

A27

Arundel Bypass

Supplementary Consultation Brochure

16 November 2022 - 16 December 2022





A27 Arundel Bypass

Supplementary Consultation

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Get involved

There are lots of ways you can take part



Visit our website: www.nationalhighways.co.uk/a27arundel



Email us at: A27ArundelBypass@nationalhighways.co.uk



Visit our in-person events where you can chat to the project team



Read copies of our supplementary consultation materials which are available at document deposit points, at events, on our website or can be requested via the post



Phone us on **0300 123 5000** and our Customer Contact Centre will pass on a message to the project team

Please scan the below QR code to visit our website:



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About this brochure

From 11 January to 8 March 2022, National Highways held a statutory consultation on plans to improve the A27 by building a bypass around Arundel. This will be described as 'the Scheme' throughout the rest of this brochure.

We received thousands of responses to the statutory consultation. As a result of your feedback, as well as our ongoing design work, we are proposing some changes to the design of the Scheme.

We are now seeking your views on these changes in this supplementary consultation.

What has changed since the statutory consultation - what is this supplementary consultation about?

- We are seeking your views on changes we have made to tackle a predicted rise in traffic through Walberton, as a result of the Scheme. We have reduced the number of additional journeys along the eastern section of The Street to an increase of approximately 100 vehicles per day, compared to the forecast increase of approximately 1,300 vehicles per day that was shown previously.
- We are seeking your views on proposals to mitigate the Scheme's effects on bats.
- We are providing an update on proposals for the Avisford Park Golf Club.
- We are seeking your views on new proposals for Crossbush Junction.

We would like to hear your views on these changes as we develop our proposals.

This supplementary consultation will run from **Wednesday 16 November 2022** to **Friday 16 December 2022**. It is important that you respond by **23:59 on Friday 16 December 2022**.

Please refer to the **'How to get involved'** (page 30) and **'Your feedback'** (page 32) sections of this brochure which explain how to take part.

National Highways - Investing in your roads

National Highways manage and improve England's motorways and major A-roads, helping road users to have safer, smoother and more reliable journeys.

We believe in a connected country and our network makes connections happen. We strive to improve our major roads and motorways — engineering the future to keep you moving today and moving better tomorrow.

The Scheme is a vital part of the second Roads Investment Strategy period (2020 – 2025), also known as RIS2. It is one of several improvements to modernise England's motorways and major A-roads identified in the South Coast Central Route Strategy published by National Highways.

The Roads Investment Strategy recognises the importance of supporting future economic growth around the coastal communities of Chichester, Worthing, Brighton and Hove, Eastbourne and Hastings.

Delivering the Scheme would unlock local benefits, for example, public transport providers have indicated

that they would look at the possibility of a more regular bus timetable serving the area should the Scheme be built. Reduced congestion on local roads would mean public transport is a more reliable option.

We are committed to delivering a high-quality, high-performing route along the A27, which is the only east-west trunk road south of the M25.

Delivering reliable journeys, keeping communities connected and improving safety

The Scheme would help to improve capacity, journey time reliability and safety on the A27, by replacing the existing single carriageway with a new approximately 8km dual carriageway, linking the two existing dual carriageways. It would also give local people access to a wider range of jobs in different locations because commuting times would be more predictable, and it would benefit visitors and tourists and existing local businesses who would be able to recruit people commuting from the wider area.

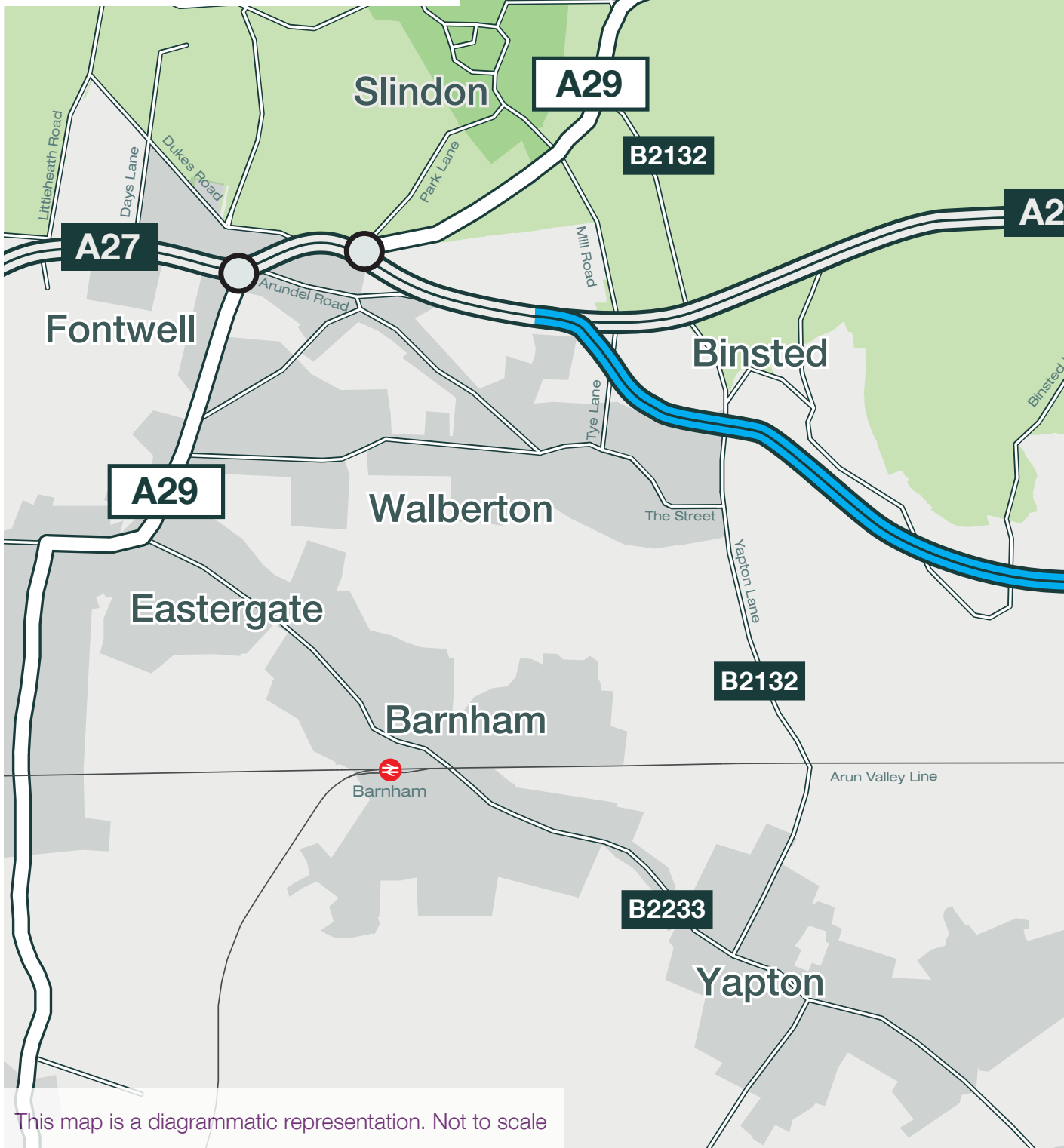
The current problem and how can we fix it?

What's the problem?	What's the solution or benefit?
<p>There's too much traffic in this area - the A27 currently operates over capacity in the Arundel area</p>	<ul style="list-style-type: none"> The proposed new dual carriageway bypass will bring additional capacity and draw traffic away from congested local roads
<p>It takes too long to get around and commute in Arundel</p>	<ul style="list-style-type: none"> The new bypass will save time on daily local journeys By downgrading the existing A27 through Arundel, local roads are opened up for more local journeys
<p>It could be easier and safer to get around on foot and by bike</p>	<ul style="list-style-type: none"> Improved routes for walkers and cyclists locally will make journeys safer and more reliable We are looking at options for providing pedestrian and cycling facilities along the existing route of the A27 including new bridges over the bypass
<p>There are concerns about the number of accidents on the roads in this area.</p> <p>For example, between 2013 – 2017 there were 81 personal injury collisions resulting in 121 casualties. More than half of these were recorded on the existing single carriageway section of the A27.</p>	<ul style="list-style-type: none"> Dual carriageways are safer A more modern design, with fewer junctions will improve safety
<p>Local people would like to see new opportunities for businesses in the area</p>	<ul style="list-style-type: none"> The numbers of cars passing through Arundel would reduce by approximately 15,000 per day once the Scheme is built, making local travel easier and unlocking new opportunities for local businesses Businesses will benefit by greater journey reliability and will be able to attract talent from wider areas
<p>I want to see my local environment looked after and cared for</p>	<ul style="list-style-type: none"> One of the Scheme's targets is to improve biodiversity locally by 10% We are taking extensive mitigations to minimise effects to the local environment National Highways will achieve net zero carbon travel on our roads by 2050

The Scheme overview

Delivering reliable journeys, keeping communities connected and improving safety.


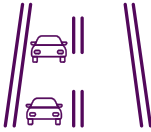





The A27 Arundel Bypass would involve the building of an 8km dual carriageway, and the re-purposing of the existing A27. The Scheme will bring many benefits to local communities and the region's economy, whilst making journeys quicker and safer, and freeing Arundel town and neighbouring communities from congestion.





