

A27

Arundel Bypass

Statutory consultation brochure

11 January 2022 - 8 March 2022





A27 Arundel Bypass

Statutory consultation

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Get involved

There are lots of ways you can take part:

- Visit our website:
www.nationalhighways.co.uk/a27arundel
- Visit our in-person and live chat events where you can chat to the project team
- Read copies of our consultation materials which are available at document deposit points, at events, on our website or can be requested via the post
- Visit our virtual exhibition:
<https://a27arundelbypass.consultation.ai>
- Email us at:
A27ArundelBypass@highwaysengland.co.uk
- Phone us on **0300 123 5000** and our Customer Contact Centre will pass on a message to the project team

Please refer to the ‘How to get involved’ section of this brochure to find out more.

About this brochure

Thank you for taking part in our statutory public consultation on the proposed A27 Arundel Bypass Scheme, a new, approximately 8km dual carriageway incorporating proposals for the old A27, which we refer to in this brochure as ‘the Scheme’. This consultation is an important step towards delivering the Scheme, which 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.

In this brochure we describe the Scheme, the key benefits and likely effects, and explain where you can find more details and how to provide your comments. We explain how our plans would improve journeys, how the local environment may be affected and how we propose to mitigate the effects of the Scheme.

We’d like to hear what you think, so please share any ideas, local knowledge or concerns that you may have. All your feedback will be considered as we develop our proposals and the Scheme design.

This statutory consultation is taking place between **Tuesday 11 January and Tuesday 8 March 2022**. It is important that you respond by **23:59 on Tuesday 8 March 2022**. Your feedback will help us to create a Scheme which considers local people and businesses, the environment and the wider region along the Sussex coast.

Please refer to the ‘This consultation’ section of this brochure where we outline the purpose of this consultation, and the ‘How to get involved’ and ‘Your feedback’ sections 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 our customers 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 people moving today and moving better tomorrow.

We want to make sure all our major roads are dependable, durable and, most importantly, safe. That’s why we’re delivering £27.4 billion of Government investment on our network — the largest investment in a generation through the *Roads Investment Strategy 2 (2020 to 2025)*, also known as RIS2.

The Scheme is a vital part of this investment. 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 Highways England. The strategy recognises the importance of supporting future economic growth around the coastal urban centres of Chichester, Worthing, Brighton and Hove, Eastbourne and Hastings.

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

The Scheme overview

Delivering reliable journeys, keeping communities connected and improving safety.

The A27 connects many coastal communities and serves a combined population of more than one million people; it is essential to those who live and work in the area. Communities use the road to access services such as schools, hospitals and shops, and farmers need it to access their land and businesses rely on it to move goods.

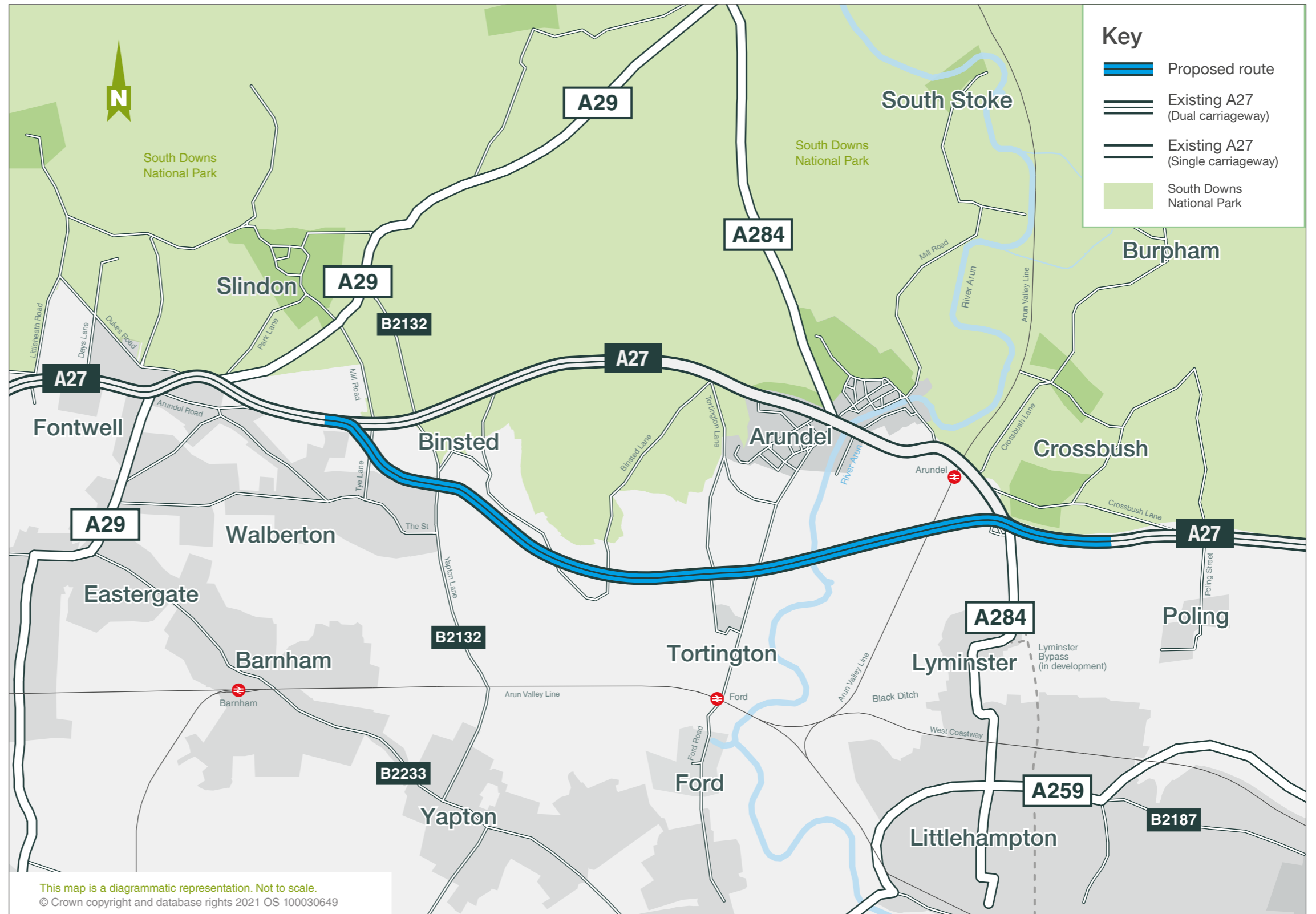
Currently, the single carriageway section of the A27 through Arundel is highly congested, which leads to severe delays and unpredictable journey times. This makes it difficult for people to commute to work and access local services and for businesses to operate efficiently and transport supplies.

The A27 experiences an above average number of accidents compared with other rural A-roads. A high number of accidents are reported each year on the existing route between Crossbush Junction and Fontwell East Junction and figures are expected to increase further as predicted traffic levels grow into the future.

Congestion on the A27 at Arundel causes traffic to use other routes, which has a knock-on effect on traffic flows through neighbouring towns and villages. This affects the quality of life for residents and brings significant disruption locally, including across the South Downs National Park.

We want to alleviate these problems and deliver on the Government's commitment for the A27 Arundel Bypass as set out in RIS2, which explains the need for:


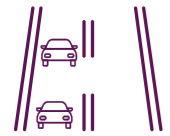





Replacement of the existing single carriageway road with a dual carriageway bypass, linking together the two existing dual carriageway sections of the road.



The A27 Arundel Bypass Scheme would help to make journeys faster, safer and more reliable, create new jobs and have a positive effect on existing businesses locally and across the region.

What the Scheme would deliver

The objectives of the Scheme are 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. 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. 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. All consultation feedback will be considered in the design and decision-making process.</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>



The story so far

A27

August to October 2017 — We held a public consultation on options to improve the A27 at Arundel. These options were known as Options 1, 3 and 5A.

May 2018 — We announced a preferred route, Option 5AV3, for the proposed A27 Arundel Bypass. This was a version of Option 5A which had been modified to address issues raised in consultation, specifically the need to improve safety and reduce the environmental impact of the Scheme.

2018 to 2019 — Following the May 2018 Preferred Route Announcement, we then began to develop the Scheme's design as part of our work towards applying for development consent. This included consideration of alternative options to minimise the impact of the Scheme on protected ancient woodland and biodiversity at the western end of the route.

2019 to 2020 — Following our review of these alternative options, we held a Further Options Consultation between August and October 2019 and presented our six revised options for the Scheme as shown by: Cyan - Option 1V5, Beige - Option 1V9, Crimson - Option 3V1, Magenta - Option 4/5AV1, Amber - Option 4/5AV2, and Grey - Option 5BV1. Between February and March 2020, we provided stakeholders with the opportunity to review their consultation responses, after making some corrections to the information in the Further Options Consultation and publishing errata information.

October 2020 — Option 5BV1 (the grey option), was announced as the preferred route at our Preferred Route Announcement. This was based on several considerations including:

- How well the proposed design would meet the Scheme objectives
 - Potential impacts on local communities and the environment, including the South Downs National Park
 - The extent to which the proposals would comply with planning policy
 - Feedback received during the public consultation process
 - The cost of delivering the Scheme and the value-for-money that would be achieved by doing so
-

2020 to 2022 — Following the announcement of the preferred route, we have continued to engage with stakeholders including local communities, businesses, local authorities, elected representatives, landowners, and technical stakeholders to help develop our proposals.

January to March 2022 — This statutory consultation.

