

Arundel Bypass Neighbourhood Committee

NEWSLETTER TO ABNC SUPPORTERS – DECEMBER 2015

The working committee of ABNC met on 3 December. This newsletter is based on the minutes of the meeting.

1. A27 Arundel Bypass

At the July Stakeholder meeting, 5 possible routes were under consideration – they were only shown as schematics but using these, together with the descriptions from the March 2015 Feasibility Report, ABNC has superimposed the potential routes onto a map ([click here](#) or go to page 4). **Please note that these routes are indicative only.**

The next ‘Stakeholder Meeting’, timetabled by Highways England for December 2015, has been postponed. The ‘Highways England Delivery Plan’ for 2015-2020, under 3.1.5, ‘Progressing the outcomes from the six Feasibility Studies’, promises ‘*Further and more detailed consultation on proposals for Arundel and Worthing / Lancing*’ without giving a date, and says that it will ‘*Make recommendations on the preferred routes for these two schemes*’ in 2017.

2. Chichester Northern Bypass

Highways England’s new plan for a ‘Chichester northern bypass’ plan, is thought to be a 70mph new road without junctions, going very near to or into the edge of the National Park. It has been presented by Highways England to local councils and the National Park **without any consultation or publicity**, with a **planned public consultation on this and five other ‘options’ to happen in spring 2016, and a decision by summer 2016**. This plan, if driven through, would increase pressure for the ‘expressway’ approach at Arundel, Worthing and Lancing. The ‘Expressway’ or mini-motorway concept sets out to prioritise high speed long-distance through traffic over local traffic, meaning access points to the A27 will be fewer and further between, with more induced traffic and neighbours experiencing more noise and air pollution.

An opposition group to the Chichester northern bypass has just been formed “Chichester Deserves Better” (website: www.chichesterdeservesbetter.co.uk and Facebook: www.facebook.com/chichesterdeserves). They have also created an online petition opposing this route (<http://www.ipetitions.com/petition/chichester-deserves-better>). We would urge you to visit their website and sign their petition and support them in opposing this proposal – apart from the devastating impact on the local communities and the South Downs National Park, they do not believe that this solution will be in the best interests of Chichester and nearby communities, in resolving the current traffic problems. We should also be aware that **whatever happens at Chichester, will affect the strategy applied to Arundel and also Worthing/Lancing**.

For the latest news and blogs, visit our website – www.arundelbypass.co.uk – (recent blogs “[A27 Timetable: Chichester Gets it First](#)” and “[Chichester A27: New Threat to Sussex](#)”).

3. Level crossing closure plans and new road at Ford

In Ford's Neighbourhood Plan, the Parish Council has put forward a plan for 750 houses on Ford Airfield, with an option for a larger development of 1500 houses. In connection with the larger residential development, Arun District Council have a proposal to build a new road on the north side of the railway, linking Yapton Lane and Ford Road, to a new bridge over the railway which will link to the existing road system south of the railway via the new roads associated with the development. This would enable the Yapton and Ford level crossings to be permanently closed and remove the necessity for trains to slow to 30 miles an hour at the Yapton crossing. A map of this possible road and bridge appears in the Ford Neighbourhood Plan, viewable on <http://ford.arun.gov.uk/main.cfm?type=NEIGHBOURHOODPLAN>. They are asking for comments.

The new road on the north side of the railway would destroy recently planted woods and adversely impact a wetland area just south of the Walberton and Binsted parish boundary (MAVES surveys show evidence of water voles, a species threatened with extinction and classified as a Priority Species - see [Wildlife Trust](#)).

It is not clear how this proposal would link to the Arundel bypass options or whether it would lead to an increase in the volume of traffic on Ford Road and Yapton Lane.

4. Housing Proposal at Fontwell and the A27

Most of you will be aware of the outline planning application (which we've learnt has just been approved by ADC) to develop the land to the west of Fontwell Avenue with a mix of residential and commercial units. In anticipation of the extra traffic on the A27/A29 Fontwell roundabout, Highways England have requested the installation of traffic lights on the roundabout itself, and on the A27 to either side, as a condition for the development. This demonstrates that there is a need for substantial sections of the Sussex A27 to operate at 50mph rather than 70mph, with traffic lights and roundabouts where necessary to manage the traffic flow on and off the A27 – something that Highways England has acknowledged is required at Fontwell (see blog "[More Houses, Less Speed](#)") and should be adopted for other congested sections of the A27!

5. Draft Walberton Neighbourhood Plan and the A27

As many of you are aware, the Walberton Neighbourhood Plan Steering Group has issued the draft Plan which is available for comment on the Arun District Council website. ABNC welcomes the emphasis the Plan gives to conserving our countryside and support for green initiatives such as new cycle routes to Barnham, Arundel and possibly Chichester. ABNC also welcomes that the Plan supports the Arundel Bypass "*...in principle but only when taking the route that causes the least damage to the countryside to the north of Binsted village within the Parish's boundary. Reason: The area to the north of Binsted includes countryside cherished by parishioners for some of the most attractive and - in ecological terms – most valuable in the Parish. The policy is important for delivering on the Vision and Core Objectives and reflects Survey results and comments.*" (Policy GA 7 A27 Arundel Bypass).

As the attached plan indicates (page 4), the network of PROW's and safe country lanes in and around Binsted would be severely impacted or truncated by the road options through Binsted.

6. ABNC's strategy

Other groups affected by road plans along the A27, such as east of Lewes, have had meetings with Highways England recently. ABNC will be asking for a meeting early in 2016, and present a prepared 'dossier' about the impacts on the National Park from any proposed Binsted route. This will cover the impacts on listed buildings, historic tracks, breeding territory of rare species, loss of farmland, rare plants, archaeology, severance, views, noise, recreation, homes and businesses, and the effects of all these on the Special Qualities of the National Park.

