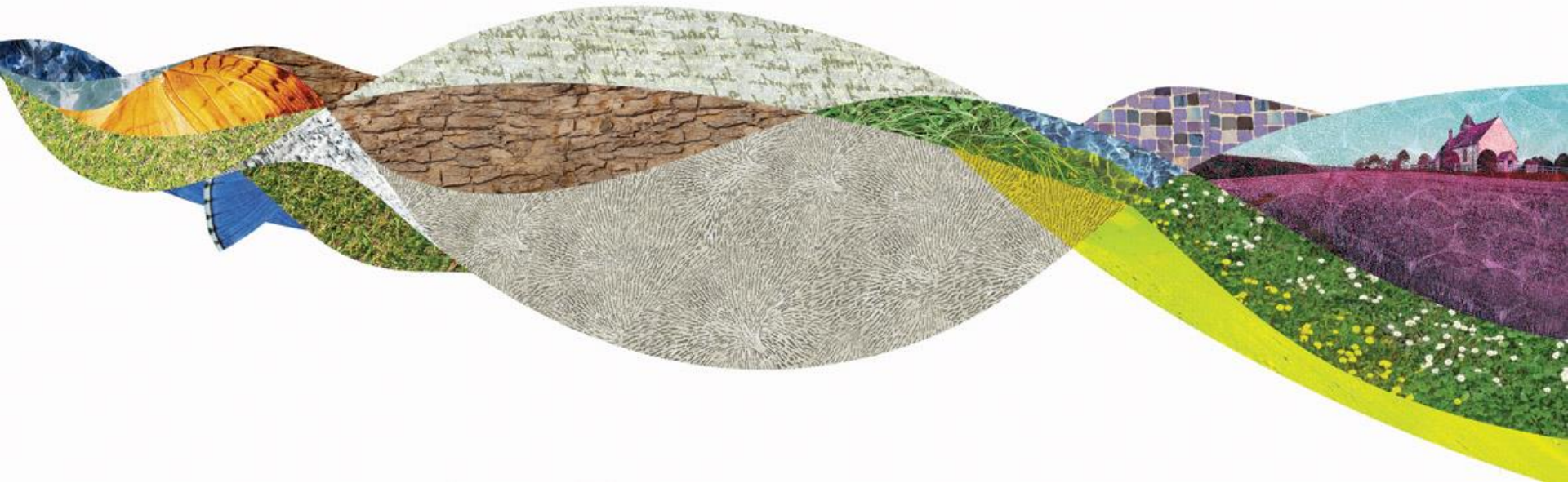


SDNPA response to A27 proposals

Andy Beattie

Countryside and Policy Manager



The South Downs National Park



The purposes and duty of the National Park



Special Qualities

1 Diverse, inspirational landscapes and breathtaking views



4 An environment shaped by centuries of farming and embracing new enterprise



2 A rich variety of wildlife and habitats including rare and internationally important species



5 Great opportunities for recreational activities and learning experiences



3 Tranquil and unspoilt places



6 Well-conserved historical features and a rich cultural heritage



7 Distinctive towns and villages, and communities with real pride in their area



The South Downs National Park in a Nutshell

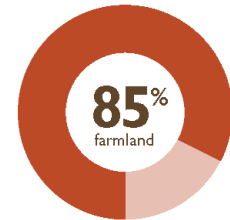
Largest National Park population **112,000 residents**



18 distinctive landscape types



3rd LARGEST NATIONAL PARK IN ENGLAND








1,200,000 poultry
120,000 sheep
46,000 cattle
17,000 pigs

1 91,000 volunteer days annually

166 conservation areas

46 MILLION visitor days annually

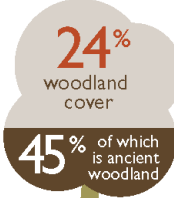
4 MARKET TOWNS




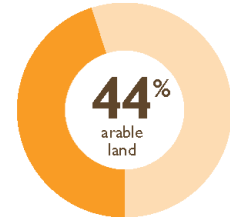
21 km of coastline (including the defined Sussex Heritage Coast)




