



# Consultation Workshop

## **Posters**

There are post-it notes at each station. Please add your thoughts and comments!

## **Ask Questions**

Ask us anything you would like to know. We don't have all of the answers and will be able to let you know if it's something better asked of National Highways.

## **Public Meeting**

We'll be putting together all of our thoughts, together with extra information from your comments for the Public Meeting on 19<sup>th</sup> February.



# Responding to the Consultation

## Patience

- A well thought-out response is far better than a rushed knee-jerk response
- We are building a picture... wait till it's complete

## Ask Questions

- You can't ask questions in your response, so now is the time to ask about everything
- Document the answers and forward them to us: email [clerk@walberton-pc.gov.uk](mailto:clerk@walberton-pc.gov.uk)
- Where there is inconsistency then we can highlight this in our response

## Collect Information

- Gather as much information from events as you can to inform your response
- Read through the printed information supplied by National Highways

## This is not the end!

- There will be more opportunities to comment when the DCO is submitted



# Pollution and Air Quality

- During construction, 3 years of dust, rubble and disruption to the air and area you live in.
- Permanent reduction in the fresh/clean air levels of our villages
- Air quality reduced around Walberton school, Pre-School and Community Play Centre
- The proposed route passes within 170 metres of Walberton and Binsted Church of England Primary School. Pollution may have an adverse effect on children.
- Greater traffic volume on our quiet streets means more air pollution
- Pollution run-off from more vehicles and road surfaces polluting local streams, ponds and waterways.
- Queuing car engines backed up at bottlenecks in villages as 'rat runs' are more frequently used.



# Cultural Heritage and Views

- This route will slice Binsted village in two with 16 houses south of the new road and 23 to the north
- This route will destroy and remove many of the local views and vistas across the villages
- The setting of St Mary's Church (Grade 2\* Listed) will be scarred and changed permanently
- National Highways do not seem to have properly considered the effects on the Church in their preliminary assessment
- River Arun, Tortington and Binsted Rifes cut over by the road accessible only by underpass
- Undermines our Neighbourhood Plan which protects our landscape
- Loss of ancient trees and treasured landscapes

## **Our Nationally Important Heritage at Risk**

The A27 Grey route will permanently destroy or damage our Nationally important heritage. The 3 villages of Walberton, Binstead and Fontwell have been home to continued peaceful and safe occupancy since the Stone Age. Now, due to changes forced on us by the A27 Grey route, our homes and our heritage will be destroyed or suffer permanent adverse effects.

Adverse effects mean an increase in noise levels so you will no longer be able to quietly enjoy the historic landscapes of Binsted Rife and the Arun valley as our predecessors used to.

Adverse effects mean increased pollution so you will no longer be able to enjoy the clean air of our heritage setting when you go for a walk, ride or cycle along the old highways and byways that thread their way through our villages.

Adverse effects mean you will no longer be able to enjoy in peace and clean air the Grade II\* listed buildings of St Mary's Church Binsted or Meadow Lodge let alone the more important Grade I Church of St Andrew at Ford or the nationally significant Scheduled Monuments of Tortington Priory and Arundel Castle.

There will also be permanent loss of heritage assets. The building of the road will destroy all heritage within its path including

Stone age Mesolithic site at Avisford Park the earliest known evidence for occupation in Walberton

