

A27 Chichester Bypass

Frequently asked questions



Introduction

This document contains answers to questions about the A27 Chichester bypass improvement scheme.

If you have any further questions, you can contact us:

- Email info@highwaysengland.co.uk
- Call 0300 123 5000 (9.00am - 5.00pm, Monday to Friday)

Scheme Background

When were the proposals for the A27 road improvements announced?

The A27 Chichester Improvement Scheme has a long history dating back to the 2000 South Coast Multi-Modal Study. Following a number of iterations, the scheme was included in the 2013 White Paper: 'Investing in Britain's Future and the 2014 Roads Investment Strategy'.

What is Highways England planning to do?

In the government's 2015-2020 Road Investment Strategy (RIS), Highways England is committed to upgrading four of the junctions on the Chichester Bypass. The junctions currently present are Fishbourne Road (A259), Stockbridge Road (A286), Whyke (B2145) and Bognor Road (A259), Oving (B214) and Portfield (A258).

Why is this happening?

At present, the A27 Chichester Bypass and many local roads are severely congested. By 2035 traffic modelling predicts that the level of congestion on the network would increase by 24%. The scheme aims to improve capacity along the bypass which in turn would improve access to Chichester, the Manhood Peninsula, and the wider Bognor Regis area, enabling opportunities for unlocking regional economic growth.

The A27 Chichester Bypass has a poor safety record, being among the worst 10% of UK roads for casualties. (Source: the South Coast Central Route Strategy Evidence Report April 2014). The proposals aim to improve this situation.

The options presented at the public consultation seek to improve capacity along the bypass while supporting the planned development growth, particularly housing within Chichester's draft Local Plan.

What will it cost?

We will consult on schemes that will meet our objectives to improve traffic flow and safety. The costs of the options vary and these costs are presented at the exhibitions and in the consultation brochure available on www.highways.gov.uk/a27chichester.

What are the objectives of this scheme?

The proposed scheme aims to:

- improve capacity and support the growth of regional economies
- improve road safety
- reduce adverse environmental impacts
- improve journey time reliability on the strategic road network
- facilitate timely delivery of the scheme, to meet Highways England's delivery plan, and also to enable provision of housing demand in line with the Chichester Local Plan
- improve regional connectivity
- improve accessibility to areas with tourist activity

How will this scheme be carried out?

This scheme is subject to formal approval and statutory procedures. More information will be available when we receive the approval to proceed. It is likely that any proposed construction would be developed in conjunction with the local transport improvements, and implemented in stages to minimise disruptions.

What happens when the consultation is finished?

A preferred option will be announced following the completion of the public consultation. The decision taken will consider the views expressed via public consultation, as well as our continued assessments into the impact on traffic, the environment, economics and budget. We will publish a consultation report that will detail our methods for the consultation and the feedback received which will inform the route selection.

How long will it take?

Our current programme if given approval is for work to start in 2018/19 and be completed in 2019/20.

How does the A27 Chichester Bypass Improvement scheme link in with the other A27 schemes at Worthing and Arundel?

The A27 Chichester Bypass Improvement Scheme is part of a £2.2bn programme of road improvement schemes announced in the Government's 2014 Roads Investment Strategy. There are two further schemes on the A27, at Arundel; and Worthing and Lancing. These schemes are in the early stages of development and we are currently speaking to stakeholders about possible options for the schemes. The delivery of these schemes along the A27 is managed as a programme by the same department within the Highways England.

Overview of A27 Chichester Improvement Scheme

What type of road improvement will the A27 receive?

We are currently developing a number of options to help improve the capacity along the bypass. Some of the improvements we are looking at are:

- Grade separation

This means that one or more junctions will be rebuilt, so they operate as flyovers, by elevating the A27 over an existing roundabout, separating the long distance and the local

traffic to improve capacity and reduce the conflict points. It is much more difficult to put the A27 under the existing junction both in terms of managing the high water table, which the road would be under, and due to the disruption this would cause during construction due to the larger working areas required.

