/or other local historical societies before any street name(s) are suggested.

6.3. In practice some developers are happy to leave the choice of street name with the Local Authority or enter into amicable discussion. The Council allows the Town Council or Parish Council, if it so wishes, to put forward suggested names to the developer.

6.4. If the developer chooses the street names (Section 17 of the Public Health Act 1925), an officer from the Local Land Charges Service will advise the Town or Parish Council (and the other bodies as outlined in section 5) and will ask for its comments, as a matter of courtesy. There is one month for approval or objection of the suggested street name by the Local Authority.

The Town or Parish Council, the Fire Brigade and Sussex Ambulance Service will be made aware of the need to reply and if it wishes to comment on the developer's choice of street name it will be given a date by which to respond.

If the Town or Parish Councils and other consultees do not reply by the specified date, the name will be deemed to be accepted and a letter will be sent to the developer.

- 6.5. If the Local Authority objects to the proposed street name it must notify the developer within one month of receipt. The Local Authority will send the developer the 'notice of objection'. The developer may appeal to the Magistrate Court within 21 days after the service of the notice and if it does so the Group Head of Technical Services will represent the Council in the Magistrates Court. The Local Authority will contact the developer and request that a further list of suggested names is put forward for consideration. If this cannot be resolved the developer may appeal although in all the years we have been carrying out this function this has never happened as we have negotiated to save time. Generally the developer will accept alternative suggestions to get the roads named as soon as possible.

For full policy guidance on the choice of street names and street naming conventions please see Appendix C.

7. Re-naming a Street

- 7.1. This is a very time-consuming process and re-naming streets may cause costs and or disruption to individual occupiers and wherever possible should be avoided. This is usually only done as a last resort i.e. re-naming a street is normally only considered when changes occur which give rise (or are likely to give rise) to problems for the Emergency Services.
- 7.2. Any request from residents/owners of properties for re-naming of a street must be made to the local authority. The proposed change must have the full backing of every owner (not tenant) affected on the street and a signed letter from each to support this.
- 7.3. An Order of the Council must be made for re-naming. Where a street is to be re-named, notices will be displayed on that street under Section 18 Public Health Act 1925 and will remain in place for a least 1 month before an Order changing the name will be made. A copy of the order will be sent to the Magistrate Court informing them of the proposed change. Any person aggrieved by the intended order may, within 21 days after the posting of the notice, appeal to a petty sessional court. If an appeal is made to a magistrate the Local Authority must wait until that appeal is heard.

- 7.4. Where re-naming a street is involved, as much warning as is practicable will be given to the residents. A notification letter will be sent to the occupiers 7 – 10 working days before the notice is erected on site. Once the new name is finalised, occupiers will be informed a week before the new name comes into effect, (this will be at least 6 weeks from the date of the Notice) to allow residents time to re-organise their personal correspondence etc. and also take into account the need to seek advice from a Solicitor regarding any change to their property's deeds.
- 7.5. A signed and sealed Street Naming and Numbering Order will be sent to the occupiers together with a list of notified interested parties.

8. Numbering/Naming of Properties

- 8.1. The Council has the power to assign numbers to house and buildings 'as they think fit' and require the number to be displayed (Sections 64 & 65 Towns Improvement Clauses Act 1847). There is a charge per property for numbering/naming services provided by the Council (*see Appendix E for further details*).
- 8.2. Properties located in areas where no official numbering sequence exists should be named by the property owners. Suggested names will be checked for possible duplication in the surrounding area within the LLPG and with Royal Mail. Names will not be considered acceptable if they may be deemed to be construed as obscene, racist or contravene any aspect of the Council's Equality and Diversity Policy. Property names will not be acceptable if the local authority considers that the proposed address could cause duplication or future addressing problems.

The Council's decision is final.

For full policy guidance on the property numbering/ naming conventions please see Appendix D.

9. Re-numbering/Naming Existing Properties

- 9.1. This is a very time-consuming process and re-numbering/naming existing properties may cause costs and/or disruption to individual occupiers and wherever possible should be avoided. Re-numbering existing properties and buildings is normally only considered when changes occur which give rise (or are likely to give rise) to problems for the Emergency Services and the inclusion of additional development. There is a charge per property for renumbering (*see Appendix E for more details*).
- 9.2. For new development within an existing street the use of suffixes of 'A', 'B' etc, or re-numbering where just a few properties are affected, is preferable to wholesale re-numbering of a large

street. However, this is not always possible and the re-numbering/renaming of properties will be at the discretion of an officer from the Local Land Charges Service.

- 9.3. Sections 64 and 65 of the Towns Improvement Clauses Act 1847 allow a Local Authority to require buildings to be marked with numbers 'as they think fit'. There is no right of appeal or requirement for formal consultation, however, if there is a re-numbering of properties the Council will send notification letters to occupiers. The notification to occupiers should give a specific date on which the re-numbering comes into effect. The time for compliance in terms of the legislation is one week, however the Council will normally allow eight weeks for the new number to be displayed.
- 9.4. We cannot formally change a property name/ number where the property is in the process of being purchased, that is until the exchange of contracts, although we can give guidance on the acceptability of a chosen name before this.
- 9.5. **Allocation of houses numbers to properties with names only:**
 - Numbering is carried out on receipt of such a representation for public safety reasons and has full support of the emergency services.
 - A notification letter will be sent to occupiers notifying them that house numbers will be assigned. The final decision will be made by an officer from the Local Land Charges Service.
 - After the numbering has been finalised, occupiers will be sent a Formal Notice and Certificate 'Numbers of houses and buildings' together with a list of notified interested parties informed of the numbering sequence. The time for compliance in terms of the legislation is one week, however the Council will normally allow eight weeks for the number to be displayed. A house name may continue to be used in conjunction with the designated house number.
- 9.6. **Adding a house name or changing an existing house name to properties with no house number:**

As a matter of public safety, courtesy and to help maintain the Local Land and Property Gazetteer, the Group Head of Technical Services will notify the statutory authorities and internal Council departments of the new house name. It is the responsibility of the owner to contact and notify all other contacts of the new name.

There is a charge per property for changing a house name. (*see Appendix E for more details*).
- 9.7. **Adding house names or changing an existing house name to properties with an existing house number:**

A name may be added to a numbered property, however this must be approved by the local authority before it can be added to the property address.

If Royal Mail identify properties in the area with the same or similar name which could lead to confusion with deliveries, the proposed name will not be permitted. You will be advised to choose an alternative.

For public safety reasons the property number will have to continue to be used in conjunction with the house name, the number must always be included and displayed: the name cannot be regarded as an alternative. This is enforceable under section 65 of the Town Improvement Clauses Act 1847.

If the Council receives notification of a new house name, as a matter of public safety, courtesy and to help maintain the Local Land and Property Gazetteer, an officer from the Local Land Charges Service will notify the statutory authorities and internal Council departments that a name has been added to the official address. It is the responsibility of the owner to contact and notify all other contacts that the house name has been added as part of their address.

There is a charge per property for adding a house name to a numbered property (*see Appendix E for more details*)

9.8. **Removal of an existing house number and replaced by a name:**

- The Council will not accept the substitution of a current property number with a property name. A name may be used in conjunction with a number (see section 9.7 above) but the number must always be included and be displayed (enforceable under section 65 of the Town Improvement Clauses Act 1847).