Iron age earth works, moated sites and field boundaries

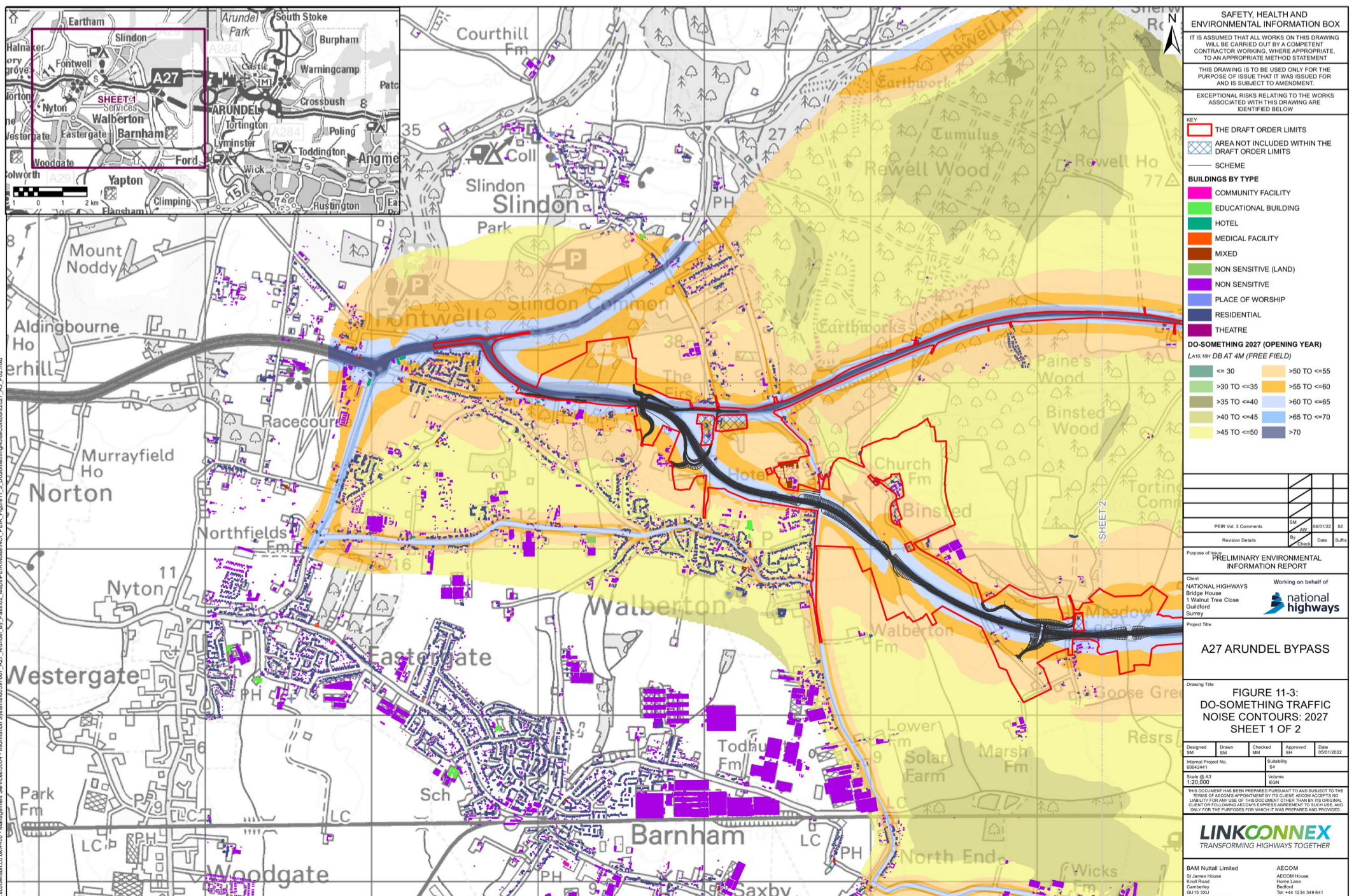
The Roman Villa at Blacksmith's Corner and part of the original A27 Roman road between Chichester and Brighton

Save our Heritage for future generations and continue to enjoy your landscapes and country walks by saying "NO" to grey A27.



# Noise

- Increased heavy machinery movement and noise during construction
- Heavy lorries diverted across all roads in the area permanently
- Volume of traffic increased across the area permanently
- Impact to protected and fragile wildlife species
- Incessant background noise disturbing quiet village life and schools
- Dangerous, noisy and destructive to our quiet roads and footpaths





# Biodiversity

- The route impacts a number of protected species, including voles and several species of bat. National Highways acknowledge that construction and operation of the scheme will have a negative impact on these.
- The road cuts across their commuting routes to foraging and roosting.
- The increase in noise level will interfere with their peaceful lives and drive them away
- Proposed generalised methods to mitigate impacts may not be sufficient.
- Alcatheo bats forage along the Binsted Valley and Rife. They have been documented by National Highways in their Bat Radiotracking Baseline. This has been described as one of the rarest mammals in Britain by the University of Sussex. The PEIR document fails to mention them at all.
- Mitigation measures to protect a rare species whose requirements are poorly understood are unlikely to be effective.
- A recent paper shows that there has been very poor evaluation of the efficacy of oft-cited measures referred to in guidance documents (only 10%).
- Increased air and water pollution will poison their homes
- A number of ancient and veteran trees will be lost due to construction of the scheme. The Government's National Policy Statement for National Networks 2014 states, "Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided."
- Section 8.6.28 states that habitat compensation calculations are made using the obsolete Natural England Metric 2.0. This has been superseded in 2021 with version 3.0 and will generate different results.
- The impact on protected species and the general ecology can be dramatically reduced by selection of a different route, such as the Arundel Alternative.



