

History of Arundel A27 Options up to 2013

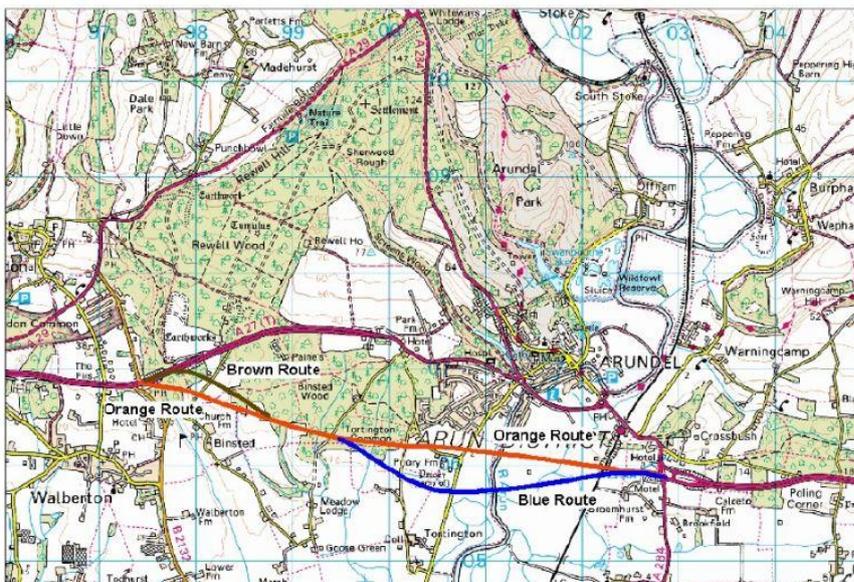
An A27 Arundel Bypass has not been built despite all the efforts to promote one over many years since the 1950s. The reason is it has always been the case that a bypass would be very environmentally damaging. The western half would have to go through very good countryside, while the eastern half would cross the beautiful Arun valley.

The alternative - online work on the present A27 - may be seen as dividing the town, since there is a large suburb south of the A27 while the old town is north of it. The present A27 does not go through the old town but along a 'relief road' bypassing the old town only. The suburb of Torton Hill has long needed investment in better connectivity (without need for cars, because of parking difficulties) to Arundel town. Footbridges and 'green' garden bridges and other options have been suggested but never yet progressed, perhaps because of the possibility of an offline bypass taking away the through traffic. On this page you will find details of routes and options considered in the past, some of which, together with newer solutions reflecting contemporary thinking, may form part of a future consultation.

In 1987 there was a consultation including as options offline bypasses and an online option: the Orange, Red and Purple routes.

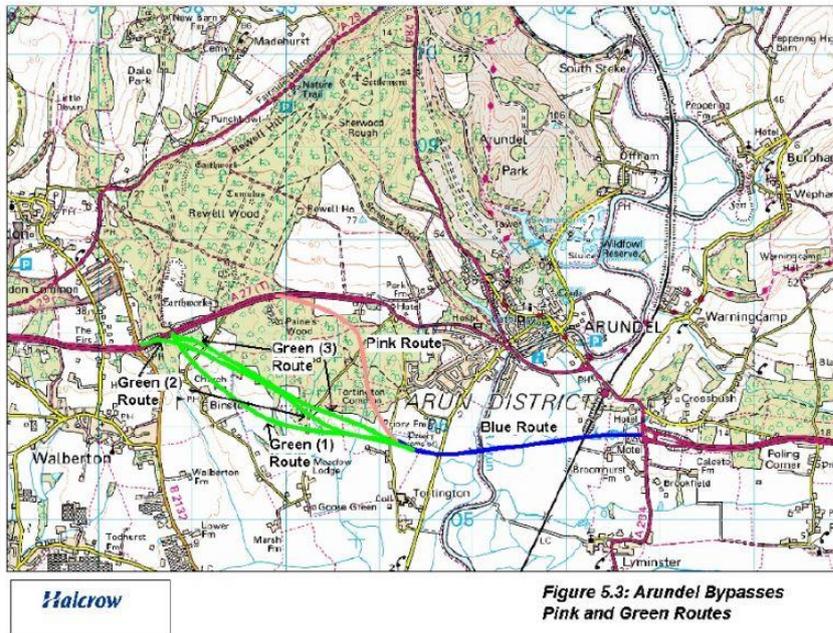
In 1993, after many routes through Binsted Woods had been suggested, a route for an offline bypass was agreed (Pink/Blue) – S shaped, to avoid Binsted Woods (250 acres of ancient semi-natural woodland) in the western half, and be as far as possible from the town in the eastern half. Details of this route, as then envisaged, are hard to find but some can be seen on the maps used in WSCC's 1994 [A27 Arundel Bypass Stage 2 Archaeological Assessment](#).