- Installing traffic lights

Traffic lights prioritise traffic flow. For example traffic signals have a greater capacity than the existing roundabouts, particularly where there are dominant traffic flows which make it more difficult for traffic to enter the roundabout.

Some movements may be restricted such as right turns, and dedicated left turns may be provided. Installing traffic lights also allows opportunities to improve facilities for cyclists, pedestrians and other non-motorised road users.

- Hamburger roundabouts

A hamburger junction is named after the shape it resembles. It is essentially a signalised junction with enhance capacity. It is designed to allow a major road to pass through its centre whilst local traffic drives round a signalised roundabout on the outside.

Have you already decided which scheme you are going to construct?

There will be no decision on a preferred option until the assessments are completed including the assessments of the responses to the public consultation.

Who is responsible for this scheme?

Highways England is responsible for the delivery of this road improvement scheme. West Sussex County Council and Chichester District Council have agreed to contribute £10m each to the cost.

Who will be designing the scheme?

Highways England has appointed Mott MacDonald Sweco to support with option selection for the A27 Chichester improvement scheme.

Jacobs have also been appointed to develop a traffic model for the scheme.

Detailed design and construction will be tendered through Highways England's Collaborative Delivery Framework or its successor.

Scheme progression

What options are being considered?

Currently, 5 options are being developed for the A27 Chichester Improvement scheme.

How can local residents get involved?

As the scheme progresses, there will be many opportunities for the public to get involved and to express their views.

The first of these will be during the consultation period taking place between 14 July and 22 September- 2016. Should the scheme progress to a preferred route announcement, the scheme will enter the preliminary design stage, which will include a second formal consultation, and once again the public will be invited to express their views.

Can I look at the proposed plans today?

Yes – please visit www.highways.gov.uk/a27chichester.

What is the best way to stay updated on this scheme's progress?

The Highways England website - www.highways.gov.uk will be updated with the latest scheme announcements, and you can also subscribe to email alerts. Any questions or queries regarding the scheme can be directed to the Highways England Information Line by emailing info@highwaysengland.co.uk or calling 0300 123 5000.

Effects on all road users

How will this scheme affect my road journey?

A traffic model has been developed and has collated data on current traffic levels, journey time and journey reliability. The findings of the traffic model will assist in identifying the best performing options, giving full detail of how journeys will change on the network. Please visit www.highways.gov.uk/a27chichester to see the information as part of our exhibition boards.

Will emergency services be affected by the scheme?

There is potential for the routes used by emergency services to have to change, particularly for the options that change or close traffic movements at junctions. Emergency services have been consulted during the development of the options and we will continue to discuss the implications of the options as we move towards a decision.

During construction there will also be impacts due to traffic management and the various closures that may be required to construct the scheme. During the development of traffic management and construction plans at the next stage of the scheme's development the emergency services will be consulted and their requirements accommodated.

Will there be provision for cyclists and other non-motorised users?

While the preferred route/option is yet to be confirmed, it is intended to include provision for cyclists and other Non-Motorised Users (NMU). Some of these have been already identified in the options development. NMU groups will be engaged as the scheme progresses.

Will there be changes to local access routes or footpaths?

Yes, there will be some changes, but we will do our best to ensure NMU groups are not disadvantaged; their safety will be paramount in our considerations. We will undertake an NMU survey to understand existing provisions during the next stage and develop the proposals in more detail.

Public Consultation

I heard some people have given feedback on your scheme options already – why do we have to wait until the consultation period?

We have been undertaking a programme of ‘pre-consultation engagement’ with a small number of stakeholders. These are statutory consultees; technical and local area experts as well as major business interests in the area. Their feedback is intended to help us establish the viability of the potential options, rather than a preference. Their assistance has enabled us to present options that effectively meet the scheme aims, which are to increase capacity and enable economic growth in the region whilst not creating unintended or unforeseen negative impacts on the region.

Have discussions been held with local authorities and other local organisations?

