



Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

WELCOME





# Your councillors here today

Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL



**Suzanne Clark**  
Chairman



**Andy Vawer**  
Chair, Planning



**Andrew Titmus**



**Andrew Ratcliffe**  
Vice Chairman



**Steve McAuliffe**



**Toby Hewson**





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# Legal advice

## Scoping Report





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# Legal advice

## Scoping Report Consultation





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# Legal advice

## Scoping Report

## Consultation

## Development Consent Order (DCO)





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# Legal actions

## NH Scoping report





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# Legal actions

**NH Scoping report  
Read and commented**





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# Legal actions

**NH Scoping report**  
**Read and commented**  
**Response to consultation**





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# What have we been doing

**Mitigation meetings**

National Highways, Andrew Griffith, MP





# What have we been doing

**Mitigation meetings**

National Highways, Andrew Griffith, MP

**Engagement - councillors**

Arun District, West Sussex, Parish Councils





# What have we been doing

**Mitigation meetings**

National Highways, Andrew Griffith, MP

**Engagement - councillors**

Arun District, West Sussex, Parish Councils

**Exhibitions**





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# Draft response





A27 Grey Biodiversity Impacts  
**Binsted Valley**



# National Highways Stated Environmental Aims & Objectives for the A27 Arundel Bypass



**national highways**

## Environment

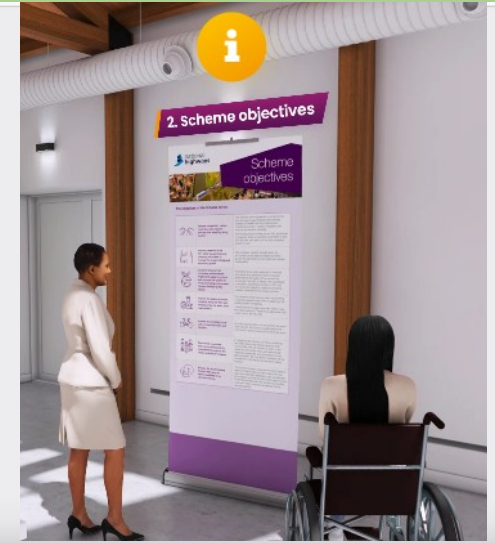
We continue to gather environmental information that enables us to identify the potential impacts of the Scheme and develop measures to avoid or reduce them.

As part of this consultation, our Preliminary Environmental Information Report (PEI Report) describes 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 (PEI Report NTS) which uses non-technical language. This will help you to understand the potential likely significant environmental effects of our proposals and the measures we would take to manage them, and the alternatives considered.

The preliminary findings detailed in the PEI Report will be developed using the feedback from consultation before we produce 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 Development Consent Order (DCO) application.

We have assessed the environmental effects the Scheme could have on:

- Air quality
- Cultural heritage
- Landscape and visual



**Deliver a Scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design.**

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.

# ***‘Minimise environmental impacts and protect the quality of the surrounding environment...[and] achieve high quality mitigation’***

- Extensive habitat degradation and loss
- Possible local extinction of UK’s rarest breeding bat species
- Significant impacts on wide range of rare, protected wildlife and veteran trees
- Planned mitigation (green bridges & underpasses) scientifically shown not to work...and road will deter bats by default
- Loss of chalk stream ecosystems
- Unmitigated discharges of road runoff (containing pollutants) to streams and ponds

The image is a composite of three elements. At the top, a browser window shows a news article from bats.org.uk titled "New bat species found in the UK". The article text includes: "A new bat species has been added to Britain's native species in the International Year of Biodiversity. It was discovered by Prof. John Altringham and Prof. Roger Butlin... Alcyonotis alathoe or Alathoe bat for the first time... This bat is relatively new to science being first... It is thought that Alathoe bat has been here for... and has only recently been identified... to 2 other native bat species; whiskered... This new discovery takes the total number of... to 17, making up around a third of all our... The first new bat species to have been... in 1997 one of Britain's most widespread... elle, was found to be 2 separate species... illustrate how much there is yet to learn". To the right of the text are two photographs of the new bat species, Alcyonotis alathoe, showing its brown fur and wings. Below the article is a map of a landscape with a road and a stream. A red dashed line indicates a "PROPOSED BINSTED RIFE UNDERBRIDGE". A blue oval on the map represents a pond. A label at the bottom of the map reads "Grade II\* Listed Church Mary's, Binsted Lane." The browser's address bar shows "bats.org.uk/news/2010/04/new-bat-species-found-in-the-uk".