This consultation

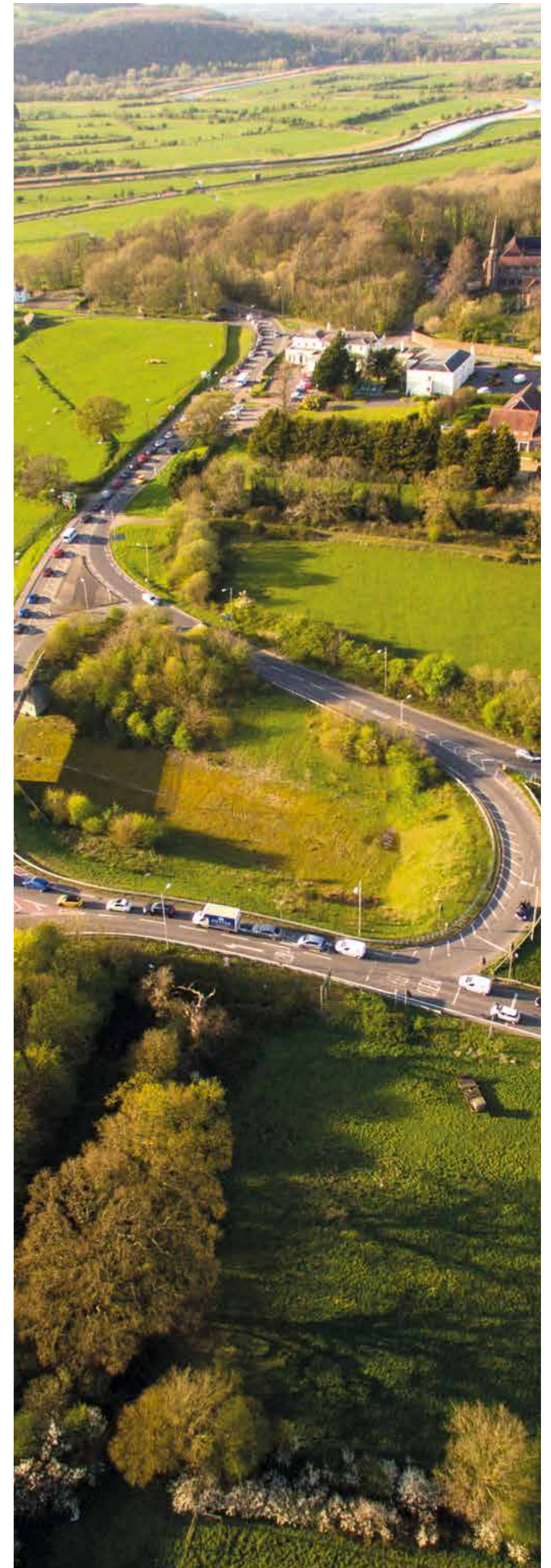
The purpose of this statutory consultation is to understand your views on our proposals for the Scheme.

The Scheme is a Nationally Significant Infrastructure Project as defined by the Planning Act 2008. This means that an application will need to be made to the Secretary of State for a Development Consent Order (DCO), which would grant permission to build and operate the Scheme. For more information on the next steps in the DCO process, **please refer to the 'Next steps' section of this brochure.**

The Scheme is also an Environmental Impact Assessment (EIA) development, requiring submission of an Environmental Statement with the DCO application. Therefore, as part of this consultation, we have prepared a *Preliminary Environmental Information Report (PEI Report)* to describe the environmental setting of the Scheme and our preliminary assessments of the Scheme's potential significant environmental effects. We have also presented this information in a much shorter *PEI Report Non-Technical Summary (NTS)* which uses non-technical language.

This consultation is an important opportunity for you to share your comments on the Scheme ahead of submission of our DCO application, which is expected to happen later in 2022.

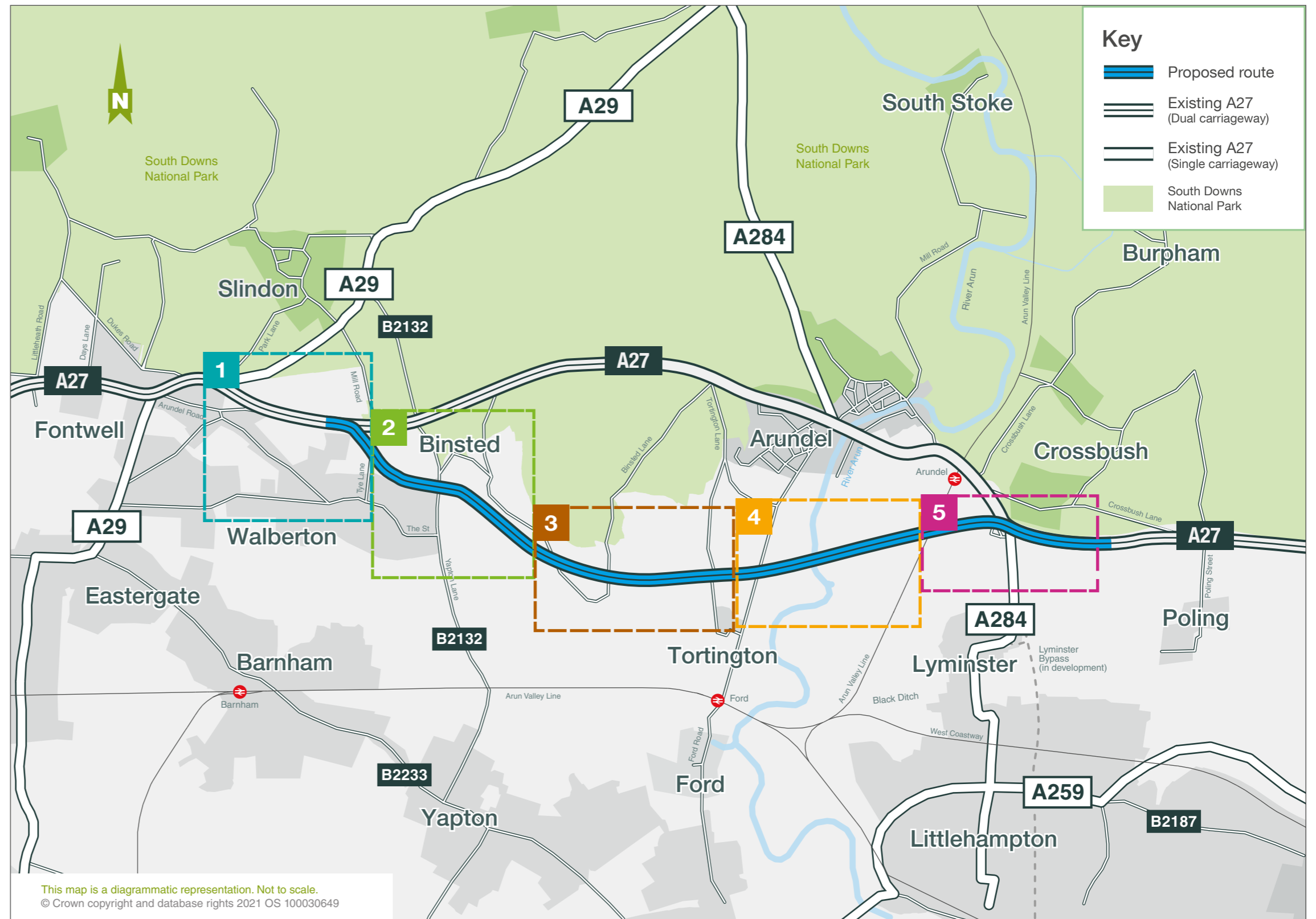
Your feedback to this consultation is important and will continue to help shape the design of the Scheme.



Why we are seeking your views

Since announcing our preferred route in 2020, we have refined the design of the new route. We now want to know what you think, and we have divided the route into five sections to help explain our proposals, allowing you to navigate the Scheme easily and provide feedback on our design. The descriptions in the follow sections are based on information contained in the General Arrangement Plans and in the Preliminary Landscape and Environmental Masterplan which is located within the *PEI Report*.

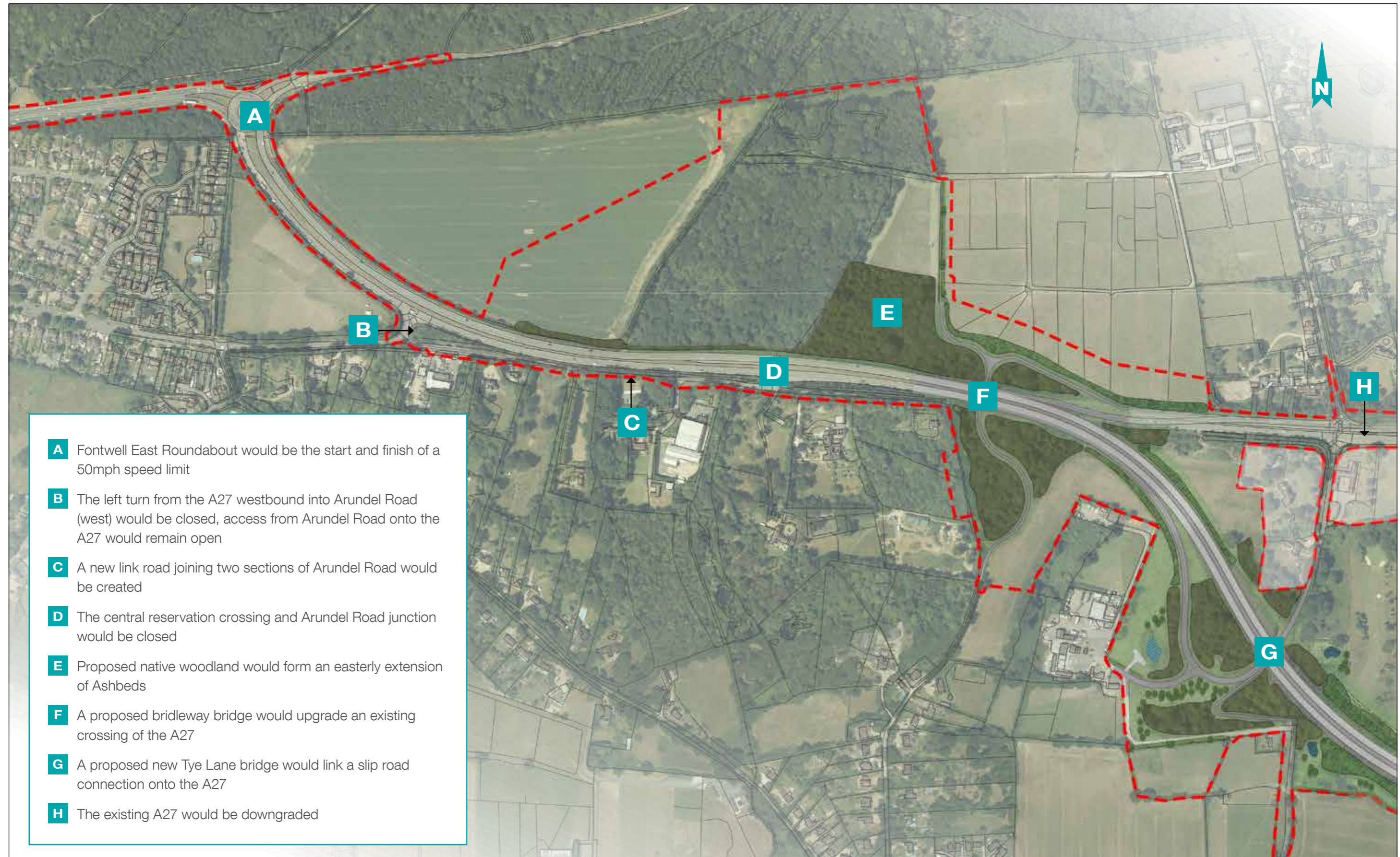
- 1 Section 1:** Fontwell East Roundabout to Tye Lane
- 2 Section 2:** Tye Lane to Binsted Rife
- 3 Section 3:** Binsted Rife to Tortington Lane
- 4 Section 4:** Tortington Lane to the Arun Valley Railway
- 5 Section 5:** Arun Valley Railway to Crossbush Junction



Section 1: Fontwell East Roundabout to Tye Lane

Please note the full extent of the proposed Scheme boundary (also referred to as the draft Order Limits), shown as a dashed red line below, has not been replicated in full on this section plan.

