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388-1 (BS)

THE HIGHWAYS ACT 1980
THE ACQUISITION OF LAND ACT 1981
THE TOWN AND COUNTRY PLANNING ACT 1984

VOLUME 10

A27 TRUNK ROAD (WORTHING - LANCING IMPROVEMENT) LINE ORDER 199

A27 TRUNK ROAD (WORTHING - LANCING IMPROVEMENT SLIP ROADS)
ORDER 199

A27 TRUNK ROAD (WORTHING - LANCING IMPROVEMENT) (DETRUNKING)
ORDER 199

A27 TRUNK ROAD (WORTHING - LANCING IMPROVEMENT SIDE ROADS)
ORDER 199 .

A27 TRUNK ROAD (WORTHING - LANCING IMPROVEMENT) COMPULSORY
PURCHASE ORDER (NO SE) 199 .

A27 TRUNK ROAD (WORTHING - LANCING IMPROVEMENT)
SUPPLEMENTARY COMPULSORY PURCHASE ORDER (NO SE) 199 .

NOTICE OF PROPOSED DEVELOPMENT CROWN LAND AND CROWN LAND
DEVELOPMENT

A PROPOSAL FOR THE DEMOLITION OF GRADE 2 LISTED BUILDINGS
KNOWN AS 1 AND 2 HOE COTTAGES, HOE COURT, LANCING

AN APPLICATION TO THE SECRETARY OF STATE FOR THE ENVIRONMENT
for a certificate, under section 19 of paragraph 6 in schedule 3 to the Acquisition of Land
Act 1981, that he is satisfied as to the giving of land to the west of Lambleys Barn, to
the south of Tenants Hill and to the east of the Reservoir at Worthing and land to the
south-west of the Refuse Destructor and to the north of Howard Road at Lancing Ring,
Parish of North Lancing in the County of West Sussex.



Inspector: P J Leveridge, CEng FICE

Assessor: J Brown, RIBA

Dates of inquiries: 127 sitting days between 28 September 1993 and 24 August 1994.

File: PSE/A27/5/65/11/1

FINDINGS OF FACT

Having regard to all the foregoing considerations I find the following facts. The paragraph from which each fact is taken is shown in brackets.

NEED

The A27 between Cote Street and Coombes Road

266.1 This section of the A27 does not meet many aspects of the current design standards for a trunk road (5.1).

266.2 The accident rate for various lengths of this section of the A27 between January 1985 and August 1990 varied between 0.30 and 0.68 accidents per million vehicle kilometres (5.1).

266.3 The national average personal injury accident rate for an all-purpose dual carriageway is 0.19 accidents per million vehicle kilometres (5.1).

266.4 With the Published Scheme, over the 30 year evaluation period, accidents are predicted to reduce by 34,019 at low growth and 41,146 at high growth (6.10)

266.5 Queuing occurs at all main junctions on this section of the A27 during a.m. and p.m. peak hours (6.1).

266.6 East of Grinstead Lane the A27 had traffic flows in 1990 of 36,000 AADT (6.1).

POLICIES

Government policies

267.1 The objectives of the trunk road programme are:

to assist economic growth by reducing transport costs

to improve the environment by removing through traffic from unsuitable roads in towns and villages

to enhance road safety (4.1)

267.2 Wherever possible roads are kept away from protected areas such as AONB and SSSI (4.2).

267.3 While bypasses are an important part of the trunk road programme, they do not have an exclusive role, nor is there any commitment only to relieve unsuitable roads by taking traffic completely out of residential areas (41.2)

Planning policies

267.4 The West Sussex Structure Plan 1993 was approved by the Secretary of State for the Environment on 8 March 1993 (10.2)

267.5 The Worthing Local Plan was formally adopted by WBC on 7 February 1994 (28.7)

267.6 The Arun District Local Plan was formally adopted by Arun on 6 May 1993 (10.3)

CONCLUSIONS

Having regard to the foregoing Findings of Fact, I have reached the following conclusions.

LEGAL ISSUES

365.1 The legal submissions and the documents relating to them are set out in paragraphs 2.1 to 2.5. This section deals with my conclusions upon the submissions.

365.2 Whether or not the evidence of WSCC and of Arun in counter objection to Alternatives 1 and 24 is ultra vires, as claimed by WBC, is clearly a matter of law. WSCC, Arun (and Adur) informed the Inquiries that they support the Published Scheme and their support is not disputed. It seems to me that it would be unhelpful if the evidence of such important bodies as the local highway authority and two district authorities should be unavailable to the Inquiries. Accordingly the case for WSCC, Arun and Adur in counter objection to Alternative 1 is set out in paragraphs 74.35 to 74.46. Since they counter object to all the Blue routes, the same case applies to Alternative 24. In the event that this evidence is declared ultra vires and not taken into account, I have considered whether I would change my conclusions on these Alternatives. I have concluded that it would not alter my views.

365.3 Whether or not the draft CPO should be confirmed in whole or in part due to allegations by WBC that it is incorrect and that the DoT has failed to comply with statutory procedures is clearly a matter of law. It seems to me that there is no evidence that anyone has been prejudiced and I conclude that these allegations should not prevent the Order from being corrected where necessary and as so corrected, made.

365.4 Whether or not Alternative 25A is entitled to be considered is clearly a legal matter. Having found no evidence of prejudice to Mr. Osborne it seemed to me proper that the cases for and against it be considered and reported upon and I so ruled. The cases are set out at paragraphs 73.21 to 73.25 and 73.60 to 73.65.

365.5 Whether or not the DoT has complied with EC Directive 85/337/EEC on environmental assessment insofar as whether or not they have identified, described and assessed the direct and indirect effects upon human beings and air of the execution of construction works for the Published Scheme is clearly a legal matter. In view of all the evidence presented to the Inquiries it seems to me that the DoT has complied with the Directive and so there is no case to reject the Orders for that reason.