# ***‘...seek to achieve an environmental net gain of 10%’***

- Allows biodiversity net gains to be created elsewhere if unable to be achieved in local area
- Not intended to substitute for losses of existing irreplaceable habitats or protected species
- Habitat creation is great - if the result is not the loss of existing valuable habitats already used by protected and rare species



# Are NH Achieving the Stated Environmental Aims?

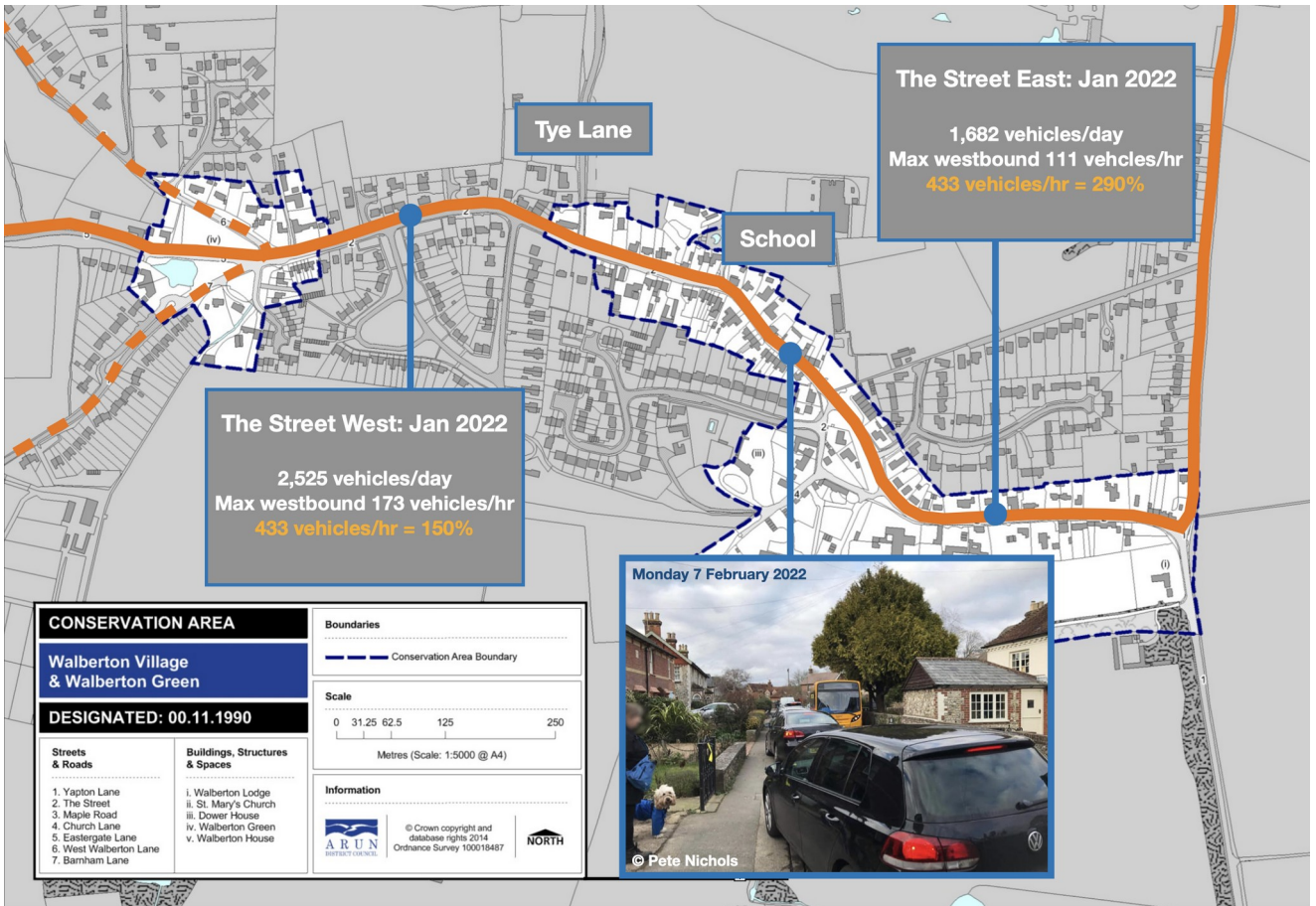
As a professional ecological consultant...  
not in my view

