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Councillor Suzanne Clark  
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Dear Councillor Clark

Thank you for your emails dated 7 and 22 December 2020 regarding the A27 Arundel preferred route announcement and the meeting between Walberton Parish Council & Highways England on the 4 December 2020.

Firstly, I would like to apologise again with regarding to the meeting on Friday 4 December 2020. As my colleague, Daniel Foreman explained in his letter (22 December), we suffered from a technical problem with the calendar appointment which led to the understandable concerns you have raised. Therefore, I would like to extend the offer for a further virtual meeting between Highways England & Walberton Parish Council once you have had time to consider our responses in this letter. A member of my project team will be in touch within the next 10 days to arrange a suitable date and time.

I recognise the scheme will have many different impacts on the residents of Walberton Parish and I have set out a detailed response to each of the queries raised in your letter of the 7 December 2020, against question in turn.

No.	Walberton PC question	Highways England response
1	<p>Do the Environmental Assessments take into account the Community Play Centre at Walberton and Walberton playing field with its cricket nets and football pitch, and Walberton and Binsted School? All of these are within 200 metres.</p> <p>a. With childcare facilities being within the construction dust zone, will there be compensation or mitigation for temporary relocation?</p>	<p>I can confirm that the Walberton &amp; Binsted C of E School, including the pre-school, community play facilities and playing fields, are all within the 200m construction impacts buffer zone for the new preferred route (Grey Option, 5BV1.) The school was identified during the assessment as being within the 200m buffer and this is recorded within the <a href="#">Environmental Assessment Report</a> (EAR which is published on the scheme on our <a href="#">website</a>; see Figure 5-1F Report). We do accept that the school was erroneously omitted from the bullet points in later paragraphs in that report (paragraph 5.9.8.1 of Chapter 5 of the EAR at pages 5-64) although this does not affect the conclusions of the report.</p>

		<p>The Design Manual for Roads and Bridges (DMRB) standard for the assessment of construction dust (Reference HA207/07 and as applicable at the date of writing for the EAR) requires the identification of sensitive receptors within 200m of a construction site. This information is then used to inform the design of appropriate mitigation measures for incorporation within the Construction Environmental Management Plan.</p> <p>The EAR also states (para 5.3.4.2) that the assessment of air quality impacts has “assumed that where sensitive receptors are present within 200 metres of construction works any impacts would risk causing a significant effect in terms of loss of amenity and require mitigation.” As such, mitigation measures are expected to be required. These measures will be designed to ensure no significant effects occur at any receptor within 200m of works and, therefore, will be appropriate for the prevention of impacts at the school during construction works.</p> <p>The overall conclusion of the construction phase assessment is set out in the EAR at Table 5-22 of Chapter 5 and states “mitigation would be included in the Construction Environmental Management Plan to reduce these impacts. The overall effect is not significant”. This conclusion applies to all receptors, including Walberton and Binsted C of E School and the associated facilities.</p> <p>There is currently no proposed compensation for temporary relocation based on the current Stage 2 Option Selection assessments. Further analysis of environmental assessments, mitigations and any compensation will form part of the Preliminary Design which will commence in 2021.</p>
2	<p>Our land is open air community space for exercise, games and recreation. Considering the detrimental impact, the proposed Grey route will have on the continued enjoyment of this land</p>	<p>We would wish to continue our engagement with Walberton Parish Council regarding the impacts to the local area and opportunities to minimise the impact. However as the land referenced is not within the Red Line</p>

