

Even more noise and pollution

Having lived on Slindon Common for 30 years I have been well aware of the increase in road noise from the A27 and A29.

What was a distant murmur has become a 24-hour roar. It's quite possible to hear traffic at the Slindon roundabout and I suspect beyond at Fontwell.

If the 5A option is chosen for the upgraded A27 it will be built for much of its length on an embankment. This will increase noise, light and chemical pollution to a drastic extent affecting particularly Binsted but Walberton, Slindon Common and north Yapton as well as Havenwood.

Where will the 100s of thousands, perhaps millions of tons of aggregates come from? Rob the nursery beds of fish in the channel perhaps? Or will they have another go at Slindon Common which we were assured was worked out when the Rustington bypass was built. How many thousands of lorry movements would that involve?

As the prevailing wind is from the west and south west Tortington and beyond may well suffer more than they realise from road noise if option 5A is chosen.

It's strange that Highways England completely failed to show in their literature and videos that there is a *village worth of homes and businesses along the 5A route at Binsted* and that it cuts the village in two not once but twice and that if chosen the farm through which it would run would probably be rendered unviable in future.

As we are repeatedly told that bio-security is of paramount importance why would the government consider ripping up a whole farm when it represents among the most useful agricultural land in the whole of the British Isles. We are lucky enough to be blessed

with abundant water, the springs having not run dry in living memory even in the hot dry summers in the seventies. The dip slope of the downs drains well and enjoys warmth and light levels rarely enjoyed at this latitude and if sea levels do rise its altitude should allow it to remain safe.

Climate change and all its uncertainties seem to be with us already so why on earth destroy a landscape that is less pressured than say the east of the country where wind and drought are already cause for concern to growers.

The water flow from the Downs is very complex in this area towards the coastal plain and a massive dual carriage-way and its embankments

could easily damage the sensitive landscape beyond.

I haven't even mentioned the impact on an incredibly diverse and rich landscape.

The 5A option would destroy. Some of the biggest oaks in Sussex if not in Britain can be found on the site intended for the 5A route.

Since well established root systems spread to double the width of the tree crown many could be damaged by near-by workings that could lead to a slow but inevitable death even if they are not felled as part of the construction process.

For anyone living close to the proposed routes there are implications of loss and distress but at least option 3 would utilise much of the

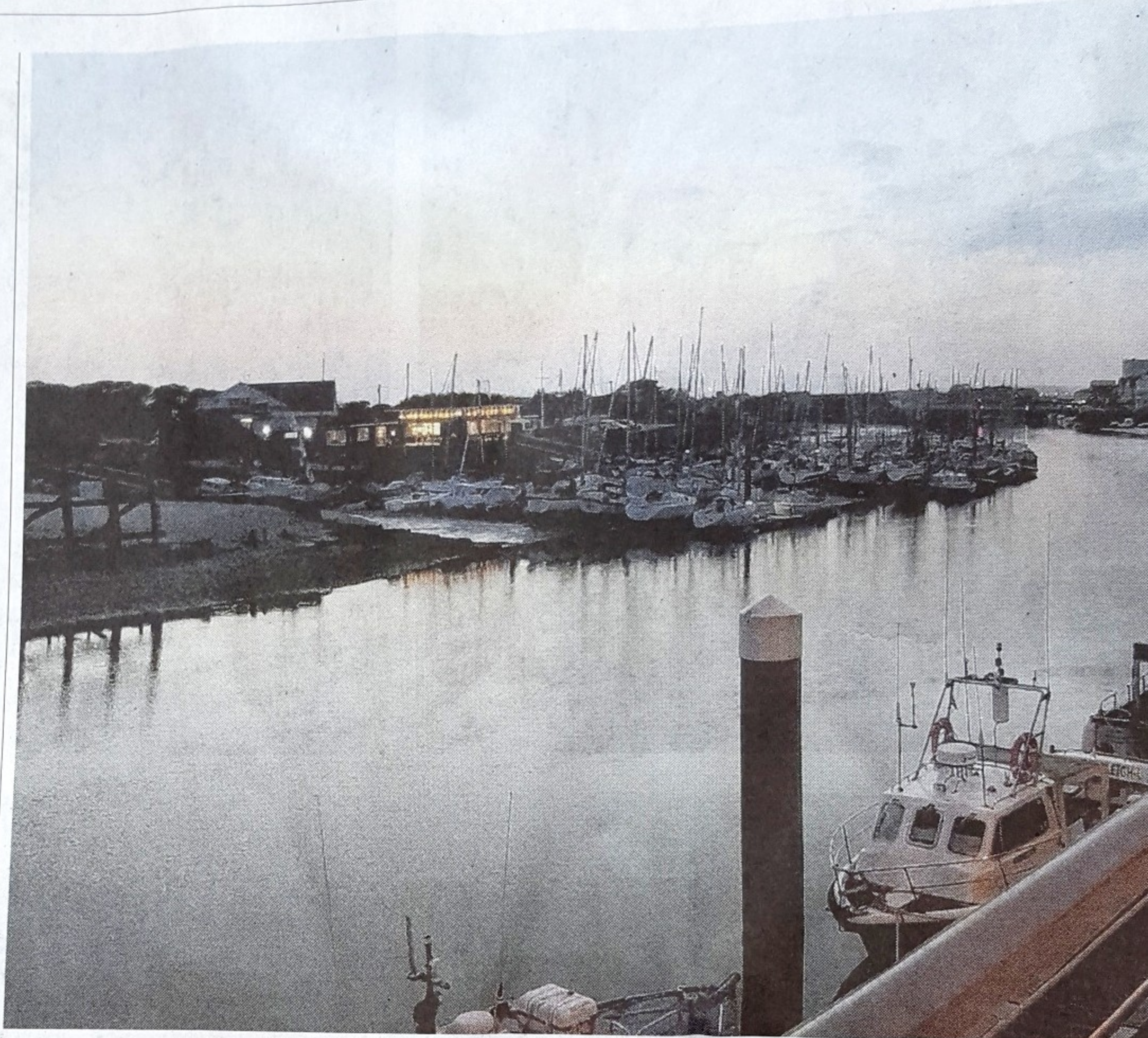
existing route, travel through some post war plantation and potentially use less material in its construction than the 5A option and disrupt fewer livelihoods and homes along the route.

All this for the possible potential gain of a few minutes in journey time!

It hasn't escaped my notice that Highways England appear to be backing the most expensive and disruptive route. I suppose in these days of rolling contracts and the stalling of the Worthing and Chichester schemes this would provide them with work for longer....

CAROLYN COLES

Sunnybox Lane, Slindon Common Arundel



Dusk over the River Arun at Littlehampton. Picture by Trevor Coffey