

# ARUN DISTRICT COUNCIL

## REPORT TO AND DECISION OF FULL COUNCIL ON 13 JANUARY 2021

**SUBJECT: A27 ARUNDEL IMPROVEMENTS**

**REPORT AUTHOR:** Nigel Lynn – Chief Executive  
**DATE:** 27 November 2020  
**EXTN:** 37600  
**PORTFOLIO AREA:** Leader of the Council & Economy

### EXECUTIVE SUMMARY:

Following Highways England's Preferred Route Announcement (Grey Route), the report seeks to provide a corporate response to that announcement.

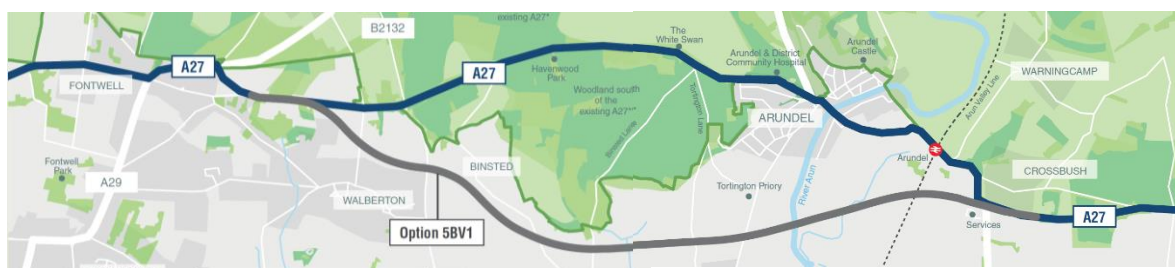
### RECOMMENDATIONS:

#### 1 It is proposed that :

The Chief Executive be authorised to respond to Highways England with the Council's interim observations as outlined in 1.16 – 1.21 of the report, and to welcome the opportunity to take part in the statutory community consultation at the appropriate stage.

### 1. BACKGROUND:

1.1. Highways England announced on 15 October 2020 that the Grey Route (Option 5BV1) was the preferred route (Preferred Route Announcement)



1.2. There was a consultation in 2017, followed further consultation that concluded in October 2019.

1.3. The 6 options in October 2019 being:-

- Cyan (Option 1V5) No support
- Beige (Option 1V9) No Support
- Crimson (Option 3V1) Little support (5 ; 31)

- Magenta (Option 4/5AV1) Well supported (31 : 5)
- Amber (Option 4/5AV2) No Support
- Grey (Option 5BV1) No support

1.4. The Council therefore resolved to confirm the Magenta route as the Council's supported route.

1.5. Importantly, it further resolved to urge Highways England to consider all potential opportunities on any preferred route corridor, which would further reduce the impact on residents and the environment.

1.6. It also resolved to encourage Highways England to use high quality architectural standards, take appropriate account of flood risk, consider a junction with Ford Road, investigate routing Footpath 2207 away from the railway and using the River to barge construction materials to site and suggested the creation of a cycleway along the River Arun

1.7. Council also delegated authority to the Director of Place to commission and submit a Local Impact Statement required as part of a formal Development Consent Order process, working collaboratively with West Sussex County Council, Arundel Town Council, Walberton Parish Council, Lyminster and Crossbush Parish Council and the South Downs National Park Authority. (Subsequently also with Slindon Parish Council)

1.8. Reasons given by Highways England for choosing the Grey Route were as follows:

- How well the proposed designs would meet the scheme objectives
- Potential impacts on local communities and the environment around Arundel
- The extent to which the proposals would comply with planning policy
- Feedback received during our public consultation process
- The cost of delivering the scheme and the value-for-money that would be achieved by doing so.

1.9. Highways England has also stated:

*“While there are no easy answers to the challenges of improving the A27 around Arundel, the results of our extensive assessment work have clearly identified Grey as the best long-term solution.”*

1.10. Whilst the Grey Route is the most expensive of the options put forward in the 2019 consultation, Highways England has identified the necessary funds from within the Road Investment Strategy allocation to deliver the Grey route.

1.11. Next Steps

1.12. The Preferred Route Announcement (PRA) is a step within a process; the next step (Stage 3) would be Preliminary design encompassing Statutory Community Consultation and an application for development consent.

1.13. There would then follow Stages 4 (Statutory Procedures and Powers) and Stage 5 (Construction Preparation) together with Examination by the Planning Inspectorate and a decision by the Secretary of State for Transport.

1.14. Any response given to Highways at this stage can only therefore be considered as an interim response to the proposals as a whole.

1.15. Highways England's current programme shows a 2023/24 construction start

1.16. Interim Observations

1.17. Highways England has recognised that local communities, particularly in Binsted, Tortington and Walberton, will be concerned about the impact of the new road on their villages. There will be a need to work closely with these communities and other relevant stakeholders, including Arun District Council and West Sussex County Council to design the most appropriate mitigation measures.

1.18. Such measures identified by Highways England include:-

- Planting of suitable vegetation to mitigate landscape impacts
- Flood management measures to avoid changes to flood characteristics
- Screening to mitigate impacts on cultural heritage setting
- Green bridges and oversized structures (like culverts) to facilitate safer animal crossings of the A27
- Habitat creation to provide compensation for habitats affected by the scheme
- Low noise surfacing, noise barriers and where practicable, putting the road in cuttings to mitigate noise and visual impacts

1.19. These mitigation measures go towards meeting the Council's wishes mentioned in 1.5 above. There is clearly more work to be done in ensuring that these measures and potentially others are carried forward into the detail design and we await details of how this is anticipated to be achieved, including at Avisford Grange.

1.20. The Council should offer to work closely with Highways England and its designers, consultants and contractors, to ensure that every possible measure is achieved and maximised and to work towards the goals outlined in 1.6 above.

1.21. The Grey route was not the preferred route of the Council but an 'off-line' route is welcomed, rather than an on-line route or no improvements. However, it is important that the mitigation of any impacts on local communities should be as extensive as reasonably practicable.

**2. PROPOSAL(S):**

It is proposed that the Chief Executive be authorised to respond to Highways England with the interim observations as outlined in 1.16 – 1.21 of the report, and to welcome the opportunity to take part in the statutory community consultation at the appropriate stage.

**3. OPTIONS:**

1. Write to Highways England stating no support for the Grey Route
2. Not to write

**4. CONSULTATION:**

All external consultation is deemed to be the responsibility of Highways England

Has consultation been undertaken with:	<b>YES</b>	<b>NO</b>
Relevant Town/Parish Council	-	<b>Not by ADC</b>
Relevant District Ward Councillors	As background papers	
Other groups/persons (please specify)	-	<b>Not by ADC</b>
<b>5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)</b>	<b>YES</b>	<b>NO</b>
Financial	See 6 (below)	
Legal		
Human Rights/Equality Impact Assessment		
Community Safety including Section 17 of Crime & Disorder Act		
Sustainability		
Asset Management/Property/Land		
Technology		
Other (please explain)		
<b>6. IMPLICATIONS:</b>		
There should be no direct implications on Arun policies but there will be other implications that have an impact and these will be identified in the Local Impact Statement required as part of a formal Development Consent Order		

**7. REASON FOR THE DECISION:**

To impart to Highways England the Council's interim views on the proposals.

**8. BACKGROUND PAPERS:**

- Highways England's Preferred Route Announcement brochure, together with other supporting documentation, at [www.highwaysengland.co.uk/a27arundel](http://www.highwaysengland.co.uk/a27arundel)
- Further Consultation Response letter (N. Lynn to Highways England: Oct 2019)
- Equality Impact Assessment