

# Arun District Council

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| <b>REPORT TO:</b>   | <b>Planning Policy Committee – 7 December 2022</b>  |
| <b>SUBJECT:</b>   | <b>A Response to the National Highways A27 Arundel Further Consultation</b>                               |
| <b>LEAD OFFICER:</b>  | <b>Karl Roberts, Director of Growth</b>   |
| <b>LEAD MEMBER:</b>   | Councillor Richard Bower  |
| <b>WARDS:</b>   | <b>Primarily Arundel &amp; Walberton but potentially the whole District may be impacted by the scheme</b> |
| <b>CORPORATE PRIORITY / POLICY CONTEXT / CORPORATE VISION:</b><br>This proposal is linked to the Council objectives of ‘Supporting our environment to support us’ and ‘Fulfilling Arun’s economic potential’. |   |
| <b>DIRECTORATE POLICY CONTEXT:</b><br>The provision of an Arundel bypass is supported in the Arun Local Plan through policies aimed at safeguarding the required route.                                       |   |
| <b>FINANCIAL SUMMARY:</b> There is none arising directly as a result of this report   |   |

## 1. PURPOSE OF REPORT

- 1.1. National Highways is undertaking a supplementary consultation to that undertaken between 11 January to 8 March 2022 regarding its proposals to improve the A27 by building a bypass around Arundel. This report is intended to inform the Committee of the content of the consultation and invite the Committee to determine what view this Council should provide as its response. The purpose of this report is not to address matters that are not included in the supplementary consultation such as which option National Highways has previously selected or whether there should be an A27 junction on Ford Road.

## 2. RECOMMENDATIONS

- 1.2. The Committee is recommended to agree the following responses to each of the four elements of the supplementary consultation and both the matters of clarification.
  - i. The Council supports the proposed measures to reduce the anticipated scale of traffic flows passing through the village of Walberton (as originally set out in the statutory consultation) arising from the proposed A27 Arundel Bypass scheme.
  - ii. The Council supports the provision of the proposed bat crossing at Tye Lane.

- iii. The Council would encourage National Highways to consider retaining a course in the form of a 9-hole par 3 course possibly in public ownership as there is a lack of public facilities in the locality instead of full closure.
- iv. The Council supports the proposed changes to the Crossbush Junction.
- v. For the avoidance of doubt the Council supports the offline solution to bridging the proposed road at Yapton Lane.

## **2. EXECUTIVE SUMMARY**

- 2.1. This report sets out the Council's response to the Supplementary Consultation undertaken by National Highways in respect of the proposed A27 Arundel Bypass.

## **3. DETAIL**

- 3.1. The Council provided a response to the statutory consultation on the 3 March 2022. A copy of the response provided to National Highways is appended as Appendix A. This supplementary consultation covers the following matters.

- i) Changes to reduce traffic impacts in and around Walberton;
- ii) Mitigating the Scheme's effects on Bats, near Tye Lane;
- iii) Updated proposals in relation to the Avisford Park Golf Club;
- iv) Potential changes at Crossbush Junction;

- 3.2. Each of these will be addressed in turn. The Committee is invited to read the consultation brochure which is attached as Appendix B. In addition, the supplementary consultation provides clarification on the following which will also be discussed below.

- v) Permanent land take required from residential properties on Binsted Lane;
- vi) Yapton Lane Bridge.

### Changes to reduce traffic impacts in and around Walberton

- 3.3. The statutory consultation in early 2022 identified the potential for significant increases in traffic passing through Walberton as a result of the proposals, in part this was down to what's termed 'rat running' but also because access to and from the A27 was being restricted further in various locations, thus focusing more traffic onto the main road passing through the village.
- 3.4. In an attempt to address this additional impact a number of changes to the scheme are now proposed. These are listed below. Details of the physical changes are shown on pages 14 to 19 inclusive of the consultation brochure.