What the Scheme would deliver

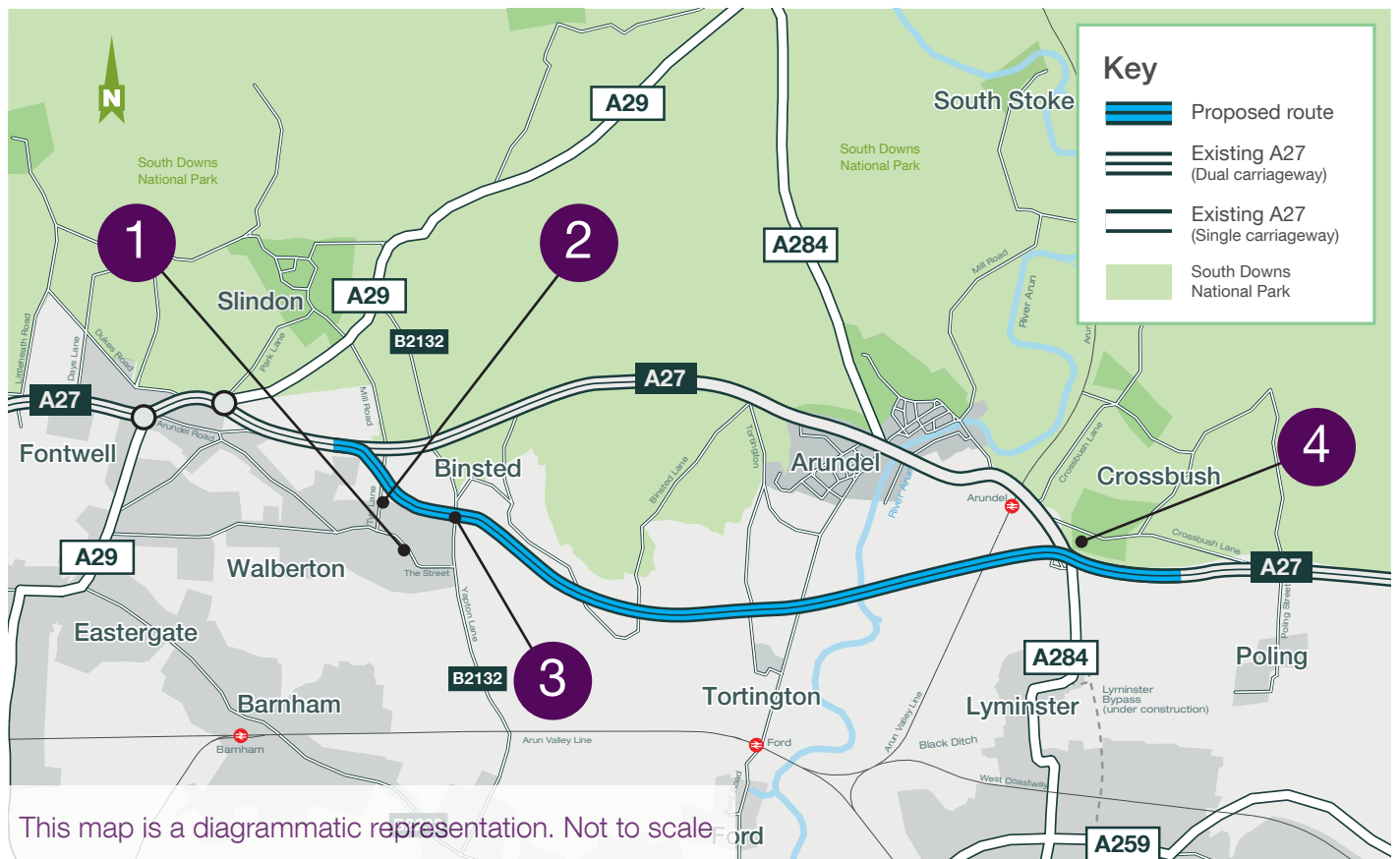
By delivering the A27 Scheme at Arundel we aim to:

	<p>Reduce congestion, reduce travel time and improve journey time reliability along the A27.</p>	<p>The Scheme would bring journey time savings of approximately nine minutes between Fontwell East Roundabout and Crossbush Junction, reduce congestion and improve journey time reliability.</p> <p>The existing section of the current A27 would also be retained, which would allow local traffic to flow from the east and west on a far less congested stretch of road.</p>
	<p>Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth.</p>	<p>The increased capacity brought about by the Scheme would help to enable economic growth through better journey times and greater predictability.</p>
	<p>Deliver a Scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design.</p>	<p>The Scheme has been designed to minimise environmental impacts and seeks to protect and enhance the quality of the surrounding environment through its design. We would seek to achieve a biodiversity net gain of 10% and environmental mitigation measures are being carefully considered in the design process.</p>
	<p>Improve the safety of people travelling along the A27 and, consequently, the wider local road network.</p>	<p>The Scheme would improve safety by providing a dual carriageway route which is safer than the existing single carriageway.</p> <p>It would also encourage local road users to use the better quality A27 rather than alternative local routes, which are less safe.</p>
	<p>Improve accessibility for all users to local services and facilities.</p>	<p>By reducing congestion on the A27 and the local road network, the Scheme would improve the community's access to services in the local area.</p>
	<p>Ensure that customers and communities are fully considered throughout the design and delivery stages.</p>	<p>In designing the Scheme, we have considered and responded to the issues raised by local communities. We will continue to listen to the views of communities and customers through ongoing engagement and consultation as our plans progress.</p>
	<p>Respect the South Downs National Park and its special qualities in our decision-making.</p>	<p>The Scheme's design respects the South Downs National Park by drawing traffic away from this important nationally designated area. Landscape-led mitigation will help to reduce the impact on the South Downs National Park and the surrounding areas and help to protect the National Park's special qualities.</p>

What are we consulting on?

Having updated the previous Scheme proposals described in the statutory consultation, we are now consulting on four specific matters. Please see these shown on the map below.

- 1 Changes to reduce traffic impacts in and around Walberton
- 2 Mitigating the Scheme's effects on bats, near Tye Lane
- 3 Updated proposals in relation to the Avisford Park Golf Club
- 4 Potential changes at Crossbush Junction



1. Changes to reduce the impact of traffic in and around Walberton

Following the statutory consultation, based on your feedback and our ongoing design work, we have continued to look at ways of tackling the predicted increase in traffic passing through Walberton.

As part of this supplementary consultation, we are outlining a number of changes to our design which would reduce the predicted increase in traffic in and around Walberton from what was presented in the statutory consultation.

We have undertaken extensive design work, assessments and reviewed a number of options to determine the most effective changes to our proposals.

To manage traffic in and around Walberton and reduce the traffic flows compared to those we presented in the statutory consultation, we are now proposing to:

- Maintain a one-way link at Tye Lane, whereas our original proposals prevented this movement
- Ensure the proposed traffic signals at Fontwell West Roundabout, which will be installed in

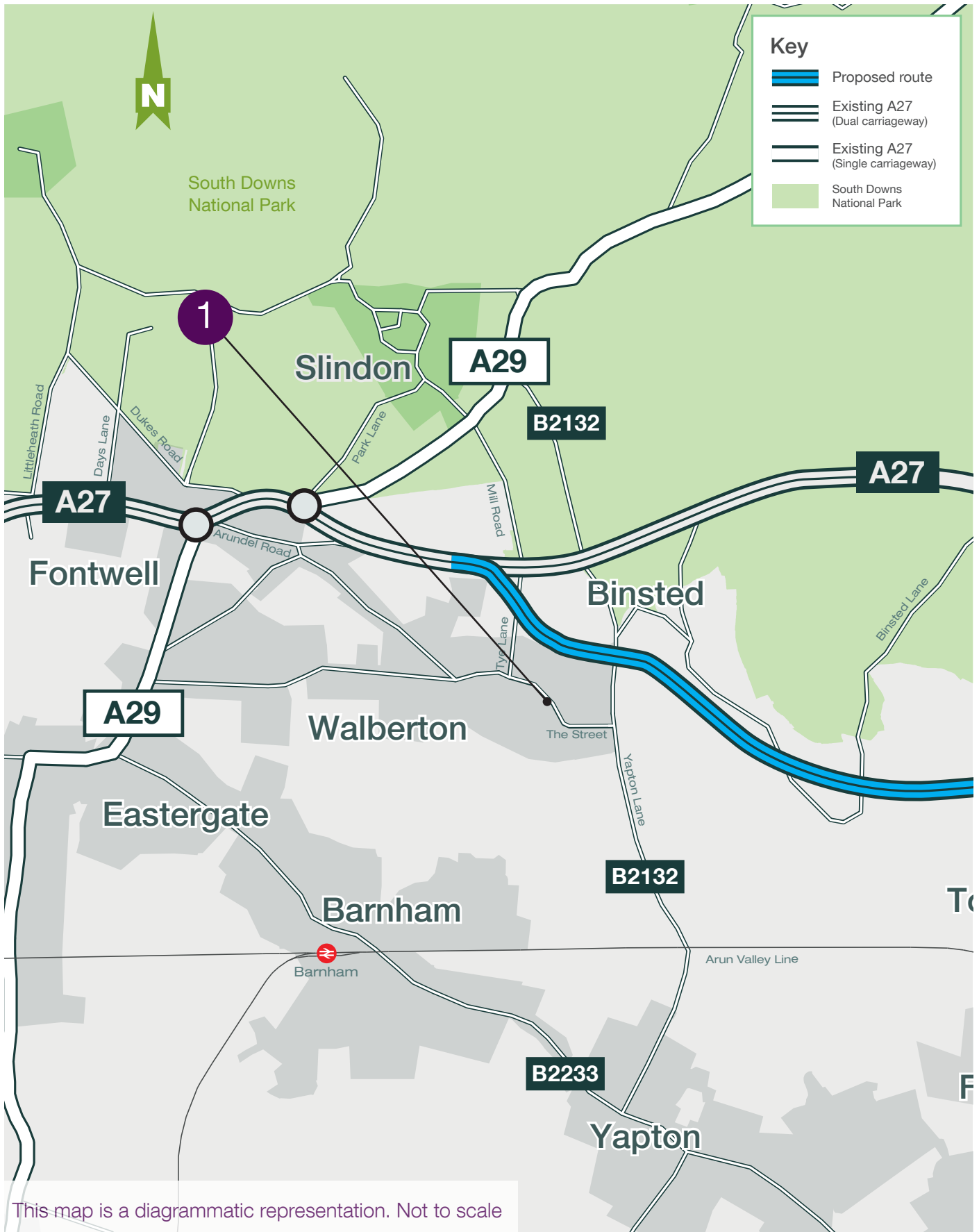
advance of the Scheme as part of the Dandara Fontwell Meadows housing development, allow for the most efficient traffic flows along the A27