10. Street Nameplates

- 10.1. The developer will cover the initial costs of the street nameplates. The Council will cover maintenance costs once the street has been officially adopted.
- 10.2. For street nameplate advice and specification please contact the Council's Local Land Charges Service.

11. Notifications

- 11.1. There are no statutory requirements for Local Authorities to provide details of changes to existing or new developments to any external organisations.

However it is recognised that the provision and sharing of this information facilitates better service delivery to the citizen and business communities.

- 11.2. The Council will therefore notify the statutory authorities and internal Council departments, via email, of any numbering, naming; re-numbering or re-naming.
- 11.3. Other bodies may be notified in the future via the Geoplace Hub; details of these can be found in Appendix F.

12. Post Codes

- 12.1. An important element of addressing is the Post Code. This identifies a number of postal delivery points and along with the Postal Town as defined by the Royal Mail. The Council is not responsible for allocating these codes; they are a Royal Mail product. The Council works closely with the Royal Mail to ensure that proposed addresses are acceptable postally and consults the Royal Mail on proposed schemes. Post Codes will generally be allocated before a scheme is approved.
- 12.2. As a matter of policy, the Royal Mail does not publish on its website addresses that are not completed and/or unoccupied. This means that in certain cases addresses that have been agreed with the Council may not, for a while, be visible to anyone using the website to validate an address for purposes such as providing goods or services related to that address or its owner. The Royal Mail should be contacted if problems of this nature are being experienced.
- 12.3. As stated in the introduction, Royal Mail will not accept a new address or change of address intelligence from anybody other than the Council's Street Naming and Numbering department. Please do not assume a development will have the same Post Code as the surrounding or existing properties. The Royal Mail should instruct occupiers to contact the Council for approval of any amendments to their current address.
- 12.4. A property's postal address Town may differ from its official address Town as the Royal Mail base their addresses on the closest Postal Town instead of the actual geographical town of the property, e.g. New Barn Lane, Bognor Regis rather than New Barn Lane, Bersted.
- 12.5. Any complaints relating to the delivery of Royal Mail deliveries should be directed to Royal Mail. The Council is not responsible for the non-delivery of mail or goods from Royal Mail.

13. Decision and Discretion

- 13.1. The Council's decision is final for the naming of properties, streets, renaming of streets, numbering or re-numbering of properties and is at the discretion of the Group Head of Technical Services.

14. Claims for Compensation

- 14.1. The Council is not liable for any claims for compensation arising directly or indirectly from the naming of streets, re-naming of streets, numbering or renumbering of properties.
- 14.2. The property developer should not give any postal addresses, including the postcode, to potential occupiers, either directly or indirectly (for example via solicitors or estate agents) before formal approval has been issued by the Council. The Council will not be liable for any costs or damages caused by failure to comply with this.

15. Council Reference

- 15.1. All references to the Council or Local Authority relate to Arun District Council.

16. Exemptions from Street Naming and Numbering

- 16.1. The postcode. This is issued by the Royal Mail and, unless a postcode allocated to a new property/properties is already in use, will be held in 'reserve' until the Royal Mail is notified by either the developer, the home owner or the Local Authority that the property or plot is occupied.
- 16.2. Any complaints regarding correspondence and deliveries not being delivered to the correct address should be directed at the relevant delivery company's customer service department.
- 16.3. Address being unavailable on databases used by third parties, such as retail outlets (including Internet based ones); Satellite Navigation Systems Street Maps, etc.
- 16.4. Ordnance Survey maps or plans not featuring any new properties or streets.
- 16.5. Notifying anyone other than the services listed in appendix F.
- 16.6. Quality of service received from goods or services deemed to be as a result of an address.

17. Outcomes

- 17.1. Modern Street Naming and Numbering policy which is clear and easily understandable by our staff, developers and members of the public.
- 17.2. Appropriate involvement of all interested groups, including our Town and Parish partners.
- 17.3. Address and street number systems which comply with the needs of the emergency services and occupants.
- 17.4. Addresses entered and maintained in our systems in British Standard 7666:2006 format

- 17.5. Recoverable costs for house re-naming and where developers seek to number and/or name after their initial proposals have been dealt with.

18. Glossary

House naming – Amending a name or adding a name to a property.

In-fill – Property built between two existing properties or in the grounds of an existing property.

LLPG – Local Land and Property Gazetteer.

NLPG – The National Land and Property Gazetteer.

Numbering – Allocating numbers and suffixes to properties e.g. houses, bungalows, flats, maisonettes, caravans (static), industrial units, retail outlets, etc.

Plot – A new property that is being built.

Re-naming – Changing the name of an existing street.

Re-numbering – Changing the house number or suffix for another.

Street naming – Allocating a name to a new street.

Suffix – Letter following a number e.g. 24A, 24B, (in-fill).

19. References

British Standard BS7666-0:2006 “Spatial datasets for geographical referencing –

Part 0: General model for gazetteers and special referencing.” 3rd Edition, July 2006

British Standard BS7666-1:2006 “Spatial datasets for geographical referencing –

Part 1: Specification for a street gazetteer.” 3rd Edition, July 2006

British Standard BS7666-2:2006 “Spatial datasets for geographical referencing –

Part 2: Specification for a land and property gazetteer.” 3rd Edition, July 2006.

LLPG and SNN Data Entry Conventions and Best Practice for the NLPG. 2nd Edition, Improvement and Development Agency, November 2006.

Public Health Act 1925, s. 17-19 The Department of Transport Circular Roads 3/93. “Street Nameplates and The Numbering of Premises” 15th December 1993.

Towns Improvement Clauses Act 1847, s. 64-65.

Appendix A – Applying for Street Naming and Numbering

Who should apply?

- Individuals or developers building new houses, commercial or industrial premises, or;
- Individuals or developers undertaking conversions of existing residential, commercial or industrial premises which will result in the creation of new properties or premises.
- Property owners wishing to amend their existing house name or add a house name to an existing numbered property.

When should I apply?

- Applications for new streets and addresses should be submitted as soon as possible after permission for the proposal has been granted. This is important as:
- A proposed new street must be approved by the Council before any addresses can be allocated to it, and;
- Most utility companies are reluctant to install services where an official postal address has not been allocated.

How do I apply?

- Online application form - Via Arun District Council website www.arun.gov.uk
- If you are unable to carry out the process online please E-mail: NLPG@arun.gov.uk or telephone the team on 01903 737502 for guidance.

The application should be accompanied by:

- A plan showing the street layout with existing street name or suggested street names. The plan should be at a scale of 1:2500, 1:1250 or 1:500 and should include a north arrow.
- A detailed plan of the development clearly marked with the plot numbers of the proposed scheme. This plan must indicate the main entry point for each property in context with the adjacent street.
- An internal layout, if appropriate, for developments that are sub divided at unit or floor level, e.g. a block of flats. The main entrance to the flats shall be clearly marked in relation to the adjacent street.