- Maintain a one-way link at Tye Lane, whereas the original proposals prevented this movement;
- Ensure the proposed traffic signals at Fontwell West Roundabout, which will be installed in advance of the Scheme as part of the Dandara Fontwell Meadows housing development, allow for the most efficient traffic flows along the A27;
- Retain the current arrangements at the Arundel Road junction on the A27, unlike the original proposals which closed the exit from the A27 into Arundel Road

4.5 In the statutory consultation an increase of approximately 1,300 vehicles per day was predicted whereas now it is being forecasted that an increase of approximately 100 vehicles per day is possible. A technical note has been produced by National Highways and a link to this is provided below. Details of approximate daily flows are shown in a table on page 20 of the consultation brochure across the local road network in a no scheme scenario, with the scheme proposals presented at statutory consultation and with the scheme proposals presented at part of this supplementary consultation.

4.6 The changes to the Tye Lane junction will involve a larger land take and a further increase in traffic on what is known as Tye Lane North and some additional traffic on Tye Lane South (in comparison to the statutory consultation proposal) but still less than existing. Equally, the changes will also facilitate a modified vertical alignment for the new A27. This would be lower at Tye Lane, also reducing the height of the proposed Tye Lane overbridge, when compared to the alignment presented at statutory consultation. The land to the south of new roundabout arrangement has recently been granted planning permission on appeal for residential development.

4.7 The changes to the Arundel Road junction at Fontwell do mean that in comparison to the no scheme scenario and the original statutory consultation there would be an increase in traffic flows. The changes to the timing of the proposed new lights is considered beneficial for users of the A27 but it is not clear what the impact might be on users of the A29 heading northwards.

4.7 Overall, however the changes are considered to be on whole, beneficial by keeping more traffic on the A27 rather than encouraging or facilitating it to divert through the centre of Walberton and along Yapton Lane and Eastergate Lane.

#### Mitigating the Scheme's effects on Bats, near Tye Lane

4.8 The second change set out in the consultation is to provide a new bat crossing to the east of Tye Lane to mitigate any impact that might arise on the bat population that has been identified in the locality. More information is found on pages 22 and 23 of the consultation brochure. In the absence of any information to suggest that the proposed mitigation is either inappropriate or not of an appropriate scale it is considered that no objection should be raised to this proposed change.

## Updated proposals in relation to the Avisford Park Golf Club

- 4.9 The third part of the consultation relates to the Avisford Park Golf Club and this is set out on page 24 of the consultation brochure. The proposed new road would impact upon a significant proportion of the existing course and the supplementary consultation advises that it has not been possible to identify suitable additional land to compensate for the loss of land. Therefore, the options being suggested are to create a possible 9-hole course with driving range and practice facilities, or alternatively close the course. To create a 9-hole course which wasn't just a par 3 course would be challenging given the extent of the land take required.
- 4.10 An alternative to closure would be to retain a course in the form of a 9-hole par 3 course possibly in public ownership as there is a lack of public facilities in the locality. It is suggested that this is put forward as an alternative for National Highways to consider.

## Potential changes at Crossbush Junction

- 4.11 The fourth element of the supplementary consultation relates to the Crossbush junction (see pages 25 to 28 of the consultation brochure) where as a result of further modelling work a number of potential amendments to the design of Crossbush Junction are proposed to allow for better traffic flows, increased capacity and reduced congestion to ensure the junction is able to accommodate predicted future growth in traffic volumes. The changes are as follows:
- A new bridge linking the two dumb-bell roundabouts would carry northbound traffic, with the existing bridge taking southbound traffic;
  - A dedicated left turn lane would provide access from the southbound approach to the junction (from Arundel) onto the eastbound slip road onto the A27 (towards Worthing);
  - The two roundabouts would be reconfigured and repositioned compared to the original proposals presented at the statutory consultation
- 4.12 A balance has to be applied between the additional cost and impacts on one side with the benefits to be derived to the operation of the highway network on the other. The issue of cost is a matter principally for National Highways and the likely additional impacts are unlikely to be significant in comparison to the previous junction arrangement given the location to the immediate west of the existing bridge.
- 4.13 In addition to the matters that are subject to consultation the brochure also sets out two matters for clarification (see page 29). Firstly, it is now confirmed that only one residential property will be permanently lost as a result of the Scheme and this property, known as Lake Copse, is already owned by National Highways. Secondly, during the statutory consultation, feedback on two options for Yapton Lane, where a new bridge would carry Yapton Lane over the new A27 was proposed, namely an on or offline solution. However, the masterplan drawings provided didn't show the off-line option. Whilst the off-line version has a greater visual impact it does take the bridge further away from the majority of existing residential properties in the locality and this option is considered the most favourable.