- Retain the current arrangements at the Arundel Road junction on the A27, unlike our original proposals which closed the exit from the A27 into Arundel Road

These measures reduce the number of additional vehicles travelling along the eastern section of The Street in Walberton. In the statutory consultation we showed an increase of approximately 1,300 vehicles per day and we are now forecasting an increase of approximately 100 vehicles per day.

More detailed information is provided in the Walberton Traffic Mitigation Assessment Technical Note which is available as part of this supplementary consultation. The technical note explains the work and assessments which have led us to develop these new measures to reduce predicted traffic increase in and around Walberton.





The changes we are proposing to reduce the impact of traffic in and around Walberton are located in the area shown above

Tye Lane Link

We have revised the proposals for Tye Lane to maintain a one-way link, whereas the original proposals prevented this movement. This avoids the problem caused by the original scheme proposals which resulted in increased rat-running via Yapton Lane and The Street in Walberton as there was no alternative route, whereas Tye Lane will now be available as per the current situation.

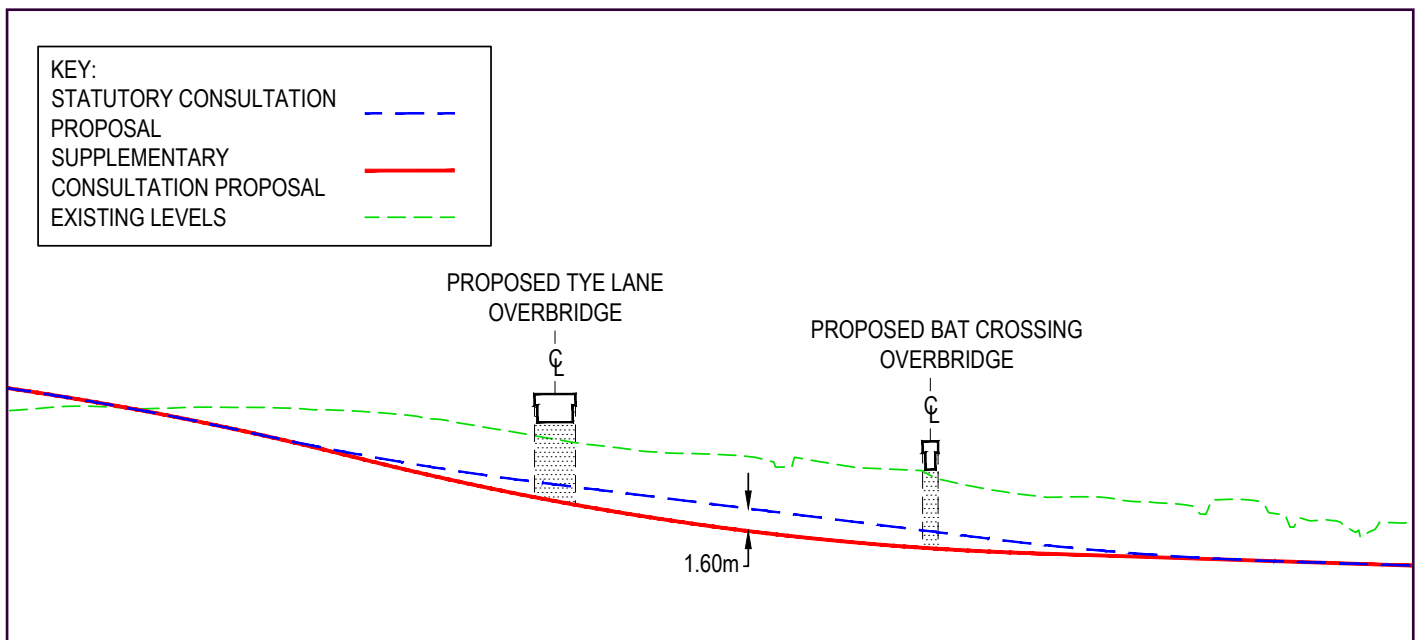
The plan on pages 15 shows the original layout at Tye Lane as presented in the statutory consultation and the plan on page 16 shows the updated design for consideration at this supplementary consultation.

The revised proposals are summarised as follows:

- Southbound traffic would be able to travel the full length of Tye Lane using the new bridge which would be one-way only where Tye Lane passes over the A27, allowing southbound traffic to continue travelling south to access Walberton
- Northbound traffic travelling from Walberton on Tye Lane would only be able to access as far as Hooe Farm

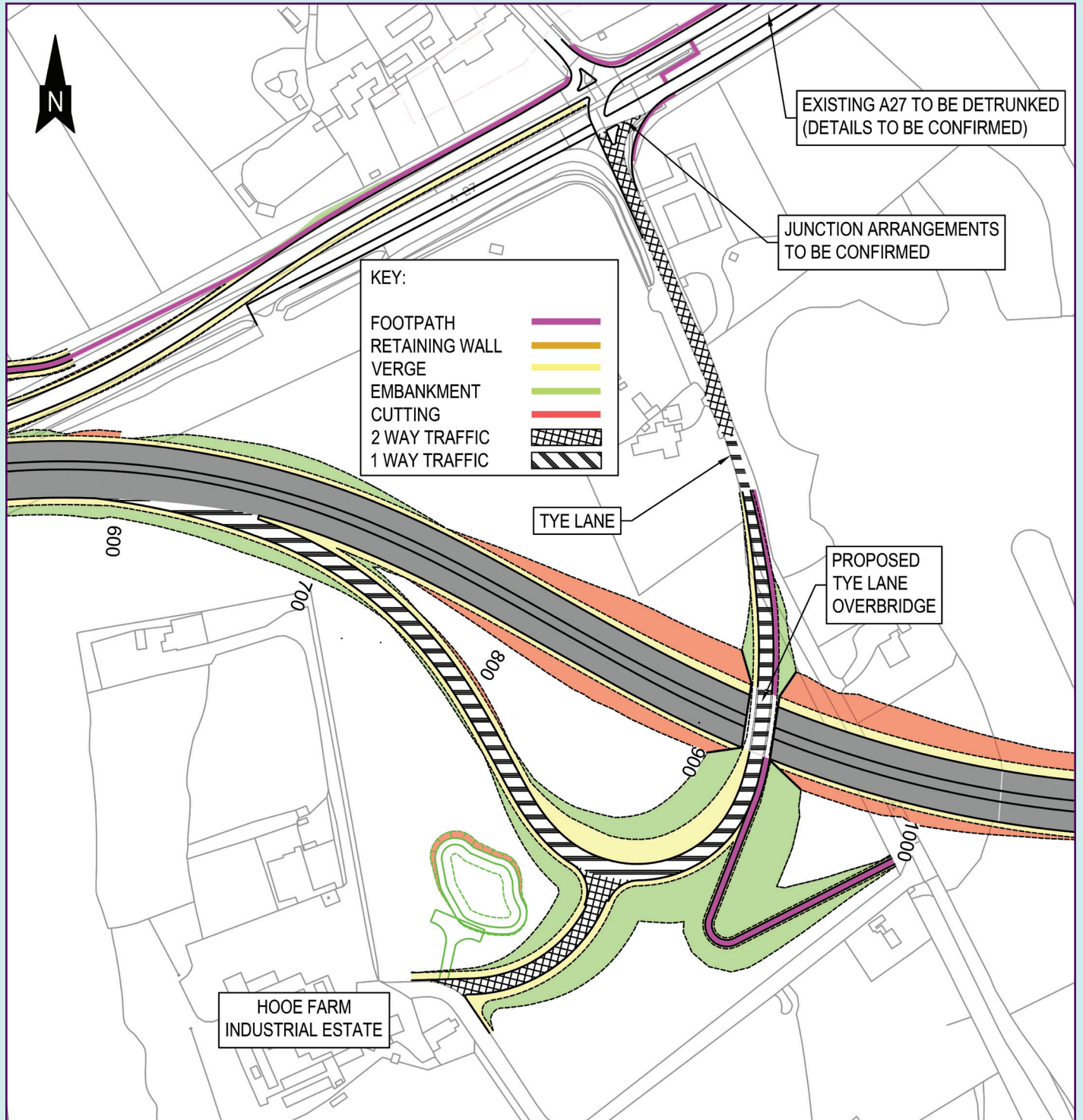
- Residential properties in the northern part of Tye Lane would still be able to travel north on Tye Lane to join the old A27
- A new roundabout on Tye Lane would provide access on to the new A27 and maintain access to Hooe Farm Industrial Estate. The layout of the roundabout would prevent vehicles from travelling north across the new bridge
- This proposed change at Tye Lane would reduce rat-running traffic from one of the narrowest sections of The Street between Tye Lane and Yapton Lane, which is also where the Walberton and Binsted Church of England Primary School is located

The proposed changes also introduce 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, as illustrated below. This will reduce the noise, air quality effects and visual impact of the Scheme.