Appendix B – Legislation Covering Street Naming and Numbering

Section 17: Public Health Act 1925 – Notice to Local Authority before street is named:

- (1) Before any street is given a name, notice of the proposed name shall be sent to the urban authority by the person proposing to name the street.
- (2) The urban authority, within one month after the receipt of such notice, may, by notice in writing

served on the person by who notice of the proposed name of the street was sent, object to the proposed name.

- (3) It shall not be lawful to be set up in any street an inscription of the name thereof –
 - (a) until the expiration of one month after notice of the proposed name has been sent to the urban authority under this section; and
 - (b) where the urban authority have objected to the proposed name, unless and until such objection has been withdrawn by the urban authority or overruled on appeal;

and any person acting in contravention of this provision shall be liable to a penalty at level 1 on the standard scale and to a daily penalty.

- (4) Where the urban authority serve a notice of objection under this section, the person proposing to name the street may, within twenty-one days after the service of the notice, appeal against the objection to a petty sessional court,

Section 18: Public Health Act 1925 – Alteration of name of street:

- (1) The urban authority by order may alter the name of any street, or part of a street, or may assign a name to any street, or part of a street, to which a name has not been given.
- (2) Not less than one month before making an order under this section, the urban authority shall cause notice of the intended order to be posted at each end of the street, or part of the street, or in some conspicuous position in the street or part affected.
- (3) Every such notice shall contain a statement that the intended order may be made by the urban authority on or at any time after the day named in the notice, and that an appeal will lie under this Act to a petty sessional court against the intended order at the instance of any person aggrieved.
- (4) Any person aggrieved by the intended order of the local authority may, within twenty-one days after the posting of the notice, appeal to a petty sessional court

Section 19: Public Health Act 1925 – Indication of name of street:

- (1) The urban authority shall cause the name of every street to be painted, or otherwise marked, in a conspicuous position on any house, building or erection in or near the street, and shall from time to time alter or renew such inscription of the name of any street, if and when the name of the street is altered or the inscription become illegible.

- (2) If any person..., pulls down... any inscription of the name of a street which has lawfully been set up, or sets up in any street any name different from the name lawfully given to the street, or places or affixes any notice or advertisement within twelve inches of any name of street marked on a house, building, or erection in pursuance of this section, he shall be liable to a penalty level 1 on the standard scale and to a daily penalty.

Section 64: Towns Improvement Clauses Act 1847 – Houses to be numbered:

“The commissioners shall from time to time cause the houses and buildings in all or any of the streets to be marked with numbers as they think fit, and shall cause to be put up or painted on a conspicuous part of some house, building, or place, at or near each end, corner, or entrance of every such street, the name by which such street is to be known; and every person who destroys, pulls down, or defaces any such number or name, or puts up any number or name different from the number or name put up by the commissioners, shall be liable to a penalty level 1 on the standard scale for every such offence”.

Section 65: Towns Improvement Clauses Act 1847 – Numbers of houses to be renewed by occupiers:

“The occupiers of houses and other buildings in the streets shall mark their houses with such numbers as the commissioners approve of, and shall renew such numbers as often as they become obliterated or defaced; and every such occupier who fails, within one week after notice for that purpose from the commissioners, to mark his house with a number approved of by the commissioners, or to renew such number when obliterated, shall be liable to a penalty level 1 on the standard scale and the commissioners shall cause such numbers to be marked or to be renewed, as the case may require, and the expense thereof shall be repaid to them by such occupier, and shall be recoverable as damages.”

Appendix C – Street Naming Policy Guidance Note

1. Choice of street names – Guidelines

- I. Where an area, field or previous building has names or other things, such as plants and activities etc., historically associated with it, it is usual to preserve these in street names. Where there is no information to suggest a street name, a new one will be chosen.
- II. If a “local” name is not suitable then there is no reason why any attractive name cannot be chosen. Where several streets are involved, a “theme” linking the names can be used to help identify the area.
- III. Where a new street is an extension of an existing street it is not normally necessary to give that section a new name. The street name

and numbering sequence will continue from the existing street in most circumstances.

- IV. Duplication of street names in the same area or within close proximity of another parish/ town is not permissible, unless the street is a continuation of an existing street. A variation in the terminal word, example, “street”, “road”, “avenue”, will not be accepted as sufficient reason to duplicate a name. The overwhelming desire of applicants is to repeat existing names in a new street or building titles (for instance a request for St Mary’s Close off an existing St Mary’s Way, near St Mary’s Church etc.). This is not allowed as it can have a detrimental effect in an emergency situation. This is in line with Government guidance found in circular 3/93.
- V. Avoid having two phonetically similar names within a postal area and, if possible, within a borough, example, Alfred Road and Alfred Close or Churchill Road and Birch Hill Road.
- VI. Avoid aesthetically unsuitable names or names capable of deliberate misinterpretation.
- VII. Street Names which could give offence are not recommended nor are names which encourage defacing name plates.
- VIII. Street names should not be difficult to pronounce or awkward to spell (BS7666:2006). However the use of foreign names (i.e. town twinning) can be used if agreed by both parties.
- IX. The Local Authority will have no informal adoption of unofficial ‘marketing’ titles used by developers in the sale of new properties (these often fall foul of our Policy on a number of counts and occupiers of such premises unfortunately feel aggrieved by the ‘loss’ of a supposedly prestigious address and its replacement with something perhaps a little more mundane. Names that may be taken as advertising (i.e. company name) will not be accepted.
- X. All new street names should ideally end with a suffix to distinguish a street from a building name or locality. The following list recommends usual practice. It is not exhaustive and sometimes other descriptive words are more appropriate:
 - Street (for any thoroughfare)
 - Road (for any thoroughfare)
 - Way (for major roads)
 - Avenue (for residential roads)
 - Drive (for residential roads)
 - Grove (for residential roads)
 - Lane (for residential roads)
 - Gardens (for residential roads) - subject to there being no confusion with any local open space

- Place (for residential roads)
- Crescent (for a crescent shaped road) Close (for a cul-de-sac only)
- Square (for a square only)
- Hill (for a hillside road only)
- Circus (for a large roundabout)
- Vale (for residential roads)
- Rise (for residential roads)
- Row (for residential roads)
- Mews (for residential roads)

XI. Suffixes needing careful consideration as it may give a false impression of location:

- End
- Cross
- Court
- Side
- View
- Mead
- Brow
- Bow
- Park
- Wharf

All these words can, of course, be incorporated in a street name provided it ends with an appropriate suffix (i.e. Mile End Road).

XII. Exceptions:

- 1) Single or dual names without suffixes in appropriate places (example, Broadway for major roads only).
- 2) All new pedestrian ways should end with one of the following suffixes. It is not exhaustive and sometimes other descriptive words are more appropriate:
 - Walk
 - Path
 - Way
 - Twitten
- 3) The use of multiple street name suffixes so that names can be used more than once (e.g. Orchard Drive, Orchard Close) or particularly long names are best avoided as these can cause problems with the emergency services, utility companies, delivery companies, automation of addresses and form filling. The Council will not normally accept similarly spelt or similar sounding names where they already exist in an area and will recommend strongly against multiple street name suffixes in an area of particularly long street names
- 4) The use of North, East, South or West (as in Alfred Road North and Alfred Road South, or East or West) is only acceptable where the street is continuous and passes over a major

junction. It is not acceptable when the street is in two separate parts with no vehicular access between the two. In such a case half should be renamed.

