

A27 Arundel Bypass Welcome

Improving the A27 Arundel Bypass will make journeys safer, quicker and more reliable.

We would like to know what you think about the proposals in this consultation.

www.highwaysengland.co.uk/a27arundel

About Highways England

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 is great news for the local and regional economy.

At this exhibition, you can find out more about our proposed options for improving the A27 around Arundel. For more information, visit www.highwaysengland.co.uk/a27arundel



Have your say

How to respond

We would 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.

Please provide your responses by **11:59pm on 24 October 2019**.

There are lots of ways in which you can have your say:

- **Online:** complete the consultation response form 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

Or 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)**

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.

All consultation materials, including supplementary technical information are available from

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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. 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.



Route option development



1. In October 2018 we announced our intention to undertake further consultation on options for Arundel.



2. We revisited the full range of possible route alignments. These were grouped by corridor (or similar route alignments).



3. We then sifted down further according to their compliance with the scheme objectives and legal and national planning policy tests, including consideration of environmental impacts.



4. Our technical work concluded that six options should be put forward for consideration as part of this further consultation.

All options would support the local housing and employment growth strategies of the local authorities and cater for traffic growth until at least 2041¹.

However, there are significant environmental constraints and national planning policy risks that affect all six options.

More details on the process we followed to identify these six options can be viewed in the Interim Scheme Assessment Report.

For more information on the longer history of the scheme dating back to the 1980's, please see the Interim Scheme Assessment Report or please ask a member of staff.

¹2041 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.

Why we need this scheme

- The A27 is the only east-west trunk road south of the M25, serving more than one million¹ people, as well as a large number of businesses.
- West Sussex attracts 17 million visitor-days per year, worth around £508 million to the local economy².
- 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.
- Air quality is a concern near these alternative routes, most notably in Storrington which has been identified by the World Health Organisation as one of the poorest places for air quality in the UK³.
- Safety is a concern as the A27 currently has a higher than average accident rate for rural A-roads⁴.
- Relatively poor transport connectivity has created pockets of deprivation by restricting access to employment opportunities.

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, Visit Britain.

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.

Environmental context

We are committed to minimising the environmental impact of our road network and to protecting and enhancing the quality of the surrounding environment. When considering what improvements might be possible on the A27 area, we have carefully considered a range of significant environmental values and features, including:

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.

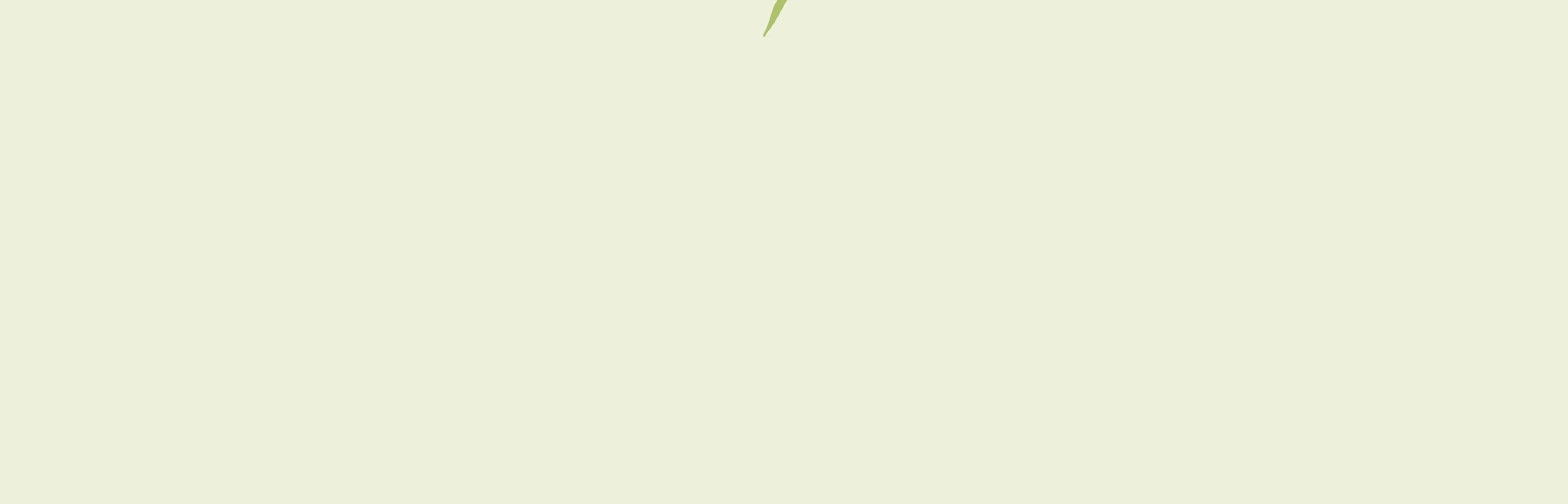
Work has been done to assess the impact of the scheme on South Downs National Park special qualities. Please refer to the appendix in the Environmental Assessment Report (EAR).