Meetings have been held with key stakeholders such as local authorities as well as Environment Agency, South Downs National Park, Chichester Harbour Conservancy, Natural England and Historic England to discuss the broad principles of the schemes and to highlight areas of initial concern so that these can be considered within the proposed options.

How will local residents be consulted?

In addition to the consultation in summer 2016, over the next three years as part of the planning process, we will consult local stakeholders, communities and road users. These consultations will provide the opportunity for people to express their views on the design and layout of the schemes before we submit our applications for development consent to allow construction to start.

Will consultation feedback be made available to the public?

Yes. We will produce a report on the feedback received and this report will be made available on the Highways England website.

When will public consultation begin?

The public consultation will begin at 00:01am on 14 July 2016, and will end on 11.59pm on 22 September 2016.

How will the community and road users be notified about public consultation stages?

The Highways England website www.highways.gov.uk/a27chichester will have the latest updates regarding the public consultation period. In addition to this, there will be a number of articles and advertisements appearing across local media as the scheme progresses.

How can members of the local community and road users provide consultation feedback?

A number of public exhibitions will take place across the local area where people can see the proposed route options and provide their feedback via a consultation questionnaire. The questionnaire will also be available from a number of community drop-off points and the scheme pages on the Highways England website, www.highways.gov.uk/a27chichester.

What happens when the consultation is finished?

A preferred option will be announced in late 2016. The decision will take into account views expressed via public consultation, as well as our continued assessments into the impact on traffic, the environment and cost. We will publish a full consultation report that will detail our consultation methods, the feedback received, and our response.

Why is the public consultation only ten weeks long?

The purpose of the consultation is to understand the general views of the community on the proposed options. It is to identify any trends in the responses and also to seek your support, as the people who live and work in area and thus know it the best, to identify any issues that you think would affect the choice of option which may not be apparent from the studies and assessments that have been undertaken. Best practice normally allows 28 days to gather these views, and up to 6 weeks for highly complex schemes. Due to the timing of this consultation, over the summer period, we have extended this period so that we can gather as many opinions and as much information from the community as possible.

However this will not be the only chance to comment on the proposals. As we approach the planning application there will be another consultation that will meet the timings required by the Planning Act 2008. We expect this consultation to commence in mid to late 2017.

There will be another chance for the public to become involved as the project progresses as a further consultation will take place once a preferred route is announced.

Route Options

What is the route options stage?

This stage identifies all feasibly options that have potential to meet the scheme's objectives. These are then sifted to identify those routes most likely to meet the objectives within the budget for further detailed assessment before a preferred option is identified. This process follows the guidelines in the DfT's WebTAG, the Design Manual for Roads and Bridges and Highways England's Project Controls Framework.

Land Ownership

Will there be a requirement for compulsory purchase of land required by the scheme?

Every effort has been and will be made during further design stages to minimise the need for compulsory purchase of land. However all options do require land outside of the current highway boundary. The amount of land required depends on the option that is selected as the preferred route.

A member of our Property Team will be available at each of the consultation events, to answer any landowner queries the public may have, and we will take into account all of the views expressed during the consultation

How will land to be purchased be valued?

Any property affected by the scheme is valued by the independent district valuer who will evaluate each property's current market value.

Will there be a need to access private land for survey work?

Yes, as with the current stage of design, access will be required to carry out further surveys. If this is the case, the affected landowners will be identified and contacted them directly.

Disruptions

Will scheme construction cause disruption on the A27?

Options upgrading the existing A27 will cause disruption on the already congested network. Works on all options are likely to need speed limits of 50mph or less, narrow lane working at all times, lane closures for extended periods and complete overnight closures of some sections of the road. All of these activities will cause various levels of disruption, dependent on the option selected as the preferred route. However, we will work to minimise the disruption as much as possible with inputs from the Local Authorities, emergency services and the contractors.

How will disruption be minimised and mitigated?