24% woodland cover
45% of which is ancient woodland




4% chalk grassland

Provides water for **1.2 million people**



738 schools in or nearby



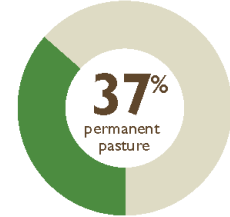
2 MILLION people within 5km





4.4% OPEN ACCESS LAND



28 registered historic parks and gardens

3,300 km of rights of way including the South Downs Way

616 scheduled monuments



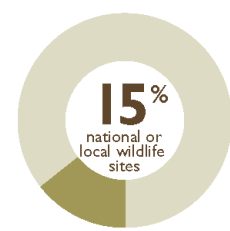
13 European wildlife sites



176 town or parish councils



5,860 listed buildings

The South Downs Landscape



Arundel Rd
Walberton, England
Street View - Jun 2016

Arundel Rd

Google

Image capture: Jun 2016 © 2016 Google Terms Report a problem 16:17 08/11/2016

© Val Carver

© Anne Purvis

© Val Carver

Cha

Farm

Woodland



South Downs National Park Authority

27 Members of the Authority appointed:

- 14 Local Authority Councillors
- 7 appointed by the Secretary of State
- 6 Town and Parish Councillors

110 staff plus more than 500 volunteers



© James Ringland

Grant from Defra: £9,963,206 (2016/17)



What's been agreed

SDNPA Position Statement

- Members previously debated and agreed Position Statement
- Agreed to use this approach for all major infrastructure projects
- Consider impacts (good and bad) on special qualities
- Compare with situation now
- Any schemes proposed demonstrate that there are no alternatives with less impact
- Para 115 & 116 , NPPF



SOUTH DOWNS NATIONAL PARK AUTHORITY Position Statement on A27 route corridor:



1. The approach set out below will be consistently applied by the Authority in the case of any future transport infrastructure projects – road, rail, airport or port related – which may come forward. In relation to roads in particular, Defra guidance in 'English National Parks and the Broads - UK Government Vision and Circular 2010', states:
'there is a strong presumption against any significant road widening or the building of new roads through a (National) Park unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs significantly. Any investment in trunk roads should be directed to developing routes for long distance traffic which avoids the Parks.'
2. In responding to any general proposals or specific schemes for upgrading sections of the A27, the South Downs National Park Authority will frame its views according to the statutory Purposes of National Parks as laid down by Parliament:
Purpose 1 is to conserve and enhance the natural beauty, wildlife and cultural heritage of the NP
Purpose 2 is to promote opportunities for the understanding and enjoyment of its special qualities
3. In bringing forward schemes, and in the detailed design of any chosen options, the Highways Agency has a statutory duty under Section 62 (1) of the Environment Act (1995) "to have regard to the twin purposes of the National Park".
4. There is a corresponding Duty on the Authority "to seek to foster the social and economic wellbeing of the local communities within the National Park in pursuit of the two Purposes". This Duty is important and also relates to all of the Special Qualities.
5. The use of the term impact in this document follows the approach set out in EU Environmental Impact Assessment (EIA) legislation, ie such impacts may be positive or negative, direct or secondary, and will be considered relative to the impacts of the current situation.
6. In considering any proposals the South Downs National Park Authority will be mindful that the current state of congestion on sections of the A27 creates secondary impacts on routes within the National Park and its communities – for example pollution from stationary queuing vehicles or diversion of traffic onto smaller roads within the boundary. Where feasible, the primary impacts of any new schemes must therefore be objectively assessed alongside the potential secondary impacts.
7. In assessing the specific impacts of any detailed options the South Downs National Park Authority will ask the Highways Agency to use the framework of the seven Special Qualities of the National Park (see Note). These are listed below, and a full description is in Annex A. Under each SQ are described the types of impacts which proposed schemes might have on it and which the South Downs National Park Authority would expect to see objectively assessed:
 - 1) Diverse, inspirational landscapes and breath-taking views. (impacts to be assessed should include: effects on landscape character, experience of the landscape and long, uninterrupted views)
 - 2) Tranquil and unspoilt places. (impacts to be assessed should include: noise, lighting, effects on dark night skies; reduction of disturbance from some existing roads)
 - 3) A rich variety of wildlife and habitats including rare and internationally important species (impacts to be assessed should include: effects on internationally, nationally and locally designated and protected habitats and species, fragmentation and connectivity issues)
 - 4) An environment shaped by centuries of farming and embracing new enterprise. (impacts to be assessed should include: effects on the farming economy and diversification and the ability of new enterprises to set up and develop sustainable businesses)
 - 5) Great opportunities for recreational activities and learning experiences. (impacts to be assessed should include: effects on rights of way and other access routes, the effects on sustainable transport schemes, severance of the NP from coastal communities)