This was compared favourably with the Brown route which according to the summary in Halcrow's Arundel Strategy Development Plan 2002 South Coast Multi-Modal Study (SoCoMMS) was "environmentally much worse" than the Pink route:

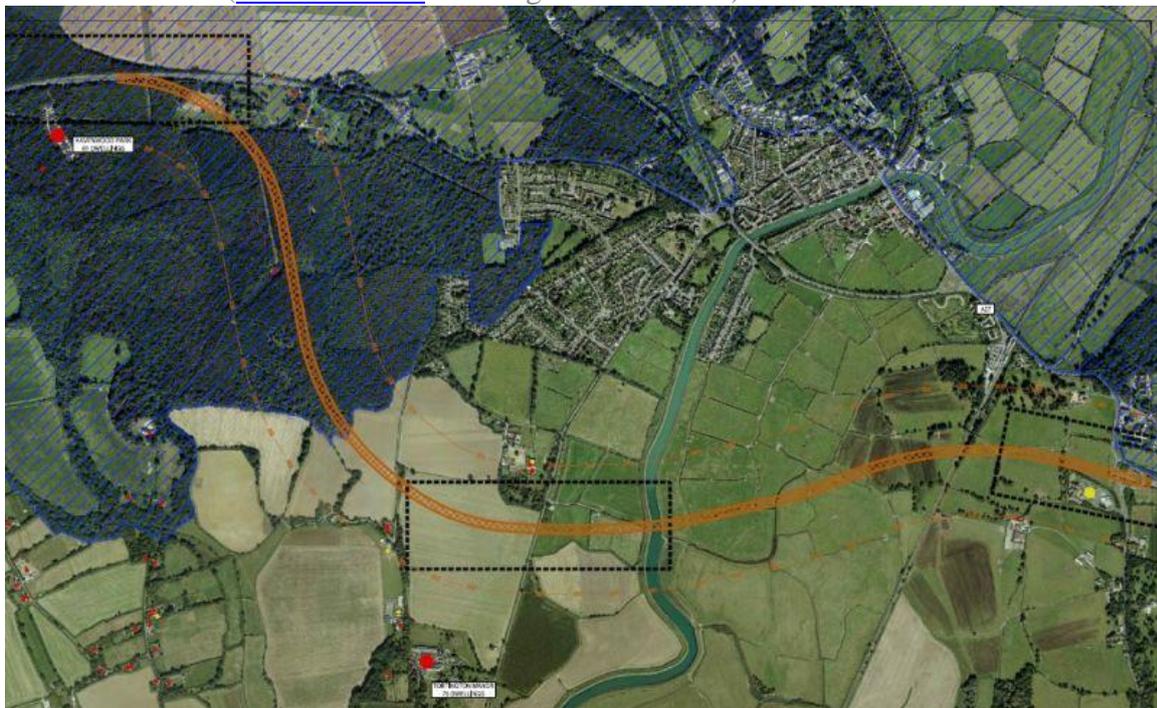


**Figure 5.2: Arundel Bypasses
Brown and Blue Amendments
to Orange Route**

The Pink route was also compared favourably with the Green routes in government studies, several reasons for this being cited in the SoCoMMS report, the first among which was the more severe impact of any of the Green routes "on the landform and landscape quality of the area":