# Options

National Highways have specifically requested opinions on two options.

*While we do not want the road at all, it is still important to cover for the worst-case scenario by identifying preferred options.*

## **Yapton Lane overbridge – online or offline?**

We feel that an online option – the bridge following the same route as the current Yapton Lane - would be preferable. Yapton Lane would remain at the same level, reducing noise and visual impact. The A27 would be deeper into a cutting, further reducing the noise levels. It would be preferable to reduce the incline westwards from the overbridge, keeping the cutting for a little longer, to reduce noise.

## **Avisford Park Golf Course – 9 or 18 holes?**

Our opinion is that an 18 hole course, maintaining the existing scale, would be preferable.



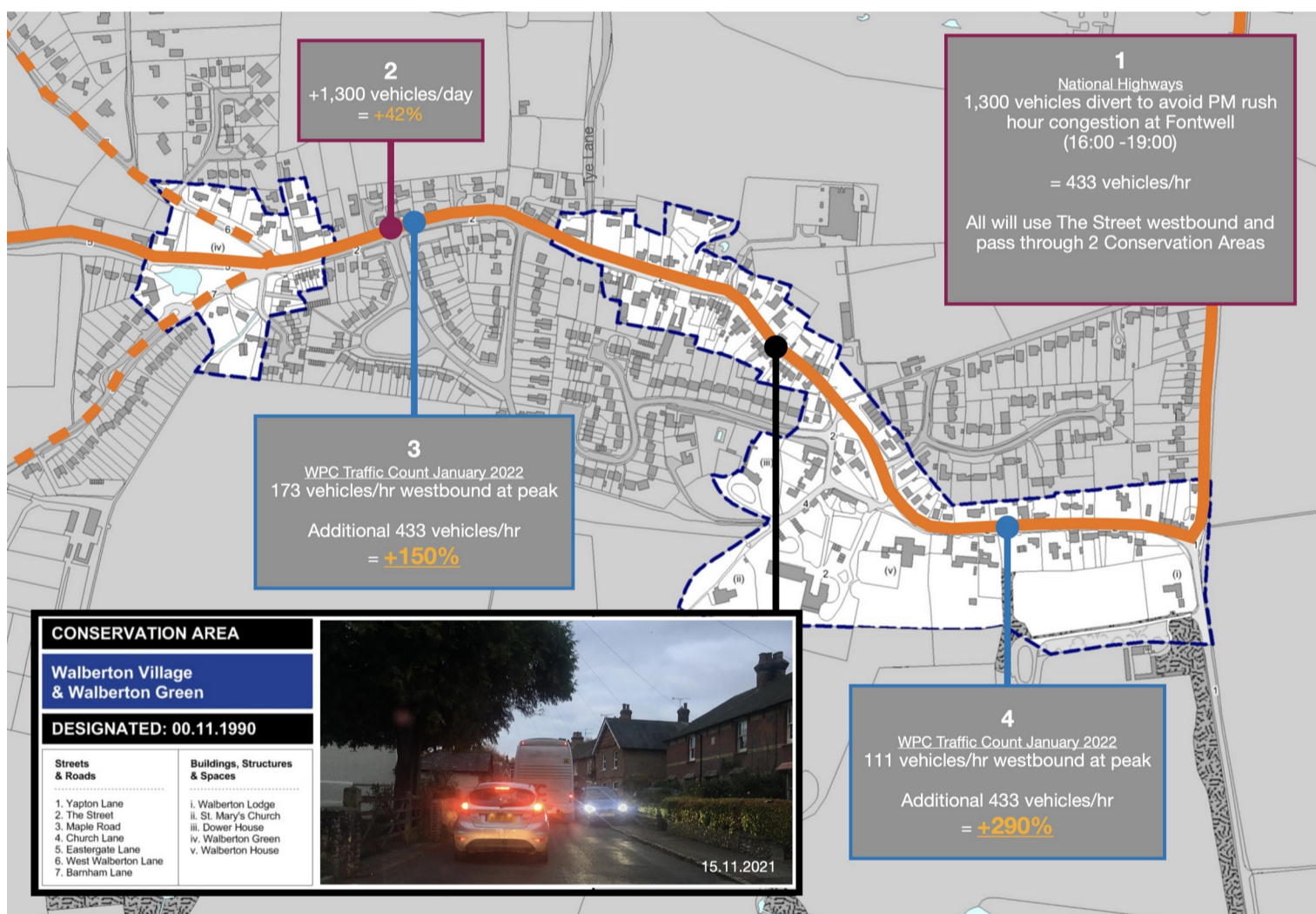
# Population and Human Health

- An increase in road traffic in the village will mean more noise, more pollution, and less safe roads
- This will impact all village users including horse riders, mountain bikers, cyclists and walkers
- The proposed route passes within 170 metres of Walberton and Binsted Church of England Primary School. Pollution may have an adverse effect on children.
- A27 grey could mean no more fireworks night, peaceful golfing and cricket, or enjoying your private garden undisturbed