The Binsted Valley is hidden ecological treasure trove which will  
be irreparably damaged or lost forever

So please, be sceptical and carefully evaluate NH literature and  
claims... be aware of smoke and mirror wording

Ask yourself if a 6 minute time saving is worth this level of  
ecological harm

# Traffic: The Walberton Rat Run



# Traffic: Other issues

---

- Westbound slip roads and HGVs
- Fontwell
- Ford Road junction
- The wider A27 corridor
- No traffic model

# WSCC response to Consultation

---

- *"The County Council considers that National Highways must provide a more robust and transparent evidence base across a number of topic areas, including the necessary traffic modelling, so that the likely significant environmental effects of the proposals can be better understood by stakeholders and local communities"*
- Recommendation: Support "in principle"
- Communities, Highways and Environment Select Committee
- Statements by Noon Monday 21<sup>st</sup> February

# Mitigation

---

- Dual strategy of stopping grey, but also working on mitigation
- Good success so far on mitigation
- New info highlights new mitigation needs

# Mitigation - New needs

---

- Traffic rat run issues
- Design issues

# Mitigation - New needs

---

- Traffic rat run issues
  - **Walberton rat run via The Street**
    - Need mitigation to stop A29 south traffic going down Mill Road, then Yapton Lane and through Walberton

# Mitigation - New needs

---

- Traffic rat run issues
  - **Walberton rat run via The Street**
    - Need mitigation to stop A29 south traffic going down Mill Lane, then Yapton Lane and through Walberton
  - **Fontwell HGVs through village centre**
    - Closure of A27 West, off slip road at Fontwell needs re-think
    - National Highways (NH) say 50mph speed limit may allow keeping open, a possibility

# Mitigation – New needs

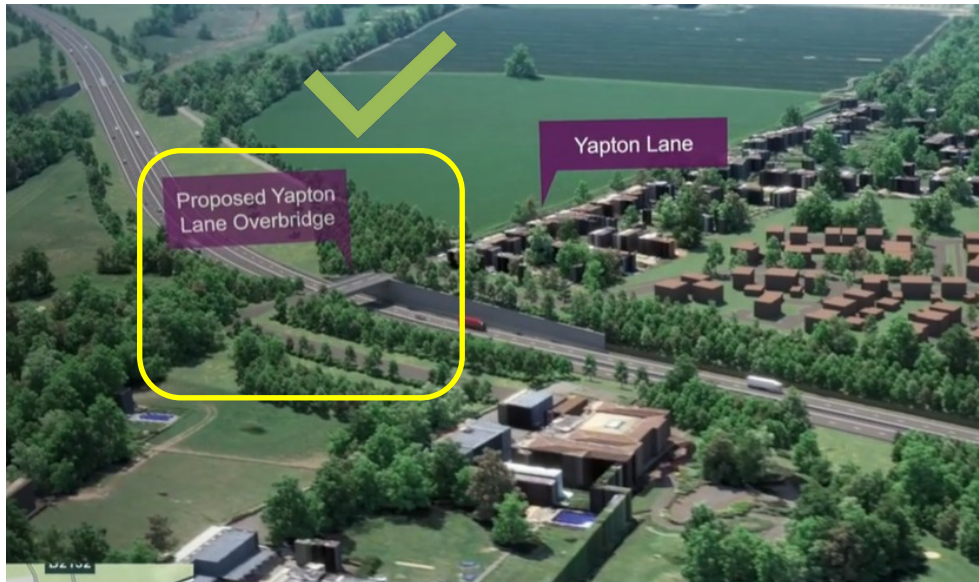
---

- Traffic rat run issues
  - **Walberton rat run via The Street**
    - Need mitigation to stop A29 south traffic going down Mill Lane, then Yapton Lane and through Walberton
  - **Fontwell HGVs through village centre**
    - Closure of A27 West, off slip road at Fontwell needs re-think
    - National Highways (NH) say 50mph speed limit may allow keeping open, a possibility
  - **Fontwell roundabouts over capacity**
    - Outside the bypass scheme, but improvement essential – really a WSCC issue
    - Planned traffic lights and straightening inadequate for new bypass traffic