To view the full extent of the proposed Scheme boundary, **please refer to the General Arrangement plans** which also form part of this consultation.

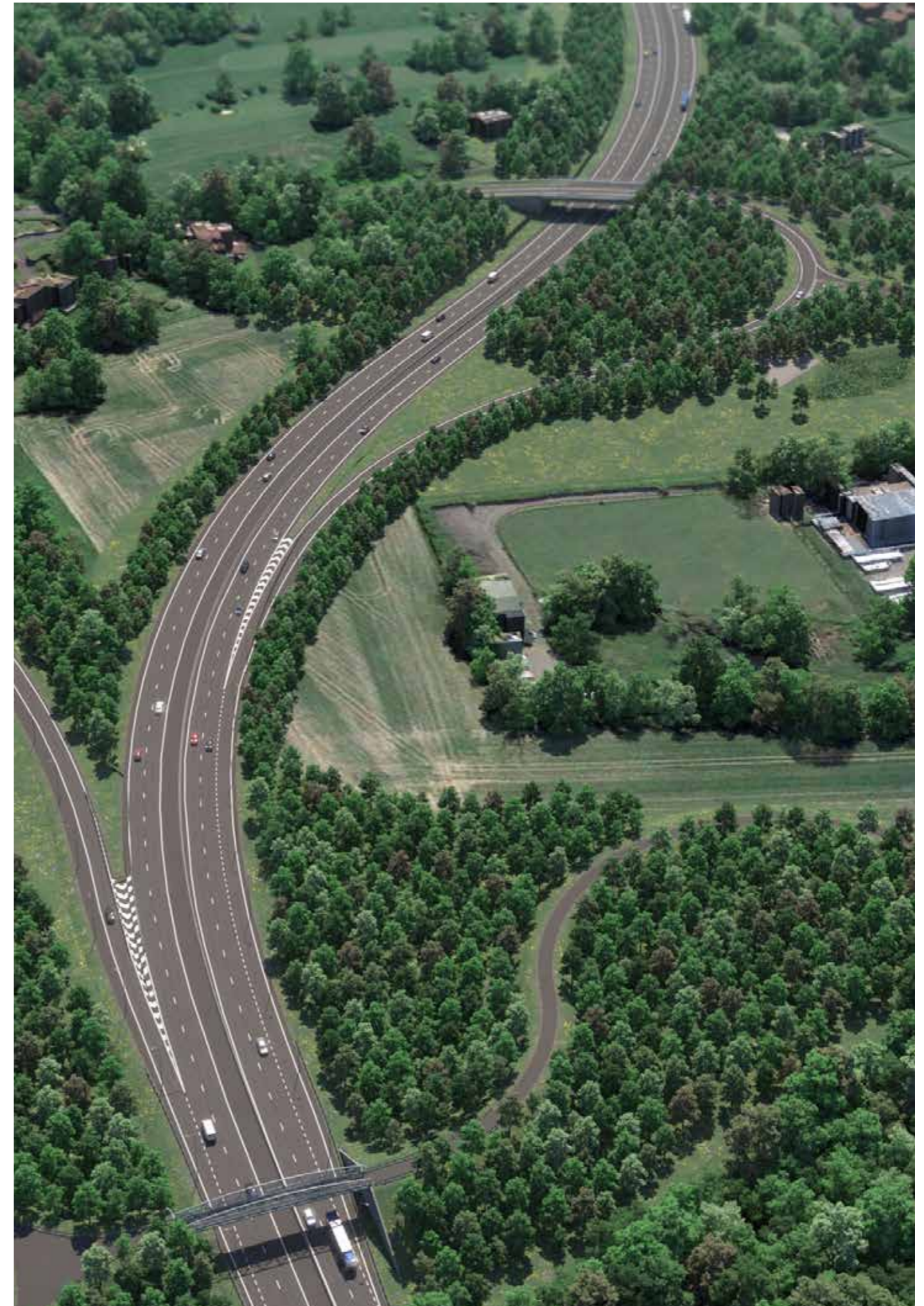


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What we propose

- A** The optimum alignment to avoid key bat habitats and minimise environmental impacts meant that a 50mph speed had to be introduced in this location. This 50mph limit would start at Fontwell East Roundabout and continue until the new dual carriageway passes the Church of St Mary's, Binsted Lane, also helping to lessen noise effects along this section of the Scheme.
- B** The left turn access onto Arundel Road (heading towards Fontwell Village) from the westbound carriageway of the A27 would be closed. Traffic from Arundel Road in this location would join the westbound carriageway of the A27, heading towards the Fontwell East Roundabout.
- C** The existing junction at Arundel Road, opposite the entrance to Silver Wings, would be closed preventing direct access on and off the A27 in this location. An alternative access for the properties on this section of Arundel Road would be created by linking Arundel Road (at Greenlands Farm) to the section of Arundel Road by the entrance to Fordingbridge Plc.
- D** The central reservation crossing at Arundel Road (opposite Silver Wings) junction would be closed for safety reasons.
- E** Proposed native woodland would form an easterly extension of Ashbeds, an area of woodland to the north of Walberton. This woodland planting would replace dormouse habitat while also forming important links between areas of woodland currently separated.
- F** A section of Bridleway 392 would be realigned to the east of its current alignment to provide a new Bridleway Overbridge (BR392) as safe access across the A27 in this location for walkers, cyclists and horse riders.

- G** As the new dual carriageway continues southeast from Arundel Road to Tye Lane, it would be in a shallow cutting as it passes north of Hooe Farm Industrial Estate. Tye Lane would be severed by the new dual carriageway, which would be lowered in a 3 metre cutting to lessen the height of a new bridge (Tye Lane Overbridge) which would pass approximately 5 metres above the carriageway. Noise attenuation measures would likely be needed in this location for properties immediately north of the new dual carriageway on Tye Lane. A westbound slip road would allow traffic from the existing westbound A27 to join the new dual carriageway via Tye Lane. A T-junction south of the new dual carriageway would provide access to Hooe Farm Industrial Estate. Tye Lane to the north of the new A27 would be used as a south bound connector road between the existing A27 and the slip road with local access and egress being maintained for residential properties to and from the existing A27. South of the new dual carriageway, the existing section of Tye Lane towards Walberton would become a no through road. Replacement pedestrian and cycling routes would be provided to maintain connectivity for these users along Tye Lane.
- H** The existing A27 from just west of Tye Lane, to the point where it connects with Crossbush Junction, would be retained for local traffic, public transport and alternative transport, including walking and cycling. It would be transferred to West Sussex County Council who would take on responsibility for its maintenance as the local highway authority; we refer to this as 'downgrading'.



Visualisation of the proposed Scheme at the western tie-in with the existing A27

Section 2: Tye Lane to Binsted Rife

Please note the full extent of the proposed Scheme boundary (also referred to as the draft Order Limits), shown as a dashed red line below, has not been replicated in full on this section plan.

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- A** The new A27 would pass through the southern area of the front nine holes of Avisford Park Golf Course
- B** The new A27 would pass to the north of the Avisford Grange housing development (under construction)
- C** The Scheme would require the demolition of the Golf Course's clubhouse and reconfiguration of the access and parking arrangements
- D** A proposed new bridge would retain the location of Yapton Lane over the A27, which would be in deep cutting. We are also considering an alternative where Yapton Lane would move to the east
- E** A construction compound would be located to the east of Yapton Lane
- F** To the east of Yapton Lane, the Scheme would pass through the back nine holes of Avisford Grange Golf Course
- G** The Scheme would cross Binsted Rife which would result in a minor realignment of the watercourse
- H** Layered landscaping would be created by using hedgerows to filter views and provide safe routes for bats and other species across the A27
- I** This would be the approximate location for the proposed change in speed limit between 50mph and 70mph

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What we propose

- A** From Tye Lane continuing southeast, the new dual carriageway would cross through the front nine holes of Avisford Park Golf Club and south of Avisford Park Hotel. The Scheme would directly impact five of the nine holes, which would require reconfiguration of the course to retain all nine holes in this location.
- B** The Scheme would be in a cutting to the north of the new Avisford Grange housing development which would help to reduce noise and visual effects on the future residents of these properties. Additional tree or shrub planting and noise attenuation measures are likely to be needed in this area to further reduce the effects of the new dual carriageway on the development.
- C** The Avisford Park Golf Club golf course, clubhouse, car park and access road would be directly affected by the Scheme. Land has been incorporated within the boundary of the Scheme to enable reprovision of golfing facilities at the club. We are considering two options based on an independent assessment of the golfing facilities that already exist in Arundel.



Option 1: Nine hole golf course with a driving range or practice facilities

This option would re-provide a new access to the golf course from Yapton Lane, allowing the reconfiguration of holes within the existing golf course to maintain at least nine holes and reinstate car parking and clubhouse facilities. This option would retain a golf course in this location, but as a smaller facility with additional amenities for beginners, which are generally lacking in the local area.

Option 2: Replacement 18 hole golf course

This option would re-establish golfing facilities affected by the Scheme by using land to the east and northeast of the existing back nine holes of the course surrounding Binsted Farm to extend the facilities. This would allow an 18 hole golf course, similar in size to the current course.

- D** North of the new dual carriageway a new access for the Avisford Park Golf Club would be provided, while to the south, the access to the Avisford Grange housing development would be maintained. The proposed dual carriageway would intersect Yapton Lane and, due to emerging potential issues associated with high groundwater and the safe construction of the Scheme, two alternative design options for its alignment are now being considered.

Yapton Lane online alignment option:

The proposed dual carriageway would pass under Yapton Lane in cutting at a depth of approximately 8 metres allowing Yapton Lane to remain at its current height and alignment, albeit on a new overbridge. To construct the online option a temporary offline diversion of Yapton Lane would be constructed to the east of the existing alignment. The main benefits of this option would be that, once constructed, the road alignment and frontages to Yapton Lane would remain in their current positions. Once constructed, keeping Yapton Lane at existing levels and on retaining the current alignment, would be less visually intrusive than the offline alignment option.