- 5) The use of a name which relates to people living, must be avoided. Personal names which relate to developers' personal friends or relatives will not be accepted.
- 6) Street names must not commence with the word "The" or end in "s" where it can be construed as either possessive or plural.

2. Location of a Street

The location allocated to each street determines the location or 'address' given to the property on that street. A 'town' name shall always be allocated to a street and locality only used in the following scenarios:

- (1) where there is more than one street of the same name in the same town, or
- (2) where the inclusion of a locality will avoid ambiguity in the identification of that street, particularly in urban and metropolitan areas, or
- (3) where a small settlement, with its own settlement name in common use, is in the same parish as a larger settlement but is distinctly separate, particularly in rural areas.

Towns:

The name 'town' is a bit misleading as the town name can be a larger village, city, borough town or recognised settlement name. It is the geographic name of the town rather than the Royal Mail 'Post Town'. A good rule of thumb is to follow the existing town names from surrounding established streets or to confirm with neighbouring residents as to where they think they live.

Locality:

A locality can be defined as "an area or geographic district within a town, village or hamlet that must be a recognised geographic name". As stated above it should only be used where appropriate to do so. In some instances it may be appropriate to record an industrial estate name as a locality if this adds better definition and avoids ambiguity within an address or location.

Appendix D – Property Numbering/Naming Policy

Guidance Note

By its nature satisfactory addressing cannot be precisely defined. The guidelines set out cannot cover all cases and the Council reserves the right to accept or reject building names suggested for other reasons.

- A new street should be numbered with even numbers on one side and odd numbers on the

other except that, for a cul-de-sac, consecutive numbering in a clockwise direction is preferred. Longer cul-de-sacs have an odds and evens scheme ascending away from the town centre.

- In the interest of equality and diversity no numbers will normally be omitted from a numbering sequence unless specifically requested. However, the Council does not include No 13 in any numbering scheme unless specifically requested to do so.
- Two buildings in one street may not have the same number.
- Convention requires number one always to be on the left-hand side of a street. Through streets are numbered odds and evens in the direction they would be accessed from the centre of the town or community. Convention is to number odds on the left and evens on the right when travelling away from the Town Centre; however, numbering also depends on the layout of the development and streets. (Circular 3/93)
- Buildings will always be named or numbered into the street of which their main entrance or delivery point is accessed from.
- Buildings on corner plots are numbered into the street towards which the main entrance is accessed. If pedestrian access is not possible from that street, the building may be numbered with the street giving access. Occupier's preference will not be a relevant consideration.
- If a building has entrances in more than one street, then each entrance should be numbered in the appropriate street. Exceptions may be made, depending on the circumstances, for a house divided into flats.
- If a suitable numbering sequence cannot be ascertained, temporary house names will be assigned to plot numbers until the numbering can be determined at a later date.
- In residential buildings (e.g., blocks of flats) it is usual to give each block a street number and each dwelling a number suffix e.g. Flat 1, 24 etc.
- Existing buildings divided into separate flats or business premises will be given one street number and number suffixes of "1", "2" etc. e.g. Flat 1, 24, Flat 2, 24, etc.
- Commercial premises will be allocated numbers and the prefix Unit or Suite (for offices only).
- When flats are numbered internally they will be numbered not lettered e.g. Flat 1, 24, not Flat A, 24; nor 24A.
- All new residential building names should end with a suffix, examples are provided in the list below. It is not exhaustive and sometimes other descriptive words are more appropriate:

- ◆ Lodge
- ◆ Apartments
- ◆ Mansions
- ◆ House
- ◆ Court
- ◆ Point
- ◆ Tower
- ◆ Heights

- For private houses in existing unnumbered streets it is essential that the houses are officially allocated names, which are registered with the emergency services. Anyone wishing to change the name of their unnumbered house must also apply to the Authority.
- For private houses it is essential that the name should not repeat the name of the street or that of any other house or building in the area.
- Infill plots, i.e. properties built between existing properties or in the grounds of an existing property, will be given the same house number before the infill followed by suffix of "A", "B" etc. e.g. 24A, 24B etc. To include the new houses in the numbered street sequence would involve unacceptable renumbering of all the higher numbered houses on that side of the street.
- If additional plots are added to a proposed development at a later date, e.g. due to a revised layout, these plots will be allocated existing numbering with suffixes of "A", "B" etc. e.g. 24A, 24B etc.
- Private garages and similar buildings used for housing cars, and such like, will not be numbered.
- Annexes to buildings e.g. granny flats or ancillary accommodation, will be given the prefix 'Annexe'. The rest of the address will be the same as the parent property e.g. Annexe, 34 Claremont Road.
- Where a property has a number, it must be used and displayed. Where a name has been chosen for a property with a number, the number must always be included; the name cannot be regarded as an alternative. This is enforceable under section 65 of the Town Improvement Clauses Act 1847.

Appendix E - Property Numbering/Naming & Re-Numbering/Naming - Charging Schedule

Power to charge under section 93 of the Local Government Act 2003.

A local authority may charge for discretionary services. Discretionary services are those services that an authority has the power but not a duty to provide. An authority may charge where the person who receives the service has agreed to its provision, the charge must not exceed the cost of providing the service.

So the Council cannot charge for street naming services (since the duty to provide this service is not discretionary), but it can charge for elements of the naming and numbering function.

For Street Naming and Numbering this charge covers:

- Naming and Numbering new properties (including conversions).
- Renaming existing properties.
- Alterations in either name or numbers to new developments after initial naming and numbering has been undertaken.
- Notifications to organisations listed in Appendix F.

These charges have to be paid prior to any changes being made. Changes made without contacting the Council will not be registered with services and organisations listed in Appendix F.

New Build or Redevelopment

Type of Application	Charge (per application)
New individual property	£25
New development or re-development (new builds and conversions) (includes new builds following demolition)	£160 per road + £25 each property
Amendment to previously approved address scheme	£35 per property

Existing properties and/or streets

Type of Application	Charge (per application)
Change of Dwelling Name or Commercial Property Name	£55
Change of Building Name (e.g. block of flats)	£55 + £25 per flat/unit
Street Renaming (residents' request – see Policy for details)	£160 + £25 per property
Street Numbering (residents' request – where no numbering system exists)	On individual basis. Contact the Council's Local Land Charges Service
Database Corrections (e.g. incorrect spelling)	No Charge

These charges will be reviewed annually.

Appendix F – Organisations & Services we inform of new or changed addresses

• External

- ◆ West Sussex County Council
- ◆ West Sussex Fire and Rescue Service
- ◆ Sussex Police
- ◆ SE Coast Ambulance Service
- ◆ Valuation Office
- ◆ Land Registry
- ◆ Utility companies

• Internal

- ◆ Building Control Services
- ◆ Revenues and Benefits
- ◆ Electoral Registration
- ◆ Environmental Health
- ◆ Local Land Charges
- ◆ Planning Services
- ◆ Cleansing Services



Arun District Council
Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

Tel: 01903 737500
Email: landcharges@arun.gov.uk
www.arun.gov.uk/landcharges

BOGNOR REGIS TOWN COUNCIL
PLANNING AND LICENSING COMMITTEE MEETING -
17th SEPTEMBER 2019

AGENDA ITEM 13 - TO RECEIVE WSCC'S ELECTRIC VEHICLE DRAFT STRATEGY AND TO CONSIDER SUBMITTING COMMENT

REPORT BY CIVIC & OFFICE MANAGER

FOR DECISION

WSCC has convened an internal Members' Task and Finish Group to produce an Electric Vehicle Strategy. The main focus is improving awareness and acceleration of provision of charging infrastructure.