The improvements to the existing A27 will be primarily implemented under narrow lanes running and reduced speed limits. At junctions, restricted movements and lane closures may be required depending on the option selected. Road closures will be necessary at certain times.

Road closures will be kept to a minimum and only carried out when they are needed to protect road users and the workforce.

How long could disruption last?

This varies per option and the sequence of construction adopted at the time. In general terms, the options upgrading the existing A27 could take between 15 and 40 months.

Planning Policy

What is a Nationally Signification Infrastructure Project (NSIP)?

Nationally Significant Infrastructure Projects (NSIPs) are major infrastructure developments in England and Wales. These include projects such as power plants, large renewable energy projects, new airports, airport extensions and major road projects.

Who will give the final permission to build this NSIP?

An application for a Development Consent Order (DCO) to undertake an NSIP is made to the Planning Inspectorate, who will consider the application and make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the proposed scheme.

Where can I find information on proposed developments in my area?

You can learn about planned developments in your area by visit the Planning Inspectorate website: <http://infrastructure.planninginspectorate.gov.uk/>

What is the process for making a Development Consent Order?

A Development Consent Order application can only be made once a full consultation has been undertaken with the community. This is different to the current consultation and will be undertaken after the preferred route is announced to allow the community of comment on the detail of the design of the preferred route so that the community can influence the design. Highways England will publish its plans for this consultation in a Statement of Community Consultation. This is known at the pre-application stage.

After the consultation and after the design is completed in sufficient detail to understand its impacts and confirm the land requirements, an application for a Development Consent Order will be made to the Planning Inspectorate (PINS). This application will include full details of the scheme including its environmental impacts in an Environmental Statement. PINS has 3 months to accept the application during which it will confirm all statutory processes have been properly followed leading to the application. Once accepted PINS have 12 months to examine the application and make a recommendation to the Secretary of State. During this examination they will examine the proposals in detail and as part of this they will accept representations from supporters or objectors to the proposals. Some of this examination may be in public at PINS discretion.

PINS will make a recommendation to the Secretary of State who will decide whether or not to accept the recommendation. If a recommendation to allow the DCO is accepted by the Secretary of State the Orders will be made and Notices issued to all affected persons.

How can stakeholders comment on the Environmental Impact Assessment process at the pre-application stage when the Environmental Statement (ES) is not formally published until it is submitted to the Planning Inspectorate?

Before we submit our application for a Development Consent Order (DCO), we will engage with and consult with all stakeholders, including statutory environmental bodies. Stakeholders will have the opportunity to comment on Preliminary Environmental Information (PEI) report at the pre-application consultation stage. This is an opportunity to engage with the development of the scheme. Stakeholders can make written representations to the Planning Inspectorate on the Environmental Statement during the examination stages.

Government Policy

What is the current government's road policy?

The Government's road policy is the Road Investment Strategy. The Road Investment Strategy outlines a five year programme for investment in 127 schemes to upgrade our motorways and major trunk roads with funding of £15bn confirmed for this period.

The Road Investment Strategy includes:

- A long-term vision for England's motorways and major roads, outlining how we will create smooth, smart and sustainable roads
- A multi-year investment plan that will be used to improve the network and create better roads for users
- High-level objectives for the first roads period 2015 - 2020

Is this scheme part of Development for Transport's 'Road Investment Strategy' (RIS)?

Over the next five years, Highways England is delivering the Government's £2.2bn road investment programme in the South East. We are making improvements to motorways and major roads in the South East to increase capacity, improve journey times and contribute to road safety for all. The A27 Chichester Bypass improvement scheme is one of the schemes to benefit from this investment in the Road Investment Strategy.

Environment

How will this scheme affect the environment?

All options are likely to have both positive and negative impacts on the environment to varying degrees. These have been assessed to an appropriate level and the assessments agreed with the relevant statutory bodies for their specialist areas (English Nature, Historic England, Environment Agency). The results of these will be presented at the public consultation and will form a key part of the assessment of which route presents the best compromise between economic advantage and environmental improvement against disruption to travellers, residents and businesses and environmental impact, and thus should be recommended as the preferred route.