# Traffic

- According to National Highways, the scheme will lead to a marked (42%, 1,300 vehicles per day) increase in traffic through Walberton - a rural village and a conservation area. A proportion of this is due to rat-running to avoid congestion at Fontwell.
- Our recently completed traffic surveys paint a different, much worse, picture.

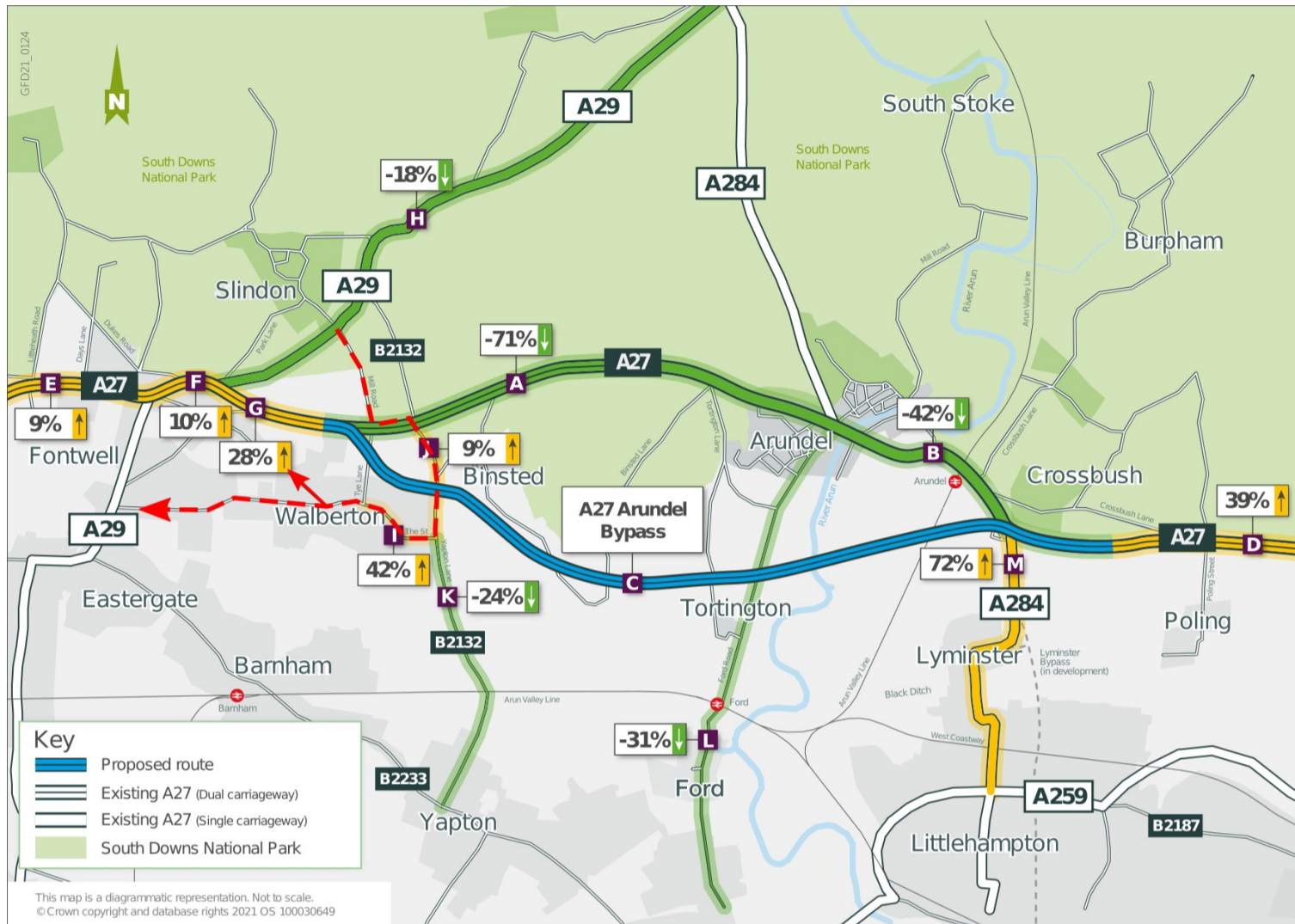


*The real Walberton traffic hell resulting from the Grey route.*

- By including up-to-date traffic data from surveys completed this year, we can see that the **peak time increase is closer to 290%** in the eastern part of Walberton *not* 42%. The western end suffers from a **150% increase in traffic**.
- An increase of 433 vehicles per hour equates to **one extra car every 8 seconds at school drop off time** – the safety impact is horrifying.



# Traffic



Traffic data from National Highways. Rat run as described by them causing the Walberton traffic increase is shown in red.

- The Fontwell roundabouts are already over capacity and no mitigations have been proposed despite the figures showing a 10% increase in traffic (4,400 vehicles per day). National Highways wrote to Arun District Council stating that, "the junction is already over capacity as it is severely impacted by traffic in the peak periods".
- Closure of the westbound access to Arundel Road from the A27 will force HGVs to travel through Fontwell Village to reach the industrial areas.
- Tye Lane will be closed off Northbound
- Worthing is already a traffic nightmare so an increase of 39% (11,700 vehicles per day) east of Crossbush will make things even worse.
- The journey time quoted for the dual carriageway stretch looks lovely, but conveniently does not take into account the extra delays generated at Fontwell (which are mentioned quietly elsewhere by National Highways)



# Objections in principle

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:*

National Highways Objective	Why does Grey fail?	What would address this objective?
<p>Improve the safety of travellers along the A27 and, consequently, the wider local road network.</p>	<p>The marked increase in traffic on minor roads (eg The Street, Walberton) leads to increased conflict between vehicles and pedestrians. Increased queuing at Fontwell leads to increased risk of accidents. Increased traffic for Worthing, already stated to be significantly over capacity, will have adverse effects on safety. National Highways, under its former identities, has had issues in the past with designing schemes to improve safety – for example, Smart Motorways.</p>	<p>A scheme that does not force traffic onto unsuitable local roads, but improves flow by providing grade separation and slows traffic through Arundel while permitting it to flow, increasing road capacity but acts to reduce the impacts at Fontwell and Worthing.</p>
