

# **Regional Investment Programme**

## **A27 East of Lewes Improvements**

### **ADDENDUM TO STATEMENT OF REASONS AND PLANNING STATEMENT: SHARED USE PATH**

September 2020

Addendum to Statement of Reasons and Planning Statement

### Notice

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### Document control

The Project Manager is responsible for production of this document, based on the contributions made by his/her team existing at each Stage.

Document Title	A27 East of Lewes Improvements. Addendum to Statement of Reasons and Planning Statement: Shared Use Path
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Distribution	Highways England Consultees, WSP Team
Document Status	Final Issue

### Revision History

This document is updated at least every stage.

Version	Date	Description	Author
P01	27/03/2020	Addendum to SoR_PS	Clare Williams
P02	21/04/2020	Addendum to SoR_PS	Luke Atherton
P03	30/04/2020	Addendum to SoR_PS	Luke Atherton
P04	02/09/2020	Addendum to SoR_PS	Luke Atherton

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### Approvals

The Project SRO is accountable for the content of this document

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# A27 EAST OF LEWES IMPROVEMENTS

## SHARED USE PATH

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### ISSUE/REVISION P04

Remarks	First Issue	Second Issue	Third Issue	Final Issue
Date	27/03/2020	21/04/2020	30/04/2020	02/09/2020
Prepared by	Clare Williams	Luke Atherton	Luke Atherton	Luke Atherton
Signature	CW	LA	LA	LA
Checked by	Clare Williams	Amy Hallam	Amy Hallam	Amy Hallam
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Signature	CR	CR	CR	CR
Project number	PIN: HE552988 WSP ref: 70035418			
Report number	HE552988-WSP-EGN-SWI-RP-ZC-00004			
File reference	\\uk.wspgroup.com\central data\Projects\700491xx\70049173 - A27 East of Lewes - Stage 4			

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1.1 INTRODUCTION

THE HIGHWAYS ENGLAND (A27 TRUNK ROAD EAST OF LEWES IMPROVEMENT SCHEME)  
(SHARED USE PATH) (SIDE ROADS) ORDER 2019

THE HIGHWAYS ENGLAND (A27 TRUNK ROAD EAST OF LEWES IMPROVEMENT SCHEME)  
(SHARED USE PATH) COMPULSORY PURCHASE ORDER 2019

together the “Orders”

- 1.1.1 The Orders, together with a statement of reasons, were published on Friday 13 December and the objection period ended on Monday 13 January 2020.
- 1.1.2 The purpose of this addendum is to provide clarifications and corrections to the published statement of reasons, following review and refinement of the available data.

1.2 SCHEME AREA AND TEMPORARY LAND TAKE

- 1.2.1 Scheme area and area of land to be acquired temporarily are set out at paragraph 3.1.6 and 4.1.2 of the SoR. The figures have been clarified. These are set out below:

Published SoR figures	
Total scheme area	34.2 hectares
Land required permanently	34.08 hectares
Land required temporarily	0.12 hectares
Exchange land	0.08
Clarified figures	
Total scheme area	33.98 hectares
Land required permanently	33.78 hectares
Land require temporarily	0.12 hectares
Exchange land	0.08 hectares

1.3 SECTION 6.8 (ECOLOGY AND BIODIVERSITY)

- 1.3.1 The below figures in red update the figures (shown below in square brackets), found in paragraph 6.8 of the published SoR.
- 1.3.2 The updated figures are not considered to be material or to change the conclusions set out in the SoR regarding environmental effects, or accordance with policy and legislation. Sufficient mitigation for lost habitat is still provided.

PARAGRAPH NUMBER      REVISED FIGURES IN RED. EXISTING FIGURES IN BRACKETS.

6.8.13	The scheme includes an extensive package of habitat creation. The scheme boundaries have been devised to allow for extensive planting required for ecological mitigation and compensation.
	The distribution of habitats to be created include:
	<div><div>→</div><div>10.9 [9.7] hectares of new woodland will be planted. The landscape design seeks to enhance habitat connectivity between parcels of existing retained woodland</div></div> <div><div>→</div><div>10.3 [10] hectares of grassland and scrub across the scheme</div></div>

PARAGRAPH NUMBER	REVISED FIGURES IN RED. EXISTING FIGURES IN BRACKETS.
	→ Over 8 [11.5] kilometres of new hedgerows
6.8.17	The scheme will result in a net loss of hedgerows of 18 [8]%, however as stated it should be noted that more hedgerow is being replaced than lost, just not at the ratio required by the Natural England metric.
6.8.18	The net increase in length of hedgerow is 3411 [4627] m (31 [48]% increase in hedgerow length scheme-wide, inclusive of the shared use path element of the scheme). The current linear metric does not have any weighting for habitat condition when hedges are created post-development and the assessment for hedgerows created does not account for different levels of species richness. This metric is under review by Natural England.

1.3.5 This above is a correction to the SoR only and does not affect how the scheme has been designed, mitigated or the extent and location of any land-take. The above changes do not have any affect on the conclusions in the Environmental Assessment Report.

## 1.4 SECTION 5.5 (THE ECONOMIC CASE FOR THE SCHEME)

1.4.1 The second bullet point in the SoR at paragraph 5.5.6 should be corrected to account for an error in the assumed percentage increase in cycle trips made with the scheme in place. The correction is shown in red below.

→ Cycling with the scheme in place was assumed to reach an average of 115 trips per day (130% increase) based on the levels of cycling seen on other comparable routes in the area (most notably the A22 and the recent segregated Lewes Ringmer cycle lane caused a 132% increase in cycling and already has usage levels of 100 cyclists per day)

## 1.5 LIGHTING

1.5.1 The SoR at paragraph 6.6.21 refers to Firle being the only area where the scheme would be lit. The scheme would be lit at Wilmington and Firle, due to the lighting requirements of the controlled crossings and their proximity to junctions in these locations. In the detailed design of the lighting, the dark sky policies of the South Downs National Park would be considered.

## 1.6 WEALDEN DISTRICT COUNCIL LOCAL PLAN (WDC) (SUBMISSION VERSION JANUARY 2019)

1.6.1 WDC submitted the Wealden Local Plan for independent examination on 18 January 2019 and the SoR and refers to its policies.

1.6.2 WDC have since informed us that the plan has been withdrawn from examination. All reference to policy from the emerging plan in the SoR should therefore be ignored.

1.6.3 This does not affect how the scheme has been designed, mitigated or the extent and location of any land-take.