Yapton Lane offline alignment option:

This option would see the proposed dual carriageway pass under Yapton Lane in a cutting of approximately 4 metres, which would be a shallower cutting than that proposed with the online option described in D. Yapton Lane would be realigned on a 2 metre high overbridge approximately 30 metres to the east. Arrangements to maintain access for properties on Yapton Lane and Manser Road would be incorporated into the Scheme. During construction of this option, Yapton Lane would be able to remain open until the new diversion and overbridge are built. By having a shallower cutting, groundwater impacts can be avoided and the amount of excavation required would be less than the online option. The construction of this option would likely be safer, quicker and less complex and cheaper than the online option.

Of the two options, the offline option is assessed to be slightly better in terms of road traffic noise and air quality, with benefits for properties at the Avisford Grange housing development and the frontages of properties at Yapton Lane. Both options would result in similar effects on biodiversity, the surrounding landscape and viewpoints, although the offline option potentially would be more visually intrusive than the online option. More information on this is found within the *PEI Report*.

- E** A construction compound would be located to the east of Yapton Lane and to the south of the new dual carriageway.
- F** To the east of Yapton Lane, the Scheme would pass through the back nine holes of Avisford Grange Golf Course.
- G** The Scheme would continue southeast, with the depth of cutting decreasing to a point where the dual carriageway would pass over a short embankment before crossing over Binsted Rife (rife is a local term for a watercourse draining to tidal waterbodies) southwest of the Church of St Mary's, Binsted Lane. The new dual carriageway would cross Binsted Rife on an underbridge (Binsted Rife Underbridge) with a squared

portal structure, approximately 30 metres long, 27 metres wide and 6 metres above ground level at the point it crosses the existing watercourse. Public Right of Way (PRoW) 350 and the Binsted Rife watercourse would be realigned beneath the underbridge structure.

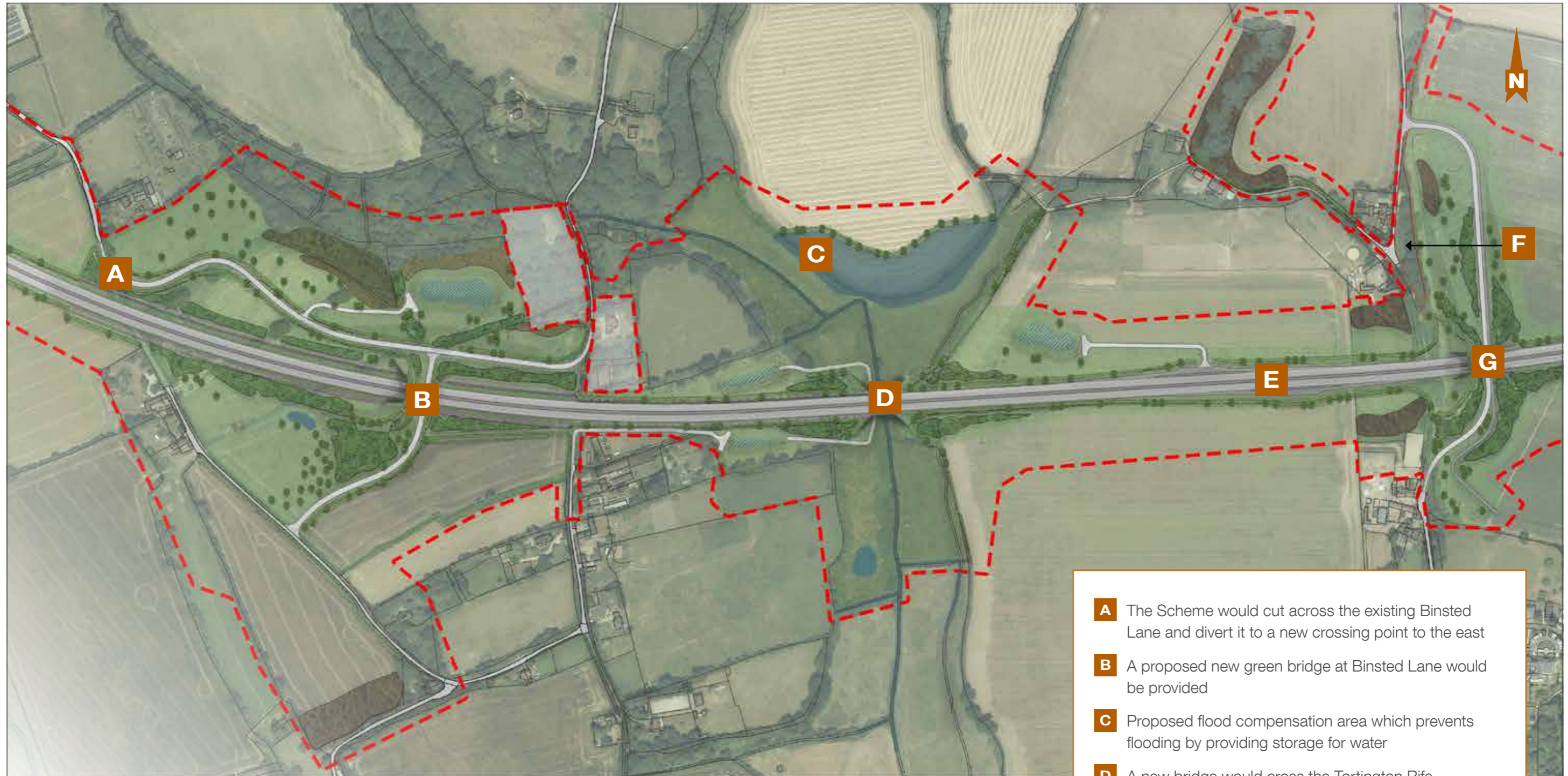
The proposed road alignment at this location has been lowered to reduce the visual prominence of the road within the valley of Binsted Rife, and its location has been moved approximately 60 metres further away from the Church of St Mary's than the alignment shown in the preferred route announcement, to minimise the impact on this Grade II* Church. Care has been taken in the proposed alignment to avoid loss of veteran trees in this area.

- H** Layered landscaping would be created using hedgerows, to filter views from the Church of St Mary's. A reduced speed limit and noise surfacing would reduce noise impacts on the Church. Native hedgerows would also provide safe routes for bats and other species to navigate the road.
- I** This would be the approximate location for the proposed change in speed limit between 50mph and 70mph.

Section 3: Binsted Rife to Tortington Lane

Please note the full extent of the proposed Scheme boundary (also referred to as the draft Order Limits), shown as a dashed red line below, has not been replicated in full on this section plan.

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- A** The Scheme would cut across the existing Binsted Lane and divert it to a new crossing point to the east
- B** A proposed new green bridge at Binsted Lane would be provided
- C** Proposed flood compensation area which prevents flooding by providing storage for water
- D** A new bridge would cross the Tortington Rife watercourse
- E** Lay-bys would be proposed in both directions
- F** An existing area of common land would be required, and suitable alternative replacement land would be provided
- G** A proposed new green bridge at Tortington Lane would be provided

What we propose

- A** East of Binsted Rife, the new dual carriageway would continue southeast, transitioning into a cutting approximately 1 metre to 2 metres below ground level.
- B** Binsted Lane would be realigned so that it runs from west to east on the north side of the new dual carriageway. A T-junction, lined with native hedgerows and woodland for screening and habitat creation, would provide a link to a bridge over the new dual carriageway (Binsted Lane Overbridge) to connect with the existing Binsted Lane south of the new dual carriageway. Binsted Lane Overbridge would also be a 'green bridge' structure, which means that, in addition to maintaining road and footpath connectivity, it would provide a safe route for bats and other species across the new dual carriageway. PRow 354 would be realigned over the overbridge alongside Binsted Lane to retain connectivity for pedestrians.

- C** An area of land to prevent flooding by storing water during periods of heavy rainfall would be located at Tortington Rife. It would be integrated into an area managed to create enhanced grassland habitats benefiting water voles and reptiles.
- D** East of Binsted Lane, the new dual carriageway would continue eastwards on a tree-lined embankment before crossing over Tortington Rife on an underbridge (Tortington Rife Underbridge), which would be approximately 6 metres high at the point it crosses the existing watercourse.
- E** Lay-bys would be proposed in both directions of the new dual carriageway between Tortington Rife Underbridge and Tortington Lane Overbridge.
- F** The new dual carriageway would continue eastwards, lined with trees and shrubs to screen the road from views from the south. At Tortington Lane a section of common land would be lost due to the dual carriageway and proposed green bridge. An equivalent area of replacement common land would be provided adjacent to the existing common land.