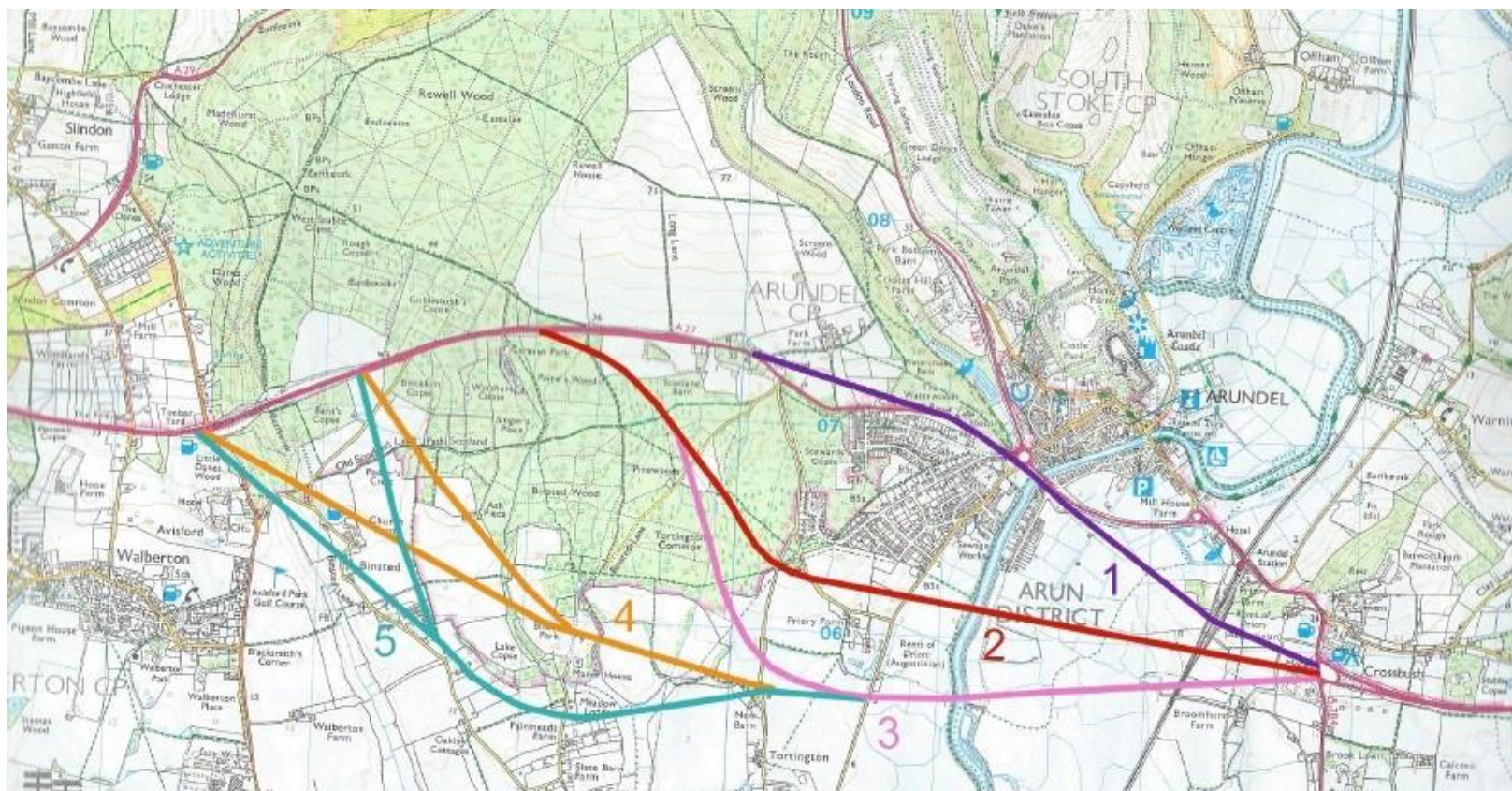
Part of this document will gauge impacts on Tortington village and the Arundel watermeadows at the eastern end of the Bypass which would also be affected by other offline routes. Together with the small woodland owners on Tortington Common, who are likely to resist the old Option A (Pink/Blue route), and the proposal by Arundel SCATE for a part-online road scheme (similar to the old Purple route), this document should link with resistance to the proposed A27 'Expressway' scheme at Chichester and Worthing/Lancing.

Members of ABNC will be meeting the Chichester Deserves Better action group, and the new head of CPRE Sussex, Kia Trainor, in January to discuss their opposition to the plan. In February, ABNC will be meeting Keith Taylor the Green Party MEP for the Southeast, who opposes the government's road expansion plans and who contacted ABNC, along with other groups opposing the A27 expansion proposals.

7. The new website and Facebook page

The new Facebook page (www.facebook.com/arundelbypass) has had 1200 'likes' and led to a number of useful contacts; there are a steady stream of new supporters coming in via the website, www.arundelbypass.co.uk.

Please see the wonderful photos by a new supporter, of the Binsted and Tortington areas. The link to these photos is on the tab under the 'Countryside IMPACT' or [click here](#).



Arundel Bypass options December 2015

Deduced from Highways England schematic map of July 2015, past official route maps and Feasibility Report 3.

1. Purple Route

From 1987 consultation, revived in 2015.

2. Red Route

From 1987 consultation, revived in 2015.

3. Route A

The old Pink/Blue route of 1993 and starting point for 2015 consultation.

4. Route B North (two alternatives)

As described in the Feasibility Report of 2015

5. Route B South (two alternatives)

As described in the Feasibility Report of 2015