



Meeting note

Project name	A27 Arundel Bypass
File reference	TR010045
Status	Final
Author	The Planning Inspectorate
Date	21 January 2022
Meeting with	National Highways
Venue	Microsoft Teams
Meeting objectives	Project Update Meeting
Circulation	All attendees

Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Traffic

The Applicant outlined forecast changes in traffic flow as a result of completion of the proposed scheme. The Applicant outlined that AM, PM and average peak times have been modelled (this information is in its latest Statutory Consultation brochure) then averaged out daily flow estimates. The Inspectorate queried if all the elements of a 'do minimum' scenario (ie the Lyminster bypass) are outside of the Applicant's control. The Applicant confirmed this is correct.

The Applicant confirmed it has received some questions surrounding housing forecasts as Local Authorities are wanting to increase housing predictions and noted West Sussex traffic team agrees with its predictions/ local plans. The Applicant explained the housing projections are based on the DfT forecast and not on the figures in local plan. The Applicant stated it will talk to LA traffic officers. The Inspectorate confirmed the offer is there for a tripartite meeting if it was wanted.

The Inspectorate queried if any sensitivity testing of the data had occurred in light of the impact travel patterns / modal split changes as a result of the pandemic. The Applicant stated it had not updated the model but had reviewed mobile phone data from 2019 which the Applicant compared with 2015 mobile phone data. The Applicant explained their view that there has not been much change in the travel patterns from 2015-2019 despite the COVID-19 pandemic.

The Applicant explained at Fontwell roundabout there will be a 10% traffic increase travelling through and reported that local residents were concerned about use of alternative roads around Walberton to avoid congestion at Fontwell. The Applicant confirmed it has been engaging with parish councils and the Local Authority to discuss possible traffic calming measures in this area. The Inspectorate queried if the Applicant is planning a design solution instead of calming measures to help at Fontwell. The Applicant confirmed that a full-scale re-design at Fontwell was outside of the remit of this scheme.

The Applicant stated that the information, included as part of the consultation material, shows an improvement of 9.3 minutes (calculated by an average between the AM and PM peaks) and the increase of congestion at Fontwell is around 2 minutes which creates a general improvement of around 6 minutes. The Inspectorate queried if this is based on the assumption of a lower speed limit in the area which would be enacted by the DCO scheme. The Applicant confirmed it is based on latest design of 50 mph from Binsted to Fontwell east roundabout.

PEI Report

The Applicant noted engagement with Natural England (NE) is still ongoing and that discussions are looking at potential mitigation, for example, the approach to green bridges. The Applicant has tried to provide sufficient information to enable constructive discussions.

The discussions noted section of the PEIR that related to bats and the potential impacts of the scheme. Furthermore, sections of the PEIR that related to options for the impacted golf course were noted. The Applicant described the two current options under consideration and the Inspectorate queried how the Development Consent Order might approach this matter in terms of land take and/or provision to safeguard land / provision for replacement golf course facilities.

The Applicant noted the impact on the church is its proximity of the scheme to the church as it alters the setting. The Applicant stated Volume 2b of the consultation documentation is where the summary table is and separate Preliminary Environmental Master Plan is figure 2-1, in 6 parts. The Applicant noted the description of effects in the PEIR is presented prior to consideration of mitigation measures.

Specific decisions/ follow-up required?

The following actions were agreed:

- Meeting schedule to be set up and agree