

Not true that bypass would be 'major relief road' for Park

I firmly support the South Downs National Park Authority's legal challenge against Highways England's Arundel Bypass decision.

It is untrue that the proposed Bypass would be 'A major relief road for the SDNP' as is often stated.

The proposed route, Option 5A, passes through the National Park, ruining Binsted Woods (wholly

in the National Park) and Binsted village (partly in the National Park) as well as Tortington village and the Arundel watermeadows.

It does not make sense to ruin one part of the National Park in order to gain a benefit in another part of it.

The benefit to Storrington is also questionable.

Horsham District

Council supported Option 5A in 2017 because of Highways England's figures, which showed much greater reduction of rat-running traffic at Storrington (avoiding congestion at Arundel) for 5A compared with the other two options.

But the re-evaluation by Highways England, in the 2018 Scheme Assessment Report, showed that the

reduction of rat-running traffic on the A283 would be much the same for each option.

Horsham and other local authorities could, therefore, have supported a route that offered much the same benefit but saved the rest of the National Park from damage. This throws into question the whole consultation.

The out-of-date and misleading traffic figures were just one bit of unreliable evidence in a consultation which promoted Option 5A as the best option with a mass of misinformation, when the truth is that it is the most damaging to the environment, and its economic benefits were hugely overstated, as shown

by the SAR.

I have applied for a second Judicial Review, based on the grave errors and omissions in the 2017 consultation, on behalf of all who love Arundel's countryside – see www.crowdjustice.com/case/save-arundels-countryside-from-bypass-ruin)

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Binsted, Arundel