

CABINET MEETING – 21 MAY 2018

AGENDA ITEM 3 – PUBLIC QUESTION TIME – ORDER IN WHICH THE CHAIRMAN OF CABINET WILL INVITE QUESTIONS BELOW RECEIVED IN WRITING IN ADVANCE OF THE MEETING

1. From Mr Chester to the Leader of the Council

THE FULL DETAIL OF THE QUESTIONS TO BE ASKED IS DETAILED BELOW

NOTE: The Chairman will:

- invite questions from members of the public who have submitted in writing their questions in line with the Council's Constitution;
- explain that the questions received will be answered by the appropriate Members of the Cabinet
- confirm that Public Question Time allows Members of the public to ask one question at a time
- state that questions will be invited in the order in which they have been received and that if there is time remaining from the 15 minutes allowed for Public Question Time, questioners will be allowed to ask a supplementary question.

Questions with regard to the item on the Arun Growth Plan:

1.(a) Question

The Plan says that in respect of works to the A259/A284 that 'to achieve this a complete funding package will need to be in place securing the £10.5 million C to C grant, developer contributions and Local Authority capital commitments'. Most of us thought these funding commitments were in place already, however we are acutely aware that the planning application for the northern section of the Lyminster Bypass has yet to be submitted by the County Council. So will she take the opportunity to set out whether the funding that has been secured is enough to complete both the A259 improvement works project and the northern section of the Lyminster Bypass?

Response

Thank you for your questions. West Sussex County Council (WSSCC) have advised us that a funding package is in place for both schemes, including a funding agreement with Coast to Capital LEP, but these are based on estimated costs only. Both projects are subject to risks that need to be managed. For example, cost estimates can change as the projects progress or parts of the funding package such as developer contributions may be delayed or not realised in full. If these circumstances change, then as part of the normal risk

management process, additional sources of funding will need to be identified to address any shortfalls. Arun is part of the Project Board for each scheme and we have regular meetings and so if any funding issues arise they will be discussed there. The delay to submission of the planning application for the A284 scheme is to allow design and technical work to take place.

1.(b) Question

Noting the priorities for Littlehampton why is the St Martins Car Park/Anchor Springs site (s) missing? When is there likely to be some public consultation on the vision for the one public estate work? In respect of the West Bank doesn't the statement that there is a need to put in funding bids for infrastructure to allow it to happen make it difficult for the Inspector to include it as an allocation in the Local Plan given that the strategic allocations need some certainty that they will be delivered?

Response

In respect of your second question I would offer the following comment. At this time the redevelopment of the St Martin Car Park is not a priority because of viability issues. As you will appreciate not everything can be a priority and therefore the focus is currently on those schemes where delivery is more likely in the short term. Regarding public consultation on the one public estate work you will see that we are not the lead for this project. WSCC are, therefore your question is better addressed to them as we are not leading on this. Finally, on the question of West Bank this is a scheme identified to be delivered towards the end of plan period. If infrastructure funding can be secured up front for key infrastructure it reduces the risk to the developers therefore improving the prospects for early delivery.

1.(c) Question

In respect of the proposed cycleway along the River Arun from Littlehampton to Arundel may I draw your attention to the Environment Agency. Lower Tidal River Arun strategy which states that in respect of the River Arun between Arundel and Littlehampton (SU6) they intend to maintain it for 50 years and then withdraw maintenance. In terms of the threat from flooding, and the rural nature of this section of River, would it not be a better option to consider a cycle route from Littlehampton to Arundel taking advantage of the opportunity afforded by the construction of the Lyminster Bypass and the Arundel Bypass using routes such as the Lyminster Road which will see traffic reduction and hopefully calming? Such a route would also be safer to use in hours of darkness and bad weather.

Response

Thank you for your third question. One of the primary objectives of the cycleway on the western bank of river is to provide a leisure route between Arundel and Littlehampton. It is envisaged that upon completion there will be significant economic benefits for both towns as visitors and residents will have a unique opportunity to cycle in a car free environment between the coast and the downs

and vice versa. The council would welcome cycle provision as part of the Lyminster bypass scheme, but why should this be instead of as you suggest. The council would support the delivery of both of them.