

Minutes A27 Arundel Bypass Scheme

Title: A27 Arundel Elected Reps Forum

Date: 28 September 2021 **Time:** 19:00-21:00 **Location:** MS Teams Meeting

Attendees: Sandra Fryer – Independent Chair
 Andrew Griffith (AG) MP – MP for Arundel and South Downs
 Cllr Trevor Bence (TB) – West Sussex County Council
 Cllr Joy Dennis (JD) – West Sussex County Council
 Cllr Gary Markwell (GM) – West Sussex County Council
 Cllr Shaun Gunner (SG) – Arun District Council
 Cllr Grant Roberts (GR) – Arun District Council
 Cllr Faye Catterson (FC) – Arun District Council
 Cllr Tony Hunt (TH) – Arundel Town Council
 Cllr Jeremy Johnstone (JJ) – Arundel Town Council
 Cllr Suzanne Clark (SC) – Walberton Parish Council
 Cllr Andrew Ratcliffe (AR) – Walberton Parish Council
 Cllr Andrew Vawer (AV) – Walberton Parish Council
 Cllr Jan Rees (JR) – Slindon Parish Council
 Ms Sarah Linfield (SL) – Slindon Parish Council
 Cllr Sam Langmead (SL) – Lyminster Parish Council

Observers: Darryl Hemmings (DH) – Transport Planning & Policy Manager at West Sussex County Council
 Matt Davey (MD) – Director of Highways & Transport at West Sussex County Council
 Roger Spencer (RS) – Arun District Council
 Tim Burr (TB) – Member at South Downs National Park Authority
 Vicki Colwell (VC) – Principal Planning Officer at South Downs National Park Authority
 Michelle Taylor (MT) – Senior Constituency Researcher for Andrew Griffith MP
 Josh Funnell (JF) – Parliamentary Researcher for Andrew Griffith

Project Team: Andrew Jackson (AJ) – National Highways, Senior Project Manager
 Mark Hepburn (MH) – Linkconnex, Project Director
 Robin Hughes (RH) – Linkconnex
 Steve Harding (SH) – Linkconnex
 Alan Feeney (AF) – Linkconnex
 Alexander Bullock (AB) – Linkconnex
 [REDACTED] – National Highways
 [REDACTED] – National Highways
 [REDACTED] – National Highways

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Sian Pritchard (SP) – Linkconnex
 Paul Boughen - Linkconnex
 Elena Butterworth (EB) – Linkconnex
 [REDACTED] – National Highways
 [REDACTED] – National Highways

Apologies: Nil

Circulation list: Attendees

Meeting Organiser: Elena Butterworth – Linkconnex

DISCUSSION POINTS		
No.	Item	Action <i>(By whom, by when)</i>
1.	Welcome and introductions	
	The Independent Chair welcomed all attendees.	
2.	Wellbeing moment	
	The Forum was informed on how all Statutory Consultation events will be planned and arranged in order to be Covid secure.	
3.	Today's session and meeting conduct	
	The Independent Chair set out the meeting conduct.	
4.	National Highways	
	AJ explained the rebranding of Highways England to National Highways.	
5.	Programme update and the delay to Statutory Consultation	
	AJ explained why Statutory Consultation has been delayed to Winter 2021 / 2022. He reassured the Forum that attendees will be given at least 6 weeks notice due to the need to communicate the Statement of Community Consultation to statutory bodies, and more notice would be provided if at all possible. He hoped that NH would be able to provide a date in the next 3 to 4 weeks (by the end of October). AJ confirmed that the only change in the programme is the delay to Statutory Consultation and at this time there is no change to the date for DCO submission.	
6.	Design and comms update	
	The Linkconnex design team lead (RH) explained a number of design features with particular focus on the East and West tie-ins where the scheme will re-join the existing A27 road. He explained that detailed drawings for stage 3 design cannot be shared at this time due to; ongoing one-to-one conversations with affected landowners; the fact that the Stage 3 drawings remain work in progress and liable to change prior to Statutory	