Visualisation of proposed Scheme at Tortington Lane

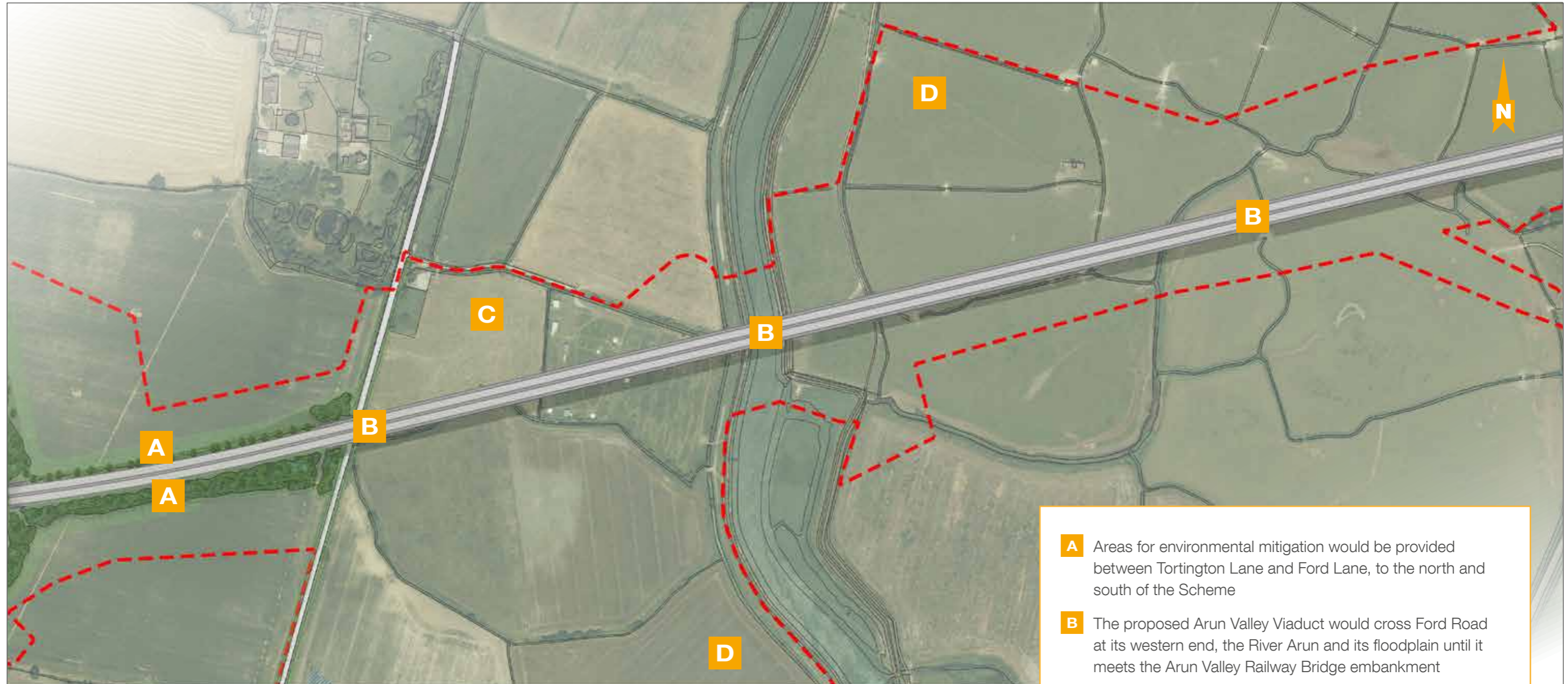
- G** Tortington Lane would be realigned to the east of the existing Tortington Lane and cross the new dual carriageway as part of a green bridge (Tortington Lane Overbridge). The green bridge would be planted with trees and shrubs to provide safe routes over the new dual carriageway for bats and other species to connect into a new area of rich grassland, woodland and shrubs. The green bridge would also provide safe pedestrian access for users of the realigned PRow 3403.



Section 4: Tortington Lane to the Arun Valley Railway

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- A** Areas for environmental mitigation would be provided between Tortington Lane and Ford Lane, to the north and south of the Scheme
- B** The proposed Arun Valley Viaduct would cross Ford Road at its western end, the River Arun and its floodplain until it meets the Arun Valley Railway Bridge embankment
- C** A laydown area would be located to the east of Ford Road
- D** Areas within the floodplain, to the north and south of the Arun Valley Viaduct would be provided for the creation of habitats and the relocation of protected species

What we propose

A As the proposed dual carriageway heads east from Tortington Lane it would be planted on either side with trees and shrubs to screen the road. Along the south of the carriageway a noise mitigation earthwork would be planted with trees and shrubs to screen the road and lessen noise effects on the properties in Tortington Manor and on Tortington Lane.

B The level of the new dual carriageway east of Tortington Lane would begin to rise on a tree lined embankment until it reaches the western end of the proposed Arun Valley viaduct, west of Ford Road, approximately 180 metres south of Tortington Priory scheduled monument. The viaduct would cross over Ford Road and continue for approximately 1.5 kilometres eastwards. Along the route of the viaduct, land

has been incorporated into the Scheme to allow for the careful management of ditches and grassland to provide enhanced habitats and suitable receptor sites for water voles. The viaduct, which would be designed to be sympathetic to the River Arun, its floodplain, the surrounding environment, landscape and historic setting, continues eastwards to a point approximately 175 metres west of the Arun Valley Railway Line.

C A laydown area would be located to the east of Ford Road as a secure area to store materials and equipment for work in this section of the Scheme such as the construction of the Arun Valley Viaduct.

D Suitable areas within the floodplain, on both sides of the viaduct, would be provided for creating habitats and relocating water voles.



Visualisation of the proposed Scheme at the Arun Valley crossing



Section 5: Arun Valley Railway to Crossbush Junction

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- A** A construction compound would be located at Crossbush, to the east and west of the Arun Valley Railway Line
- B** The Viaduct ends and the Scheme would continue on an embankment
- C** A new bridge would pass over the Arun Valley Railway Line
- D** New slip roads would be provided to give access to a reconfigured Crossbush Junction
- E** The reconfigured Crossbush Junction would be formed of roundabouts, north and south of the existing Crossbush Junction bridge
- F** The existing A27 would be detrunked
- G** The current slip roads that connect the existing A27 to the east would be incorporated into the Scheme
- H** The existing lay-by to the east of Crossbush Junction would be closed

What we propose

- A** Construction compounds would be located west of the Arun Valley Railway Line and at Crossbush Junction. The compound to the west of the Arun Valley Railway Line would only be used during the construction of the western embankment of the railway crossing and would be removed once access over the railway is in place. The Crossbush compound would be the main compound, required for the entire duration of the Scheme's construction. It would be used to store all materials for the works on the eastern floodplain, including the Arun Valley Railway Overline Bridge, the Arun Valley Viaduct and Crossbush Junction.
- B** There would be a short section of embankment before the new dual carriageway crosses the Arun Valley Railway Line. The embankment either side of the railway would be planted with trees and shrubs connecting in to surrounding vegetation.
- C** The Arun Valley Railway Overline Bridge would pass over the Arun Valley Railway Line. Space would be provided under the eastern side of the bridge between the Railway Line and the embankment to divert PRoW 2207 and to provide farm access, maintaining connectivity between the fields on either side of the new dual carriageway.



Visualisation of proposed Scheme at Crossbush Junction

- D** New slip roads would be provided for access to a reconfigured Crossbush Junction from, and to the westbound carriageways of, the new dual carriageway. Planting of trees and shrubs would continue either side of the new dual carriageway and slip roads to screen the road and replace lost habitat.
- E** The existing Crossbush Roundabout would be removed and replaced with a new grade separated dumbbell junction. The new dual carriageway would tie into the existing A27 dual carriageway to the east of the new Crossbush Junction.
- F** The existing A27 from Crossbush Junction to the west of Tye Lane would be transferred to West Sussex County Council, which would take on responsibility for its maintenance as the local highway authority. This downgraded section of road would be retained for local traffic, public transport and alternative transport, including walking and cycling.
- G** The current slip roads at Crossbush Junction that connect to the existing A27 eastern dual carriageways would be incorporated into the Scheme. To the south of the westbound off-slip a new area of woodland would be planted creating new habitats and improving corridors for wildlife to travel through.
- H** The existing lay-by to the east of Crossbush Junction would be closed for safety reasons.



What the scheme means for you

Traffic

During peak times, the road and junctions through Arundel are heavily congested with traffic currently using this section of the A27.

Without the Scheme, long queues approaching Arundel would continue and with the population predicted to rise along the A27 corridor, congestion is likely to increase in the future.

Congestion around Arundel also leads to problems elsewhere on the wider network as road users seek alternative routes, using local rural roads that aren't designed for large numbers of vehicles and are less safe. This 'rat running' affects the quality of life for residents in local towns and villages, causes disruption across the South Downs National Park and adds to a range of environmental issues.

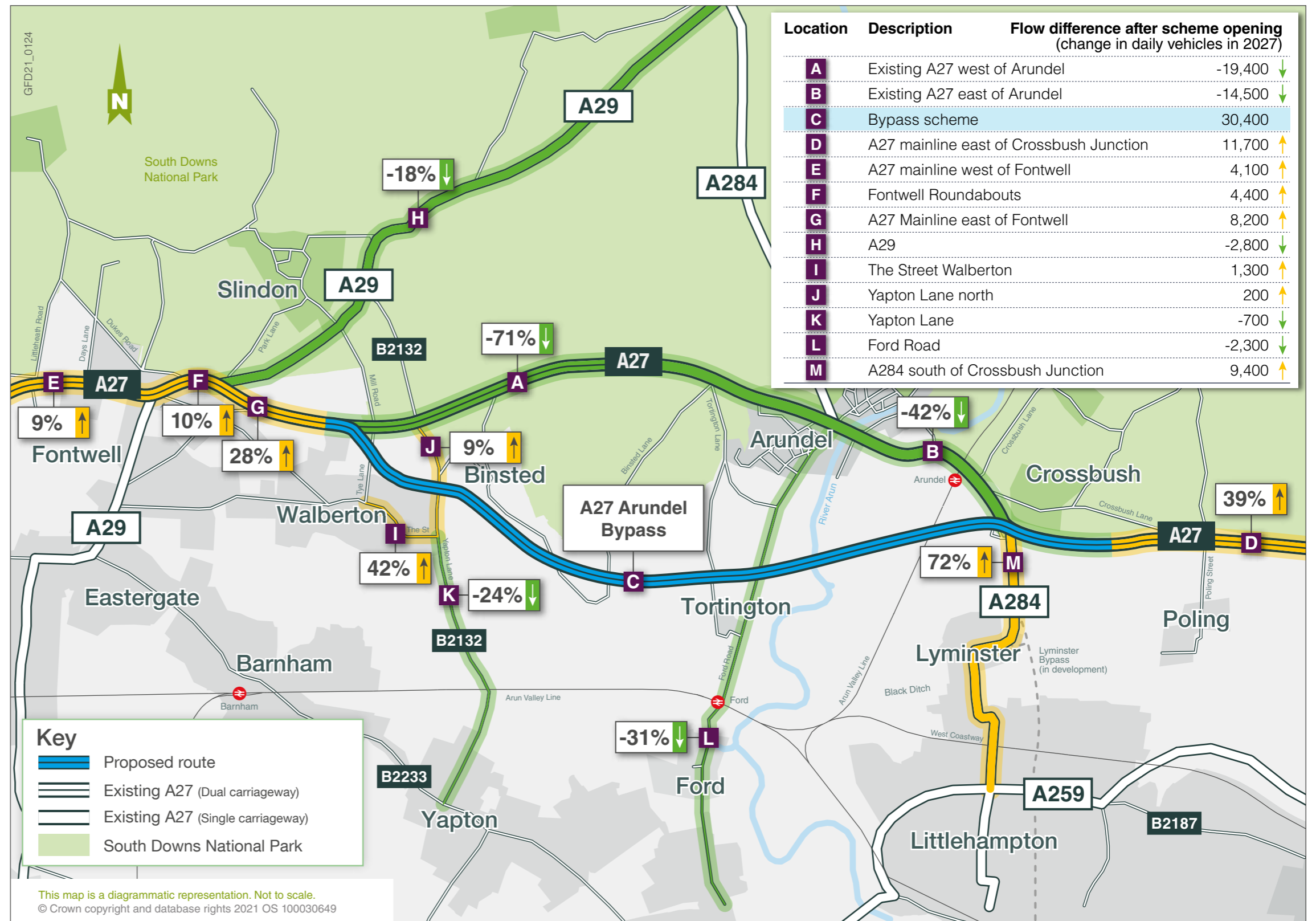
The Scheme would reduce congestion on the A27 around Arundel and, by doing so, would also improve journey times and journey time reliability on the wider A27 network. The Scheme would bring journey time savings of approximately nine minutes between Fontwell East Roundabout, to the west of Arundel, and Crossbush Junction.