All scheme options will be subject to an Environmental Impact Assessment (EIA), with a full Environmental Impact Assessment Report (EIAR) will be produced for the preferred route. This will be prepared in accordance with legislative requirements for EIA as well as other environmental protection legislation, such as the Habitats Regulations and the Water Framework Directive.

As part of this process, an integrated environmental and engineering design solution will be developed, ensuring that adverse environmental effects are avoided, minimised through mitigation, or appropriately compensated. We are working with the Statutory Environmental Bodies, the Environment Agency, Natural England, Historic England, Chichester Harbour

Conservancy, the South Downs National Park, and Chichester District Council and West Sussex County Council throughout the EIA process.

What environmental mitigations are taking place?

The design of all the options is at a very early stage, so it is not possible to accurately state what mitigation would be put in place. However it is likely that the following measures would be implemented in some form:

- Noise – An initial assessment of the changes in the noise profile that would be caused by the various options has been undertaken. It is likely that a combination of noise barriers and low-noise road surfacing would be used where the EIA has demonstrated that it is required. A full assessment of the anticipated noise levels for the Preferred Route will be carried out in the next stage, which will include detailed modelling of noise effects to identify appropriate mitigation to be incorporated into the design.
- Landscape and visual impacts – Screening planting would also be used where possible to screen the road and associated infrastructure.
- Flooding – An initial Flood Risk Appraisal has been carried out, which has examined the possible risks of flooding to the options. We have modelled the flood zones of the River Lavant to the south of Chichester, to understand impacts and mitigations required. The surface water drainage design has not been started yet, but to meet the requirements of the National Planning Policy Framework, all surface water run-off would be attenuated to match existing run-off rates, so there would be no surface water flooding issues. The drainage would also be ‘future proofed’ by including an allowance for increased rainfall due to climate change.
- Pollution prevention – During construction, an Environmental Management Plan would be put in place, to manage the way the construction is carried out to minimise the adverse effects of the works. This would include measures to reduce dust and disturbance from noise or lighting during construction. It would also contain measures to control leaks and spillages and prevent pollution to ground and streams/ivers.
- Access and Public Rights of Way – It may be necessary to close existing rights of way or footpaths during the construction, in which case alternatives would be provided, to minimise disruption to pedestrians and other non-motorised users.

Will there be a simple summary of the technical EIA document available that explains information easily?

Yes, the final Environmental Impact Assessment Report will include a summary document that will be made available on the scheme website.

Air Quality

What is the carbon footprint for the options?

Until the detailed design of the preferred route it is not possible to calculate the carbon footprint of this scheme.

What impact does road traffic have on air quality?

Burning of petrol and diesel fuel in the engines of vehicles produces air pollutants such as nitrogen dioxide (NO₂), carbon dioxide (CO₂) and soot (particulate matter). These pollutants are then released into the air via vehicle exhausts, increasing the concentrations of these pollutants in the air, affecting air quality.

Are there national plans to improve air quality?

Yes – the Department for Environment, Food and Rural Affairs (Defra) air quality action plan details the national plan to improve air quality in the UK. The plan highlights measures which should be implemented to help meet EU and national limits for various air pollutants.

Will this scheme have an impact on local air quality?

Modelling of potential air quality effects has taken place and the outcomes will be presented at the public consultation. The Stockbridge and St Pancras Air Quality Management Areas (AQMA) have been recognised in the assessment as key air quality locations.

How will air quality and the potential impacts on public health be measured?

Monitoring of air pollutants has been undertaken around the area of the proposed scheme. The results from this monitoring have then been used to carry out modelling to determine the potential effects of the proposed scheme on air quality and public health.

Noise

Will the proposed scheme have an effect on road traffic noise?

Traffic noise depends on traffic speed, flow, percentage of heavy goods vehicles and road surface. The propagation of traffic noise is dependent on screening such as barriers, bunds and intervening buildings. Thus, noise levels at any given distance will vary with location and option.