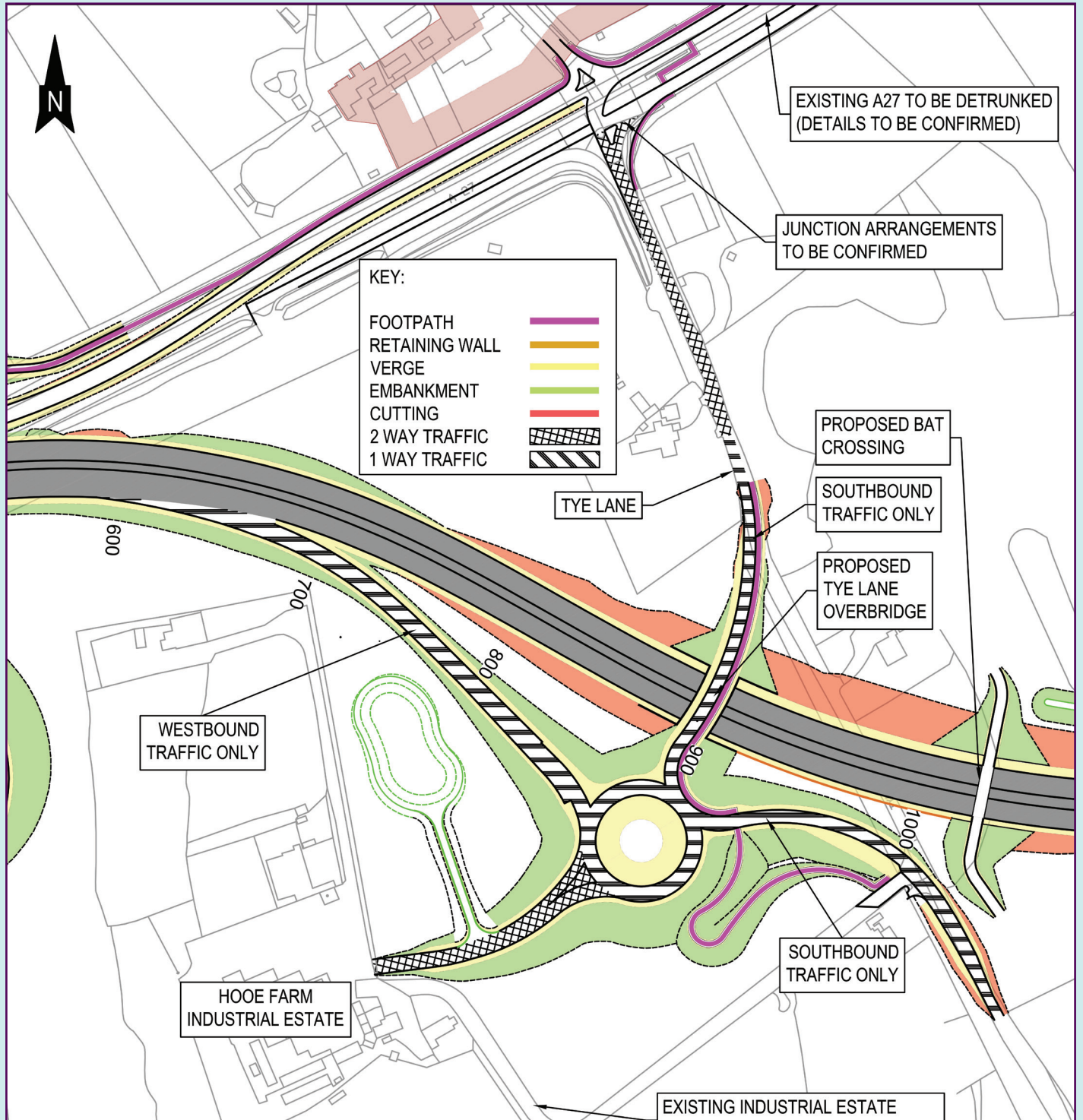
Modified vertical alignment for the new A27 in the vicinity of Tye Lane (as shown in plan on page 16)

Proposals for Tye Lane during the statutory consultation (January to March 2022)



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Proposals for Tye Lane during this supplementary consultation



Diagrammatic plan not to scale © Crown copyright and database rights 2022 OS 100030649

Fontwell West Roundabout

Although not part of the Scheme, new traffic lights are due to be installed at the Fontwell West Roundabout, as a requirement for the Dandara Fontwell Meadows housing development. It is expected that these new traffic lights will be installed before construction of the Scheme takes place.

Ensuring the new traffic lights are configured appropriately would reduce the delays for westbound traffic on the A27, meaning that fewer people would rat-run via local roads. Therefore, we have carried out further analysis of the Fontwell West Roundabout with a view to optimising the signal timings of the new traffic lights to minimise delays on the A27.