Changes in traffic flows

To determine the benefits in changes in traffic flows that would result from the Scheme, we forecast what daily traffic flows would be in 2027 without the Scheme, and then forecast what the daily traffic flows would be with the new Scheme in place. The comparison of the change in daily vehicles is shown as both numbers and percentages in the map on the right.

- The Scheme would significantly reduce the amount of traffic travelling along the existing A27 and through Arundel. This means there would be improvements to noise levels and air quality in the vicinity of the existing A27 and benefits for the South Downs National Park.
- The Scheme would add more road capacity and resilience to the A27 corridor by providing a dual-carriageway bypass. This increase in capacity over the current poorly performing network would reduce traffic flow around Arundel and 'rat running' on local roads.
- There would be a substantial reduction in traffic travelling through Arundel, with a decrease from 35,000 vehicles per day on the A27 between Causeway and Ford Road Roundabouts to 20,500 vehicles per day in 2027 (location B). This would primarily result from re-routing traffic away from Arundel and onto the Scheme.
- There would be a reduction in traffic volumes on other parts of the road network, with flows on the A29 north of Arundel decreasing by 2,800 vehicles per day as it travels through the South Downs National Park (location H).
- There would be a decrease in traffic on local roads around Arundel as road users are attracted to using the Scheme. For example, traffic on Ford Road would decrease by more than 2,000 per day (location L).
- There would be some localised increases in congestion, with vehicle volumes passing between the Fontwell Roundabouts increasing by between 9% and 10%, or approximately 4,400 vehicles per day (locations E and F).



- In particular, evening traffic travelling westwards through the Fontwell Roundabouts would experience an increase in delay of approximately three minutes, due to the attractiveness of the A27 corridor and re-routing of traffic from other local roads.

- There would be an increase in traffic on the A284 (location M) as more vehicles would use this route partly as a result of the opening of the Lyminster Bypass, which is in development.

- There would be an increase in daily vehicle movements through The Street in Walberton Village which means that this area would experience an increase of approximately 1,300 vehicles over a 24-hour period (location I).

Changes in journey times

To determine the benefits in changes in journey times that would result from the Scheme, we forecast what journey times would be in 2027 without the Scheme, and then forecast what journey times would be with the new Scheme in place. The comparison of the journey times is shown in the map on the right.

Overall journey times would improve as congestion in Arundel is relieved by the extra capacity created by the Scheme.

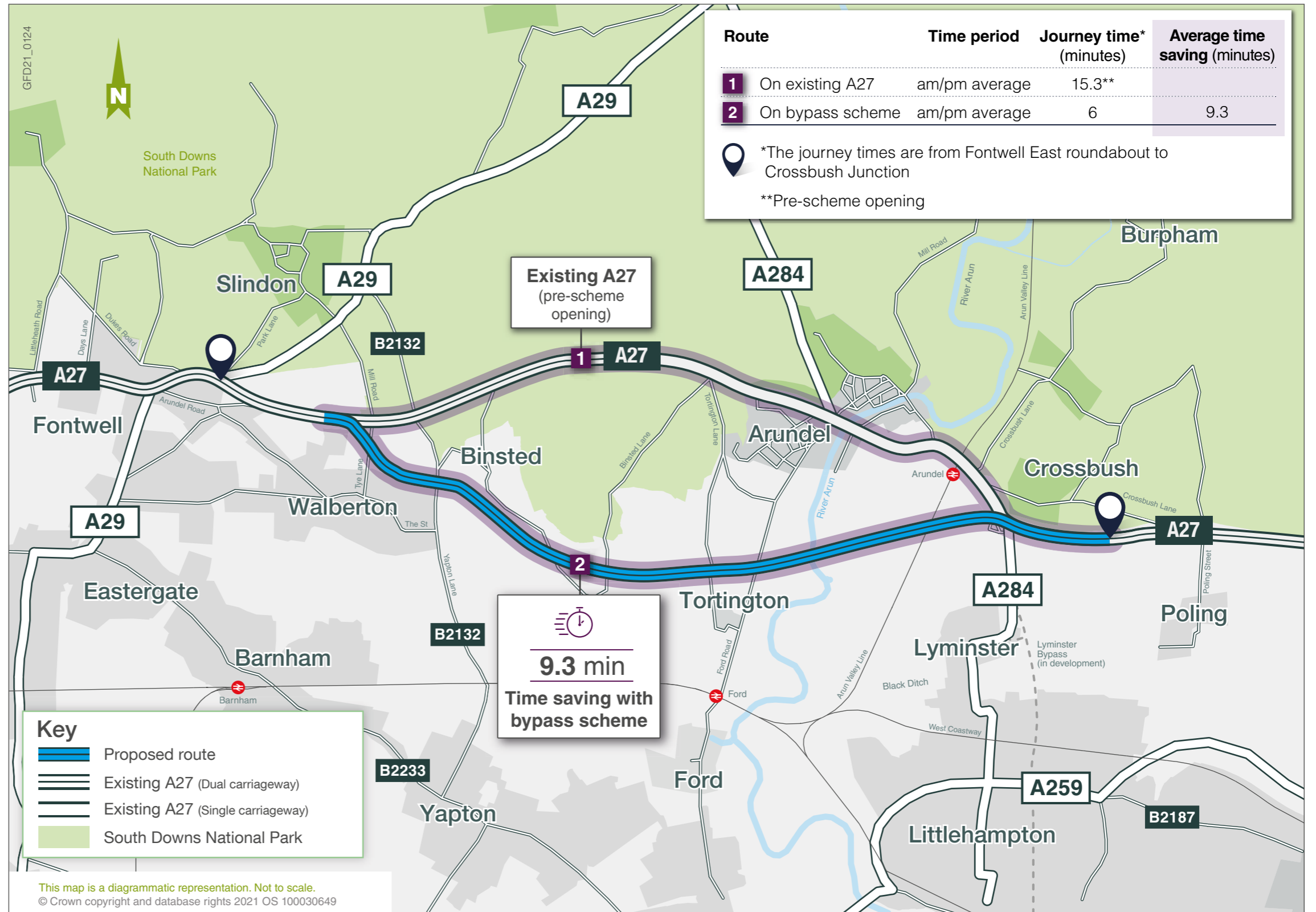
The journey time from Fontwell East Roundabout to Crossbush Junction would reduce by an average of 9.3 minutes at morning and evening peak periods.

There would also be localised improvements in journey times, especially in Arundel town with congestion and delays at the Ford Road Roundabout reducing after the Scheme opens.

We will publish a Transport Assessment with our DCO application which will set out more detailed traffic information.

Economic growth

By providing a reliable connection through the south east, the Scheme would help to increase productivity and facilitate new jobs and long-term prosperity by making the route safer and more reliable, meeting the needs of commuters and businesses and a growing residential and working population.



Community

We continuously engage with those potentially impacted by the Scheme to ensure that we address community concerns and identify ways to generate benefits and mitigate impacts.

Our engagement covers local communities and community groups, elected representatives, landowners, businesses, environmental groups, officers from Arun District Council, the South Downs National Park Authority, West Sussex County Council, and technical stakeholders including, Natural England, Historic England, and the Environment Agency.

This engagement with those from communities living near the Scheme, including Walberton, Binsted, Arundel, Slindon and Lyminster as well as those from the wider region, has been vital in developing our proposals, and we will continue this engagement going forwards as we prepare our DCO application.

Making the area accessible for all

We want to make sure the Scheme leaves a positive legacy for people walking, cycling or horse riding. We always aim for inclusivity, and we want to ensure that disabled users, whose needs are integral to our Scheme design, can get around the area easily and safely.

Existing footpaths, cycle routes and bridleways currently cross the busy A27. We understand from our engagement with national and local groups that this impacts their experience and enjoyment of the area.

In designing our plans, we are:

- Working closely with officers from the local authorities to provide the best solutions for impacted routes.
- Speaking to local walking, cycling and horse riding groups to ensure their views are considered in our proposals.

Our plans

- Where the construction of the Scheme would temporarily cut across a walking, cycling or horse riding route, we would endeavour to keep these routes accessible wherever possible by offering safe and well planned diversions.
- Where routes are severed because of the Scheme, we would provide replacement pedestrian, cycling and horse riding routes.
- We would introduce an improved crossing for the bridleway at Copse Lane to ensure safe access to the South Downs National Park for horse riders whilst also providing pedestrian and cyclist access heading east, and including disabled access.
- Changing the existing A27 into a local road, means West Sussex County Council would be responsible for its maintenance. The road would be used by local traffic and would present opportunities to improve connectivity for pedestrians, cyclists, and horse riders. We are working with West Sussex County Council, the South Downs National Park Authority and Arun District Council to agree the details of the downgrading.

For more information about the improvements we're proposing for walkers, cyclists, horse riders and disabled people, please refer to Chapter 12 of our *PEI Report Non-Technical Summary* and Chapter 12 of our *PEI Report*.

It is important for us to understand your thoughts on our proposals for walkers, cyclists, horse riders and disabled users. Please complete our feedback form to share your views.

Environment

We continue to gather environmental information that enables us to identify the potential impacts of the Scheme and develop measures to avoid or reduce them.

As part of this consultation, our *PEI Report* sets out our preliminary findings from our environmental assessment of the Scheme. This will help you understand the potential likely significant environmental effects of our proposals and the measures we would take to mitigate them.

The preliminary findings detailed in the *PEI Report* will be developed further in the Environmental Statement (ES) to reflect the evolution of the Scheme's design, informed by feedback from the consultation, and the ongoing Environmental Impact Assessment (EIA) process. The ES, which will present the full results of the EIA, will be submitted with our DCO application.

In addition to the *PEI Report*, we have produced a shorter *Non-Technical Summary (NTS)* which provides a summary of the potential significant effects reported by each topic area.