<p>Ensure that customers and communities are fully considered throughout the design and delivery stages.</p>	<p>Requests by customers and communities for information have been left unanswered for extended periods of time. Their overwhelming rejection of the proposed route (7% support) has been ignored. Key requests from a wide range of stakeholders such as a Ford Road junction or mitigation at the Fontwell roundabouts have been denied.</p>	<p>A scheme that is supported by a wider range of customers and communities and ensures that their needs are better met.</p>



# Objections in principle

National Highways Objective	Why does Grey fail?	What would address this objective?
<p>Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth.</p>	<p>The capacity over a tiny stretch is improved at the expense of causing increased delays (and associated adverse economic impacts) outside the scope of the scheme along the A27.</p>	<p>A scheme that improves capacity without leading to costly congestion and pollution elsewhere.</p>
<p>Reduce congestion, reduce travel time and improve journey time reliability along the A27.</p>	<p>The proposals increase congestion outside the immediate scheme area which will lead to reduced journey time reliability along the A27 as a whole.</p>	<p>A scheme that increases journey reliability across a wider part of the A27 rather than having adverse effects elsewhere along the route.</p>
<p>Improve accessibility for all users to local services and facilities.</p>	<p>The lack of a Ford Road junction and closure of the Arundel Road exit will reduce accessibility for a number of users.</p>	<p>A scheme that maintains existing accessibility and builds further on it.</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 environmental impact of such a length of dual carriageway is significant. The negative impacts on protected species of bats are a major concern.</p>	<p>A scheme that has even less impact by not building large stretches of dual carriageway across green space.</p>
<p>Respect the SDNP and its special qualities in our decision-making.</p>	<p>The visual impact of a dual carriageway on the views out of the SDNP will be significant.</p>	<p>A scheme that has a minimal visual impact on the SDNP by changing the landscape to a lesser degree.</p>

All of these points can be demonstrated to be met, for example, by the Arundel Alternative proposal. As such a scheme fulfils the described objectives in a better way than the proposed scheme, failing to consider it at all is completely inappropriate of National Highways.