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	<p>Consultation; the need to adhere to the planning process. It was also noted that there have been at least 19 focus group and sub-group meetings since the beginning of this year.</p> <p>Design Development: Western Tie-in</p> <ul style="list-style-type: none"> - To the south of the scheme where the road ties-in to the existing route, the area is wooded with some of it ancient woodlands. Ecology surveys have identified rare species including bats, and the team are looking at how to mitigate the impact in close consultation with Natural England. - RH also explained that the landowner to the north of the A27 is the National Trust with whom we are also engaged. <p>Design Development: Eastern Tie-in</p> <ul style="list-style-type: none"> - RH explained that the Crossbush roundabouts and service area are very close to the SDNPA boundary which is a key design consideration. - He also explained the importance of ensuring the junction meets the needs of all users. The project team is currently looking at pedestrian routes at the junction. <p>Cllr Vawer sought clarification on the access arrangements for the small industrial site Fordingbridge near the western end of the scheme. He understood that, heading westbound, the current entrance will be closed, as will the eastern entrance to Fontwell village, and that future access would be via the Fontwell roundabouts and Arundel Road. Cllr Vawer was concerned as to whether the impact of extra vehicle movements had been considered.</p> <p>RH confirmed that this explanation of the current design was correct. AF confirmed that the traffic model includes the two Fontwell roundabouts and this design, although the assessment is still ongoing and finalised results not yet available.</p> <p>Cllr Ratcliffe re-stated his concern about what this could mean for Fontwell Village in terms of additional HGV traffic and potential rat-running. RH stated that LCX and NH are aware of this issue and are working to address it.</p> <p>Cllr Roberts asked whether Vistry Homes, can rely on NH commitments to permanently maintain access onto Avisford Grange?</p> <p>AJ stated that NH have made a commitment to developers at Avisford Grange to guarantee access to the site from Yapton Lane, should it continue to be the only access point. AJ could not comment on the views of the developer.</p> <p>Cllr Clark asked what the National Trust’s view was regarding the closure of the eastern access to Arundel Road, especially as she understood that the National Trust are looking for permission to build homes on this corner of the site.</p>	
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	<p>Action: RH stated that NH and LCX are not aware of this proposed development but would take an action to discuss with the National Trust.</p>	<p>LCX</p>
	<p>The Forum was given an update on the Ford Road Junction by the Linkconnex Design Lead, RH</p> <ul style="list-style-type: none"> - RH provided a general update and explained that the layout is currently being reviewed. - He explained that the junction would be poor value for money for the scheme and that ongoing discussions are required with WSCC and ADC on how to take this forward. <p>Cllr Bence asked whether NH have considered the potential for increased rat-running through Arundel if a junction was not provided. AJ reiterated that analysis of potential rat-running that may result from there being no junction at Ford Road, is included in the traffic modelling. He re-stated that from a Strategic Road Network perspective, the junction at Ford Road does not represent value for money. However, NH are keen to work with ADC and WSCC to consider what other options could be taken forward.</p> <p>Cllr Bence requested to know the years for which traffic assessment was conducted. AF explained that the traffic assessment uses the same timescales and parameters as the scheme itself. NH and LCX have modelled traffic up until 2051 and have assessed the benefits for up to a 60 year period.</p> <p>Cllr Roberts expressed concern that ADC and WSCC do not have the funds to provide a junction at Ford Road. Cllr Roberts is keen to learn more about other strategic ways of securing funding.</p> <p>There followed a general discussion regarding the be potential to secure funding via Section 106 commitments and Community Infrastructure Levy (CIL) contributions from new housing and commercial developments in the area. SF suggested an off-line conversation regarding strategic funding and involving National Highways, ADC and WSCC which Cllr Gunner echoed.</p> <p>Andrew Griffith asked whether alternate solutions have been considered for example, would it be possible to design an asymmetric junction instead of symmetric.</p> <p>Cllr Bence asked whether future housing and other development in the Ford area to meet housing needs in Arun had been taken into account. It was stated that housing development assumptions were included in the modelling, however it was recognised that further discussion was required.</p> <p>Action: LCX to re-consider these questions and hold a follow up meeting with ADC officers to explore opportunities to reach a solution.</p>	<p>LCX</p>