THE NEED FOR A SCHEME

366.1 A few objectors challenge the need for an improvement Scheme for the A27 through Worthing and Lancing. Mr Hughes considers that traffic will not grow as action will have to be taken to reduce traffic so as to avoid a pollution problem. Mr Simpson considers that there is no reason to accept a growth in traffic as an integrated transport policy and the emphasis of PPG 13 will lead to a reduction in traffic. Mr. Bowman considers that the only time there is a slight traffic problem at Offington is when school traffic is on the move and that very few accidents occur in Worthing. Mr. Chapman considers that congestion on the A27 is limited in extent and frequency. Ms. Knott considers that the A27 is adequate, although it becomes slow during the rush hour. Mr. and Mrs. McCormack consider that traffic congestion on the A27 and A24 through High Salvington, Offington and Charmandean is rarely serious and that residents do not find the present situation at all intolerable, although the A27 may need improvement in the long term to cope with the projected increase in traffic. Against this must be set the great majority of objectors who consider that conditions on the A27 are bad and that an improvement is necessary. Indeed many objectors consider that the DoT has underestimated the increase in traffic that will occur. The overwhelming evidence is that traffic congestion, noise and numbers

of accidents along the A27 are bad and will get worse unless something is done.

366.2 Other objectors advocate that something must be done but road building is not the answer. They seek a fundamental change in Government policy as a solution. They include members of the Green Party and WAM as well as other individuals. Mrs. Henderson does not see the need for more roads. She considers that the Government should have a proper transport policy with heavy goods on the railways and only essential traffic on the roads. A change in Government policy is a matter for Parliament and not for these Inquiries.

366.3 I note that PPG13, which was published during the Inquiries, in March 1994, refers to the need to manage demand and "that new road building or the upgrading of existing highways will in some cases be environmentally unacceptable". However PPG13 sets out Government policy as guidance to planning authorities in operating the planning system and in preparing their development plans. Any changes which may occur as a result of PPG13 are in my view unlikely to alter the present need for conditions to be improved. Nor are they likely to significantly improve future conditions on the A27 without some further action being taken. Whilst it is possible that Government policy will change, this is not a matter for these Inquiries. Mr. Maile referred to PPG9 of March 1994. I note that this confirms the policy of comprehensive upgrading of the A27/A259. There is widespread support for the view that conditions on the A27 are bad and that new road building is needed to improve those conditions. I conclude that there is a need for an improvement of the A27 in Worthing and Lancing.

THE JUSTIFICATION FOR THE SCHEME

Government policies

367.1 A number of objectors contend that the Published Scheme does not comply with current Government policy. Most merely assert that Worthing is entitled under Government policy to a "proper bypass", that is a new road outside the whole of the built-up area of Worthing. A few objectors, such as WBC and Sir Terence Higgins claim that the Published Scheme is in conflict with specific Government policy statements.

367.2 Dealing with specific points first, Mr Clay, for WBC acknowledges that the Published Scheme would meet two of the three objectives of the road programme, but asserts that it would not meet the second objective which is "to improve the environment by removing through traffic from unsuitable roads in towns and villages". Mr Clarke's view, for WBC is that the Published Scheme meets this objective at Lancing but not at Worthing. Presumably Mr. Clay was limiting his submissions to north Worthing. Mr. Clay asserts that any new road Scheme must meet all three objectives but the DoT points to references in Government policy statements which imply that the policy does not require that all the objectives have to be met. I do not accept that a failure to meet one of the objectives automatically rules out a Scheme but I agree that the extent to which objectives are met is a material consideration in choosing between Alternative routes and that the Published Scheme does further each of the three objectives although as far as the second objective is concerned, WBC claims that it is only achieved in the Lancing section.

367.3 The majority of the length of the Published Scheme would be through the AONB. Accepting the need, an improvement can only be justified if there are compelling circumstances for its route, such as the absence of any suitable Alternative. The suitability of each Alternative is dealt with later. In considering the general case, Mr Clay submits that the Government's primary environmental concern in constructing new roads is the effect on the environment in towns and villages, places where people spend most of their lives. Mr Ogden, for DoT stated under cross examination, that Government policy is that protection of the rural environment is more important than protection of the urban environment. I am not persuaded that either statement is a correct interpretation of Government policy. It is clear that the problem is the

conflict of two policies. On the one hand the objective of removing through traffic from unsuitable roads in towns and on the other the desire to protect the AONB. I conclude that neither policy is paramount, therefore each case must be looked at on its merits and a proper balance struck between the effects on the residential area and on the AONB.

367.4 Mr Clay and many others submit that bypasses are a central part of Government policy for trunk roads. Mr Clay also submits that the Published Scheme cannot be described as a widening of an existing road as the only section on-line is some 200m. The DoT states that while bypasses are an important part of the trunk road programme, they do not have an exclusive role, nor is there any commitment only to relieve unsuitable roads by taking traffic completely out of residential areas. Some 1.7km of the route of the Published Scheme lies entirely within the corridor of the A27. "Roads for Prosperity" of 1989, states that the balance and emphasis of the programme has been switched towards schemes which relieve congestion on the most heavily used parts of the network, that is the motorways. "Trunk roads, England, into the 1990s" states that the emphasis of the expanded programme to increase capacity on existing motorways and other strategic routes will help to minimise the overall impact on the countryside. I conclude that bypasses are an important but not a central part of the trunk road programme; that one objective of the programme is to improve the environment by removing through traffic from unsuitable roads in towns; that increasing the capacity of routes does not necessarily mean on-line widening and can include widening in the route corridor; and whether or not an improvement should take the form of a bypass depends on the merits of the individual case.

367.5 In examining the balance between benefit and harm to material interests, it is clear that a Scheme of this magnitude will cause some damage, no matter what route is chosen. Mr. Webb originally took the view that it is wrong for human beings to suffer hardship because more space is required for the movement of physical objects. However, he conceded that his preferred solution, the Blue route, would cause hardship and destructive change to other individuals and that a decision had to have regard to comparative degrees of harm and to the value that society places on other objectives such as the preservation of tracts of land. Mr. Webb and others considered the ultimate issue to be which is the best route for the citizens of Worthing and Lancing. The DoT points out that this is not so, as all material considerations have to be taken into account in the wider public interest. This includes the preservation of the countryside, the safeguarding of sites of cultural and scientific interest, the improvement of road safety and an economic return on investment. I conclude that the effect of the Scheme on the citizens of Worthing and Lancing, whilst a very important consideration, is not the only material consideration to be taken into account..