SDNPA Involvement

Formal

- Technical Working Group
- Environmental Study Group
- Focus Group
- Members Communication Group
- Senior Officers Group
- Key Stakeholder
- Members presentations

Informal

- Officers meet/talk



East of Lewes

Options input workshop report
April 2016



Landscape Evidence Report

- Landscape Character & features
- Overview of the route & junction options
- Consideration of the effects on the landscape of each option
- Summary assessment of the degree of impacts which are likely as a result of those effects



Charlestone Farmhouse



Landscape Character

Distinctive Topography & Geology

Downland, scarp, footslopes & vale

Extensive Views

Historic landscape framework



View towards Mount Caburn from Firle Beacon



Key characteristics

- Springlines occur between the chalk and the clay
- Nucleated springline villages
- Visitor attractions
- Extensive rights of way network
- Irregular fields of medieval origin with a wooded 'Wealden character'
- Strong hedgerow and woodland network ensures landscape-scale habitat connectivity
- Consistent palette of building materials, flint, brick, render, half timber, clay tiles
- Visually dominated by the steep chalk scarp to the south which forms a backdrop to views





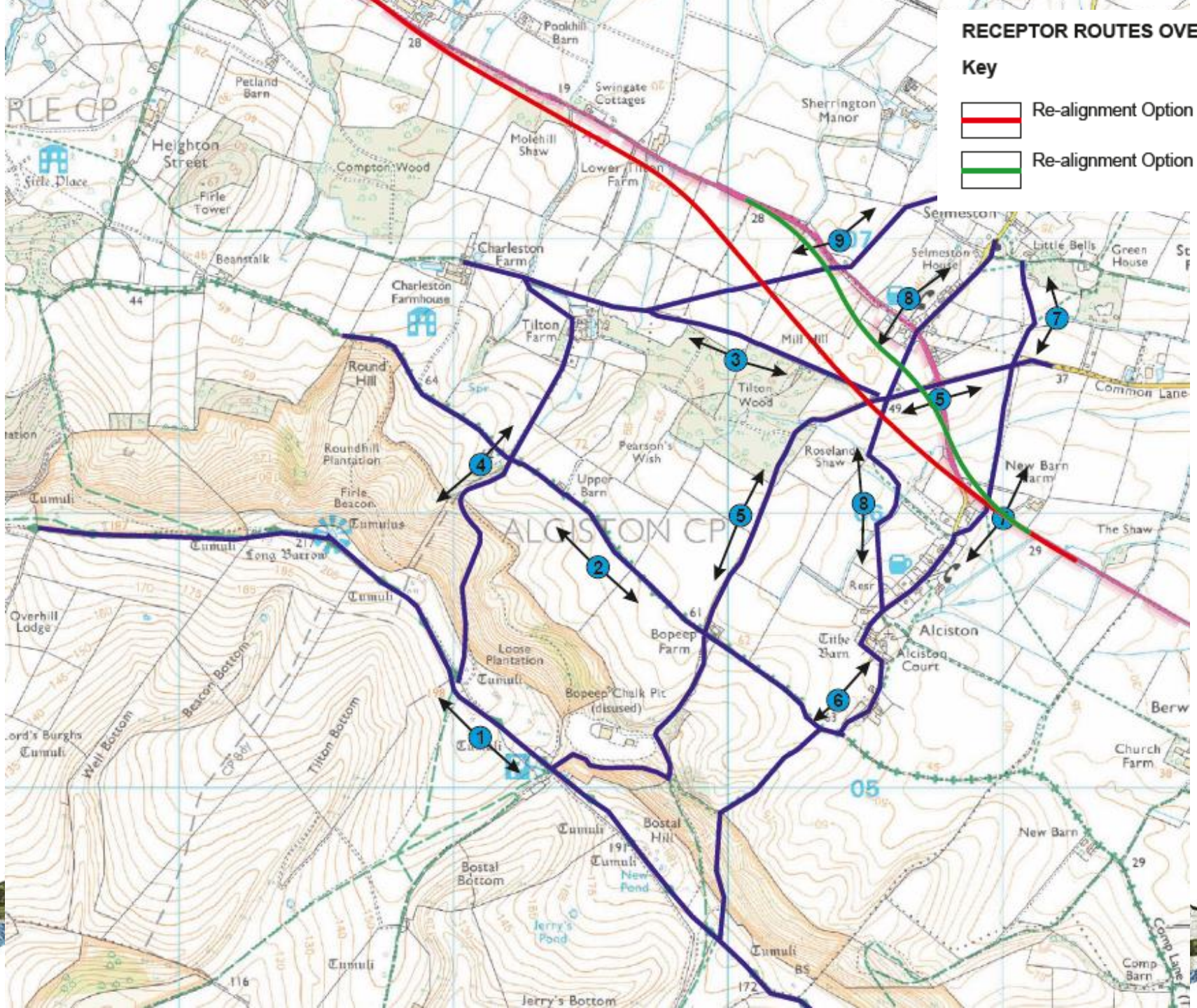
Tithe Barn, Alciston



RECEPTOR ROUTES OVERVIEW

Key

-  Re-alignment Option 1
-  Re-alignment Option 4

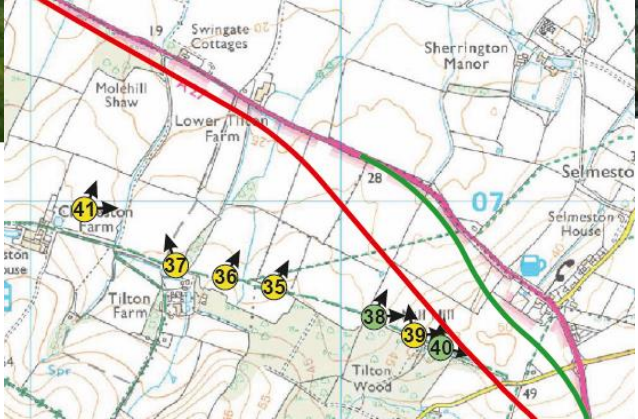




Viewpoint 3 Option 1



Viewpoint 38 Option 1



Route option 1

Assessment of Landscape impact : Major Adverse

- 3.9km route through undulating agricultural land within SDNP
- Considerable earthworks including 6 cuttings (maximum 9.1m depth) and 5 embankments (maximum height 9.5m)
- Estimated 75m wide land take for earthworks