Will this scheme look to mitigate noise and vibration during construction and operation?

It is likely that construction will be undertaken under a formal Section 61 agreement under the Control of Pollution Act 1974 with the local authority. As part of the application, the Contractor will have to demonstrate proposals to use best practicable means to control noise and vibration. In this way construction activities, duration, working method will be controlled such that agreed noise limits will not be exceeded. However these noise levels are likely to be an increase over those currently experienced for the duration of the construction period. Possible mitigation measures could include noise screening around construction compounds, 'white noise' reverse alarms and restricted working hours.

Cultural Heritage

Will this scheme have an effect on archaeological remains, scheduled monuments and historic and listed buildings?

There are many historic assets in the Chichester area, such as Fishbourne Roman Palace, Chichester Dykes and Chichester Cathedral. The impacts of the options have been considered, assessed and will be presented at the public consultation and will be used in the selection of the preferred route.

An Environmental Impact Assessment Report will be compiled after the preferred route announcement, which will consider potential effects on archaeological remains, scheduled monuments and historic and listed buildings. In addition, an archaeological evaluation will be required in certain high risk areas (particularly in areas where options are outside of the current highways corridor) and would comprise a combination of targeted field walking, metal detector surveys, geophysical surveys, remote sensing surveys and trial trenching. This would be followed by further archaeological investigation should the evaluations identify archaeological remains that warrant further work.

How will the scheme provide mitigation to protect any existing archaeological remains, historic buildings and landscapes?

This could be archaeological open area excavation, strip, map and record before construction or archaeological monitoring during construction.

If archaeological remains are identified they may be excavated, mapped or recorded and protected prior to construction. During the early stages of construction, particularly top soil striping and excavation there will be an archaeologist on site with a watching brief to observe the works in high risk areas. Archaeological materials uncovered during construction, will temporarily stop the works in the area of the find while it is analysed and further investigations or excavations are undertaken.

Landscape and Visual Impact

Will there be significant changes to the local landscape or skyline?

The integration of the scheme within the existing landform and screening of the new road from key viewpoints will be integral to the scheme design. However it is not always possible to mitigate these impacts, particularly where we are raising the road levels. Road schemes can also impact on the tranquillity of a landscape through changing the noise profile of an area. A full assessment of the effect of the scheme, during both day and night-time, on the local landscape and skyline will be undertaken through the EIA process in the subsequent stages of the scheme, and appropriate mitigation developed where possible to eliminate and minimise any adverse effects. Particularly, we are concerned about the views from Chichester Harbour to the Cathedral and the impacts of any options on these views.

Would the scheme affect any nearby water bodies?

All options will have an impact to some extent on the surrounding water environment. This has been assessed as part of the options study and will be used in the assessment of the options to recommend a preferred route. Larger carriageway areas will increase run-off and this will need to be attenuated to ensure that the flow in local water courses is not adversely increased. Such attenuation could be in the form of surface balancing ponds or underground storage tanks or pipes.

Depending on which option is selected as the preferred route, some structures such as bridges or culverts may be required over water courses. Some options also impact on the water bodies / lakes to the south of the scheme, particularly the larger improvements to Bognor Junction. A full Flood Risk Assessment would be carried out to ensure that any changes to rivers or streams do not cause flooding to nearby land or properties. The EIAR will assess the potential effects of changes in ecology, fisheries and recreational use of water bodies.

Does the scheme pass through or near to any Areas of Outstanding Natural Beauty?

The existing A27 passes very close to the Chichester Harbour Area of Outstanding Natural Beauty at Fishbourne roundabout. Any changes to this junction could, therefore, affect the AONB although this would be assessed within the Landscape and Visual Impact Assessment (LVIA). Any adverse effects would be mitigated as much as possible through the scheme design. The proposed amendments to Fishbourne roundabout, in various options, will have components that run close or impact the boundaries of the AONB for some of its length.