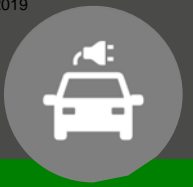
This is currently in draft form, attached to this report as **Appendix 1**, and WSCC would like to consult on views about the proposals in this draft Strategy before a decision is made about formally adopting it. A one-page Summary is also provided, attached to this report as **Appendix 2**.

The consultation to collect views on this draft will run until 2nd October 2019. All consultation responses will help shape the final Electric Vehicle Strategy before a Cabinet Member Decision is taken in December to formally adopt the Strategy. The online response form can be found using the following link:

<https://haveyoursay.westsussex.gov.uk/energy-waste-and-environment/draft-electric-vehicle-strategy/consultation/intro/>

DECISION

Members are **INVITED** to **AGREE** any comments to submit to WSCC in response to the Electric Vehicle draft Strategy Consultation.



CONSULTATION DRAFT

Electric Vehicle Strategy 2019-2030





Our overall transport vision for West Sussex remains one based on sustainable transport. We want to reduce car use overall across the county in favour of public transport and active travel. However we recognise that, for certain activities, cars and vans remain an appropriate mode of transport. Moving these vehicles from petrol and diesel to electric is critical, to reduce the impact of those journeys.

This strategy sets out our future vision for electric vehicles across the county, and the interventions we will be taking to deliver this vision. It looks forward to 2030, but as electric vehicles, and electric vehicle charging, is very much an emerging technology it is important for us to be able to adapt to changes and ensure a flexible approach to delivery of the strategy. Therefore, the actions within the strategy focus on the next five years and will be reviewed regularly to ensure adaptability to changes in technology, trends in mobility and financial considerations.

Background

Replacing existing petrol or diesel vehicles with electric vehicles brings the environmental benefits of lowering carbon emissions and reducing air pollution.

Users also often achieve savings in vehicle running costs, with some research showing a typical electric vehicle saving its owner roughly £100 in fuel for every 1,000 miles driven, when compared to petrol or diesel.

There are more than 100 fully or part electric vehicles already available to buy or lease in the UK. Car manufacturers are investing heavily in EVs, and many have committed to including substantial numbers of EVs across their model ranges within the next 3 to 10 years.

Although EVs currently cost more to buy than a petrol or diesel car, research predicts¹ that EVs will achieve cost parity with conventional vehicles in the UK as early as 2021. From this point, cost will no longer be a barrier to purchase, and owning an EV will become a realistic, viable option for more people.

Currently modern electric vehicles are available that can drive for over 250 miles, making them suitable for the majority of users. When electric vehicles require refuelling, they must be connected to a charging infrastructure that, depending on the type of the charging point, can fully refuel the vehicle in anything from half an hour to 10-12 hours. The adequate provision of this charging infrastructure is essential to allowing individuals to own and operate electric vehicles.

Road to Zero is the Governments strategy in relation to ultra-low emission vehicles. It sets out how they plan to meet their commitment to end the sale of the new conventional petrol and diesel cars and vans by 2040.



Their strategy sets out ambition for at least 50% — and as many as 70% — of new car sales to be ultra-low emission by 2030. These are referred to as high and medium ambition scenarios.

Why is EV important to us?

There are three reasons why we want to support electric vehicle take up in the County.

Carbon

Our main, and foremost priority, is to reduce the carbon emissions of the County. We are committed to do what we can to combat climate change. Across the County, 37% of our total carbon emissions are due to road transport,² and over half of these emissions are due to car travel.

Enabling and accelerating the move to electric vehicles will help us to reduce our emissions significantly.

Air quality

We want to safeguard and improve air quality across the County. There are currently 10 Air Quality Management Areas³ (AQMAs) in West Sussex. These AQMAs are locations where Nitrogen Oxide levels exceed, or are likely to exceed, the national maximum threshold. The main cause of this pollution is vehicle emissions.

With our District and Borough partners we are implementing an Air Quality Action Plan but again, enabling and accelerating the move to electric vehicles will help reduce air pollution and improve local air quality.

Revenue, but without risk

Finally, we are mindful of the revenue generation opportunity electric vehicles present. The capital costs of installing this charging infrastructure can be considerable but, once installed, the usage of this infrastructure could have significant revenue potential. Alongside this, however, we are aware of the rapid pace of change in this innovative and evolving technology. We are cautious about investing tax payers' money in infrastructure that may become obsolete and a redundant asset before it has paid back on the investment to install it. It is crucial to us that tax payers' money is protected from this risk.

¹ Battery Electric Vehicles: New markets. New entrants. New challenges. Published by Deloitte, January 2019

² Data taken from BEIS Data Set: UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2016. Published in June 2018

³ For a list of these sites, see the [air quality pages](#) on the West Sussex County Council website



Our vision

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

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 methodology

We have worked with a consultant to model what different electric vehicle uptake scenarios looked like across the county. We sought to understand both the number of vehicles that would be involved and the number of charging points that might be required to support them.

We have included both battery electric vehicles – vehicles relying solely on battery power and plug-in hybrid electric vehicles – conventional petrol or diesel working alongside an electric motor when carrying out this work.

We drew on the experience of UK Power Networks (UKPN), who had carried out significant modelling and thinking around EV uptake. We used a model, tested by UKPN that draws on models used by the Department for Transport to inform EV policy decisions with predictions including vehicle attributes, energy prices and supporting infrastructure. The model also factors in the results of their substantial charging patterns study.⁴ Where we have deviated from the approach of UKPN is to ensure that the local characteristics and behaviours within West Sussex were taken into account. Our model has included local information about access to off-road parking and information about travel patterns, including the number of commuters in an area.

We have applied the model to the smallest geographical area that we could get data for. This is MSOA level.⁵

⁴Recharge the Future - UKPN charging patterns study

⁵MSOA is a geographical geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. The minimum population is 5000 and the mean is 7200



In applying the model we have assumed that where people have access to off-road parking they will be able to install their own charging point, and will not be solely reliant on publicly accessible charging infrastructure.

Our predictions for the number of charging points required is based on a high home, low work charging scenario. This scenario most reflects both our overall sustainable transport ambitions, (we don't want to be encouraging more journeys by making work the primary place where people can charge) and also the results of our local EV survey,⁶ and other national studies,⁷ where home charging is the preferred option.

We are focusing primarily on providing charging points for West Sussex residents. The mix of infrastructure proposed will also meet the needs of small businesses and visitors to the area.

Key findings

The modelling work we have done estimates that across West Sussex we need to see 3,305 public charging points by 2025, and 7,346 by 2030.