# Mitigation - New needs

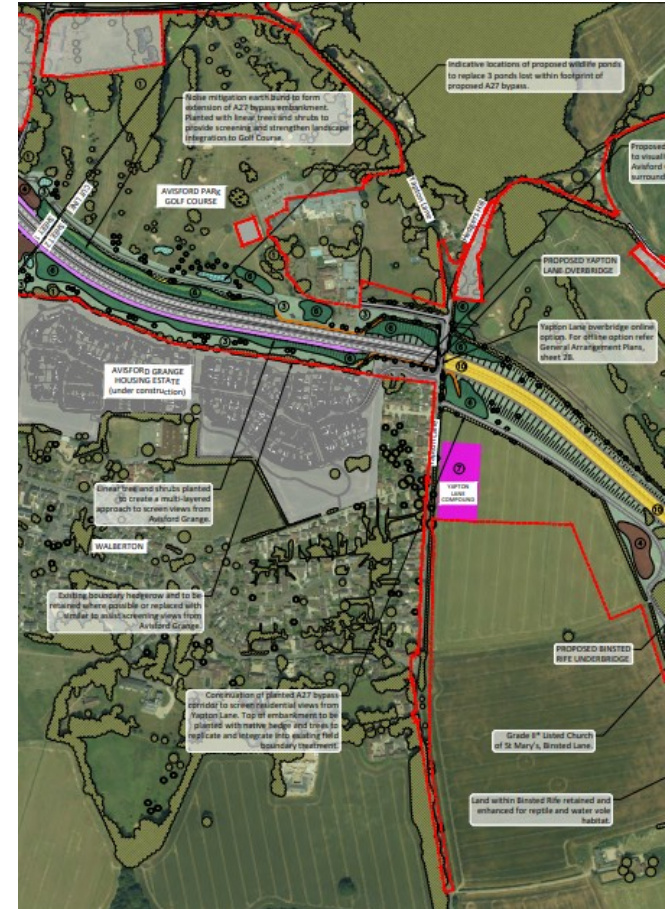
- Design issues
  - **Yapton Lane bridge options**

Online version favoured, but need the cutting behind Avisford Grange to be lower for longer.



# Mitigation - New needs

- Design issues
- **Yapton Lane compound**
  - NH say this will be for workers' access - we need it moved!
  - Concern about safety - extra vehicles crossing old A27 at a dangerous junction
    - Loss of archaeological heritage assets identified during surveys
    - Prehistoric date
    - Loss of these archaeological features, for a temporary construction compound is not justified
  - Noise and dust near houses and hotel
  - Working hours



# Mitigation - New needs

- Design issues
- **Binsted Lane Bridge**
  - This bridge rejoins two communities in Binsted separated by the A27 - **B** on map
  - Current design has a Stop at the T Junction, but most traffic will go over the bridge
  - Suggestion is to make right turn at the bridge have priority. Create a Stop for traffic coming from east Binsted



# Mitigation - New needs

---

- Still to be raised with National Highways
- **Golf Course**
  - Favour 18 holes, but **NOT** in proposed location for back 9
- **Road surface**
  - Extend the Ultra Low Noise Surface west through Walberton
- **50 mph east of Binsted Church**
  - Plus speed cameras for the 50 mph zone

# NH's scheme objectives

---

- The Preliminary Environmental Impact Report states that,

*2.2.1 The high-level objectives for the Scheme have been formulated both to address identified problems and to take advantage of the opportunities that new infrastructure would provide, and are as follows*

# NH's scheme objectives

---

- *Improve the safety of travellers along the A27 and, consequently, the wider local road network*