Local planning policies

367.6 The WSSP has been approved and the Local Plans for Worthing and Arun have been adopted, all fairly recently and so carry considerable weight. The Local Plan for Adur is at draft stage and so carries somewhat less weight. WSCC, although supporting the Scheme in principle, proposes some Alternatives intended to reduce the effect of the Scheme on the environment. From this and from the policies in these Plans, particularly WSSP Policies G1 and T2, I conclude that the effect of the Scheme on the urban and rural environment of West Sussex is a material consideration and one to which WSCC attaches great weight. WBC also attaches great weight to these and other policies and is particularly concerned at the effect of the Scheme on the citizens of Worthing.

ENVIRONMENTAL EFFECTS OF THE SCHEME

Physical impacts of the Scheme

368.1 WBC and others consider that the relocation of the Offington Corner roundabout, the

construction of the viaduct and various slip roads and the dualling of part of Warren Road would produce a harsh environment, dominated visually by the viaduct. The DoT accepts that at Offington Corner, the Scheme would completely change the character of the area from a generous suburban setting, albeit seriously impacted by existing roads, to a potentially harsher, urban environment. The DoT also accepts that there would be a significant change in the character of the western end of Warren Road, where it is to be dualled, and its townscape quality would be adversely affected. I agree in both cases and conclude that these, and the construction of the Salvington tunnel, are some of the most serious physical impacts of the Scheme on the urban environment.

Visual impacts of the Scheme

368.2 West of Salvington tunnel it is agreed between WBC and DoT that the trees and grassed area to the south of the main building of Swandean Hospital would be lost and that space for planting south of the Scheme is limited. DoT does not accept that the setting of Cote Street would be significantly altered as an amenity barrier would mitigate the effect of the A27. Having considered the effect of the demolition of the Happy Eater, the construction of a new link road along the north side of the A27 and the construction of an amenity barrier, I conclude that the setting of the southern end of Cote Street would be significantly altered. The removal of the western half of the long line of cypress trees alongside Teign Walk would reduce the visual quality of the area, although the amenity barrier on the south side of the A27 would help to screen the sight and noise of the traffic.

368.3 The DoT considers that some 114 properties would be adversely visually affected in the urban area, in addition to those currently affected by the A27. Regarding the urban area, WBC accepts the DoT assessment of absolute visual impact but not the assessment of existing visual intrusion from the existing A27 and hence not the comparison between them. The DoT accepts that the existing A27 and its traffic is generally well integrated with the scale and texture of its surrounding setting in the section from Durrington Hill to Mill Lane. I conclude that the DoT method of assessing visual impact in the urban areas is subjective and that properties may be shown as "no change" where a study of the site and of photographs and visual simulations might indicate that the Scheme is likely to have an adverse effect. I therefore accept that the number of properties adversely affected in the urban area may be more than 114. Taking account of the further 486 properties affected in the rural area, the Scheme would clearly have an adverse visual effect on 600 or more properties.

368.4 Construction of the Salvington tunnel, particularly the demolition and clearance works, would cause a severe visual impact. I accept that on completion of the works, the area above the tunnel could be redeveloped and landscaped and eventually after a number of years, could become reasonably attractive. However the tunnel portals and the open section of new A27 carriageway on either side would remain and would provide an adverse visual impact in some views. The DoT accepts that: the cutting between the eastern portal of the Salvington tunnel and the Crockhurst hill overbridge would detract from the townscape character; the visual simulation looking west along Arundel Road is optimistic; there would be substantial impact on townscape quality at Offington Corner; and the visual simulations do not include the traffic signs that would be provided. I conclude that whilst there would be considerable landscaping and mitigation, the Scheme would have a substantial visual impact in the urban area.

368.5 In the rural area, DoT claims that the Scheme would be a good fit with the landscape, although this is qualified by the words "wherever it can" and Mr Russell-Vick conceded that for much of its length the Scheme was in cutting or on embankment and that it cut the Hill Barn golf course in two. The DoT accepts that the Dankton Valley embankment would have a substantial impact on landscape quality. I conclude that the Scheme is not a good fit with the landscape, but given the topography this is inevitable for a practical route near the edge of the developed area.

Trees

368.6 WBC are concerned at the loss of trees as a result of the Scheme and submitted a survey of existing trees within or close to the boundary of the CPO. After discussion with DoT a joint statement was prepared which showed that 472 trees of high or very high amenity value within Worthing Borough would be affected by the Scheme. Although some 5,000 trees would be planted, I accept that it would be many years before these trees could make the same kind of contribution to the townscape as those which would be lost.

Social impact of the Scheme

368.7 Many objectors are concerned at the blight already caused by the Scheme on the area. Some consider that the DoT has failed to look after the tenanted and empty properties in its ownership properly, causing adverse effects to neighbouring owner occupiers. The DoT accepts that there have been problems but states that it is seeking to overcome them. Some objectors are concerned that the DoT has refused to purchase their property. The DoT sets out the guidelines within which it exercises its discretionary powers. Whilst I accept that there must be guidelines, they have resulted in a number of cases of hardship. Having considered the evidence I conclude that the Scheme is having and will have a severe effect on those residents who wish to move but are unable to do so because the DoT has not agreed to buy their property and on those who wish to stay but are having to suffer from adjacent derelict property.

368.8 Some objectors are concerned that if the Scheme is built, residents in High Salvington and Findon would be severed from the rest of the town. There are sections of the A27 where the increased traffic flow would add to the existing severance caused by the road. However for the sections of A27 in tunnel with local connections above, or on viaduct with local connections below, I conclude that the existing severance would be reduced.

368.9 The social impacts of the construction period are matters of concern to some objectors and are considered later, at paragraph 368.23.

Air quality

368.10 The effect of the Scheme on air quality and health is one of the principal issues that emerged during the Inquiries. New evidence on the effects of vehicle emissions on air quality and on health was published by the DoE and others during the Inquiries. In addition to the evidence of the DoT witness on air quality, evidence was also provided by the WBC Head of Environmental Health and by 3 local doctors. The Consultant Physician at the Royal Brompton National Heart and Lung Hospital who is Chairman of the British Heart Foundation wrote expressing his personal opposition to an urban route.