	<p>has HE considered compensation for us?</p>	<p>Boundary and is not of a residential nature at this point in time we would not be able to offer the Parish Council any compensatory measures.</p>
<p>3</p>	<p>Can HE confirm that they have carried out noise and pollution studies on the specific impacts the proposed Grey route will have on our land, business, amenities and users?</p> <p>As far as we are aware, we can only find two receptors on Yapton Lane, neither of which are within 200 metres of any of the locations we are talking about.</p> <ol style="list-style-type: none"> <li>a. Do they include night-time noise assessments?</li> <li>b. Air quality and noise measurement - monitoring equipment permanent – we would like installations near the School and childcare facilities and Binsted Church. Will this be possible?</li> <li>c. Are HE planning a per property mitigation for air quality and noise protection?</li> <li>d. Will you be providing acoustic road surfacing for the A27 not only in our parish, but preferably for the whole route?</li> <li>e. Will you be complying with the Parish and SDNP Dark Skies policies as standard?</li> <li>f. HGVs: Will you agree to access-only restrictions for The Street, our conservation areas, Arundel Road, and West Walberton and Eastergate Lanes?</li> </ol>	<p>An assessment of potential significant effects resulting from noise and vibration was undertaken in accordance with the Design Manual for Roads and Bridges (DMRB - HD 213/11 Rev 1) for a study area including Walberton. This assessment considered dwellings and other noise receptors within the defined noise study area. The EAR includes a graphical presentation of the results of that assessment at Figures 11-47 to 11-55.</p> <p>An air quality impact assessment was completed in accordance with the DMRB and the operational impacts were assessed at a detailed level using dispersion modelling. Under the methodology, concentrations are modelled at a set of indicative receptor locations selected to ensure the identification of worst case impacts.</p> <p>The modelled receptors are identified in the EAR (at Figure 5.4F with the results at Appendix 5-8). In the vicinity of the school and in the area that will be the Avisford Grange housing development there is a receptor named H27 (Figure 5-4F, page 3) which was selected to be the representative of worst case exposure in Walberton as it is within 10m of the proposed carriageway. The modelled annual mean nitrogen dioxide concentrations at this receptor are predicted to be 19.3µg/m<sup>3</sup> in the opening year (2026). Whilst the impact of the proposed route is potentially large, the modelled concentration (19.3µg/m<sup>3</sup>) is well within the air quality standard of 40µg/m<sup>3</sup>, and therefore no significant effects are likely.</p> <p>Other receptors, including the school, are situated further from the scheme alignment than receptor H27, therefore the impacts of the scheme and the total pollutant concentrations will be lower than expected at H27. The conclusion of no significant effects is considered to be robust for all receptors</p>

within Walberton. It is also worth stating that the air quality standard takes account of the most vulnerable members of the population including young children.

The overall conclusion relating to the Grey route and local air quality is set out in the EAR at paragraph 5.9.8.18 which states that “Option 5BV1 (Grey) would have no significant effect in terms of any adverse impacts on local air quality”.

Sub-question a: A night-time noise assessment was undertaken in accordance with the DMRB and the Transport Analysis Guidance (TAG) Environmental Impact Appraisal.

Sub-question b: The next steps in the process are to carry out more detailed impact assessments during the next Stage of the scheme design. This will be presented in the Environmental Statement (which will be available to the public once it is completed) prior to the application for Development Consent Order (DCO) which is expected to be in 2022. As the Scheme moves towards construction, Construction Environmental Management Plans will be prepared including the need for monitoring of environmental impacts. The location of monitoring equipment would be determined at that point and the school could be a potential location for monitoring equipment.

Sub-question c: Noise and air quality mitigation is considered at the conceptual rather than the individual property level, during the Stage 2 Options Design that has been completed up to now. More detailed impact assessments and design of mitigation measures will be carried out as part of the Stage 3 Preliminary Design.

Sub-question d: The Stage 2 EAR (at Paragraph 11.9.2.1) states the following: ‘At this stage, it has been assumed that the entirety of the scheme will benefit from a low noise surface to reduce noise arising from tyre-surface interaction. At the appropriate time, an assessment of the effect of noise

