



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations)	
Project name:	A27 Arundel Bypass
Address/Location:	To the east of the A27 Crossbush Bypass and end east of the A27/A29 Fontwell (East) roundabout to the west of Arundel.
Planning Inspectorate Ref:	TR010045
Date(s) screening undertaken:	First screening – 28 May 2021 following Applicants request for a scoping opinion.

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	A27 Arundel Bypass Environmental Impact Assessment Scoping Report ('the Scoping Report') 25/02/2021
Screening Criteria:	The Inspectorate's Comments:
Characteristics of the Development	<p>The Proposed Development will comprise approximately 8 km of new dual two-lane carriageway located to the south of the existing A27. It would start in the east at the end of the A27 Crossbush Bypass and finish east of the A27/A29 Fontwell (East) roundabout to the west of Arundel.</p> <p>The proposed scheme would also include other elements as identified in Section 2.6 of the Scoping Report, including the de-trunking and works to approximately 6.6 km of the existing A27 between the junctions with Tye Lane and Mill Road and Crossbush Junction, subject to an agreement with West Sussex County Council.</p> <p>The construction phase is anticipated to last for three years.</p>
Location of Development (including existing use) and Geographical area	<p>The Proposed Development is located in West Sussex.</p> <p>The current land use of the site and surrounding area is a mix of agricultural land and small dispersed settlements.</p> <p>Appendix C of the Scoping Report details the developments which have been included within the 'long list' of sites considered in the cumulative assessment. This list includes a variety of proposals, ranging from housing schemes, caravan sites and mixed use developments.</p>

	<p>The Scoping Report states that “<i>the closest EEA states to the proposed scheme are France (135 km south) and Belgium (218 km east).</i>”</p> <p>Paragraph 5.6.3 of the Scoping Report states “<i>It has been assessed that no impacts are likely to extend beyond the jurisdiction of the UK, with the exception of potential greenhouse gas emissions. It has been assumed that the proposed scheme will make a contribution to level of greenhouse gas emissions in the UK through both operation and construction which will be assessed further in the EIA.</i>”</p>
Environmental Importance	<p>The Proposed Development is located approximately 6 km from the south coast of England. There are no offshore elements.</p> <p>Table 19 of the Proposed Development shows that the nearest European Site is the Solent and Dorset Coast Special Protection Area (SPA) (approx. 5km to the south).</p> <p>The Scoping Report identifies three European Sites within 30km of the Proposed Development which are designated for bats:</p> <ul style="list-style-type: none"> • Singleton and Cocking Tunnels Special Area for Conservation (SAC); • The Mens SAC; • Ebernoe Common SAC. <p>The nearest designated site is Binstead Woods Local Nature Reserve (LNR), approx. 100m north.</p>
Potential impacts and Carrier	<p>There is potential for greenhouse gas emissions to be spread via air.</p>
Extent	<p>The Scoping Report references France and Belgium but does not provide evidence that the proposed development would have likely significant effects on the environment in these states or any other EEA state.</p>
Magnitude	<p>The magnitude of potential transboundary impacts has not been specifically identified in the Scoping Report at this stage.</p>
Probability	<p>The Scoping Report has not identified the probability of impacts occurring.</p>
Duration	<p>The Scoping Report does not specifically identify the duration of impacts.</p>
Frequency	<p>The Scoping Report does not identify the frequency of impacts.</p>
Reversibility	<p>The Scoping Report does not identify the reversibility of impacts.</p>
Cumulative impacts	<p>Cumulative effects are discussed in Chapter 16 of the Scoping Report. At this stage, the Applicant has compiled a ‘long list’ of</p>

other developments which may result in cumulative effects with the Proposed Development.

The Applicant will be progressing the cumulative impact assessment (CIA), however, at the Scoping stage, the Applicant has not identified any likely significant cumulative effects.

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Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development **is not likely** to have a significant effect on the environment in an EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts), and taken into account the information currently supplied by the Applicant.

Action:

No further action required at this stage.

Date: 24/05/2021

Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.