368.11 Assessment in accordance with Vol. 11 indicates that there would not be an air quality problem with the Published Scheme. WBC and other objectors contend that there are other pollutants such as benzene and particulates, for which new evidence has been published since Vol. 11 was written, which should also be taken into account. Dr. Williams, for the DoT, accepts this. I conclude from the evidence on benzene that whilst no absolutely safe level can be defined, for practical purposes the current levels represent exceedingly small risks which are unlikely to be detectable by any practical means. Furthermore the introduction of catalytic converters will reduce the concentrations of benzene. The effect of the Published Scheme would be to generally reduce the levels of hydrocarbon concentrations (which include benzene) compared with existing levels and also compared with the Do-Minimum. I accept the evidence of the DoT, that the target standard of 1 ppb running annual average recommended by the Expert Panel on Air Quality Standards, although likely to be exceeded now at Worthing, is unlikely to be exceeded at Worthing by the time it is introduced. I conclude that the Published Scheme is unlikely to cause an air quality problem with benzene.

368.12 I conclude from the evidence on particulates (PM10) that there is no totally safe level of concentration. I note the evidence of a link between PM10 and deaths among people with pneumonia, chronic lung disease or heart disease in urban areas and that the effects are not convincingly explained. I also note the final conclusion of the Second QUARG Report that unless some improvements in the emissions from diesel vehicles can be achieved, there must be considerable concern over any increase in the proportion of diesel vehicles on our urban streets as their impact on urban air quality is undoubtedly quite serious. This relates to particulates and nitrous oxides. There are no UK standards for PM10, nor are there any predictions for concentrations of PM10 in Worthing, hence there is no local evidence to conclude whether the Published Scheme is likely to cause an air quality problem with particulates. From the evidence particulate emissions seem unlikely to increase in the period up to 2005, despite the likely increase in the numbers and proportion of diesel vehicles. If there is a problem it is unlikely to be worse with the Published Scheme than with the Do-Minimum. Whether it would be better with an Alternative route is a matter for consideration with the Alternatives.

368.13 Prediction of carbon monoxide near tunnel portals is based on use of the PORTOCO model, which WBC states is based on the TOP model which has been shown to underestimate the true position by a factor of between 30% and 400%; has not been validated in practice; and is criticised by the Meteorological Office. The evidence shows that the PORTOCO model was developed to deal with tunnels with approach cuttings as opposed to tunnels with exposed portals such as those which can be accurately modelled by the TOP model. The PORTOCO model takes account of the Marsault and Gabet findings that the TOP model can underestimate in cases with approach cuttings. I accept that the PORTOCO model has been validated against the data produced by Marsault and Gabet. The DoT claims that the research mentioned by the Meteorological Office indicates that PORTOCO predictions are likely to be overestimates. Since the predictions show that air quality standards would not be breached with the Published Scheme, any over estimate would not affect this result. No alternative method of calculation was put forward and I conclude that the PORTOCO predictions are acceptable.

368.14 WBC contends that the DoT has incorrectly predicted nitrogen dioxide concentrations by using an "other location" rather than an "urban location" in the calculations and by not carrying out any measurements to determine the nitrogen dioxide/nitrogen oxides ratio in Worthing. I find that Vol. 11 gives no explicit advice on which factor to choose, although it is implicit that "urban location" relates to results from within the London conurbation. I note that the Published Scheme would result in an increase in nitrogen dioxide compared with the Do-Minimum, although less than the existing predicted level and accept that if the "urban location" factor is used there would appear to be an air quality problem adjacent to the Published Scheme. The DoT contends that the WBC conclusions are ill founded and that even if the "urban location" factor had been used a detailed assessment would show that the Published Scheme would not result in air quality problems. Having considered the DoT explanations regarding the ratio of nitrogen dioxide to nitrogen oxides, I am not persuaded that the DoT has chosen the wrong factor but even if they had and a detailed assessment were carried out, it seems from the detailed evidence of the DoT to be unlikely that the Published Scheme would be shown to result in air quality problems.

368.15 Whilst the Published Scheme in 2013 would decrease total emissions of carbon monoxide and hydrocarbons, it would increase total emissions of nitrogen oxides by 28% and carbon dioxide by 12% compared with the Do-Minimum. WBC contends that more nitrogen dioxide would be produced during the summer months because more ozone would be available to convert nitrogen oxides to nitrogen dioxide. I note that one part of ozone can only convert to one part of nitrogen dioxide and bearing in mind the measured concentrations of ozone, accept that the nitrogen dioxide would be well within the EC limit value of 106 ppb.

368.16 Dr. Evans contends that the Published Scheme would lead to an increased incidence of asthma attacks. There is evidence of an increase in asthma in the population as a whole. The

evidence shows that the level of nitrogen dioxide in 1998 with the Published Scheme is likely to be less than existing levels and to have decreased further by 2013. I therefore conclude that the Scheme would not lead to an increased incidence of asthma attacks.

368.17 Mr. Hughes considers that any decision to build the Scheme close to areas where people would be affected by toxic pollution would conflict with the Precautionary Principle included in the Maastricht Treaty. The evidence shows that the predicted pollutant concentrations do not represent a risk to the environment, but represent an improvement in air quality.

Noise

368.18 Having considered all the evidence I conclude that with the Published Scheme over 1,800 people may suffer appreciable noise disbenefits and that over 3,800 may enjoy appreciable noise benefits. There is clearly a net benefit, although this will not be of comfort to those suffering an increase in noise. Furthermore the Hill Barn golf course and public open space would suffer a significant deterioration in their environment from increased noise levels with the Published Scheme. The DoT has gone some way to mitigating the noise effects of the Published Scheme and given that alignment, whilst more could be done, this is likely to be of only marginal benefit and the costs may be difficult to justify.

Effect on Golf Courses

368.19 I conclude that the Published Scheme would have a severe impact on the Hill Barn golf course, particularly during construction of the Scheme and remodelling of the course. On completion the new course would not be so attractive as the present course due to the presence of the road and severance of the Clubhouse and Professional's shop from the course. This severance, together with the severance of the maintenance compound from the course and the additional walking involved in playing a round of golf, would make use and operation of the course less satisfactory. Despite the mitigation proposed, the course would suffer from noise and visual intrusion from the road. I note that other courses appear to operate successfully despite being adjacent to or severed by roads and bearing in mind the considerable amount of evidence put forward by WBC and DoT on the viability of Hill Barn and other neighbouring courses I conclude that the course is likely to remain financially viable. Any reduction in the number of rounds played during construction of the Scheme, and any effect on costs of the separation of the maintenance compound from the course, would seem to be matters for compensation.