# NH's scheme objectives

---

- *Improve the safety of travellers along the A27 and, consequently, the wider local road network*
- Grey Route
  - ✗ Marked increase in traffic on minor roads
  - ✗ Increased queuing at Fontwell
  - ✗ Increased traffic for Worthing

# NH's scheme objectives

---

- *Improve the safety of travellers along the A27 and, consequently, the wider local road network*
- Preferably a scheme that ...
  - ✓ ... does not force traffic onto unsuitable local roads
  - ✓ ... improves flow
  - ✓ ... increases road capacity
  - ✓ ... reduces the impacts at Fontwell and Worthing

# NH's scheme objectives

---

- *Ensure that customers and communities are fully considered throughout the design and delivery stages*

# NH's scheme objectives

---

- *Ensure that customers and communities are fully considered throughout the design and delivery stages*
- Grey route
  - ✗ Requests for information answered very slowly
  - ✗ Lack of support for Grey
  - ✗ Key requests from a wide range of stakeholders have been denied

# NH's scheme objectives

---

- *Ensure that customers and communities are fully considered throughout the design and delivery stages*
- Preferably a scheme that...
  - ✓ ... is supported by people and communities
  - ✓ ... ensures that their needs are better met

# NH's scheme objectives

---

- *Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth*

# NH's scheme objectives

---

- *Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth*
- Grey route
  - ✗ The proposal causes increased delays (and associated adverse economic impacts) outside the scope of the scheme along the A27
  - ✗ The scheme does not consider other planning developments

# NH's scheme objectives

---

- *Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth*
- Preferably a scheme that...
  - ✓ ... improves capacity without leading to costly congestion
  - ✓ ... doesn't increase pollution elsewhere

# NH's scheme objectives

---

- *Reduce congestion, reduce travel time and improve journey time reliability along the A27*

# NH's scheme objectives

---

- *Reduce congestion, reduce travel time and improve journey time reliability along the A27*
- Grey route
  - ✗ The proposals increase congestion outside the immediate scheme area
  - ✗ This reduces journey time reliability along the A27 as a whole

# NH's scheme objectives

---

- *Reduce congestion, reduce travel time and improve journey time reliability along the A27*
- Preferably a scheme that ...
  - ✓ ... increases journey reliability across a wider part of the A27
  - ✓ ... doesn't have adverse effects elsewhere along the route

# NH's scheme objectives

---

- *Improve accessibility for all users to local services and facilities*

# NH's scheme objectives

---

- *Improve accessibility for all users to local services and facilities*
- Grey route
  - ✗ No Ford Road junction
  - ✗ No access to South Downs National Park

# NH's scheme objectives

---

- *Improve accessibility for all users to local services and facilities*
- Preferably a scheme that ...
  - ✓ ... maintains existing accessibility and builds further on it

# NH's scheme objectives

---

- *Deliver a Scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design*

# NH's scheme objectives

---

- *Deliver a Scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design*
- Grey route
  - ✗ The environmental impact of this scheme is dramatic
  - ✗ The negative impacts on protected species are a major concern

# NH's scheme objectives

---

- *Deliver a Scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design*
- Preferably a scheme that ...
  - ✓ ... has even less impact by not building large stretches of dual carriageway across green space

# NH's scheme objectives

---

- *Respect the SDNP and its special qualities in our decision-making*

# NH's scheme objectives

---

- *Respect the SDNP and its special qualities in our decision-making*
- Grey route
  - ✘ The visual impact of a dual carriageway on the views out of the SDNP will be significant

# NH's scheme objectives

---

- *Respect the SDNP and its special qualities in our decision-making*
- Preferably a scheme that ...
  - ✓ ... has a minimal visual impact on the SDNP by changing the landscape to a lesser degree

# NH's scheme objectives

---

- All of these points can be demonstrated to be met, for example, by the Arundel Alternative proposal.
- Failing to consider it at all is completely inappropriate of National Highways



Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

# Question Time



**Recording  
Microphone  
Name and village**





**Give NH your views**

**Email or letter**

**By 8<sup>th</sup> March**





Walberton • Binsted • Fontwell  
WALBERTON PARISH COUNCIL

NO WAY  
Thank you  
GIBREY