The table overleaf sets out the topic areas covered by the *PEI Report* (and NTS). For the non-technical summary of the assessment outcomes, **please refer to the *PEI Report NTS*, and for full details of the assessment outcomes refer to the *PEI Report*.**

Topic	Summary of preliminary assessment of potential likely significant environmental effects	
	Significant effects during the construction stage	Significant effects during the operational stage
Air quality	<ul style="list-style-type: none"> • Temporary adverse effects could arise from construction phase traffic management and construction HGV movements 	<ul style="list-style-type: none"> • No potential significant effects are anticipated
Cultural heritage	<ul style="list-style-type: none"> • Permanent adverse effects on the setting of heritage assets including listed buildings and scheduled monuments along the Scheme corridor • Permanent adverse effects on non-designated archaeological assets due to the loss or truncation of archaeological remains • Permanent adverse effects on historic landscape • Permanent adverse effects on previously unrecorded paleoenvironmental and archaeological remains 	<ul style="list-style-type: none"> • Permanent beneficial effects to the setting of heritage assets within Arundel as a result of the de-trunking of the existing A27 • Permanent adverse effects to Church of St Mary's, Binsted (Grade II* listed building) due to the proximity to the Scheme
Landscape and visual	<ul style="list-style-type: none"> • Temporary adverse landscape effects on the rural landscape are likely in a number of areas directly within the construction footprint and surrounding landscape • Temporary adverse visual effects for visitors to the South Downs National Park (SDNP) and Arundel as a result of views from elevated positions, such as Arundel Castle, around Arundel relating to construction activity within the River Arun floodplain • Temporary adverse visual effects from views of construction activity for residents in Arundel, Tortington, Binsted, Walberton, Ford and for recreational users of PRowS crossed by or in close proximity to the Scheme, including adjacent to the Church of St Mary's, Binsted and Tortington Manor • Temporary adverse visual effects for road and rail users relating to construction activity 	<ul style="list-style-type: none"> • Permanent adverse landscape effects as a result of the introduction of new highway infrastructure within the open landscape of the River Arun floodplain and a number of areas adjacent to where the Scheme crosses through the landscape in more intimate rural landscapes of Avisford Park, Tortington and Binsted • Permanent adverse visual effects relating to the introduction of Scheme infrastructure into views for visitors to the SDNP and Arundel Castle with views of the viaduct across the River Arun floodplain • Permanent adverse visual effects relating to the introduction of Scheme infrastructure into views for residents of Arundel, Tortington, Binsted, Walberton, at Ford and for users of the PRow network crossed by the Scheme and in the vicinity of the Scheme • Permanent adverse visual effects relating to the introduction of Scheme infrastructure into views for road users and rail passengers • Permanent beneficial effects within the SDNP and at Arundel through the removal of signage, introduction of planting, and a reduction in visible traffic on the existing A27

Topic	Summary of preliminary assessment of potential likely significant environmental effects	
	Significant effects during the construction stage	Significant effects during the operational stage
Biodiversity	<ul style="list-style-type: none"> • Permanent adverse effects to potential veteran or ancient trees • Temporary adverse effects to bats, hazel dormice, fish and water voles • Temporary adverse effects to fungi, lichens, barn owls and invertebrates (terrestrial) 	<ul style="list-style-type: none"> • Permanent adverse effects to barn owls • Temporary adverse effects to bats • Permanent beneficial effects to fungi, lichens and invertebrates (terrestrial)
Geology and soils	<ul style="list-style-type: none"> • Temporary and permanent adverse effect due to the loss of agricultural soils • Permanent adverse effects due to potential for damage or loss of a standard geological site • Permanent beneficial effects should any existing land contamination require remediation or removal 	<ul style="list-style-type: none"> • No potential significant effects are anticipated
Material assets and waste	<ul style="list-style-type: none"> • No likely significant effects are anticipated 	<ul style="list-style-type: none"> • Scoped out of the assessment
Noise and vibration	<ul style="list-style-type: none"> • Temporary adverse noise and vibration effects for nearby sensitive receptors, such as residential properties in Walberton, Binsted and Tortington 	<ul style="list-style-type: none"> • Permanent adverse noise effects at residential properties in Walberton, Binsted and Tortington • Permanent adverse noise effects south of Walberton and in parts of south west Arundel and south and east of Crossbush • Permanent beneficial noise effects for residents of Havenwood Park and parts of Arundel close to the existing A27 (such as properties on Canada Road and the north end of Jarvis Road)
Population and human health	<ul style="list-style-type: none"> • Temporary and permanent adverse effects on Avisford Park Golf Club and agricultural land holdings • Permanent adverse effects on the business at Billycan Camping • Temporary and permanent adverse effects on agricultural land holdings • Temporary adverse effects for walkers, cyclists and horse riders 	<ul style="list-style-type: none"> • Permanent beneficial effects for walkers, cyclists and horse riders
Road drainage and the water environment	<ul style="list-style-type: none"> • No potential significant effects are anticipated 	<ul style="list-style-type: none"> • No potential significant effects are anticipated
Climate	<ul style="list-style-type: none"> • No potential significant effects are anticipated 	<ul style="list-style-type: none"> • No potential significant effects are anticipated
Habitats Regulations Assessment (HRA)	<ul style="list-style-type: none"> • HRA Screening identified a potential adverse effect in relation to the bat populations of Singleton & Cocking Tunnels Special Area of Conservation 	

Construction

While we build the Scheme, we want to make sure that our impact on the local area and communities is kept to a minimum.

The construction programme:

We plan to start construction of the new road in 2024 and complete it in 2027.

We plan to start some early works in advance of the construction programme, which would include setting up our site compounds and introducing our environmental mitigation measures. This type of preparatory work will be set out in our DCO application.

We would aim to minimise our impact on neighbouring communities as much as possible during the construction period.

Construction activities along different sections of the route may overlap to help us reduce durations of construction activities. A detailed construction programme would be developed as the design progresses and we gather more survey data.

Planning for construction

When the proposals are refined, we would prepare a Traffic Management Plan and a Construction Phase Plan, which would be submitted with our DCO application. These plans would explain how we would seek to minimise disruption during the construction period. We would coordinate our works with other road or large construction Schemes in the local area to minimise overall disruption. As part of our application to construct the Scheme we would also prepare an Environmental Management Plan. This would detail the practical measures we would put in place to manage and lessen the temporary impacts of construction on local communities, the environment and the local landscape; for example, by mitigating construction noise, controlling dust and managing waste. Further information on these measures is provided in the *PEI Report*.

We would also keep the local community up to date on any construction work that affects them through road signs, webpage updates, newsletters and letters.

During construction

We would aim to ensure we minimise our impact on neighbouring communities as much as possible during the construction period by:

- **Managing noise** by ensuring that, wherever possible, activities creating the most noise take place during the day.
- **Managing dust** by using water to damp it down and by washing the wheels of our construction vehicles where traffic uses or crosses the local road network.
- **Reusing excavated materials** from the existing landscape wherever possible, for example to create new habitats or form embankments. Reusing materials would also reduce construction traffic, noise and air quality impacts for those communities living along the route.
- **Putting traffic management measures in place** to ensure that traffic flows on the existing A27 and other local roads are maintained whilst providing a safe working environment for construction staff and protecting the safety of the local community and people travelling.
- **Avoiding impacts on the local road network** by ensuring that construction workers park at the compounds at Crossbush and Yapton Lane, and by keeping construction traffic on main roads as much as possible.

Site compounds, laydown areas and the use of public roads

We would need to use areas close to the Scheme as construction site compounds, from which the construction team would operate. We have also identified the need for laydown areas, which are secure areas used for the storage of materials and equipment. We have carefully located these site compounds and laydown area close to major junctions along the proposed route to minimise impacts on local communities.

Yapton Lane

The Yapton Lane construction compound would be required for the duration of the Scheme's construction. This would be the main base for the construction team members working on Fontwell Junction and on general construction works from Fontwell through to Tortington.

Ford Road laydown area

This laydown area would be used to store materials and equipment for work in this area, such as the construction of the Arun Valley Viaduct.

Eastern floodplain compound

We are proposing a temporary compound on the eastern floodplain adjacent to the Arun Valley Railway Line. This would only be used during the construction of the western embankment of the railway crossing. It is currently proposed that this compound would be removed once access over the railway is in place, using the new bridge.

Crossbush compound

This would be the main compound, required for the entire duration of the Scheme's construction phase. It would be used to store all materials for the works on the eastern floodplain, including the Arun Valley Railway Overline Bridge, the Arun Valley Viaduct structure and Crossbush Junction.

Managing traffic on the existing routes

We would be required to keep the existing A27 open in both directions as much as possible during construction. However, there may be certain construction activities which would make it unsafe for traffic to use this road.

Where this is the case and temporary road closures are needed on the A27 or other local roads, we would ensure that these activities take place at times that would keep disruption to a minimum, and we would liaise with West Sussex County Council in advance. Further details will be included in our Traffic Management Plan, which will be submitted with the DCO application.

Please refer to **Chapter 2** of the *PEI Report* for more information on our plans for constructing the Scheme.



Visualisation of the proposed Scheme at the Arun Valley crossing

How to get involved

The consultation will run for eight weeks, from **Tuesday 11 January 2022 to 23:59 on Tuesday 8 March 2022**, and there are many ways that you can get involved.

These are unprecedented times in terms of public health and COVID-19. To keep everyone as safe as possible, we are making the information about the project available in several ways and this will help us to keep the consultation running if our approach has to change as a result of restrictions.

Consultation documents

We have produced a range of consultation documents to help you find out more and have your say. These will be made available during the consultation period via our website, at our virtual events, in-person events and at the document deposit points. The consultation documents are made up of:

- *This consultation brochure*
- *Feedback form*
- *Map of the Scheme and general arrangement plans*
- *Preliminary Environmental Information Report*
- *Preliminary Environmental Information Report Non-Technical Summary*
- *Statement of Community Consultation*

For paper copies of consultation documents please contact us using the contact details at the back of this brochure.

Online virtual consultation and live chat events

We are using a virtual consultation room which replicates a face-to-face consultation event. This is found at <https://a27arundelbypass.consultation.ai> and here you can view the proposals and speak to the project team through live chat sessions.

The virtual consultation room will host a series of six live chat sessions, which will allow stakeholders to speak privately and directly to our project team experts, who will be online and available to answer questions.