368.20 WBC are concerned that the 1st green would not be visible from the 1st tee and therefore it would be difficult for the starter to control play. The section showing the proposed regrading of the fairway of the 1st hole shows that players taking their second shots would be visible from the tee. Since the proposed starters hut is to be sited near the 1st tee, I conclude that it should not be difficult for the starter to control play. WBC are also concerned that the proposed zigzag footpath between the 2nd green and 3rd tee could be dangerous to users of powered golf buggies and that the path impinges on the SNCI. WBC suggest a small extension northwards to the boundary of the Exchange Land. Since the gradient of the proposed path is 1 in 10 and the existing course has gradients of 1 in 5, also since the design of the path would appear to be adequate, I do not consider it likely to be dangerous for such use. I accept that the path would impinge on the Tenants Hill SNCI but find no evidence to justify the suggested extension to the boundary of the Exchange Land and accept that any extension northwards would have a greater impact on the SNCI.

368.21 WBC is concerned that the small bund proposed to the south west of the ladies tee at the 12th hole does not protect the proposed A27 from the line of shot from the tee. The DoT considers this safe, bearing in mind the 4m bund alongside the proposed road and proposed woodland planting. However there would seem to be no reason why the small bund could not

be extended if found necessary and this would appear to be a matter for detailed design. WBC are also concerned that trees would need to be removed to construct the 10th, 11th and 12th holes. Whilst the loss of these trees is regrettable, I note that none are mature and that most could be transplanted or replanted.

368.22 WBC contends that the Exchange Land is not equally advantageous. I accept the opinion of Mr. Greville-Heygate that with the new course the Clubhouse, car park and Professional's shop would not be located conveniently close to the 1st tee and 18th green, and that the new course would not be equally advantageous to golfers. However any financial effect of this could be a matter for compensation. The area of Exchange Land is considerably greater than the area of open space land taken. I note that the public would have unfettered rights of access over the land as they apparently do over the open space of the existing golf course. It was not disputed that the Clubhouse formed part of the open space. The Clubhouse would still be available to the public. I therefore conclude that the Exchange Land would be equally advantageous to the public.

Construction effects

368.23 Construction of a trunk road partly in cut and cover tunnel and partly on viaduct in a residential area would clearly have a major adverse impact. The issue is whether that impact could be regarded as acceptable. WBC and other objectors consider the social effects of construction to be dislocation, disruption, severance of communities, adverse effect on businesses in the town and destruction and damage to familiar places and scenes. WBC described the disruption and confusion caused by the relatively minor works to Warren Road. This was not disputed by DoT. I accept that the temporary traffic arrangements for the Published Scheme would be very different, but wonder to what extent the DoT theoretical forecast of traffic delays would be achieved in practice. It must be remembered that the forecast delays are in addition to existing delays which do occur now and are one of the reasons for the Scheme. However I do accept that, despite the large amount of material to be moved, the construction traffic would be a small proportion of the total traffic on the A27.

368.24 I have no reason to doubt the DoT intention to do all it can to reduce nuisance but given the scale of the works and the nature of much of the material to be removed, a quite exceptional effort would be needed to control mud and dust on the roads. The DoT put forward possible construction sequences for the Salvington tunnel and the Offington viaduct and interchange. On this evidence, which was not successfully challenged, I conclude that it would be possible to reduce the adverse impacts of the construction to an acceptable level. Clearly this will require a high level of commitment by DoT.

Cultural heritage

368.25 I accept the DoT evidence that the Published Scheme would result in a number of adverse impacts on the cultural heritage. The demolition of Hoe Court Cottages would be a severe adverse effect even if the building is not as old as was suspected by the Listing Inspectors. The physical impact of the Published Scheme on the setting of Sompting Church would, as a result of mitigation, be significant but not severe. At Cote the cumulative impacts of the Scheme, including the demolition of the barn converted into a Happy Eater cafe, would be a significant adverse effect lessened by screening. At Durrington Cemetery the Offington viaduct and its lighting would be visually intrusive. The intrusion of the Published Scheme on the setting and to some extent the amenity of the Cemetery would be a significant adverse effect only partly mitigated by planting.

368.26 The loss of Links House and the intrusion on Rawdon House would be a minor adverse effect in relation to the overall architectural heritage of the area. The demolition of the barn immediately south of the reservoir on Tenants Hill would be a minor adverse effect. The

impact of the Published Scheme on Sompting Abbots would be a minor adverse effect. The impact of the Published Scheme on the setting of Lancing College would be a minor adverse effect. There would be a risk of adverse effects at a number of sites with archaeological potential, including an area where six pagan Saxon inhumations, probably of 6th Century were found in 1928. I conclude that the Published Scheme would have a significant adverse impact on cultural heritage.

Effect on Fontwell Drive flats

368.27 It is clear from the site that much of the land in the ownership of WBC which is required for the Scheme is used as highway land between the boundary wall of the flats and the edge of the carriageway to the roundabout. The major effect of the Scheme on the flats would be the appearance of the viaduct. I accept that changes in noise levels would be relatively small. Bearing in mind that the flats were built at a roundabout junction between the A27 and the A24, I conclude that whilst the Published Scheme would result in visual intrusion to some of the flats and a loss of amenity, the changes would not be so severe as to threaten the viability of the flats as elderly persons accommodation.

Effect on Durrington Cemetery

368.28 The DoT accepts that noise and visual intrusion from the Published Scheme would have an adverse impact on Durrington Cemetery and I agree, but I accept that the increases in noise are too small to affect services in the Chapel. Land would be lost from the Cemetery SNCI as a result of the Published Scheme but the land within the SNCI would disappear anyway as more grave spaces were needed. Whilst the removal of 6 graves is regretted, it does appear to be an unavoidable part of the Published Scheme and I note that WBC is prepared to move many more graves to accommodate its Alternative 87. I conclude that the impact of the Published Scheme on the Cemetery, whilst unfortunate is not unreasonable.

