

ARUNDEL BYPASS NEIGHBOURHOOD COMMITTEE

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Sent: 01 April 2015 21:17

Subject: ABNC eNewsletter - Update on the Arundel Bypass

Arundel Bypass Update

Finally the long awaited A27 Feasibility Study has been published by Parsons Brinkerhoff on behalf of the Highways Agency, in the form of 3 reports:

Report 1: Evidence Report

Report 2: Option Assessment Report

Report 3: Investment Cases

Report 3 states that 2 options are being taken forward, both being offline:

- Option A: the previous preferred route (pink/blue)
- Option B: "*option to avoid land designated National Park*".

Both routes are described on pages 24-26 in Report 3. See

<https://www.gov.uk/government/publications/a27-corridor-feasibility-study-technical-reports>

Option B

As a result of all your letters of protest, Option B now appears to follow a new route, avoiding Walberton but passing through Binsted **and** the National Park, despite the report repeatedly stating that this Option is longer to **avoid** the National Park! The description of the route is ambiguous and there are two ways of understanding it:

- One completely in the National Park (affecting northern Binsted); and
- One partially in the National Park (affecting central and northern Binsted).

Both have a junction 0.8 km east of Avisford, i.e. just west of the junction of Binsted Lane and the A27, and an 'alternative alignment' with a junction at Avisford. There is no map of either version in the report. Our repeated requests for a map for Option B have been to no avail. The routes in the attached map are based on the description in Report 3 pages 25-26 - **please be aware that the exact alignment of the road is uncertain**. Apart from the obvious adverse impact this has to residents on and close to these routes, both routes would be highly damaging to Binsted and this part of the National Park and will destroy the tranquillity currently enjoyed by those who walk, cycle and ride the public right of ways in this area.

Please read the analysis of the potential new Option B routes in the Special Study below, together with the map showing the suggested alignments at the foot of this newsletter.

You might also be interested to note that in Report 2 (table 6.8 on page 35,) for both Options A and B, the Arun Valley will be crossed by a 1.5km embankment between Crossbush and Ford Road. There is no mention of height and width nor of the obvious impact on flooding or how that might be mitigated. However, the report does state that due to the heavier traffic which would then be on the A27 there is:

“...potential severe impact on the character of the valley, its tranquillity and the setting of the historic town of Arundel”;
“views from riverside footpaths and Ford Road will be severely affected”;

AVES Update

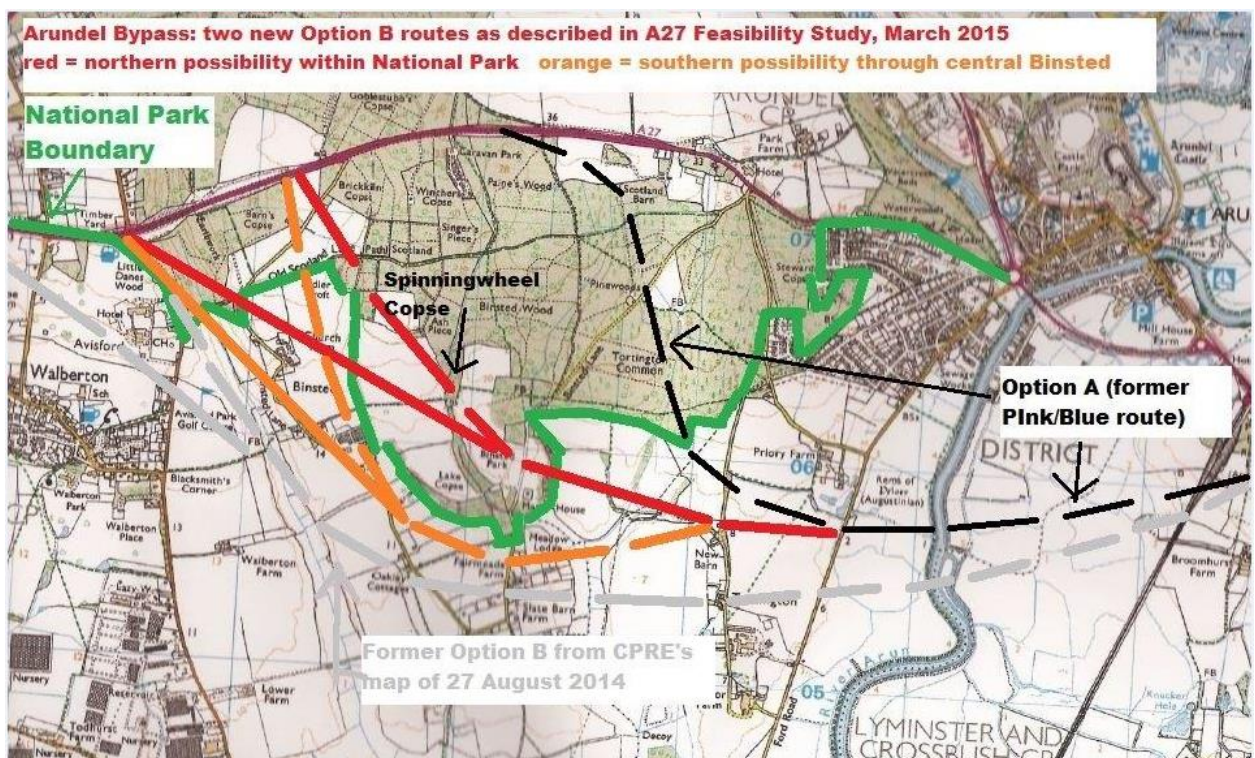
In our last newsletter we mentioned the formation of the Arun Valley Ecological Surveys. The purpose of these surveys is to generate a better understanding of the ecological status of different parts of the countryside around Arundel: the mid Arun valley, including the catchments of its tributary streams the Binsted and Tortington Rifes. Partner organisations are Sussex Wildlife Trust and Arundel’s ‘Agenda 21’ society.

AVES is in the process of recruiting a consultant professional ecologist, volunteer experts and students on university projects to survey and assess the landscape, wildlife habitats and species. The results will be freely available (with appropriate confidentiality for at-risk species) to land owners and occupiers, the public and interested organisations.

There will be further updates on progress in the next newsletter.

Finally, we would like to take this opportunity of thanking you for your continued support in opposing Option B. Although Option B no longer passes through Walberton, as you can see from the attached map, it is still highly damaging to Binsted and the National Park (**thereby affecting us all**) and we hope that you will continue to support ABNC in opposing Option B.

For and on behalf of the Arundel Bypass Neighbourhood Committee



ARUNDEL BYPASS NEIGHBOURHOOD COMMITTEE

SPECIAL STUDY TO ACCOMPANY ABNC NEWSLETTER 1 APRIL 2015

What do Parsons Brinckerhoff mean by their 'Option B' route now?

Parsons Brinckerhoff's apparent two new Option B's for the Arundel bypass, as described in the March 2015 A27 Feasibility Study reports

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 and 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]*". The phrase 'Before turning slightly to the east' is either a mistake or obfuscation as the road is being described from east to west. As the route described 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.

Emma Tristram

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