#### **4. CONSULTATION**

- 4.1. Public consultation is being undertaken by National Highways as set out on pages 30 to 32 of the consultation brochure.

#### **5. OPTIONS / ALTERNATIVES CONSIDERED**

- 5.1. The proposed scheme is not being delivered by this Council and so the options available to the Committee are largely limited to expressing an alternative position on the matters subject to this consultation to those set out in the recommendations above.

#### **6. COMMENTS BY THE INTERIM GROUP HEAD OF FINANCE/SECTION 151 OFFICER**

- 6.1. There are no financial implications arising directly from this report.

#### **7. RISK ASSESSMENT CONSIDERATIONS**

- 7.1. There are no risk implications arising directly from this report

#### **8. COMMENTS OF THE GROUP HEAD OF LAW AND GOVERNANCE & MONITORING OFFICER**

- 8.1. There are no legal implications arising directly from this report

#### **9. HUMAN RESOURCES IMPACT**

- 9.1. There are no human resource implications arising directly from this report although the Committee should be aware that so far the Council has not been able to secure any financial resources from National Highways in the form of a Planning Policy Agreement to supplement the funding that this Council has identified and therefore this Council will largely be only able to respond to formal consultations and other legal obligations placed on the Council such as producing a Local Impact Report rather than contributing informally to the development of the scheme through various officer technical groups.

#### **10. HEALTH & SAFETY IMPACT**

- 10.1. There are no health & safety implications arising directly from this report

#### **11. PROPERTY & ESTATES IMPACT**

- 11.1. There are no property & estate implications arising directly from this report

#### **12. EQUALITIES IMPACT ASSESSMENT (EIA) / SOCIAL VALUE**

- 12.1. There are no equality implications arising directly from this report

### **13. CLIMATE CHANGE & ENVIRONMENTAL IMPACT/SOCIAL VALUE**

- 13.1. There are clearly climate change and environmental implications arising from the project as a whole but in so far as the matters covered by this supplementary consultation are concerned these issues are addressed broadly in report above. There are not considered to be any issues which should cause the Council to object in whole or in part to the matters subject to this consultation which on the whole improve the position set out in the previous statutory consultation.

### **14. CRIME AND DISORDER REDUCTION IMPACT**

- 14.1. There are no crime & disorder implications arising directly from this report

### **15. HUMAN RIGHTS IMPACT**

- 15.1. The committee on behalf of the Council in determining what consultation response should be provided will need to have regard to any implications that may arise under the Human Rights Act 1998. Under the Act it is unlawful to a public authority to act in a manner, which is incompatible with the European Convention on Human Rights.
- 15.2. In preparing this report consideration has specifically been given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendations herein interfere unreasonably with the rights of any local residents. Furthermore, the decision to proceed or not with the overall scheme will be made by other bodies.

### **16. FREEDOM OF INFORMATION / DATA PROTECTION CONSIDERATIONS**

- 16.1. There are no FOI or data protection implications arising directly from this report
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#### **BACKGROUND DOCUMENTS:**

[Appendix A – Consultation response of Arun DC to the statutory consultation](#)

*Appendix B – Supplementary Consultation Brochure*

*Appendix C – Walberton Traffic Mitigation Assessment*