How will landscape and visual impacts be mitigated?

Landscape and visual impacts will be mitigated under the guidance and advice contained within Volumes 10 and 11 of the Design Manual for Roads and Bridges, and may include planting trees, providing screening for a receptor, landscape bunds, and careful consideration of all design elements such as the need for street lighting (balancing landscape and safety impacts).

Ecology

How will you reduce effects on wildlife?

Ecological surveys have already started and will continue to the next stage of work, so the locations of protected species and sensitive habitats are known. The options will be designed to avoid these, where possible, although in some circumstances it may be necessary to either relocate wildlife to other existing or newly created habitats or to carry out replanting to replace areas of lost flora.

Does the scheme pass through or near to any designated conservation sites?

The existing A27 and the proposed amendments to the Fishbourne roundabout, in various options, will have components that run close or impact the boundaries of Chichester Harbour, which is designated as a Special Protection Area, Special Area of Conservation, Ramsar site and Site of Special Scientific Interest. The potential for effects as a result of the options has been assessed and will be presented at the public consultation. Further detailed assessment will be undertaken on the preferred route and presented in the EIAR.

How will you protect local habitats?

The proposed route options may require habitat removal and/or disturbance of habitat which could be suitable for protected species. Therefore, Phase 1 habitats surveys have been undertaken and used in the assessment of the options. More detailed surveys for the preferred route will be undertaken during subsequent stages. These will be used to establish a habitat mitigation and compensation strategy which will minimise the loss of habitats and will ensure habitat and biodiversity enhancement across the full scheme extents.

How will you protect wildlife and plants during construction?

A Construction Environmental Management Plan (CEMP) will be produced for the scheme. This is a document that will detail all of the mitigation measures, including working practices, method statements and temporary works, which will be used during construction to minimise the impacts on the surrounding environment. Examples of measures that may be included within the CEMP are as follows:

- Relocation of animals before construction work commences to suitable offsite areas;
- Creation of new offsite habitats or enhancement of existing offsite habitat to receive relocated animals;
- Construction of balancing ponds with attenuation and pollution control features at the start of the programme; and
- Designated wash out, refuelling and storage areas away from sensitive sites or watercourses.

In addition, protected species are safeguarded under specific legislation such as the Conservation of Habitats and Species Regulation (2010), Wildlife and Countryside Act 1981. Any adverse effects identified in the EIAR would be mitigated as described above with the mitigation being undertaken prior to the commencement of works.

Specific measures can be taken for each species identified during the ecology assessments to protect wildlife and plants during construction and operation periods. Mitigation would include translocation of animals prior to construction works, with erection of specialised

fencing to exclude animals from construction sites and prevent them re-entering. Directional lighting could be used if night works are required, to prevent disturbance to foraging bats.

Will night time work affect nocturnal wildlife?

Adverse effects on nocturnal wildlife due to night time work may occur. A detailed ecological mitigation strategy will be developed, which will include measures to minimise disturbance to nocturnal wildlife. Measures may include restrictions on working times and maximum permissible noise levels, directional lighting and site supervision.

Road drainage and the Water Environment

How will you protect nearby water bodies and the water table from pollution that might be caused by construction?

The Construction Environmental Management Plan (CEMP) will include measures that accord with Construction Industry Research and Information Association (CIRIA) Report C648 'Control of Water Pollution from Linear Construction Projects', to minimise the risks of pollution during construction, will be implemented. This will ensure that the dangers of pollution to watercourses during construction are appropriately managed.

Will this scheme increase or reduce the risk of flooding?

A Flood Risk Assessment will be prepared during the detailed development of the preferred route, in the next stages of design.

Community and Private Assets

Will I be able to access public and private facilities during construction?

It may be necessary to close existing rights of way or footpaths during the construction, in which case alternatives would be provided where practicable, to minimise disruption to pedestrians and other non-motorised users. NMU surveys will be undertaken during the development of the design and the mitigation measures used will be based on the level of usage