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.

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.



Artist impressions

1 of 2

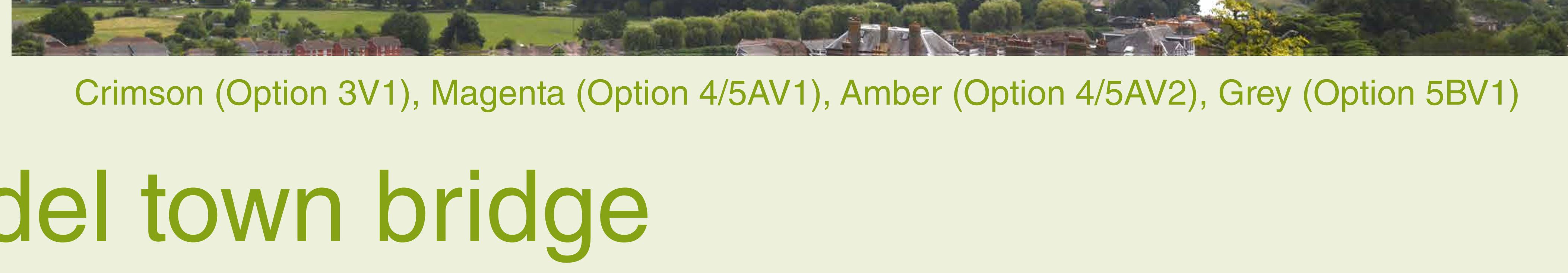
Indicative impressions of possible structural elements of the scheme.

Floodplain embankment alignment

There are two alignments proposed across the Arundel Floodplain. In a flat open landscape both will be visible from elevated viewpoints. This particular viewpoint is from Arundel Castle.



Cyan (Option 1V5), Beige (Option 1V9)



