



Meeting note

Project name	A27 Arundel Bypass
File reference	TR010045
Status	Final
Author	The Planning Inspectorate
Date	18 March 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.

Fontwell Junctions/ Walberton

The Applicant stated that the proposed scheme addresses an identified problem with congestion at Crossbush but existing traffic issues at Fontwell are outside the scope of the Development Consent Order (DCO) scheme. The traffic modelling had also demonstrated additional traffic impacts in Walberton as a result of the scheme.

The Applicant explained that the Fontwell West roundabout was due to be signalised before any works proposed from this project were undertaken and that optimising these signals to prioritise east-west movements would reduce the impact on Walberton. However, the Applicant highlighted that this signal optimisation is not directly within its control. The Applicant noted it is still considering and discussing with various stakeholders how best to address and manage these elements as part of the DCO application, including the potential for a requirement to address any pre-commencement activities.

The Applicant noted it is engaging in discussions with West Sussex County Council in regard to the Junction and outlined its current thinking on proposed mitigation measures.

The Inspectorate queried the cut off point for traffic modelling for this scheme given the area is subject to potential significant housing growth. The Applicant confirmed it is comfortable with the cut-off point being the end of 2021 and that future development has been included.

Green Bridges/ Approach to bat mitigation

The Applicant stated there has been some concerns raised around severance of connectivity for foraging and commuting bats. As a result, the Applicant confirmed it is proposing to make changes to the design of the green bridge.

The Inspectorate stressed that letters of no impediment (LoNI) in respect of future European Protected Species Licenses (EPS) that may be required are extremely valuable and that as much work as possible in seeking to agree these with Natural England should be completed before the Examination period commences. It was noted that ideally these matters would be resolved prior to examination, or clear areas of dispute outlined to facilitate focus in examination of these matters.

The Applicant outlined its original design and proposed alternatives that are being considered.

The Avisford Park Golf Course

The Applicant explained it had consulted on two options for mitigating / offsetting the impact of the Proposed Development on the Avisford Park Golf Course through the Statutory Consultation activity. The Applicant explained the situation around land, property and facility ownership and rights in this locality.

The Applicant stated it had or was intending to undertake several assessments of this element to inform options and design progression, including a Golf Needs Assessment, a Golf Architect's Report and a Commercial Viability Assessment.

The Applicant has also been in dialogue with Sport England (as a non-departmental public body, sponsored by the Department for Digital, Culture, Media & Sport (DCMS) in relation to this issue.

Works in South Downs National Park

The Applicant explained its current route option was in part chosen to reduce the potential impacts on the South Downs National Park (SDNP) boundary and stated that the proposed scheme has the overall effect of reducing traffic through the SDNP. However, the Applicant noted that the scheme remains close to the boundary and that the existing A27 in this area will be de-trunked and as a result there will be some associated highway and utility diversion works in the SDNP eg. Crossbush.

The Applicant stated it has ongoing discussions with the SDNP authority in respect of the specific proposal and potential s106 agreement.

Bridge design considerations

The Applicant provided an update on their on-going discussions with the Design Council in respect of bridge and viaduct design. The Applicant outlined future work including commissioning an Architect's report to explore value and respond to Design Council suggestions as well as the potential to explore flexibility within the DCO and use of designated funds to enhance design matters. The Inspectorate stressed the importance of a

clear design management process within the DCO, particularly in the context of the proximity of the SDNP.

Other matters

The Inspectorate raised the potential existence of a '40mph alternative' during consultation. The Applicant advised that this had been considered during earlier stages of the development of the scheme.