

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE

ON 27 JULY 2022

SUBJECT:

The provision of resources to assist the Council on matters relating to the A27 Arundel Improvements.

REPORT AUTHOR: Karl Roberts, Director of Growth
DATE: May 2022
EXTN: 01903 737760
AREA: Director of Place

EXECUTIVE SUMMARY:

The report seeks budgetary provision to enable the Council to engage a professional resource in relation to the National Highways A27 Improvement scheme at Arundel.

RECOMMENDATIONS:**The Committee**

1. Approves seeking budgetary provision of up to £50,000 in 2022/23 and to employ, on a 'call-off' basis, a consultant to support Arun's involvement with the National Highways A27 Arundel Bypass scheme
2. Recommends to Policy and Finance Committee that Full Council be requested to authorise a Supplementary Estimate of £50,000, which is equivalent to £0.79 on a Band D Council Tax Bill.

1. BACKGROUND:

- 1.1. The Council, in 2019, resolved (Minute 264) that the commissioning and submission of any Local Impact Statement required as part of a formal Development Consent Order process shall be delegated to the Director of Place. The Council would support the principle of working collaboratively with West Sussex County Council, Arundel Town Council, Walberton Parish Council, Lyminster and Crossbush Parish Council and the South Downs National Park Authority, to submit a single Local Impact Statement on behalf of all the named authorities.

- 1.2. It hasn't yet been necessary to commission such a document but that time is fast approaching. The Engineering Services Manager has always been the Council's first point of contact (FPC) relating to the National Highways scheme to improve the A27 at Arundel. He has provided input to the scheme on a range of technical matters within his remit and has coordinated technical input from a range of other relevant Arun Services (e.g. Landscape, Planning and Heritage); he has also led on the responses to the various consultations.
- 1.3. However, he has given notice that he intends to retire at the start of August, after nearly 48 years' service at Arun.
- 1.4. This coincides with the scheme about to move into a more intense technical phase, leading up to the Development Consent Order (DCO) submission by National Highways in the Autumn. In addition, there will continue to be the need for a coordination role, so that the Council may respond to, and have input to, the detail design and eventual delivery of this project; seen as a regionally important infrastructure scheme and one which should benefit Arun in a number of ways.
- 1.5. As indicated above, part of the DCO process involves the Council producing a Local Impact Report. Whilst the Engineering Services Manager may not have produced this report, he would have directed its development.
- 1.6. If the Council is to continue to play its part in this project, there are two primary options; to internally resource-switch or to 'buy-in' external resource.
- 1.7. The former has been explored but with current resourcing issues and other major projects underway, or about to start, this is not considered to be a viable option.
- 1.8. The latter option, with careful formulation of a brief, can see all of the necessary tasks achieved.
- 1.9. It is proposed that a resource is sought to undertake the necessary tasks on a retained 'call-off' basis as the requirement to undertake work on behalf of the Council will vary considerably in terms of when it needs to be undertaken.
- 1.10. It is anticipated that the cost of providing this arrangement will be up to £50,000. Efforts will be made to offset costs where possible, for example by seeking contributions from National Highways to undertake specific pieces of work to support the DCO submission, in much the same way as developers currently contribute to Planning Performance Agreements.

2. PROPOSAL(S):

. The Committee

1. Approves seeking budgetary provision of up to £50,000 in 2022/23 and to employ, on a 'call-off' basis, a consultant to support Arun's involvement with the National Highways A27 Arundel Bypass scheme
2. Recommends to Policy and Finance Committee that Full Council be requested to authorise a Supplementary Estimate of £50,000, which is equivalent to £0.79 on a Band D Council Tax Bill.

3. OPTIONS:

- A. Not to provide a continued input to the scheme;
- B. Internally resource-switch;
- C. Buy-in temporary external support (preferred)

4. CONSULTATION:

| Has consultation been undertaken with: | YES | NO |
|--|-----|----|
| Relevant Town/Parish Council | | X |
| Relevant District Ward Councillors | | X |
| Other groups/persons (please specify) | | |

5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)

| | YES | NO |
|---|-----|----|
| Financial | ✓ | |
| Legal | ✓ | |
| Human Rights/Equality Impact Assessment | | X |
| Community Safety including Section 17 of Crime & Disorder Act | | |
| Sustainability | ✓ | |
| Asset Management/Property/Land | ✓ | |
| Technology | | X |
| Other (please explain) | | |

6. IMPLICATIONS:

Finance = Supplementary Estimate required

Legal = requirement to produce a Local Impact Report

Sustainability = input to various cross-cutting aspects, including carbon reduction, Biodiversity Net Gain

Asset Management/Property/Land = Arun owns various parcels of land on or near the route of the proposed bypass

7. REASON FOR THE DECISION:

To enable the Council to have a continued involvement in the delivery of the National Highways scheme to improve the A27 at Arundel.

8. BACKGROUND PAPERS:

None