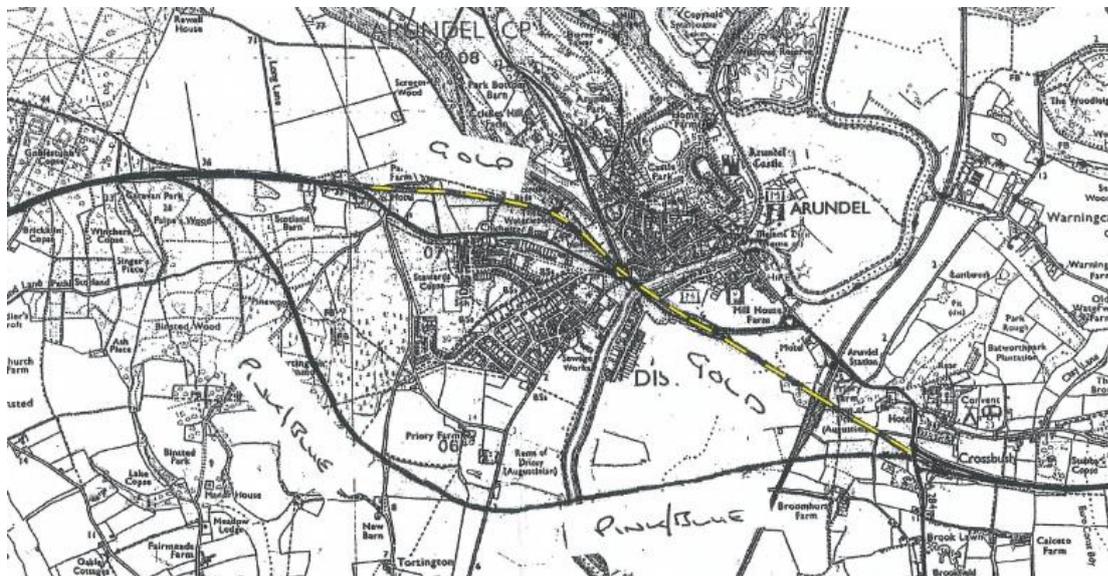


The western, Pink half of the Pink/Blue route crossed Tortington Common, a 180-acre woodland adjacent to Binsted Woods and seen as less valuable because much of it although formerly broadleaved ancient woodland had been replanted with pines. Pink/Blue was made the Preferred Route and has been in the Local Plan since then. Here is a plan of that route made for ABNC ([CLICK HERE](#) for a higher res version):



Meanwhile, Tortington Common was recovering more of its pre-replanting Ancient Woodland qualities following hurricane damage to the conifers there in 1987.

In 2003, after a government enquiry ordered that the Pink/Blue Bypass should go ahead, Alastair Darling, then Transport Minister, cancelled it on environmental grounds, citing the beauty of the watermeadows. Also in 2003, Tortington Common was added to the Binsted Woods Complex Site of Nature Conservation Importance. In September 2003, Frank Penfold who had originally suggested the Pink/Blue as the least worst compromise between the options then on the table (although it was never in his view the best solution), wrote a paper offering his own 'best' solution for consideration. The plan below shows his route which is further explained in his note on the ['Gold Route', which you can read by clicking here](#). This option differs from older route concepts such as Purple and has not been evaluated.



In 2009 both Tortington Common and Binsted Woods were included in the new South Downs National Park.

The National Park status, the reestablished Ancient Woodland status and quality of Tortington Common, and many new homes in Tortington, together with demographic changes and raised awareness of sustainability issues, mean that 20 years on rather than just going ahead with Pink/Blue, the planners will need to look again at alternatives such as online and near-online improvement options. It should however be unnecessary to revisit options to the southwest such as Green or Brown/Orange, both of which have been looked at before and shown to be more damaging to the environment, landscape and communities than Pink.