

## Agenda Item Appendix I

### A27 Position Statement

#### **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)
  - 6) Well-conserved historical features and a rich cultural heritage. (impacts to be assessed should include; positive and negative effects on historic and protected monuments, historic villages and communities)
  - 7) Distinctive towns and villages, and communities with real pride in their area. (impacts to be assessed should include; positive and negative effects of any direct or indirect changes in traffic volumes and speeds, and access to local services)
8. The Authority expects that any schemes which are ultimately proposed will:
- Demonstrate that there is no alternative which would have avoided or had a lesser impact on the seven Special Qualities for which the National Park is nationally designated
  - Set out clearly, based on robust evidence, the nature and scale of these impacts
  - Demonstrate how these impacts would be mitigated or compensated for, bearing in mind that a National Park landscape is of national importance.
9. In considering the impacts of any such schemes, and any alternatives, the DfT travel hierarchy is also therefore vital in ensuring that all reasonable options have been fully considered alongside proposals for new infrastructure schemes, i.e. measures which:
- Reduce the need to travel
  - Enable switching to more sustainable modes of transport
  - Improve management of existing networks
10. Clearly, a balance needs to be struck - nationally - between the need for accessibility and mobility and the need to safeguard the National Park landscapes and communities. This balance must be struck by Government based on robust evidence on both.

## **Annex A**

All NPAs are required by Defra to set out and describe the Special Qualities (SQs) for which the particular NP landscape was designated and given national protected status. In the South Downs National Park these SQs were published in and formed the basis for the State of the National Park report 2012, informed the Partnership Management Plan 2014 and are informing the development of the Local Plan.

Location plan of alternative route options at Arundel