Effect on agriculture

368.29 WBC contends that the Exchange Land taken in return for the Hill Barn public open space should be treated as land lost irreversibly to agriculture. The DoT disagrees and contends that the land could be returned to agricultural production if the need arose and that WSSP policy C13 favours courses where the potential for agricultural production is not compromised, especially for land in the higher Grades. Whilst there would be some earthworks in constructing the new holes of the golf course, I find no evidence that the potential for agricultural production need be compromised. Furthermore I note that large areas of chalk grassland are proposed for the Exchange Land most of which is not in the higher Grades. I conclude that the Exchange Land should not be treated as land lost irreversibly to agriculture. I note that MAFF is not objecting to the loss of land to agriculture from the Published Scheme and conclude that the loss can be accepted.

TRAFFIC

Effect of the Channel Tunnel

369.1 Having considered the evidence there is no reason to doubt the traffic forecasts which recognise the constraints to traffic growth. I accept that the Eurotunnel forecast is the difference in the traffic flow at the County borders with and without the Tunnel. It is not the total flow on the road nor the component of that total flow which would use the tunnel. I conclude that the effect of the Channel Tunnel is not likely to significantly increase the forecasts for the Published Scheme.

Transfer of traffic from other routes

369.2 The evidence shows that there is a potential for transfer of traffic from the M25 to the full length of the south coast route or to the A23/M23 and thence on the A27 through Worthing and Lancing. However at maximum this would be an increase of only some 4% of the Scheme forecast flows and is therefore insignificant.

Use of growth cut-off rather than matrix capping

369.3 Both WBC and DoT agree that the growth cut-off approach used by the DoT is a simplification of what is likely to happen in reality. Sensitivity tests have been carried out to test the effect of using matrix capping. It is accepted that this more complex approach is likely to result in additional benefits to the Published Scheme of up to £33.3M and to Alternative 24 of up to £35.5M. The difference in additional benefits between the two Schemes is thus some £2.2M, but other factors, not taken into account, could reduce this figure. I also note that the effect on economic benefits of allowing through traffic to grow beyond the cut-off point would be small with a slight advantage to the Published Scheme.

369.4 WBC claims that matrix capping would lead to higher peak period traffic flows for all networks which could result in higher benefits. The sensitivity test shows that the same number of trips would be on the network as a whole but that Alternative 24 itself would experience greater increases in traffic than the Published Scheme. However the increases would be relatively small and the effect on any benefits would be likely to be insignificant. The NPV for the Published Scheme and for Alternative 24 using the growth cut-off approach are positive at £53.55M and £27.98M respectively at low growth, a difference of over 90%; and are £178.08M and £151.98M respectively at high growth, a difference of some 17%. With matrix capping the NPV are £211.4M and £187.5M respectively at high growth, a difference of nearly 13%. It is clear that the matrix capping approach would not alter the ranking of the two Schemes and that the differences would remain significant. I conclude that the use of a growth cut-off method is justified in this case.

The unconstrained matrix capping test

369.5 In response to questions as to the effect of allowing unconstrained growth and no peak spreading, a sensitivity test has been carried out. This shows that the effect on traffic noise would be marginal and that there would be no air quality problem. The Published Scheme has been shown to have sufficient capacity to cater for traffic flows in this condition. I accept that there would have been considerable delay and additional cost in carrying out a full matrix capping exercise and that the results would not have shown any significant difference. These are further reasons justifying the use of the growth cut-off method. I conclude that the modelling procedures adopted by the DoT are adequate for the decision which the Secretaries of State are to make.

Through traffic

369.6 It is accepted that Alternative 24 would carry a greater proportion of through traffic and a greater number of through movements than the Published Scheme. More than 60% of the traffic on Alternative 24 is through traffic, whereas the Published Scheme carries 45% of through traffic east of the A24 and 58% west of the A24. However since Alternative 24 carries less traffic in total than the Published Scheme, the differences in the number of movements east of the A24 is very small, being less than 5% and the number of movements west of the A24 is larger, at about 33% but the difference is attributable to the switch of traffic from Longfurlong, and since Longfurlong does not pass through an urban area, the additional through traffic on Alternative 24 west of the A24, is not through traffic which is being removed from the urban area.

Traffic relief to local roads

369.7 Both the Published Scheme and Alternative 24 would afford relief to local roads. WBC contends that Alternative 24 would give greater relief to unsuitable roads, particularly in the cases of A24 Findon Road, Offington Lane and A280 Longfurlong. However the evidence shows that overall the Published Scheme would provide more relief in total than Alternative 24 by a figure in 2013 of some 5M vehicle-kilometres per year. In the case of Findon Road, WSCC is satisfied that the road could cope with the forecast traffic flow for the Published Scheme in 2013, and does not intend to widen the road to dual carriageway standard, although it envisages carrying out a limited improvement in the future. The Findon Valley Action Group asks me to consider the impact of upgrading the A24 Findon Road and suggests that the budget cost of such a scheme should be deducted from the cost of Alternative 24, but there is no such scheme before these Inquiries. I accept that it is not necessary to improve the section of A24 Findon Road between Offington Corner and Bost Hill to dual carriageway standard. However, with Alternative 24 there would be a need to improve the section of A24 north of its junction with Bost Hill as far as the present dual carriageway at Findon.

A280 Longfurlong

369.8 WBC questions the case for an improvement of A280 Longfurlong (north) and asks that the impact of the Published Scheme be considered without such an improvement. I note that the improvement is in the WSCC TPP and conclude that it is reasonable to assume that it would be carried out. The DoT carried out a sensitivity test and the evidence shows that even if the Longfurlong improvement did not go ahead, traffic flows on Longfurlong and on the A24 Findon Road would change only marginally and hence the effects on the economic and environmental assessments would be only marginal.

Capacity of the Adur viaduct

369.9 Concern was expressed that the Adur Bridge would be inadequate for the traffic it would be likely to carry. I am satisfied on the evidence that even in the unlikely event of unconstrained growth and no peak spreading the bridge would have adequate capacity, would not suffer increased settlement nor would it be likely to fail. In any case, in addition to the Published Scheme, most of the objectors Alternatives, including the Blue and Red routes, use the Adur Bridge.