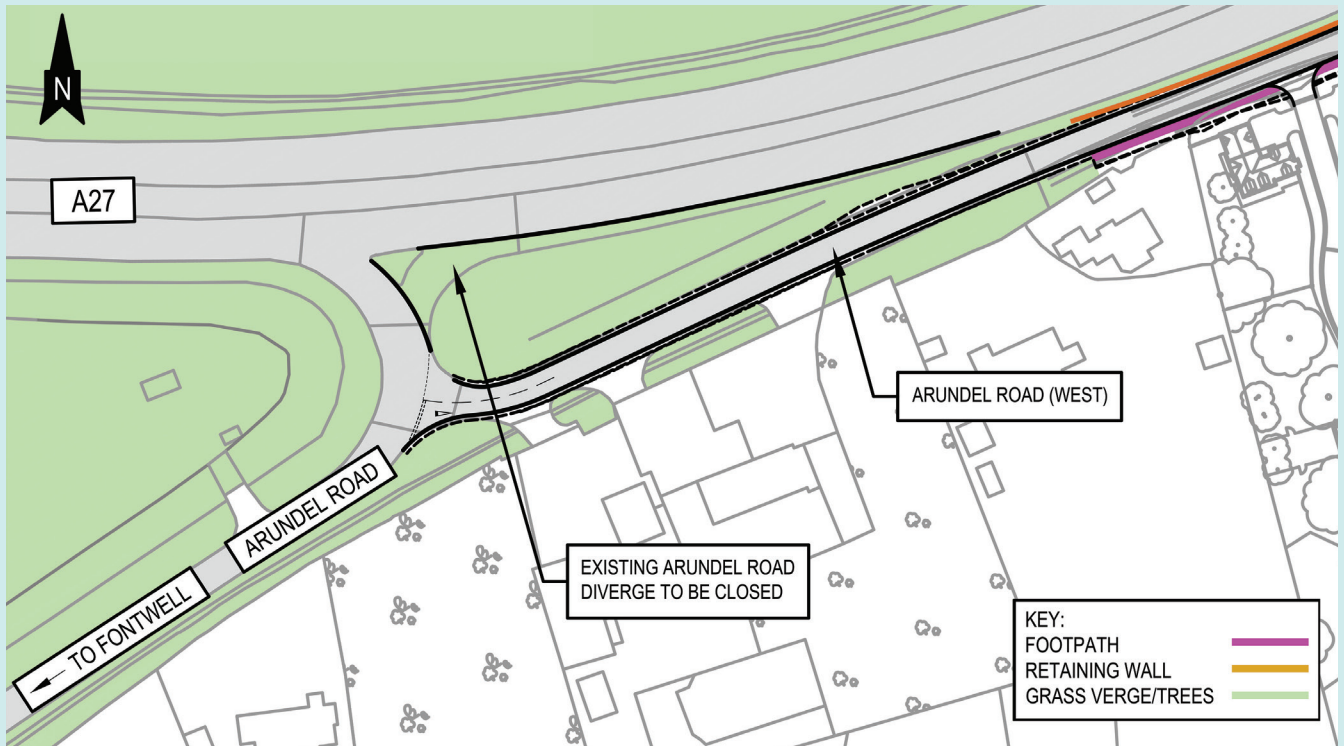
Traffic on Fontwell West Roundabout

Arundel Road Junction

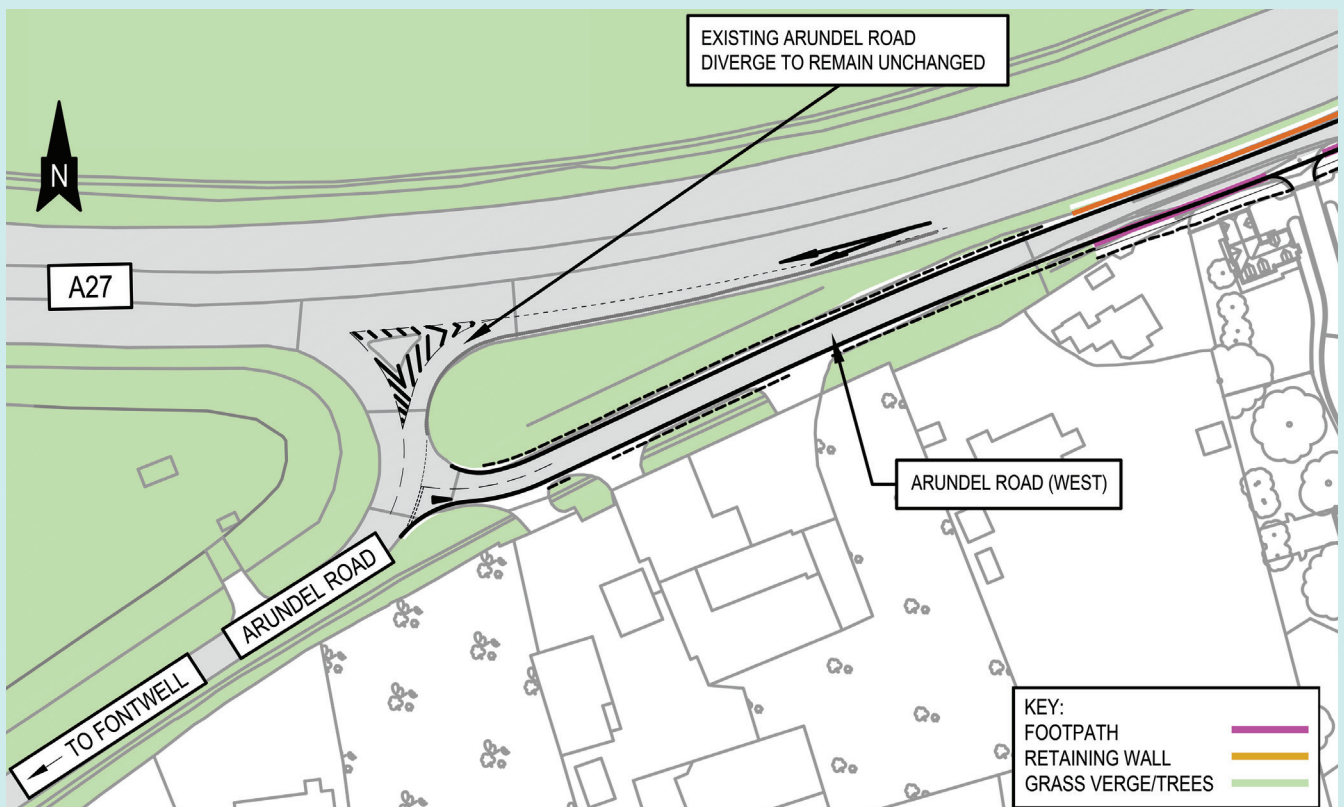
At the statutory consultation, our proposals included the closure of the exit from the westbound A27 into Arundel Road. We have updated our proposals so that the junction would remain unchanged as per its current configuration.

These plans show the Arundel Road Junction as presented in the statutory consultation and the updated design presented as part of this supplementary consultation.

Proposals for Arundel Road Junction during the statutory consultation (January to March 2022)



Proposals for Arundel Road Junction as part of this supplementary consultation



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Impact of the proposed changes

Traffic flows

Traffic modelling helps us to forecast likely changes in traffic volumes once the Scheme is built. In this section of the brochure, we have presented the findings from our traffic modelling to demonstrate the impact that the revised Scheme proposals would have on traffic flows in and around Walberton. To illustrate the changes, we have presented the forecast traffic flows across a number of locations, as shown on the map below.



For each of the locations shown on the map, the output from our traffic modelling has been summarised in the table on page 20 which lists the forecast daily traffic flows in the Scheme's opening year.

For each location, we present the approximate forecast traffic flows based on the following scenarios:

- Without the scheme
- With the scheme proposals presented at statutory consultation
- With the Scheme proposals presented at part of this supplementary consultation

The table also demonstrates the impact of the revised Scheme proposals by presenting:

- Comparison of flows between the Scheme proposals presented at statutory consultation and without the Scheme
- Comparison of flows between the Scheme proposals presented at this supplementary consultation and without the Scheme

Approximate Daily Traffic Flow Forecasts

Location		Without the Scheme	With the Scheme proposals presented at statutory consultation	Comparison of flows between the Scheme proposals presented at statutory consultation and without the Scheme	With the Scheme proposals presented at this supplementary consultation	Comparison of flows between the Scheme proposals presented at this supplementary consultation and without the Scheme
A	A27 - West of Fontwell	43,900	47,700	+3800 (+9%) ↑	52,900	+9000 (+21%) ↑
B	A29 - East of Fontwell	15,700	13,200	-2500 (-16%) ↓	14,100	-1600 (-10%) ↓
C	A27 - Fontwell East to Western Tie In	29,900	37,700	+7800 (+26%) ↑	44,600	+14700 (+49%) ↑
D	Arundel Road	400	460	+60 (+15%) ↑	640	+240 (+60%) ↑
E	Tye Lane - North	1,500	2,100	+600 (+40%) ↑	2,300	+800 (+53%) ↑
F	Tye Lane - South	1,500	0	-1500 (-100%) ↓	700	-800 (-53%) ↓
G	A27 - East of Yapton Lane	27,400	8,000	-19400 (-71%) ↓	5,500	-21900 (-80%) ↓
H	Yapton Lane	2,300	2,500	+200 (+9%) ↑	800	-1500 (-65%) ↓
I	Eastergate Lane	1,500	2,900	+1400 (+93%) ↑	2,300	+800 (+53%) ↑
J	The Street, West of Tye Lane	4,000	5,300	+1300 (+33%) ↑	4,800	+800 (+20%) ↑
K	The Street, East of Tye Lane	2,500	3,800	+1300 (+52%) ↑	2,600	+100 (+4%) ↑
L	A29 - West of Eastergate	8,000	8,000	0 (0%)	7,400	-600 (-8%) ↓
M	Barnham Lane	3,400	3,400	0 (0%)	3,400	0 (0%)
N	A29 - South of Fontwell West	7,500	7,600	+100 (+1%) ↑	7,400	-100 (-1%) ↓
O	A29 Realignment Phase 1	1,900	1,200	-700 (-37%) ↓	1,000	-900 (-47%) ↓

Environmental effects in and around Walberton

The changes in and around Walberton that are described above have been assessed through the ongoing Environmental Impact Assessment (EIA) process. This assessment has compared the original proposals presented in the statutory consultation with the new proposals presented in this brochure.

The environmental effects are unchanged from those previously reported in our statutory consultation, other than in The Street where the revised proposals are expected to result in substantially less traffic and significantly less noise on The Street east of Tye Lane (location K in the map on page 18) compared to our

original proposals shown at the statutory consultation. This has removed a significant effect that was reported in the statutory consultation.

With Tye Lane retained as a through road there will be more traffic on the southern end of the road than reported at the statutory consultation. However, we still expect there to be less traffic on this section of road than if the Scheme is not built. As such the traffic noise in this area is still expected to decrease as a result of the revised proposals.



The Street, Walberton

2. Mitigating the Scheme's effects on bats

At the statutory consultation, we described how we would protect local bat populations, including brown long-eared bats, by providing replacement bat roosts which would comprise bat boxes and bat barns located within the Avisford Park Golf Course and to the east of the Scheme near Binsted. We also described the provision of crossing points for bats in the form of mixed-use bridges at Binsted Lane and Tortington Lane and underpasses at Binsted Rife and Tortington Rife.

Following the statutory consultation, we have carried out further bat surveys which have identified a number of roosts in the vicinity of Tye Lane. To minimise the