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	<p>RH explained that a Strategic Design Panel has been set up as part of NH licencing and would take a high level over-view of the proposed scheme design for A27 Arundel bypass. Separately, the Design Council had been asked to consider the design quality of the proposal. These would both help to inform and optimise the design for the Scheme.</p>	
7.	Carbon and climate change	
	<p>The Linkconnex Environmental Lead, SH, explained National Highways' net zero goals and the NH plan to deliver the targets. The plan focuses on 3 main aspects: the NH business; how to reduce emissions through the project lifespan; reducing carbon through design / maintenance / construction on the Scheme.</p>	
8.	Archaeological Trial Trenching	
	<p>The Linkconnex Environmental Lead, SH, stated that Archaeological Trial Trenching had started on site and will run through September and October 2021 before breaking for the Winter and resuming in early 2022. Archaeological Trial Trenching was not required prior to DCO submission, however this is a precautionary approach to identify archaeology at an early stage of the Scheme.</p> <p>Geophysical surveys were also underway alongside the trial trenches. The project team is in touch with all necessary landowners and stakeholders in relation to these activities.</p>	
9.	Opportunities beyond the scope of the scheme	
	<p>AJ highlighted potential opportunities that are beyond the scope of the scheme and would require a collaborative approach if they were to be delivered. The project anticipates more ideas will come forward at Statutory Consultation.</p>	
10.	AOB	
	<p>AJ stated that the meeting minutes from this Forum will be issued as quickly as possible and within the agreed timescales and welcomed any comments.</p> <p>AJ acknowledged that there had been too many redactions of names on previous minutes which would be re-issued. Redactions should be minimised and going forward there would be no redaction for: the independent Chair, elected members, NH and LCX senior representatives.</p>	
11.	Future forum meetings	
	<p>The next Forum will take place Tuesday 23rd November 19:00-21:00. The agenda would be published 2 days prior to the meeting.</p>	

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	<p>There was discussion as to whether the Forum should be virtual or face to face, but general view was for no change.</p> <p>Cllr Gunner suggested moving the meeting earlier to 18:00 / 18:30 which was agreed.</p> <p>Cllr Roberts considered that the Forums are not currently easily accessible to the public and that the recording should be made available on the NH website. Cllr Bence agreed and requested that the Forums become a live broadcast. Cllr Vawer requested that the Forums should be a meeting in public.</p> <p>AJ stated that this issue had been considered by NH. The Elected Representatives Forum (ERF) allowed NH to discuss emerging but not finalised, design and scheme issues with community representatives in a non-public forum.</p> <p>The requirements of the planning process are paramount and must guide NH’s conduct regarding all engagements with all stakeholders to ensure engagement is fair to all parties.</p> <p>AJ stated that, firstly the appropriate occasion for public discussion is Statutory Consultation which is expected in the not too distant future. This is the opportunity for public discussion and the requirements set upon NH are quite clear.</p> <p>Secondly, should the proposal make the ERF a form of public engagement, even if the public are not allowed to reply, this will have implications for the disclosure of information outside the normal statutory process. Except during Statutory Consultation periods, this is will almost certainly prevent NH from having the open exchange of information that we currently enjoy at the ERF and for this reason alone, the proposal was not supported by NH.</p> <p>AJ stated that legal advice would be required on the proposal and SF agreed that this would be taken away and investigated by the NH/LCX Team</p> <p>Action: NH/ LCX to consider the proposal and report back to the Forum.</p>	<p>NH/LCX</p>
<p>12.</p>	<p>Questions</p>	
	<p>Cllr Catterson asked whether NH have any information on the costs of the various river crossings. RH stated that LCX are developing costs as the design of the scheme progresses but cannot provide actual figures for commercial reasons.</p> <p>Andrew Griffith requested information on Avisford Grange to be released when it was available, which was agreed by NH.</p> <p>Cllr Clark asked why NH has not published the Value for Money (VfM) assessment and whether an up to date BCR and VFM will be published at Statutory Consultation.</p>	

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	<p>AJ stated that the principle reasons were that the VfM and BCR were produced after the Scheme Assessment Report which was published in 2019, and that the BCR may change as the scheme progresses.</p> <p>Action: AJ to confirm whether the updated BCR and VfM will be republished at Statutory Consultation.</p>	<p>NH</p>
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NEXT MEETING

Date: Tuesday 23rd
November

Time: 18:30-20:30

Location: MS Teams