High Uptake Scenario: 70%

		Now	2025	2030
Total EVs in West Sussex car stock		1,593	66,236	161,583
Number of EVs that will rely on public infrastructure		<10	17,890	44,048
Number of publicly accessible charging points required	Residential Charging points	0 home specific 80 destination	3,169	7,027
	Rapid Charging points	9	136	319

⁶ WSCC Electric Vehicle Residents' Survey Dec18-Jan19

⁷ Recharge the Future - UKPN charging patterns study



Medium Uptake Scenario: 50%

		Now	2025	2030
Total EVs in West Sussex car stock		1,593	30,130	90,546
Number of EVs that will rely on public infrastructure		<10	8,060	24,460
Number of publicly accessible charging points required	Residential Charging points	0 home specific 80 destination	1,864	4,810
	Rapid Charge	9	39	139

These predictions are reliant on public uptake of electric vehicles, which to a great extent is reliant on car manufacturers.

Our solution

We want to ensure that our solution tackles the barriers to EV uptake. Residents told us that lack of public charging points and range anxiety were significant factors that were preventing / discouraging them from switching to electric vehicles.⁸ Our solution addresses both of these issues.

To achieve the ambition that we have set out we want and need to encourage everyone to make the switch to EV as soon as possible.

Our solution therefore is two stranded:

1. **Encouraging** – focusing on communications and incentives.
2. **Enabling** – focusing on the provision of charging infrastructure.

⁸ WSCC Electric Vehicle Residents' Survey Dec18-Jan19



Encouraging

Communications

We are aware that the EV market is still an emerging one, and in some cases people's perceptions around EV performance and availability of chargers is not current.

We wish to address this, and ensure our residents understand the options for, and benefits of, EV ownership; are aware of grants they can take advantage of, and know where they can find charging points.

Our communications will also include promotion aimed at local businesses ensuring they understand the options for their fleets, their workforce and visitors. It will include ensuring they are aware of grants they can take advantage of and how to apply.

Incentives

Although our options are limited when it comes to offering incentives, it is something we have been keen to explore. The form of these incentives is important. We do not want to penalise people who cannot currently make the switch to EV, and therefore ruled out options that created an incentive by negatively impacting others.

At a national level, grants are already available to support individuals to make the switch, and at a time of considerable pressure for our resources we do not think it would be appropriate to offer any grant over and above this.

Although we do not control the majority of public car parks across the county, we do operate controlled parking zones and have authority to set parking charges for these areas. We will explore different charging mechanisms, including a 50% reduction in the cost of residential parking permits for low emission vehicles.

Enabling

New development

Although we are not the primary planning authority, we see the integration of EV charging infrastructure into all new developments as critical to the future long term sustainability of a charging network.



- **Guidance on parking**

It is important that developers consider the likely demand for electric charging points within new developments, and how this is likely to change over time. Our Guidance on Parking at New Development to developers states that developers should identify ways to cater for this demand within the design of new developments as part of the overall provision of parking facilities. This could include, for example, a mix of spaces with active charging facilities and passive provision, i.e. ducting to allow facilities to be brought into use at a later stage.

Our guidance also states the EV space allocations for active EV charging facilities expected between now and 2030. These are in line with the ambition within this strategy.

- **WSCC Local Design Guide**

Our local design guide sets out our preferences on the application of national highway guidance and standards for residential development within West Sussex. We will update our guide to reflect the principles contained within this strategy.

- **Our buildings**

We will also ensure that any new build projects that we undertake, where it is appropriate for public to have access to the site, will integrate publically available electric vehicle charging. At a minimum we will ensure charging is integrated for our own fleet vehicles.

Charging infrastructure

We are the local Highway Authority, with control over the vast majority of public highways in the County. This includes roads and footways. Notable exceptions are some of the main strategic routes in the county – the M23, the A27 and most of the A23, which are managed by Highways England.

We also own a substantial number of buildings and land assets across the county from which we deliver our services. This can range from individual homes to large corporate office hubs, fire stations, care home and schools.

We are uniquely placed to enable the provision of this charging infrastructure, to enable the switch to EV.

When considering **charging point type and operation** we have some **general principles** that we will be adhering to:



Charging point equipment

- The charging points installed across the County will look and feel the same, with consistent signage.
- AC Charging points will use standard plugs (Type 2 connectors). We will not be using three pin plug connectors.
- Charging points will be at least 7KW. Modern EVs are, and will continue to be, produced with larger and larger battery packs. Anything less than a 7KW charging point will take an impractical amount of time for these larger vehicles to charge.

Charging point installation

- We want to minimise the amount of street furniture and clutter.
- Charging points should be dual connectors, or if this is not possible, demonstrate that they take up less space than a dual connecting charging point, and equally provide the same value for money.
- Signage, particularly in residential and destination locations will be kept to a minimum.
- Installations will include the creation of charging bays with EV parking bay marking. These will be marked with green bay paint marking with 'Electric Vehicles Only' text.
- To maximise the accessibility of the charging points, they will have time related use restrictions, dependent on the location and charge provided.

Payment

- Users will be charged for the energy that they use.
- Charging points will be useable on as a pay as you go system, with an option for pre-registering for regular users if they prefer.
- To ensure that residents relying on our residential charging solution (more detailed explanation of this is set out on Page 10 onwards) are able to get a deal as close to being able to charge on their own property as possible, we will offer differential pricing to residents and identified public sector partners.
- We will consider, on a location by location basis, waiving or reducing parking fees in short and medium term parking locations.



Charging point management system

- All our charging points will be supported by one branded back office system. Charging points will use the latest open charging point protocol, enabling the Council to transfer the back office function to another user if the back office system proves unfit for purpose, or if users are receiving an unsatisfactory level of service.
- Our charging points will supported by an app and website to help customers locate available charging points. This will interact with other well-known and trusted website providers such as ZapMap. We will also provide a map of planned future charging point locations to keep residents up to date on our plans.

Energy supply

- We will maximise the carbon saving associated with the switch by ensuring that charging points we enable use renewable energy, either by generating and storing energy on site, or through a renewable / green energy tariff.
- WSCC will retain responsibility for the source of the energy used to operate the charging points in order to ensure that the benefits of competitive energy tariffs are passed onto local residents.
- We wish to explore how we can support smart charging, and reduce demand on the grid at peak times, and will investigate solutions for pricing incentives to encourage charging off peak, and the feasibility of vehicle to grid for public charging.

We also have some **general principles in relation to charging point locations:**

- We want to provide charging points in the places that people need them, but not in locations that encourage additional car use.
- We will focus on areas where residents cannot make the switch to EV without access to a public charging network, but we want to ensure a good geographical spread across the county.
- We aspire to work in partnership with District and Borough Councils (the main owners of public off street parking) and Parish Councils to provide a comprehensive and cohesive solution on public land.
- We will ensure any charging points we enable are complementary to, and not in direct competition to others already operating in the area.



- Although attempts to engage with potential market providers (supermarkets, petrol station operators etc) has proved difficult to date, we will continue to attempt to engage with other potential private providers to ensure any additional public charging infrastructure is complimentary to privately owned charging points.
- Our initial efforts will focus in areas where we predict there will be more chargers required. The initial priority areas will be the areas in blue and along strategic networks, as illustrated in Figure 1 (page 12). These are areas where there is less access to off road parking, where uptake trends are fastest and where there are more commuter journeys happening. (Any individual sites will be subject to feasibility investigations, and a clear business case).
- West Sussex residents will have the opportunity to suggest suitable specific sites for charging points to be installed.
- Individual sites will be subject to full feasibility investigations including an assessment of local grid capacity.