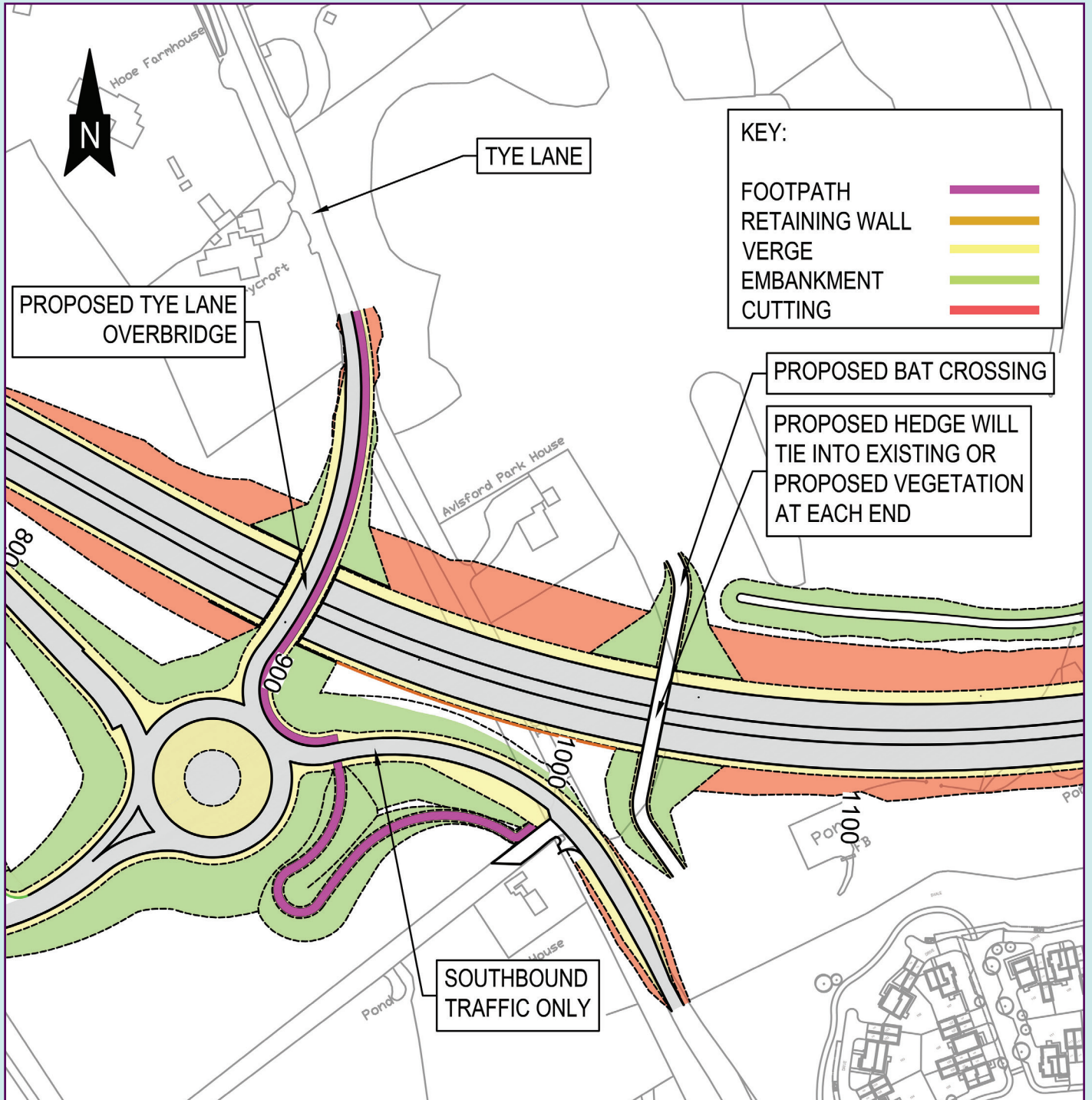
effects on these bats and maintain connectivity, we are considering our approach to providing a corridor of vegetation potentially comprising a hedgerow on a separate bat crossing at this location, as illustrated in the plan below. The impacts of the bat crossing have been assessed through the EIA process and there are no new significant environmental effects associated with its introduction. We would also provide bat boxes on either side of the Scheme.

These mitigation proposals will be developed in consultation with Natural England in preparation for the DCO application.



Brown Long-Eared Bat

Proposals for bat crossing as part of this supplementary consultation



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3. Updated proposals in relation to Avisford Park Golf Club

The Avisford Park Golf Club would be directly affected by the Scheme, and in the statutory consultation, we sought feedback on two options.

These were either to alter the existing golf club so that it would become a nine-hole golf course with a driving range and practice facilities (Option One), or an 18-hole golf course using land to the east and northeast of the existing back nine holes of the course (Option Two).

Following the statutory consultation, we have continued to engage with the golf club and the landowners and taken further specialist advice from stakeholders such as England Golf. We have also continued to review the environmental mitigation required for the Scheme and our ongoing EIA has highlighted the need for additional woodland to be created on the west side of the golf course as essential habitat mitigation for dormice. This would reduce the land available for golfing facilities.

Having reviewed the original options we no longer consider Option Two to be a viable solution.

Please read on to understand the approach we are now considering for Avisford Park Golf Club.

We are continuing to explore the original option for a nine-hole golf course with a driving range and practice facilities, with a view to retaining golf provision in this location. We are liaising with England Golf and Arun District Council and obtaining specialist advice, including guidance from other golf course developments around the country, in order to determine the right solution.

If it is concluded that it is not possible to make adequate re-provision of golfing facilities at the Avisford Park Golf Club, then we will need to consider the option of closing the golf club.

In the event of the golf club being closed we would negotiate compensation with the golf club and landowners and potentially agree off-site mitigation with Arun District Council and England Golf, in the form of investment in facilities and/or initiatives to improve participation in golf should that be found to be appropriate.

The preliminary environmental effects of a revised option layout are anticipated to be similar to those presented for Option One at the statutory consultation. These are restated in the table below. We have also considered the environmental effects that might result from closure of the golf course, as set out below.

Topic	Preliminary Environmental Effects of a nine-hole golf course with a driving range and practice facilities as presented in the statutory consultation	Preliminary Environmental Effects if the golf club was to be closed
Population and Human Health: Golf Club users	Significant adverse effect on users of the golf club as a community facility, as it would not be a like-for-like replacement.	Significant adverse effect on users of the golf course as a community facility as it would not be replaced.
Population and Human Health: Business	Without compensation, this would have a significant adverse effect on the golf club as a business.	Compensation for the business and investment in local golfing facilities, which would remove the adverse significant effect.
Biodiversity: Dormice mitigation	Without mitigation there would be a significant adverse effect on dormice as a result of habitat loss.	There would still be a significant adverse effect on dormice as a result of habitat loss, however if the golf club was closed there would be greater opportunities for more extensive woodland planting for dormice.



Avisford Park Golf Club

4. Potential changes at Crossbush Junction

Since the statutory consultation, further strategic traffic modelling has been undertaken. Alongside the strategic modelling, detailed junction modelling has also been undertaken and these assessments have demonstrated potential capacity issues at Crossbush Junction.

We are considering a number of potential amendments to the design of Crossbush Junction 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. These potential changes are illustrated in the plans as follows:

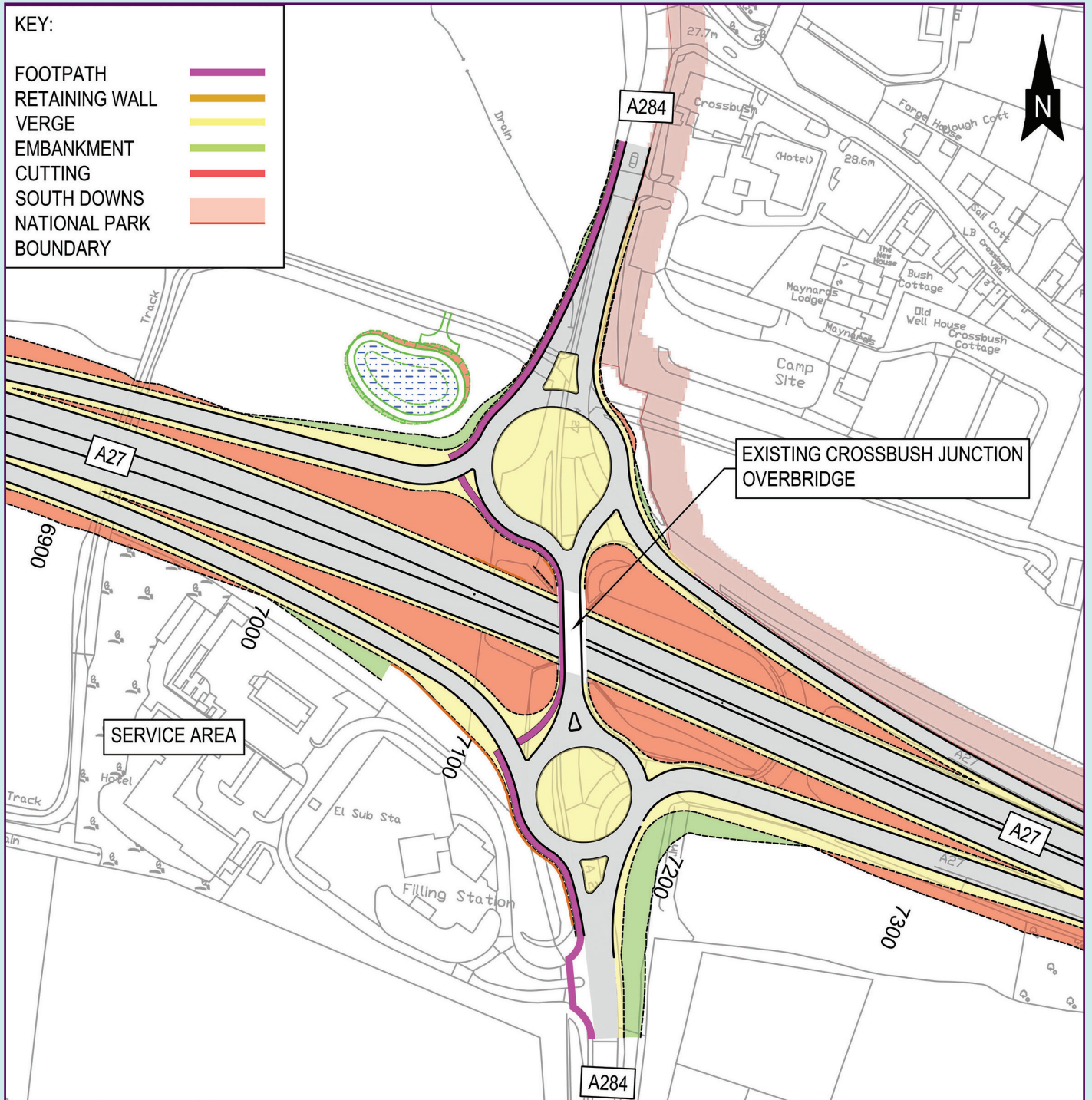
- A new bridge linking the two dumb-bell roundabouts would carry northbound traffic, with the existing bridge taking southbound traffic
- A dedicated left turn lane would provide access from the southbound approach to the junction (from Arundel) onto the eastbound slip road onto the A27 (towards Worthing)
- The two roundabouts would be reconfigured and repositioned compared to the original proposals presented at the statutory consultation

Whilst the footprint of the junction would change, no additional land outside the Order Limits as presented at statutory consultation would be required to deliver the revised layout.