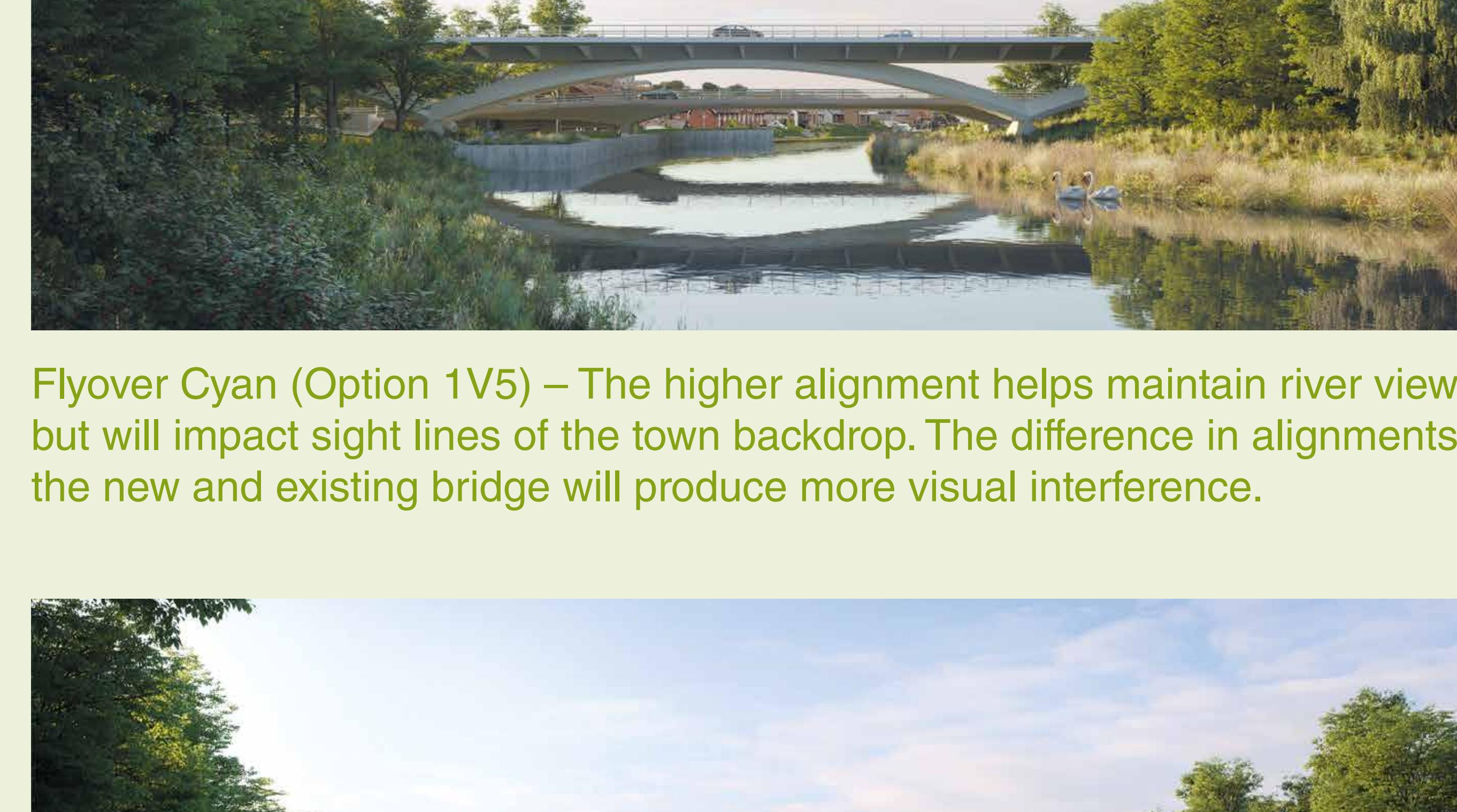
Crimson (Option 3V1), Magenta (Option 4/5AV1), Amber (Option 4/5AV2), Grey (Option 5BV1)

Arundel town bridge

Applicable for options Cyan (Option 1V5) and Beige (Option 1V9). The viewpoint is from the existing footpath (which runs adjacent to the River Arun) looking towards the existing A27 Arundel Road Bridge.



