

Draft summary 1 April 2015 about Parsons Brinckerhoff's apparent two new Option Bs for the Arundel bypass in the A27 Feasibility Study, published March 2015 - not an April Fool ...

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### **1. Parsons Brinckerhoff's new Option B**

The A27 Feasibility Study has been published (<https://www.gov.uk/government/publications/a27-corridor-feasibility-study-technical-reports>) but there is still some uncertainty about the exact route of Option B. There is no map. However, it's clear that Option B is no longer the version crossing the Binsted valley and encroaching into Walberton, as recorded by the CPRE member at the Study's August 2014 meeting, against which the Arundel Bypass Neighbourhood Committee campaigned from August to December 2014.

The Study repeatedly labels Option B 'longer to avoid the National Park', in tables and headings, suggesting a route like CPRE's Option B. But a longer verbal description at Report 3, paras 5.2.4. to 5.3.2, is ambiguous: depending on how you interpret it, Option B appears to be now either within the National Park from the Tortington end, or skirting the National Park in southern Binsted then within the National Park from Scotland Lane northwards.

It seems to be the case that in response to the Arundel Bypass Neighbourhood Committee's campaign against the previous Option B, and the many concerned comments from the public, Parsons Brinckerhoff have moved Option B away from Walberton and back into Binsted and the National Park. References within the reports to what appears to be the old Option B (e.g. a reference to damage to Walberton's 'townscape' in Report 2, Table 6-8), and references to the Brown route in the same table, confirm this deduction and suggest that other alternatives were looked at, and traces of them left in the Study.

### **2. The ambiguous description**

The north end of Option B is clearly described as a T junction 0.8 km east of the A27/Yapton Lane junction. The measurements and directions given for the rest of it are garbled and can be interpreted in two different ways. The crucial 'mistake' appears in paragraph 5.2.12: 'From Ford Road the proposed route continues on a straight alignment for a further 600m (approximately), passing over Tortington Lane via a new bridge, before turning slightly **to the east** for approximately 800m to a new bridge over Binsted Lane [East]. 'Before turning slightly to the east' is a mistake or obfuscation as the road is being described from east to west. As it is already 'going' west, only north or south make any sense.

### **3. If they mean 'north': the 'in the National Park' version**

If they mean 'north', this matches with what the Study says about overbridges: 'The route passes over Spinningwheel, Old Scotland Lane and Binsted Lane (north), all of which are via new overbridges'. 'Spinningwheel' is presumably Spinningwheel Copse, which is about 350m inside the National Park. This would mean Option B would be wholly within the National Park west of the Tortington section. It would cut off Lake Copse, the Shaw, the Lag, Ash piece, Barns Copse, Hundred

House Copse and Little Dane's Wood from the rest of Binsted Woods, and destroy Spinningwheel Copse.

#### **4. *If they mean 'south': the 'partly in the National Park' version***

If they mean Option B **turns south** after crossing Tortington Lane on a bridge, they are imagining a route which performs a bulge southwards round the bottom of Lake Copse, crossing Binsted Lane East then turning north up through the middle of Binsted between Lake Copse and Binsted Lane West – destroying the Strawberry Fair field – to cross Scotland Lane and Binsted Lane (West) to its junction with the A27. This suits their description in the next paragraph better: 'To the west of Binsted Lane [East], the proposed route curves northwards for approximately 700m and runs in a broadly straight alignment for 1.3km to a new junction on the existing A27 route.' It would also chime better with their claims that Option B 'avoids the National Park' – though it would enter the National Park as it crossed Scotland Lane. But it leaves that reference to 'Spinningwheel' unexplained.

#### **5. *Parsons Brinckerhoff's second alignment for Option B***

A 'second alignment' for Option B is also mentioned. This envisages a mostly straight line from the overbridge at Binsted Lane East (wherever that turns out to be), to a junction with the A27 at the Yapton Lane/A27 junction.

#### **6. *The effect on Binsted and the National Park***

Whichever is the true 'new Option B', they are both obviously very damaging. The 'in the National Park' version would be something like 'Green route 1' (compared with Option A in 1992 and found more damaging because of its effect on Binsted Woods). That went through the south-western edges of the National Park woodland, which are sunny and quiet, and the best parts for wildlife and recreation. The 'partly in the National Park' version would pass right up the middle of Binsted, close to houses, interposing a dual carriageway on overbridges on views of Binsted Woods. With both versions, Binsted's beauty, secrecy and isolation would be quite lost.