In developing this revised layout, the environmental effects of the changes have been assessed through the ongoing EIA process. The proposals have been compared to the effects reported in the statutory consultation and it has been concluded that there are no anticipated new significant environmental effects as a result of the proposed changes. Furthermore, the junction would be designed in a sensitive manner, respecting the nearby South Downs National Park, for example by positioning the new bridge to the west of the existing, away from the National Park.

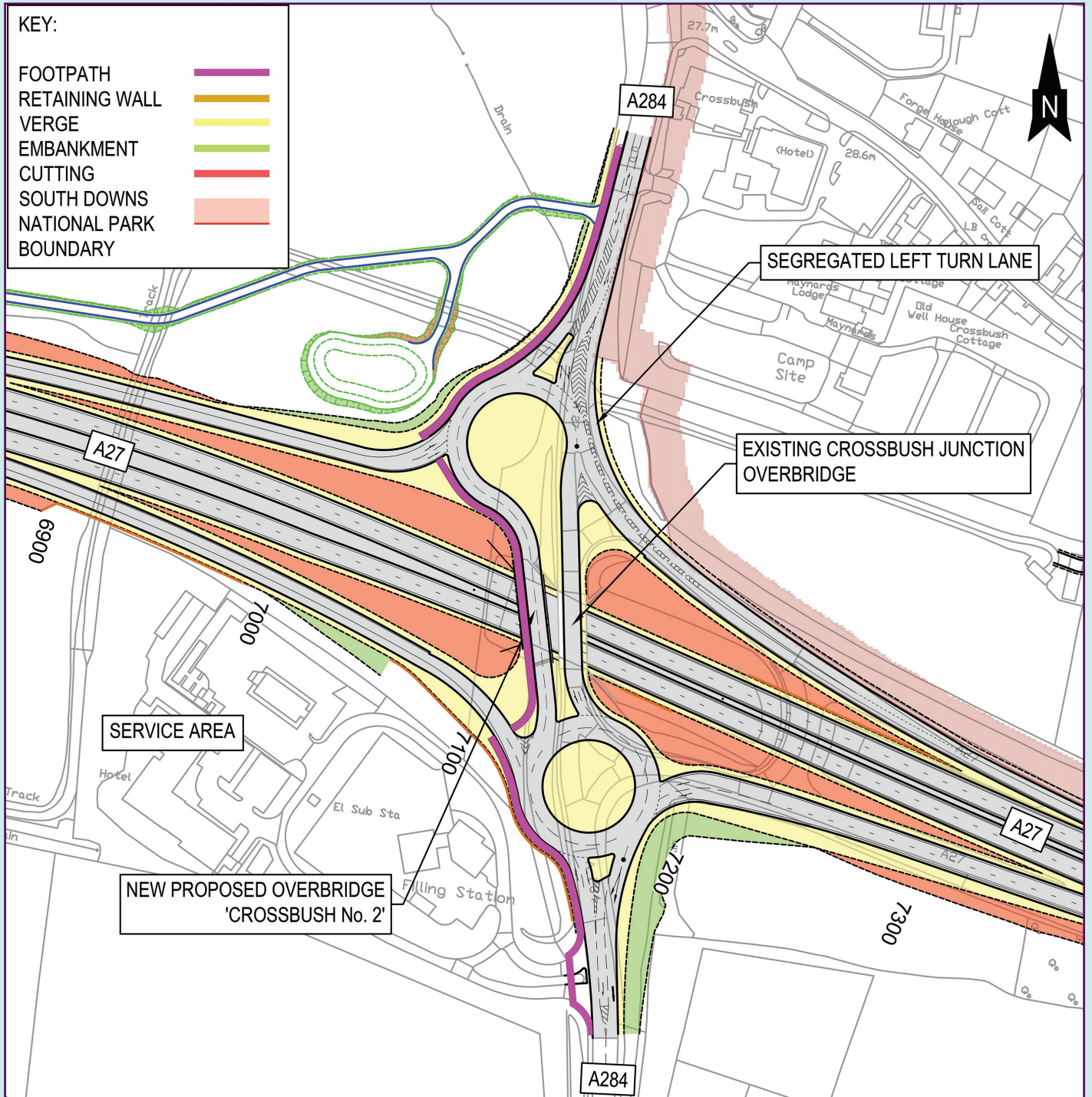
We will continue to refine the design for the junction and consider ways of improving our proposals, taking on board feedback from this supplementary consultation.

Proposals for Crossbush Junction as part of the statutory consultation (January to March 2022)



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Potential proposals for Crossbush Junction as part of this supplementary consultation



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Clarifications

Permanent land take required from residential properties on Binsted Lane

During the statutory consultation, our Preliminary Environmental Information Report (PEIR) indicated that construction of the Scheme would require permanent land take from five residential properties on Binsted Lane, which could result in the permanent loss of these properties. We can confirm 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.

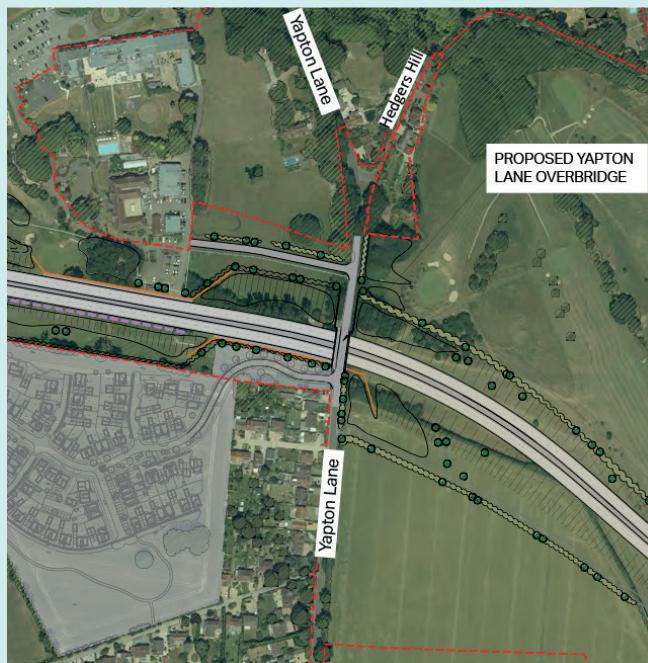
Yapton Lane

During the statutory consultation we sought feedback on two options for Yapton Lane, where a new bridge would carry Yapton Lane over the new A27. The two options considered were:

- an on-line option where the bridge would follow the line of Yapton Lane
- an off-line option where the bridge would be situated to the east of Yapton Lane

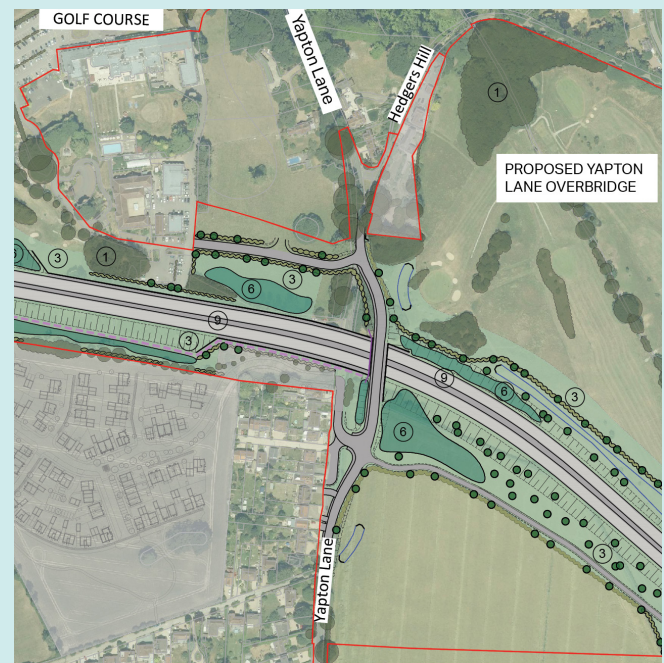
However, during the statutory consultation we did not publish a version of the Environmental Masterplan drawing which showed the off-line option. This extract of the plan is now shown below for information.

Yapton Lane on-line option



Key	
Retained Common Land	Retained vegetation
Draft Order Limits	Noise barriers
Hedgerow with trees	Individual trees
Linear trees and shrubs	Highway embankments
Drainage ditch	

Yapton Lane off-line option



Key	
Order Limits	Retained vegetation
Indicative Animex wildlife bridge for dormouse connectivity	Noise barriers
Hedgerow with trees	Low noise surfacing
Individual trees	Individual trees
Linear trees and shrubs	Species rich grassland
Drainage ditch	Highway embankments

How to get involved

This supplementary consultation is taking place so that you can have your say on the proposed changes to the Scheme, as we develop our proposals.

The consultation will run from **Wednesday 16 November to 23:59 to Friday 16 December 2022**.