		<p>with and without this surface treatment will be undertaken to ascertain the potential cost-benefit of this measure. The noise level reduction at source for this measure has been modelled during Stage 2 as either 1 or 3.5 dB, dependent on the traffic speed.'</p> <p>The application of low noise pavement surfaces will be determined and confirmed as part of further design development in Stage 3 Preliminary Design.</p> <p>Sub-question e: The DCO application documents to be prepared in Stage 3 Preliminary Design will provide an assessment of the proposed Scheme against relevant planning policy including the National Networks National Policy Statement and other relevant national and local planning policy documents (including the SDNP local plan and policies).</p> <p>Sub-question f: access restrictions for routes within Walberton would require agreement with WSCC who are the local highway authority. These will be discussed as part of the Stage 3 Preliminary Design development.</p>
4	<p>Is there a backup plan should Grey fail to get consent?</p>	<p>We considered a range of factors in order to identify our preferred route. While there are no easy answers to the challenges involved in improving the A27 around Arundel, the outcomes of our extensive assessment work clearly identified Grey as the best long-term solution. Therefore, we are focusing on developing the Grey Option further during the next stage of design ahead of a public consultation and our subsequent application for development consent.</p>
5	<p>Did HE take in to account the consented and under way developments now to be blighted and some purchased by HE of 175 houses at Avisford Grange and an additional 8 at Fontwell?</p> <p>And that includes Fontwell where I understand you sent the landowner letter to a previous owner?</p>	<p>The outline planning permission for the Avisford Grange development and other potential developments in the study area were identified during the preparation of the Combined Modelling and Appraisal report (ComMA) and EAR.</p> <p>The Avisford Grange development was included in the traffic forecast modelling. As a result, the development and the outline scheme layout (as described at the time) was</p>

		<p>included in the traffic forecast model which commenced in late 2018.</p> <p>The detailed housing layouts for the Avisford Grange development were not available until April 2019. It was therefore not possible to include a firm indication of specific receptors (specific houses) for this development in either the noise or air quality models during design Stage 2, Options Selection.</p> <p>The EAR Cumulative Assessment did identify the Avisford Grange development (among other developments) as requiring further consideration in Stage 3 Preliminary Design.</p> <p>We have already engaged with the developers that you have referenced to better understand the potential impact of the A27 scheme on their developments and will continue to do so as the preliminary design progresses.</p>
6	What communication has HE had with WSCC regarding the proximity of the primary school to the proposed route?	<p>The scheme development for all options has been discussed with the key statutory bodies which included West Sussex County Council. WSCC has also provided a response to the 2019 public consultation exercise on the options which is included in the published Public Consultation Report available on our project webpage. Engagement with key statutory bodies such as WSCC will continue as the scheme progresses.</p>
7	Before the statutory enquiry, will HE be giving the public new, accurate data from traffic models, environmental surveys and costings?	<p>The Preferred Route Announcement has concluded Stage 2 - Option Selection of the project. The next stage of the Scheme is Stage 3 - Preliminary Design. That next stage will include a significantly more detailed design of the scheme, updated traffic modelling, and an Environmental Impact Assessment that focuses on the Preferred Route. The scheme cost estimate will also be revisited as part of this process.</p> <p>This data will be published as part of the Statutory Consultation and Consenting process.</p>
8	Does the published budget, well in excess of that initially stated, include	<p>The scheme will have to provide mitigation and compensation in line with the principles</p>

	sufficient allowances for mitigation and compensation, particularly relating to the new housing?	outlined in DMRB. There is an appropriate allowance within the scheme budget for this mitigation and compensation which will be developed further in the next stage of design development.
9	One of the most popular events of the year is Bonfire Night with a big firework display on our playing field. This is the biggest annual fundraiser for the Village Hall. Will this still be permitted near to the A27?	As is standard for any event on or near the Strategic Road Network, this will need to be subject to an adequate risk assessment being undertaken for the event. It is not possible to give a precise answer at this stage.
10	For Grey, the cost of £425 million potentially, the higher figure is unlikely to be the final cost. How far is value for money (and accountability for public money) a key factor in HE's decision-making?	The cost for the Preferred route (Grey 5B/V1) is expected to be in the order of £320 to £455 million as set out in the 2019 further public consultation brochure.  Value for money is an important consideration for Highways England and was specifically considered as part of the decision making process that selected Grey as the preferred route.
11	We have had questions from our residents about the treatment of them. We wonder if you can please clarify the point about them being provided with temporary accommodation?	Highways England and our contractors will aim to mitigate construction impacts so temporary accommodation is not expected to be required. However temporary accommodation may be considered in exceptional circumstances on a case by case basis.  It is also appropriate to restate that if there are any questions from residents regarding the perceived impact on their property, they can get in touch with the project team via email at <a href="mailto:A27ArundelBypass@highwaysengland.co.uk">A27ArundelBypass@highwaysengland.co.uk</a>
12	Can you confirm that the SDNPA are objecting to Grey on the grounds the area around the park is just as important as the park?	The SDNPA views have been published in the Public Consultation Report along with other written statements which are publicly available online. Highways England would not wish to interpret or confirm the views of SDNPA.  However, an assessment of the options against the special qualities of the SDNP was presented in the EAR (Appendix 1-1) which