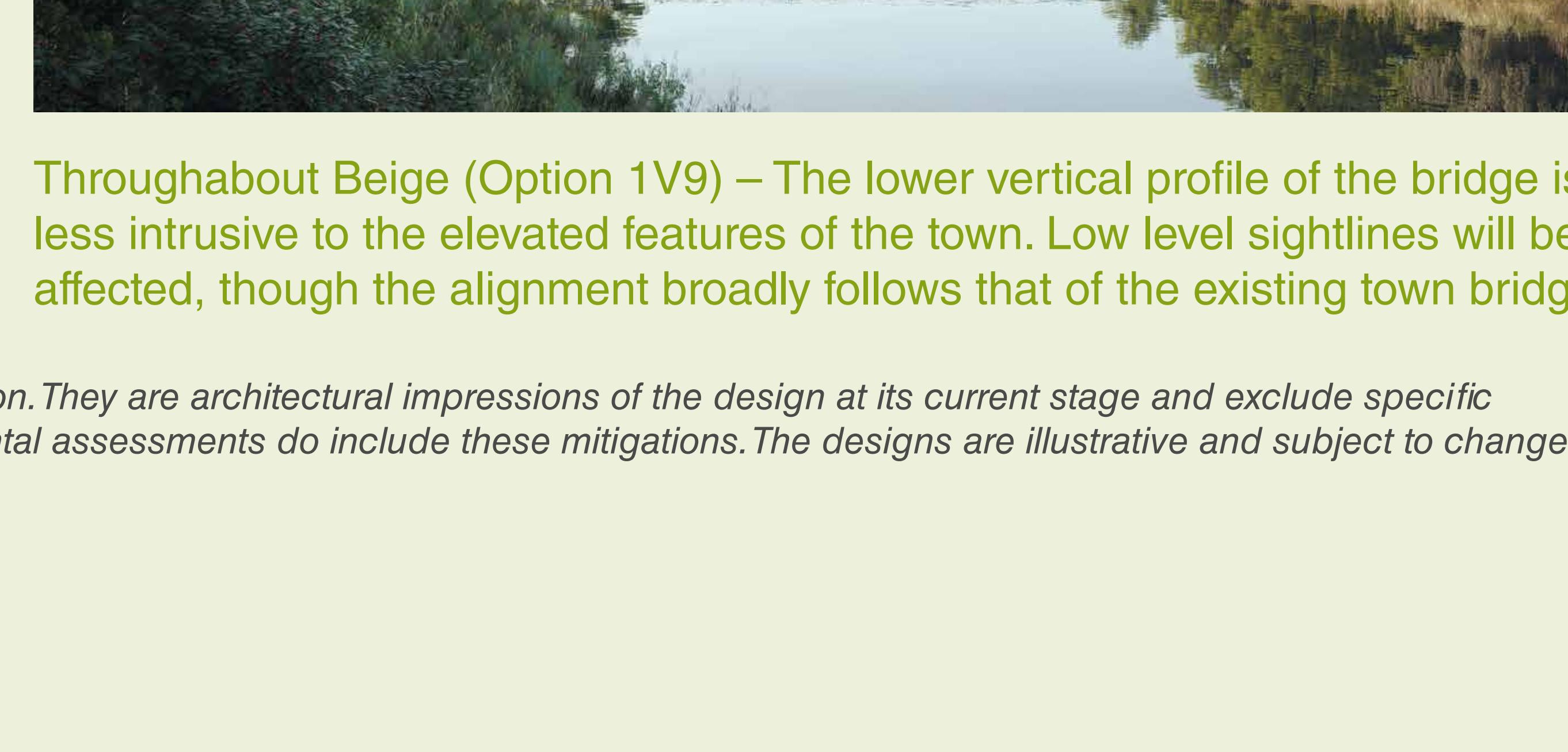
Flyover Cyan (Option 1V5) – Spans over the existing roundabout. The higher profile allows more natural light through and is a less intimidating space for users. The height of the bridge will be similar to the upper levels of nearby buildings.



Flyover Cyan (Option 1V5) – The higher alignment helps maintain river views but will impact sight lines of the town backdrop. The difference in alignments of the new and existing bridge will produce more visual interference.



Throughabout Beige (Option 1V9) – Divides the existing roundabout in two. The lower bridge deck will produce a very restricted ground condition and may also create an intimidating space for users.



Throughabout Beige (Option 1V9) – The lower vertical profile of the bridge is less intrusive to the elevated features of the town. Low level sightlines will be affected, though the alignment broadly follows that of the existing town bridge.

These artist impressions are based upon design data available at the time of their production. They are architectural impressions of the design at its current stage and exclude specific environmental mitigations such as noise barriers and drainage features, however the environmental assessments do include these mitigations. The designs are illustrative and subject to change.

Artist impressions

2 of 2

Indicative impressions of possible structural elements of the scheme.

Viaduct overview

Innovation is a core principle of Highways England's approach to delivery. Potential benefits, of integrating viaducts within keys section of embankment, have been identified across the scheme, providing a more permeable alignment. Further work is being undertaken to explore their viability and understand what support exists for them. The current scheme is based on an embankment, however an alternative viaduct option across the floodplain is also being considered which has the potential to reduce the environmental impact. The viaduct option will be reviewed further following confirmation of the Preferred Route Announcement.

1. Short floodplain viaduct option. This viewpoint is looking north towards Arundel from the River Arun floodplain.



Two options for the structure of the new bypass when crossing the River Arun are shown. The first solution is to build an embankment along the floodplain, with smaller viaducts spanning discrete sections of the floodplain including the railway, the River Arun and Ford Road.

Understated and elegant appearance of the three-span bridge over the River Arun.

2. Full floodplain viaduct option (incorporating the River Arun crossing). This viewpoint is looking north towards Arundel from the River Arun floodplain.

The second solution is a continuous viaduct from the railway to Ford Road. As it has not been determined yet what is the most appropriate of the two variants, photomontages of the two alternatives, from the same viewpoint in most of the cases, are presented.

Understated, elegant balanced and transparent appearance of the viaduct over the River Arun floodplain.