Ability of the traffic model to replicate flow on minor roads

369.10 The effect of forecast traffic flows on minor roads in the network was a source of concern to a number of objectors. The DoT accepted that simplifications in the modelling process do lead to some anomalies in the forecasts and, in the particular case of Bramble Lane, had caused a substantial difference between the modelled flow and what was likely to happen in reality. The DoT considered that this did not discredit the model and its predictions as a whole. I note that no other examples of anomalies were put forward and bearing in mind the results of validating the traffic model, I conclude that the DoT forecasts are generally adequate as a basis for assessing the Published Scheme and the objectors Alternatives.

Identifying a Do-Minimum network

369.11 In preparing a Do-Minimum network it is necessary to take a view as to what other schemes are likely to be in place at the design year. In this case the network has included the schemes in the WSCC TPP. Clearly there can be no certainty as to whether such schemes would be in place but it could distort the assessment if such schemes were excluded from the network. I conclude that it is reasonable to include such schemes so as to form a proper basis on which to assess the Published Scheme and the objectors Alternatives.

Attribution of the cost of other schemes

369.12 WBC contends that the cost of the Published Scheme should be increased to cover certain additional road schemes and that if these schemes were included, there would be no significant difference in cost between the Published Scheme and the Blue route. Those costs which relate to the WBC ameliorative measures are dealt with later in considering the Alternatives. There are three other schemes, namely the improvements to Durrington Hill, the upgrading of the A24 Findon Road to dual carriageway and the improvements to A280 Longfurlong. The evidence of the DoT and WSCC shows that neither of the first two of these schemes are going to be carried out and that the improvement of the A280 Longfurlong has policy objectives for WSCC and is included in its TPP. I conclude that it is not appropriate to include the cost of these three schemes in the cost of the Published Scheme.

CRITICISMS OF THE SCHEME

Blight

370.1 Publication of the draft Orders has caused blight. This has been made worse by past failings in the management of property acquired by the DoT. The DoT has acquired property directly affected by the draft CPO as it is required to do under the legislation. The DoT has also exercised its discretionary powers, according to its own guidelines, for acquiring property on request where the enjoyment would be seriously affected by the carrying out of the works. The guidelines have caused difficulties to those wishing to sell their property where the DoT has refused to buy. Clearly, interpreting the guidelines more generously could increase the overall cost of the Published Scheme but the extent of this has not been quantified. I accept that all compensation costs, calculated in accordance with the current guidelines, have been included in assessing the Published Scheme. The guidelines and their interpretation would seem to be a matter of Government policy and not a matter for these Inquiries. Blight is inevitable and will not be removed until the draft Orders have been made, or other Orders made, or the Scheme abandoned.

Lighting

370.2 The DoT accepts that lighting the whole length of the Published Scheme would cause a detrimental visual impact but points out that the location of the route close to the urban area would reduce the impact. On the other hand the lighting proposals would have real safety and economic advantages. I conclude that the DoT proposals have been designed to minimise as far as possible the detrimental impact and on balance can be recommended for approval.

Risk of development adjacent to the Published Scheme

370.3 Bearing in mind the strong policies relating to the AONB and Strategic gaps, I conclude that there is no reason why planning authorities should be less successful in enforcing these policies if the Published Scheme were constructed.

Tunnel safety

370.4 Some objectors are concerned at the safety of the tunnels and particularly the Salvington tunnel. Clearly no arrangements, however good, can guarantee complete safety and the test is whether the arrangements are reasonable. I note that the proposals have the approval of the emergency services and conclude that provided the extensive safety features proposed are installed, the tunnels will be designed to standards appropriate for such structures.

Severance in the Arundel Road area

370.5 Many objectors consider that the Published Scheme would cut Worthing in two. The DoT accepts that the section from Cote Street to Durrington Hill would result in increased physical separation between the northern and southern sides of the road, and crossing the road on foot would not be possible. However I note that the results of a survey showed that pedestrian flows across the existing road are not large. From Durrington Hill to Uplands Avenue the Published Scheme would be in tunnel with a new local road above the tunnel. The DoT considers that over a medium to long term period this would provide a significant improvement in townscape and severance terms as well as providing opportunities for open space and development. I agree with this assessment. From Uplands Avenue to Offington Corner, the only opportunity of crossing the road would be by the Crockhurst Road overbridge and at the roundabout at Offington Corner. The DoT considers that the proposed new pedestrian crossing points at the Offington roundabout and the removal of through traffic onto the Offington viaduct would make it easier to get to the centre of the town from Findon Valley. I conclude that the Published Scheme would increase severance on some sections of the route and reduce it on others and on balance there would be little net change.

370.6 From Offington Corner eastwards some objectors consider that the Published Scheme would cut off Worthing from its hinterland. However I note that the DoT proposals include for maintaining the existing physical links between the urban area and the AONB with only two footpaths having to be diverted as a result of the Scheme. I conclude that the Published Scheme would not significantly increase severance on this section.

Offington Corner

370.7 The DoT accepts that the Published Scheme would completely change the character of the Offington Corner area from a generous suburban setting, albeit seriously impacted by existing roads, to a potentially much harsher urban environment. However there is no doubt that at present it is a very busy roundabout, the meeting place of two major roads, the A27 and the A24. I accept that the Scheme, by removing A27 through movements from the roundabout, would go some way to reducing the present traffic congestion and the proposed pedestrian crossing points would bring benefits. I conclude that the environmental effect of the Published Scheme on the Offington Corner area is one of the disbenefits of the Scheme to be weighed against the benefits.

Swandean Hospital

370.8 Some objectors are concerned at the effect of the Published Scheme on Swandean Hospital. The main building would not be demolished. Land has been included in the draft CPO to allow for underpinning should that be found necessary. The DoT accepts that the Published Scheme would result in greater visual intrusion. The evidence indicates that the main building is used for administration rather than for the care of patients. I conclude that the effect of the Published Scheme on Swandean Hospital is a limited disbenefit of the Scheme.

Sompting Conservation Area

370.9 WBC and others are concerned at the effect of the Published Scheme on the Sompting Conservation Area. Having done further work in respect of lighting and mitigation, the DoT now accepts that overall the adverse impact of the Published Scheme on the setting of Sompting Church would be possibly still significant (at least during construction and perhaps until the landscaping matured) but not severe. I conclude that the effect of the Published Scheme would be fairly significant initially but that this would reduce as the landscaping became established. In my view the setting of the Church would not be significantly harmed.