		<p>outlines Highways England’s assessment of impacts on the values of the SDNP.</p> <p>One of the scheme objectives is to “respect the South Downs National Park and its special qualities in our decision-making”. The SDNPA remains a key stakeholder and Highways England will continue to engage with the authority as the scheme progresses.</p>
13	<p>In 2017 HE had an earlier version of 5B which is in effect what Grey is, which was far less intrusive to half of our parish. The road was in a cutting between Tortington Rife before approaching St Mary’s Church, Binsted (still in a cutting) before crossing Binsted Rife on an embankment. What we now have is a 5BV1 traversing Binsted at existing ground level, creating more noise, light pollution, being more visually intrusive and shooting past St Mary’s at eye level on a viaduct. Why did HE ditch 5B from 2017?</p>	<p>The grey route was developed from 5B to take into account some of the changes made as part of the development of the 2018 preferred route. Option 5B was in cutting through Binsted as described, although the current alignment for Grey is largely at grade or ground level. This change has been influenced by the earthworks balance across the entire scheme and to be able to provide a higher crossing of Tortington Rife to reduce the impact on biodiversity. However, the vertical alignment of the route is not yet fixed and will be developed further as part of the preliminary design which may allow further opportunities to reduce the impact of the route at this location.</p>
14	<p>Should Grey go ahead our opinion is that we would want to see as much as possible underground, out of sight and out of hearing. There is also an opportunity for carbon harvesting. Will this be considered by HE?</p>	<p>Proposals for further mitigation will be considered and developed as part of the Stage 3 Preliminary Design.</p> <p>As the design of the preferred route is developed, we will continue working with key stakeholders including local authorities and other community representatives to minimise any adverse impacts on local communities as far as possible.</p> <p>Regarding Carbon Harvesting. Industrial scale carbon capture is more applicable to stationary point sources of emissions (such as fossil fuel power stations), rather than multiple mobile small-scale sources (road traffic). However, bio-sequestration of carbon such as silviculture will be able to continue. Tree plantations in the area surrounding the scheme and traditional coppicing may continue. Highways England is not planning to undertake any large-scale carbon harvesting as part of this scheme.</p>

15	<p>Will the route adhere to the standards of Full National quality for Air and Noise in respect to Schools, Church and homes?</p>	<p>The environmental statement that will be produced in the next stage of development will be prepared in accordance with the relevant contemporary legislative, regulatory, policy, standards, and guidance in force at the time of assessment.</p>
16	<p>Timeline. We know that the DCO is planned to be submitted I think in 2022. We looked at the announcement and on p11 you give some basic information. Are you able to give us an idea of some approximate timelines as in when you expect to be consulting with Arun and West Sussex on a Local Impact Report?</p> <p>Would the same thing apply to the next consultation stage?</p> <p>So the Local Impact Report will need to be done prior to that?</p>	<p>In Stage 3 Preliminary Design which commences in 2021, and in accordance with the Planning Act 2008, Highways England will consult relevant local authorities on what should be in the Scheme's Statement of Community Consultation (SoCC). The SoCC will describe how we propose to consult the local community on the proposals during Stage 3 including the preparation for DCO application. We expect the consultation to take place in the second half of 2021 with the DCO submission in 2022.</p> <p>As required by the Planning Act 2008, relevant local authorities will be invited to submit a Local Impact Report (LIR) giving details of the likely impact of the proposed Scheme on the authority's area. Once the DCO application has been accepted for examination, the relevant Secretary of State will appoint an 'Examining Authority' to examine the application. As part of the examination process, the Examining Authority will invite relevant local authorities to submit LIRs by a given deadline.</p> <p>Highways England will continue to engage and consult with stakeholders throughout the duration of the project.</p>
17	<p>Can you confirm, that in any design tweaks, there will be no slip roads on or off the A27 into Walberton or Binsted as these will mean an increase in rat running and speeding through our villages?</p> <p>At the moment from what we can see there is only an overbridge in Binsted; there's one coming south on Tye Lane that joins?</p>	<p>There are currently no plans to provide a junction at either Yapton Lane or Binsted Lane.</p> <p>The current design includes for a single on-slip to the westbound carriageway off the grey route located off Tye Lane. Access to this slip road would be along the northern section of Tye Lane from the existing A27</p>