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Planning policy

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>

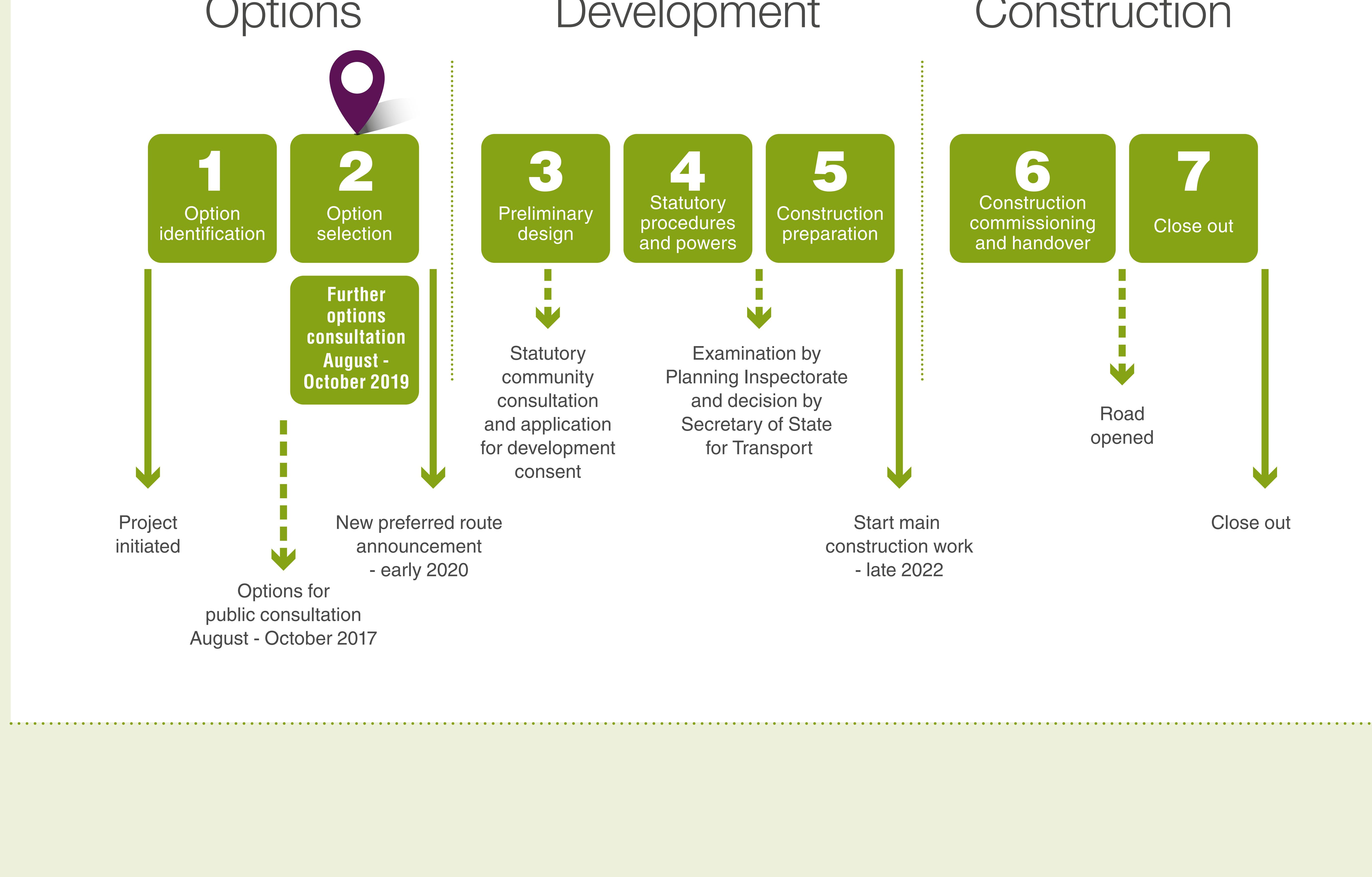
Because the project is a NSIP, the primary policy document against which the Secretary of State must assess the scheme is the NN NPS. While the scheme aligns with many of the NN NPS policies, there are also policies which it may conflict with, including:

- **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.

What happens next?

Timeline



A27 Arundel Bypass Have Your Say

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