Accessibility

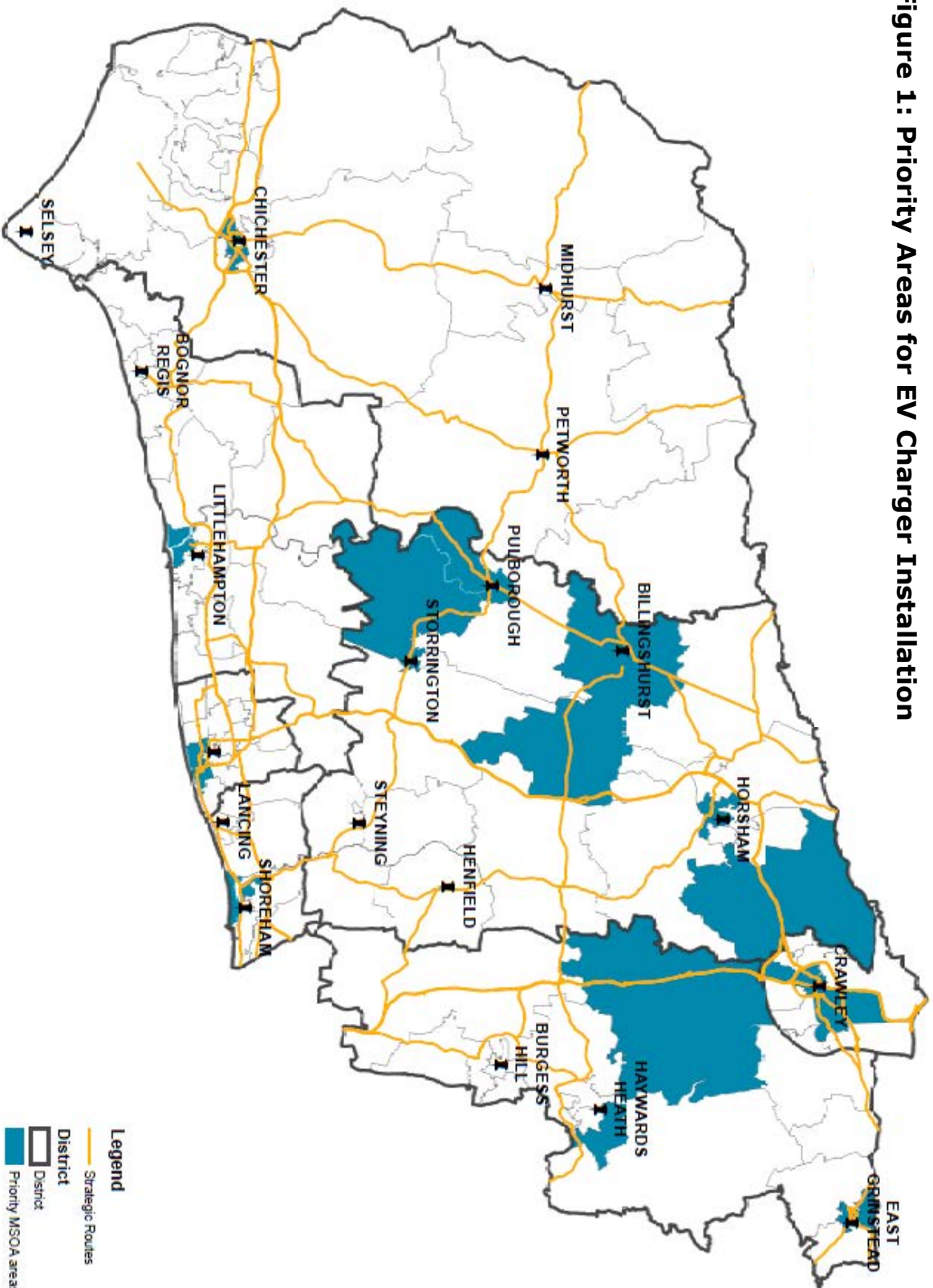
- Charging points will be easily accessible and, where the primary user will be the general public, will be available 24 hours a day.
- Ideally charging points will be in busy locations with high footfall.
- Ideally urban sites will have CCTV and be well-lit for use at night.

Other highway users

- Parking for charging points will not remove parking designated for people with a disability, spaces for car club cars, bus bays or bicycle parking,
- Charging points and charging bays will only be installed in locations where it is safe to do so and where parked vehicles will not impede current and planned future highway works, as set out in local and strategic transport improvement plans, and pre-existing development agreements.
- On street charging points will be located on the kerbside of the footway, and be situated as close as possible to the kerb to limit the space they take up and reduce trip hazards.
- Charging points will not be installed in areas where installation will restrict access for other footway and road users.



Figure 1: Priority Areas for EV Charger Installation



MSOA is a geographical geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. The minimum population is 5000 and the mean is 7200



We want to see three main types of charging infrastructure. These are listed below in priority order:

- 1. Residential charging** - serving residents primarily for overnight charging. Addresses lack of public charging concerns
- 2. Rapid hub charging** - serving all EV users, providing 20-30 minute charging. Convenient to as many users as possible. Addresses lack of public charging and range anxiety concerns.
- 3. Destination (top up) charging** - serving all EV users, providing top up charging over a few hours. Addressing lack of public charging and range anxiety concerns.

Below is more detailed information on what our vision is for each of these charging types.

1. Residential charging

Where no off-street parking exists we want to enable 2, potentially 3 types of residential charging:

a. Allowing cables to cross the highway

We want to make it as easy as possible for residents to make the switch to electric vehicles, and we are exploring the potential of allowing residents to run cables across the highway.

We are very mindful that we need to ensure that our pavements are safe for pedestrians and other highway users, and that we don't expose the County Council or individuals to excessive liability or risk.

We intend to allow residents to run a cable in a suitable cable cover across a pavement, and will develop and issue guidance to assist in ensuring that this is possible at minimal risk to members of the public.

b. Residential hub charging

- Although we aspire to work with District, Borough and Parish Councils to deliver a public land solution in West Sussex, we can only commit our own assets. Therefore hubs will be located on County Council owned land **excluding:**
 - Residential homes;
 - Schools, unless they specifically opt into providing chargers;



- Care sites offering residential services, or services to vulnerable people;
 - Leased properties, where tenants fully control the site services and operation;
 - Agricultural land;
 - Greenfield sites;
 - Secure sites;
 - Sites where public access might impede our service delivery, or put the public at risk.
- Will be located close to a residential area without access to off road parking. Ideally this will be less than 500m walk for the majority of users.
- When charging, overnight parking will be available for free.

c. Residential charging on street

- Our general principles for charging rule out charging points located on/in street lights. (Our street lights cannot support 7kW chargers and are generally located at the back of the footway).
- In areas where parking is already restricted for residents only, these parking restrictions will apply equally to the EV bays.
- Charging points should not be considered the personal charging point of any one individual, but will be an asset for the community to access. To support this, where practical the bay will not be located outside one particular property, but in the best location to serve an entire street.