Date	Time	Follow this link to access the live chat
Tuesday 25 January 2022	5pm to 8pm	https://a27arundelbypass.consultation.ai
Tuesday 1 February 2022	5pm to 8pm	https://a27arundelbypass.consultation.ai
Thursday 10 February 2022	10am to 1pm	https://a27arundelbypass.consultation.ai
Saturday 26 February 2022	10am to 12pm	https://a27arundelbypass.consultation.ai
Tuesday 1 March 2022	5pm to 8pm	https://a27arundelbypass.consultation.ai
Friday 4 March 2022	10am to 1pm	https://a27arundelbypass.consultation.ai

Consultation events

We have carefully planned the following events in line with Government guidance. As this may change, please check our website or call our customer contact centre on **0300 123 5000** for the latest event information.

We are holding events in indoor community venues where you can view all our consultation material and speak to the project team. We are also parking our mobile consultation van at three car parks, where you will be able to drop by and find out more.

If we need to cancel or rearrange any public consultation event for any reason, including COVID-19 restrictions, we will give as much notice as possible via the Scheme's website.

Event location	Address	Date	Time
Arundel Town Hall	Arundel Town Hall Maltravers Street Arundel West Sussex BN18 9AP	Tuesday 18 January 2022	11am to 7pm
Walberton Village Hall	Walberton Village Hall The Street Walberton West Sussex BN18 0PJ	Saturday 22 January 2022	10am to 4pm
The White Swan	The White Swan Chichester Road Arundel BN18 0AD	Thursday 27 January 2022	11am to 7pm
Fontwell Park Racecourse	Fontwell Park Racecourse Arundel Road Fontwell BN18 0SY	Thursday 3 February 2022	11am to 7pm
Yapton and Ford Road Village Hall	Yapton and Ford Road Village Hall Main Road Yapton West Sussex BN18 0ET	Saturday 5 February 2022	10am to 4pm
Slindon Coronation Hall	Coronation Hall Reynolds Lane Slindon West Sussex BN18 0QZ	Saturday 12 February 2022	10am to 4pm
Burpham Village Hall and Recreation Ground (consultation van)	Burpham Village Hall and Recreation Ground The Street Burpham BN18 9RR	Thursday 17 February 2022	10am to 2pm
The Regis Centre Car Park, Bognor Regis (consultation van)	The Regis Centre Car Park Belmont Street Bognor Regis PO21 1BL	Friday 18 February 2022	10am to 2pm
Whiteways Car Park, South Downs National Park (consultation van)	Whiteways Car Park Bury Hill Houghton Arundel BN18 9FD	Saturday 19 February 2022	10am to 2pm
Walberton Village Hall	Walberton Village Hall The Street Walberton West Sussex BN18 0PJ	Monday 21 February 2022	11am to 7pm
Littlehampton Town Council – Manor House	The Manor House Church Street Littlehampton West Sussex BN17 5EW	Tuesday 22 February 2022	11am to 7pm
Cathedral Centre	Cathedral Centre London Road Arundel BN18 9BA	Thursday 24 February 2022	11am to 7pm

Document deposit points

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

These are subject to any COVID-19 restrictions that may be in place at the time. Please contact your local venue to check any unexpected closures before you travel.

Location	Address	Date	Time
Angmering Library	Angmering Library Arundel Road Angmering Littlehampton BN16 4JS	Monday to Wednesday Thursday to Saturday	1pm to 5pm 9am to 1pm
Arun Leisure Centre	Arun Leisure Centre 101 Felpham Way Bognor Regis PO22 8ED	Monday to Thursday Friday Saturday Sunday	6.30am to 9.30pm 6.30am to 8.30pm 7.30am to 7pm 7.30am to 8.30pm
Arundel Library	Arundel Library Surrey Street Arundel BN18 9DT	Monday to Wednesday Thursday to Saturday	1pm to 5pm 9am to 1pm
Barnham Community Hall	Barnham Community Hall Yapton Road, Barnham West Sussex PO22 0AY	Monday to Friday	9am to 2.30pm
Bersted Park Community Centre	Bersted Park Community Centre Lakeland Avenue Bognor Regis PO21 5FF	Monday to Friday	8am to 4.30pm
Bognor Regis Library	Bognor Regis Library 69 London Road Bognor Regis PO21 1DE	Monday to Friday Saturday	9.30am to 6pm 9.30am to 5pm
Chichester Library	Chichester Library Tower Street Chichester PO19 1QJ	Monday to Friday Saturday	9am to 6pm 9am to 5pm
East Preston Library	East Preston Library 3 The Street East Preston Littlehampton BN16 1JJ	Monday to Wednesday Thursday to Saturday	1pm to 5pm 10am to 2pm
Findon Valley Library	Findon Valley Library Lime Tree Avenue Findon Valley Worthing BN14 0DH	Monday to Wednesday Thursday to Saturday	1pm to 5pm 9am to 1pm
Goring Library	Goring Library Mulberry Lane Goring-by-Sea Worthing BN12 4NR	Monday to Friday Saturday	10am to 5pm 10am to 2pm
Littlehampton Library	Littlehampton Library Maltravers Road Littlehampton BN17 5NA	Monday to Friday Saturday	10am to 6pm 10am to 4pm
Rustington Library	Rustington Library Claigmar Road Rustington BN16 2NL	Monday to Friday Saturday	10am to 5pm 10am to 2pm
Slindon Forge Village Shop	Slindon Forge Village Shop The Forge Reynolds Lane Slindon BN18 0QT	Monday to Sunday	9am to 3pm
Storrington Library	Storrington Library Ryecroft Lane Storrington RH20 4PA	Monday to Friday Saturday	9.30am to 5.30pm 10am to 4pm
Walberton Baptist Church Hall	Walberton Baptist Church Hall The Street Walberton Arundel BN18 0PS	Monday Wednesday Saturday	9.30am to 1pm 12.30pm to 4pm (excluding 26 January) 9.30am to 1pm

Your feedback

Your feedback is important to us and will help us determine our final proposals which we will submit in our DCO application. The best way for you to tell us what you think 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:
A27ArundelBypass@highwaysengland.co.uk

All responses must be received by **23.59 on Tuesday 8 March 2022**. Responses received after that date may not be considered.

Consultation feedback - Your data, your rights

On 25 May 2018, the UK General Data Protection Regulations (UKGDPR) came into force. This legislation 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 and the Planning Act 2008 as required and may collect personal data to help shape the 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 project is complete.

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@highwaysengland.co.uk

Next steps

Once the consultation has closed at **23.59 on 8 March 2022**, we will review all the suggestions and comments received during the consultation period.

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

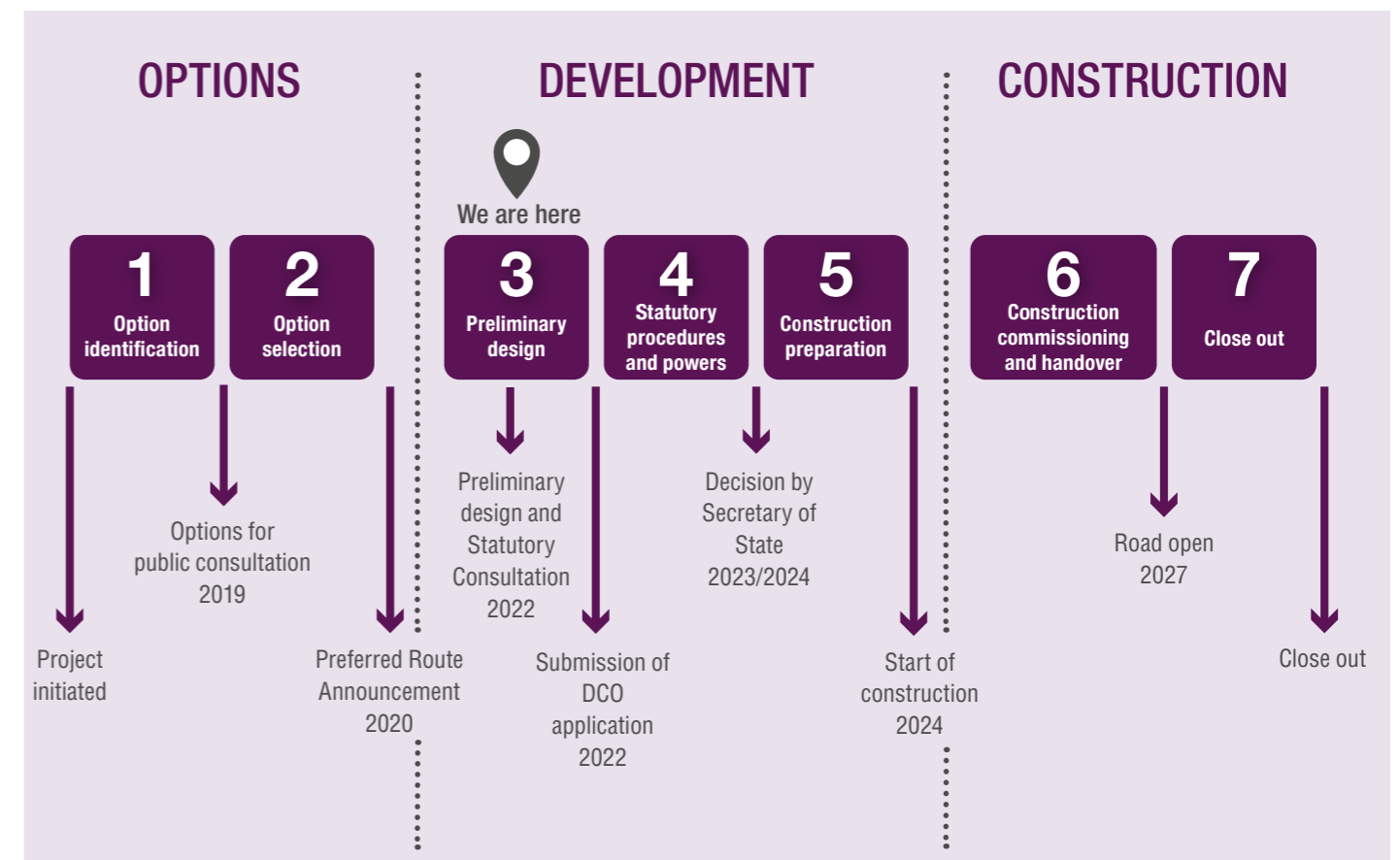
We will set out a summary of the responses that you have given us in a consultation report, with details regarding how your feedback has helped to shape our proposals. This report will form part of our DCO application and will be available to the public following submission of the application, which we expect to be later in 2022.

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, 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/application-process/the-process/>



If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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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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