There are many ways in which you can get involved.

Supplementary consultation documents

We have produced supporting consultation documents to help you find out more about our proposed changes and have your say on them. These documents will be available during the consultation period via our website, at our events and at the document deposit points. The consultation documents are made up of:

- The Supplementary Consultation Brochure
- Walberton Traffic Mitigation Assessment Technical Note
- Feedback Form

Supplementary consultation events

We will be holding three in-person consultation events to give you the opportunity to view the supplementary consultation material and speak to the project team. These will be held at the indoor community venues listed below. Please check our website or call our customer contact centre on **0300 123 5000** for the latest event information.

Location	Address	Date	Time
Arundel Town Hall	Arundel Town Hall Maltravers Street Arundel West Sussex BN18 9AP	Saturday 3 December 2022	10am to 4pm
Fontwell Park Racecourse	Fontwell Park Racecourse Arundel Road Fontwell BN18 OSY	Monday 5 December 2022	11am to 7pm
Walberton Pavilion	The Pavilion The Street Walberton Arundel West Sussex BN18 0PJ	Saturday 10 December 2022	10am to 4pm

Document deposit points

All our supplementary consultation documents will be available to view free of charge at the document deposit points below throughout the consultation period.

Please check with your local venue to check any unexpected closures before you travel.

Location	Address	Date	Time
Arun Civic Centre	Arun Civic Centre 1 Maltravers Road Littlehampton West Sussex BN17 5LF	Monday to Friday	9am to 1pm 2pm to 4pm
Arundel Town Hall	Arundel Town Hall Maltravers Street Arundel West Sussex BN18 9AP	Monday to Friday	9am to 1pm
Arundel Library	Arundel Library Surrey Street Arundel BN18 9DT	Monday to Wednesday Thursday to Saturday	1pm to 5pm 9am to 1pm
County Hall, Chichester	West Sussex County Council County Hall West Street Chichester PO19 1RQ	Monday to Thursday Friday	8:30am to 5pm 8:30am to 4:30pm
Fontwell Park Racecourse	Fontwell Park Racecourse Arundel Road Fontwell BN18 OSY	Monday to Thursday	9am to 5pm
South Downs Centre	South Downs Centre North Street Midhurst West Sussex GU29 9DH	Monday to Thursday Friday	9am to 4:30pm 9am to 4pm
Walberton Parish Office	Walberton Parish Office The Pavilion The Street Walberton Arundel BN18 0PJ	Tuesdays Thursdays	9am to 12pm 9am to 12pm
Worthing Library	Worthing Library Richmond Road Worthing BN11 1HD	Monday to Friday Saturday	9am to 6pm 9am to 5pm

Your feedback

Your feedback on the changes presented as part of this supplementary consultation is important to us and will help us determine our final proposals which will form our Development Consent Order (DCO) application. The best way for you to tell us what you think about the changes we have presented as part of this supplementary consultation is by providing your response, in writing, in one of the following ways:

- Completing the online feedback form located on the Scheme website: www.nationalhighways.co.uk/a27arundel
- Attending a consultation event where you can meet the project team and complete a paper copy of the feedback form
- Requesting the feedback form by post or picking up a paper copy at one of our document deposit locations. You can post this to **Freepost A27 ARUNDEL**
- You can also email this feedback form to: A27ArundelBypass@nationalhighways.co.uk

We will consider all feedback on the changes we have presented as part of this supplementary consultation. Please submit your response by **23:59 on Friday 16 December 2022**. Any responses received after this date may not be considered.

Supplementary consultation feedback – GDPR

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

National Highways adheres to the government’s consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by National Highways and its appointed contractors until the scheme is complete.

In some instances consultation responses may also be sent to the Planning Inspectorate. To view the Planning Inspectorate’s information relating to GDPR at Examination events please visit: infrastructure.planninginspectorate.gov.uk/help/privacy-notice/

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@nationalhighways.co.uk

Next steps

Once the consultation has closed at 23:59 on 16 December 2022, we will review all the suggestions and comments received on the changes proposed, during the consultation period.

We will take time to analyse your feedback on the proposed changes as we make further refinements to our proposed design and develop any mitigation measures.

We will set out a summary of the responses that you have given us in a consultation report, with details of how your feedback has helped to shape our proposals. This report will form part of our DCO application and will be available to the public following submission of the application, which we expect to take place in spring 2023.

If our application for a DCO is accepted by the Planning Inspectorate, on behalf of the Secretary of State, an Examining Authority will consider the

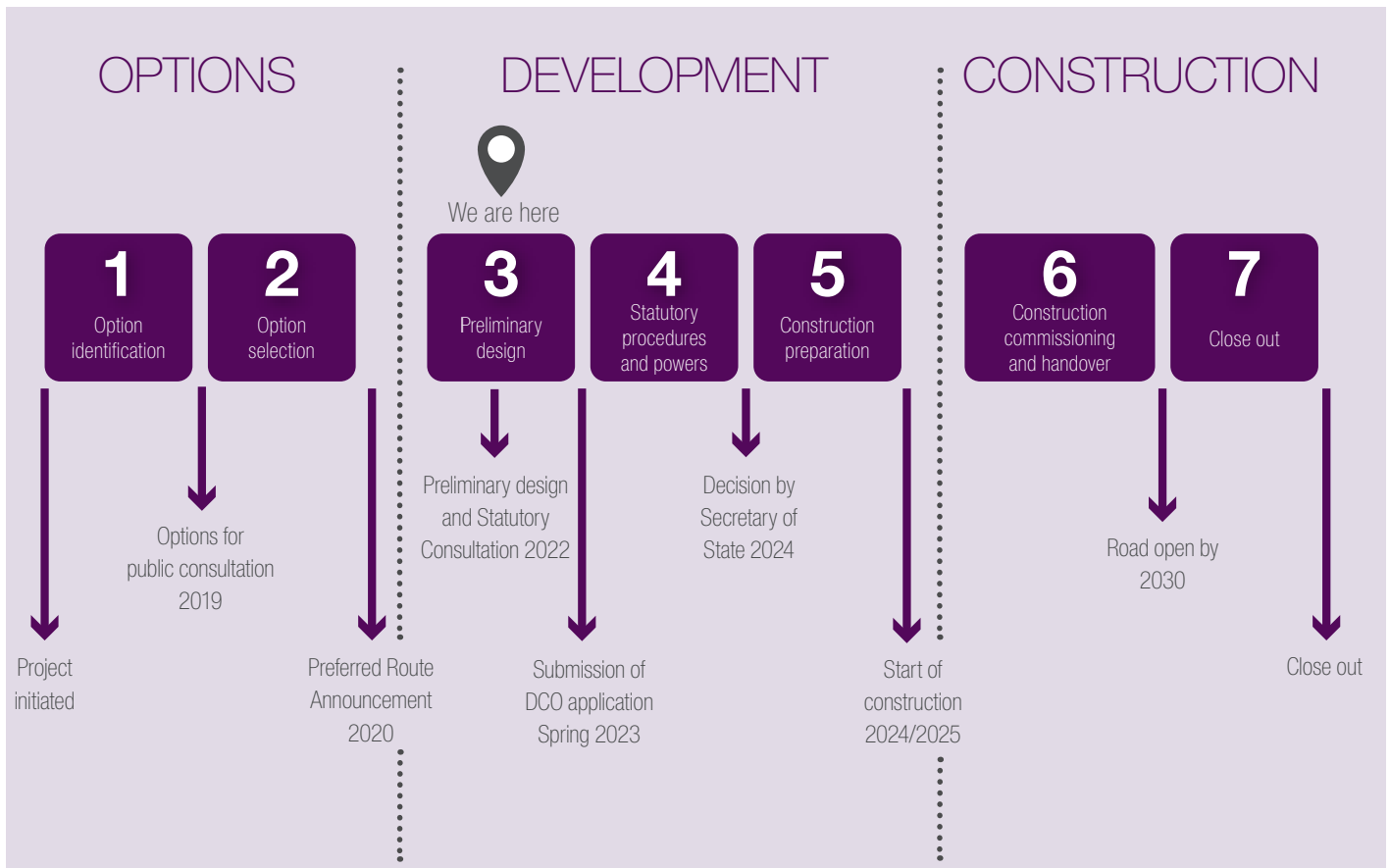
application, and any representations, which will take six months. During the examination stage, anybody with an interest in the Scheme can participate and make representations in writing, or verbally at hearings.

The Examining Authority will be given three months to report its recommendation to the Secretary of State, who has a further three months to make a final decision on whether or not to grant a DCO for the Scheme.

If our application is approved, work on the Scheme is expected to start in 2024/2025, as shown in the timeline below.

If you would like any further information on the DCO application process, please visit the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/applicationprocess/the-process/>

indicative/target time scale



Data Protection Statement

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Contact Us

Tell us your thoughts and comments on the changes proposed as part of this supplementary consultation by:

Completing this feedback form online:
www.nationalhighways.co.uk/a27arundel

Posting your comments or the completed feedback form to **Freepost A27 Arundel**

Emailing your completed form to
A27ArundelBypass@nationalhighways.co.uk

Your feedback is important to us and will help us to determine our final proposals, which we will submit in our Development Consent Order application. Our application will be accompanied by a Consultation Report which will explain how comments received during the Statutory and Supplementary Consultations have been considered.

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For an accessible version of this publication please call **0300 123 5000** and we will help you.

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