

19 December 2022

Mr Andrew Jackson
Programme Manager for A27 Arundel Bypass

Sent via email only

Dear Mr Jackson,

**A27 Arundel Bypass Supplementary Consultation – 16 November – 16 December 2022
Section 42(1) (b) of the Planning Act 2008 and Regulation 13 of the Infrastructure
Planning (Environmental Impact Assessment) Regulations 2017**

Summary

Whilst we note the short summary outlining the results of the statutory consultation held earlier this year, there is nothing within that or the consultation brochure that indicates how the SDNPA's comments have been taken into consideration in the ongoing design process, or in respect of the matters being consulted on now. There is little to no evidence provided to explain why the proposals have been amended and why these options have been selected. Therefore, the SDNPA maintains its position and **strongly objects** to the proposals on the basis of the significant concerns regarding the impact on the setting of the National Park, regarding the impact on wildlife and biodiversity and as it relates to access and recreation.

Traffic Impact on Local Road Network (including Walberton)

The continued separation of the de-trunking proposals from the main scheme is causing significant problems. There are several areas of overlap, for example the junction designs at Tye Lane and Yapton Lane, which appear to undermine the reduced speeds assumed on the existing A27 as part of the modelling. These appear disproportionate to the amount of traffic it is being suggested would use these junctions and as such, would undermine the objectives (and much-relied upon benefits) the de-trunking of the existing A27 would bring. The SDNPA considers there needs to be significant improvements and clarity about the integration of these two aspects of the scheme.

Whilst we note that attention has been paid to the increased traffic through Walberton village, we are concerned that the wider impacts on the local transport network have not been adequately assessed. This includes through areas such as Slindon, between the A29 and A27.

Proposed Bat Bridge at Tye Lane

The SDNPA notes the bat bridge would be outside of the National Park. Whilst the illustrative section provided indicates it will be within a cutting, it remains unclear what the potential landscape impacts would be in terms of the setting of the National Park. Furthermore, there is no information provided to demonstrate that this is the right location to provide the necessary mitigation.

Avisford Park Golf Club

We have no comment to make on the proposals in relation to Avisford Park Golf Club at this time. When further information is available, we will review.

Crossbush Junction

It is noted that the junction has moved marginally further away from the National Park boundary, however it has increased in scale, with the addition of a second bridge and a dedicated left-turn lane.

It is now a structure which will appear more prominent in the landscape and does not reflect its potential role as a critical means of accessing the National Park. It is not clear what, if any, tangible steps have been taken to ensure this element of the development is appropriate to the setting of the National Park. It is difficult to see how the National Park context has influenced your thinking here.

As a result of the changes to this junction, there would also be a potentially significant impact on non-motorised users, particularly in respect of crossing roads. Clarification should be provided as to what changes are occurring to NMU routes in this location. There is also no mention of the additional access and route heading west from the existing A27, north of the new junction. Is this a private access, for maintenance purposes, or just for the construction period?

Offline Yapton Lane Option

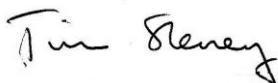
We note the illustrative summary of the preliminary landscape and environmental masterplan for this option, which had not been included in the statutory consultation. We continue to remain concerned about the impact of this proposal, given the close proximity of the National Park. Again, how has the proximity of the National Park influenced the design choices made?

Conclusion

The South Downs National Park is a nationally important landscape, given the highest levels of protection. Despite this, and given many of the issues raised in this letter have been discussed with you previously, we are disappointed and somewhat frustrated that more has not been done to address our concerns in the time available. We remain willing to work with you to address our concerns.

If you have any queries regarding the above please contact Vicki Colwell (Principal Planning Officer) on 01730 819280 or vicki.colwell@southdowns.gov.uk.

Yours sincerely

A handwritten signature in black ink that reads "Tim Slaney".

Tim Slaney
Director of Planning
South Downs National Park Authority