		<p>only. The eastbound off-slip is along the existing A27.</p> <p>The junction strategy will be reviewed as part of the Stage 3 (Preliminary Design), but any changes will need to take into account impacts on the local road network.</p>
18	<p>We don't want Grey. However, in the design of the route, are there any possibilities for us to feedback comments to you? If so, how?</p>	<p>We are keen to continue working closely with the Parish Council and other key local stakeholders as we develop the scheme to ensure we deliver the best long-term solution.</p> <p>We will be happy to set up a meeting with the Parish Council at key intervals to discuss significant issues.</p> <p>A statutory consultation will take place in advance of the submission for the Development Consent Order which will be a formal opportunity to provide feedback. The statutory consultation is likely to take place in the latter half of 2021.</p> <p>Or, send any questions to HE by email or post, as in this instance.</p>
19	<p>After the previous 5A announcement, two people from HE did come and meet PCs and discussed our concerns and when Magenta being the replacement was put forward you had actually taken notice of some of our requests. And we would like, despite the fact that we don't want Grey, we would like to ensure that if we are, if you pardon me, lumbered with it that we can actually try and influence the design?</p>	<p>As highlighted our response to question 18 above, we are keen to continue working closely with the Parish Council and other key local stakeholders to further develop the scheme and ensure we deliver the best long-term solution to the challenges associated with the A27 around Arundel.</p>
20	<p>When will we know who the point of contact is? Can you give us an idea when you will be able to give us our Key Contact's name?</p>	<p>The key point of contact for this project is Andrew Jackson, the Senior Project Manager. In order to contact me, emails should be sent to the project in-box: <a href="mailto:A27ArundelBypass@highwaysengland.co.uk">A27ArundelBypass@highwaysengland.co.uk</a> for the attention of Andrew Jackson.</p> <p>If for any reason I am way from office this will allow my colleagues to pick up any engagement in my absence.</p>

21	In terms of Q4, which was is there a backup plan if Grey should fail to consent, can you just reconfirm I think what your answer was?	Please refer to our response to Question 4.
22	Are you able to confirm when we will get our written answers? Do you think we might get those before Christmas?	Please refer to our response to question 23
23	Your standard response time is within 30 days, isn't it?	In normal circumstances we would wish to respond within 15 working days although this is not always possible. On this occasion we have failed to meet our target and for which I offer my sincere apologies; both Covid 19 and the Christmas break have cumulatively reduced our capacity.

I would like to take this opportunity to reassure you that we very much consider Walberton Parish Council and the community it represents as a key stakeholder for the A27 Arundel Bypass. We look forward to working closely with yourselves, other councils & planning authorities, local communities and statutory bodies during the next stage of design development to identify where improvements can be made to the proposed route, not least in opportunities to minimise community and environmental impacts. I also recognise the Parish Council is an important forum to gather local views and inform the village communities.

Thank you once again for contacting us. If you would like further information regarding this project, then please do contact the A27 Arundel team direct by [email](#). You can find more information about the scheme on our [website](#). For any other enquiries about Highways England, please contact the Customer Contact Centre on 0300 123 5000 or [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

Yours Sincerely

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We'd love to get your feedback about our reply to you today, simply click [here](#) to complete our short survey.