2. Rapid hub charging

- Charging points will:
 - be at least 43kW AC or 50kW DC;
 - be close to a strategic road network or other important route;
 - be in locations that don't already experience significant congestion / don't attract additional trips into already congested areas;
 - consist of at least 3 and ideally 6 charging units, so at least 3 cars with the same connector type will be able to charge at any one time.
- Charging on street, or in off street hubs will be considered.



3. Destination (top up) charging

- Charging points will be located where short/medium term parking is available.
- Charging points will be located in areas with existing car-based activity, with mixed use areas and destinations such as near high streets and transport hubs. (This will support the use of EVs for existing car trips)
- Charging on street, or in off street hubs will be considered.

How we will deliver

There are two main grant schemes available to us, the On-Street Residential Charging Grant, and the Workplace Charging Grant. These cover 75% and 50% of the installation costs of charging points. There is no provision in the grant for future maintenance.

We are cautious in investing our limited capital funds in an innovative and evolving technology. We lack the resources internally to stay on the cutting edge of developments, and see the market as the main holders of this knowledge and expertise.

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



ACTIONS

Aim 1: 70% of all new registered cars in the County are electric by 2030, but as a minimum we want to see at least 50% electric.

Objective	Actions for WSCC
Ensure our residents and businesses understand the options for and benefits of EV ownership, are aware of grants they can take advantage of, and where they can find charging points	Develop and start delivery of a communication and engagement plan
Offer incentives to encourage residents to make the switch to electric vehicles as soon as possible	We will explore different charging mechanisms, including a 50% reduction in the cost of residential parking permits for low emission vehicles
	As charging point sites come forward, review the reducing parking fees in short and medium term parking locations
West Sussex County Council will lead by example	Develop a phased fleet transition plan to move our fleet to electric.



Aim 2: There is sufficient charging infrastructure in place to support the vehicles we predict will be reliant on public infrastructure to charge.

Objective	Actions for WSCC
Ensure the future long term sustainability of EV charging by integrating infrastructure into new development	Regularly review our Guidance on Parking at New Developments to ensure adequate provision for EV charging on new development
	Revise our WSCC Local Design Guide to reflect our charging point principles
	Revise our own new building design standards to include EV provision that meets our charging point principles
	Lobby for more transparency from market providers regarding future development plans
Provide a comprehensive and cohesive public charging solution on public land.	Develop guidance to enable residents to run cables in cable protectors across footways.
	Collate a long list of sites for consideration for delivery by our delivery partner
	Appoint a market-based partner to work with us to provide the charging point network
	Develop a 5 year rolling delivery programme for charging points across the County



Aim 3: Ensure a carbon neutral energy source for all charging points we enable

Objective	Actions for WSCC
Maximise the carbon saving associated with the switch to EV	Stipulate the requirement for renewable energy, either by generating and storing energy on site, or through a green / renewable energy tariff within our supplier specification

All actions will be subject to clear business cases that demonstrate value for money, and availability of funding.



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.

BOGNOR REGIS TOWN COUNCIL

PLANNING AND LICENSING COMMITTEE MEETING - 17th SEPTEMBER 2019

AGENDA ITEM 14 - CORRESPONDENCE

FOR INFORMATION

- 1. NALC - Chief Executive's Bulletin, 30th August 2019, including details of consultation underway on proposed reforms to support the deployment of 5G and extend mobile coverage. This matter will be on the Agenda for the next Planning and Licensing Committee Meeting with Members being asked to agree any comments to submit in response to the consultation**
- 2. WSCC - Latest Planned Roadworks Report, 28th August - 27th September and 4th September - 3rd October 2019**
- 3. WSCC - Temporary Traffic Regulation: Public Notice - the use of (and parking on) Shripney Road Northbound, Bognor Regis/Bersted from junction with Orchard Way Roundabout to junction with Oldlands Way Roundabout is temporarily prohibited from 22/09/19 at 19:00 until 23/09/19 at 06:00 for carriageway resurfacing works**
- 4. WSCC - Temporary Traffic Regulation: Public Notice - the use of (and parking on) Annandale Avenue, Bognor Regis from junction with Longford Road to the junction with Victoria Drive with works taking place at the junction is temporarily prohibited from 23/09/19 at 09:30 until 23/09/19 at 15:00 to undertake pothole repairs in the carriageway**
- 5. Housing, Communities and Local Government Committee - Evidence Session: Long-term delivery of social and affordable rented housing, to be heard 9th September 2019**
- 6. ADC - Notice of Community Infrastructure Levy (CIL) Examination, to be held 18th October 2019**

PUBLIC NOTICE

WEST SUSSEX COUNTY COUNCIL TEMPORARY TRAFFIC REGULATION

SHRIPNEY ROAD NORTHBOUND, BOGNOR REGIS/BERSTED

NOTICE IS hereby given that in pursuance of the provisions of Section 14(2) of the Road Traffic Regulation Act, 1984, as amended, the use of (and parking on) **Shripney Road Northbound, Bognor Regis/Bersted** from junction with **Orchard Way Roundabout to junction with Oldlands Way Roundabout** is temporarily prohibited from **22/09/19 at 19.00 until 23/09/19 at 06.00**

The restriction will be in place night-time only 19.00 to 06.00

This closure is necessary to allow **Balfour Beatty to undertake carriageway resurfacing works on behalf of WSCC**

Emergency vehicle, Residential and Pedestrian access will be maintained at all times

The alternative route for traffic will be signed via **A29, A259, B2259, A29 and vice versa**

This restriction will be effective for a maximum of 5 days from the start date given above

Any queries about the effect of the closure on traffic using the highway please contact West Sussex County Council on 01243 642105

Any queries about the works please contact **Balfour Beatty on 01243 642105**

Dated **30 August 2019**

Matt Davey
Director of Highways, Transport and Planning

PUBLIC NOTICE

WEST SUSSEX COUNTY COUNCIL TEMPORARY TRAFFIC REGULATION

ANNANDALE AVENUE, BOGNOR REGIS

NOTICE IS hereby given that in pursuance of the provisions of Section 14(2) of the Road Traffic Regulation Act, 1984, as amended, the use of (and parking on) **Annandale Avenue, Bognor Regis** from junction with **Longford Road to the junction with Victoria Drive with works taking place at the junction** is temporarily prohibited from **23/09/19 at 09:30 until 23/09/19 at 15:00**

The restriction will be in place day-time only between 09:30 – 15:00

This closure is necessary to allow **Balfour Beatty to undertake pothole repairs in the carriageway**

Emergency vehicle, Residential and Pedestrian access will be maintained at all times

The alternative route for traffic will be signed via **Longford Road, Linden Road, Victoria Drive, Annandale Avenue and vice versa**

The one way system will be revoked between the junction with Longford Road and Victoria Drive to enable residents to exit Annandale Avenue.

This restriction will be effective for a maximum of 5 days from the start date given above

Any queries about the effect of the closure on traffic using the highway please contact West Sussex County Council on 01243 642105

Any queries about the works please contact **Balfour Beatty – 01243 642105**

Dated **02 September 2019**

Matt Davey
Director of Highways, Transport and Planning