- Loss of 1km tree belt, 1.35km hedge, 1.9ha woodland
- Affect scenic quality of panoramic views from scarp slopes and downs ridge
- Significant impacts on users of BW4,1a,3 (Charleston to Bopeep), particularly the raised section of carriageway leading to the cutting at Mill Hill
- Raised carriageway between Selmeston and Alciston increasing vehicle noise, visual intrusion and complete change to BoPeep Lane



PRoW at Berwick Junction

- Vanguard Way
- Missed opportunity to extend station cycle link
- Community severance not reduced



Summary points for Access and Connectivity

- Extended provision for NMUs welcomed as east/west connectivity is improved
- Concern that A27 as a north/south barrier is heightened by proposals
- Pedestrian crossing refuges do not appear to accommodate other users
- Lack of detail around some junctions make it difficult to comment effectively (eg: Charleston)
- Lack of detail where PRowS are truncated by bypass routes
- BCRs not high for NMU provision



Biodiversity Issues

- Designated sites: National
- Designated sites; Local
- Priority habitats



Cultural Heritage

Preliminary Desk Based Assessment

What is a (P)DBA?

- Evidence based – HER and NMR
- Route corridor
- Sites, finds, HLC
- Aerial photo's, Lidar
- The Known
- The Predicted
- Why Preliminary?
- DMRB process timing



Impacts on the SD Economy

- Study being conducted by Steer Davies Gleave
- Impacts on the SD economy from the 4 schemes
- Due mid December 16



Contact us



Visit the 'contact us' page on our website to send a comment or question



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South Downs Centre, North Street, Midhurst, West Sussex, GU29 9DH



southdowns.gov.uk – sign up to our online forum via the website