Other points made by objectors to the Published Scheme

370.10 The A27/A24 Findon Valley Action Group are concerned that the Published Scheme would lead to increased accidents on the A24. The evidence shows that overall the Scheme would significantly reduce accidents. The A36 Corridor Alliance regards the traffic forecasts, on which the economic assessments are based, as unreliable because they do not take account of the traffic created by the construction of the Scheme. However the forecasts assume constraints to traffic growth and hence any additional traffic created would be constrained and so unlikely to affect the forecasts. Chesswood Produce Ltd. seek an improvement of Charmandean Lane from the existing A27 to the proposed bridge over the Scheme and further noise attenuation. I find that the DoT does not have powers to improve Charmandean Lane other than the section which would become part of the diversion route for access to the derelict Lyons Farm Cottages and consider the additional length of the diversion reasonable. I also accept that there is no justification for further noise attenuation measures for the Cottages.

370.11 Hill Barn Lane Residents Association are concerned that large quantities of chalk would be tipped at the top of Hill Barn Lane and that no barriers are shown adjacent to the Scheme where it would pass areas where children play. I accept that since there is an earthworks balance on the Scheme there would be no need for material to be tipped and that fencing of the A27 would be a matter for agreement between the landowner and the District Valuer. The High Salvington Residents Association's concern at the economic effects of the Scheme on Worthing is based on assumptions of severe delays to traffic which are unlikely to occur and doubtful assumptions as to the effect on taxpayers. I am satisfied that the economic assessment of the Scheme takes account of all the relevant costs. St. Michael's RC Church are concerned that a serious financial liability would ensue from the loss of the use of a field. About one third of the field would be used for a temporary highway and compensation for the loss of use would be a matter for negotiation.

370.12 Sompting Estates does not object to tree planting on part of its land as part of the Scheme but objects to the inclusion in the CPO of land for landscaping and suggests a temporary lesser right for the planting. I am satisfied that it is necessary for the land to be included in the CPO to ensure that the Scheme may proceed and that there is a reasonable prospect of an agreement being reached whereby the CPO does not have to be exercised. Mr. Granshaw's objection to the loss of land which he farms is a matter for compensation. Mr. Latham considers that because the Scheme is for a D2L carriageway, it would be 33% overloaded, but the standards he quotes are a starting point only and the generally D2L Scheme is better value for money than a D3L option. Mr. Leathers is concerned at the possibility of local flooding but I accept that the DoT proposals are likely to reduce the risk of flooding. Mrs. Ludlow is concerned that traffic vibration is causing cracking to properties in Fontwell Close. This may be so but the new road surfaces provided by the Scheme would be unlikely to cause property damage.

370.13 Mr. Luxford has a number of concerns. The evidence does not suggest that the deep cutting at The Mountain would kill the trees. There is no problem with landfill gas and I note that the DoT would carry out a detailed site investigation to confirm this. Mr. Luxford produced evidence of flooding in the area but the DoT proposals are unlikely to add to the flooding problems in the area and may provide some alleviation of problems on the Hillbarn Estate. Mr. Luxford and others, including the 380 signatories of the petition, object to the proposal in the draft CPO to acquire rights to construct the Lancing tunnel. However the whole purpose of acquiring these rights is to minimise the effect on the open space.

370.14 Mr. Pearce is concerned that the Scheme has not received unconditional approval from the emergency services and that should agreement by the emergency services require material change to the Scheme, these Inquiries could be nullified. From the evidence of discussions with the emergency services, I am satisfied that no points of concern have been expressed

which would be likely to nullify the Scheme. Mr. Roberts is concerned that the temporary highway would damage the foundations of his house but the evidence indicates that he need have no cause for concern on this account. Mr. Swatland is concerned that bat colonies may be destroyed but the DoT evidence indicates that whilst the habitats may be lost, measures would be taken to ensure that no bats were destroyed.

370.15 Mr. Tellick is concerned the the East Lancing junction would be too complicated and that an elevated roundabout would be simpler, cheaper and would take less land. I accept the DoT evidence which indicates that an elevated roundabout would be more expensive, would take more land, would be over large in terms of traffic capacity and would be difficult to screen effectively. Mr. Tellick also suggested additional tree planting on the cutting slopes east of the proposed Lancing tunnel but I agree that, with the limited visibility, it would be preferable to reinstate the area as chalk grassland. Mrs. Thompson is concerned that Morland Avenue may become more dangerous as a result of the Sompting Link but the DoT evidence indicates that this is unlikely and I agree.

370.16 Mr. and Mrs. Thorogood are concerned that the habitat of various species of birds, butterflies and mammals in the small wood between Chute Avenue and Hayling Rise would be affected by the Scheme. I find that the wood is typical of the gardens in the High Salvington area and that none of the species are of significance for nature conservation other than in the very local context. The tunnel would have beneficial effects for wildlife and there would be a larger area of habitat available on completion of the landscaping proposals. I consider that the Scheme would not be detrimental to the wildlife of High Salvington. Mr. and Mrs. Tingley are concerned that following completion of the Scheme the existing A27 between Swandean Hospital and the Water Depot may be used for joy riding and overnight parking of lorries and caravans. This length of the A27 would give access to various properties; and the nearest access from the new A27 would be via Durrington Hill, which is subject to a weight limit discouraging access by lorries. I agree with the DoT that the situation would be no different from other residential roads in High Salvington.

ALTERNATIVES

Introduction

371.1 A large number of Alternatives were put to the Inquiries. Many of them were entirely new routes and others were modifications of the Published Scheme. It is convenient to consider those that raise similar issues together. Two Alternatives were assessed in the Environmental Statement, the Blue route and the Red route and at the Inquiries there were a number of variations of each. The Blue routes are best exemplified by Alternative 24 promoted by WBC and Alternative 26 promoted by Mr J Stutchlik. The Red Routes are best exemplified by Alternative 2, promoted by Mr. T Williams and Alternative 63, promoted by Mr. F Morris. This section of the report deals first with Alternatives 24 and 26 and the other Blue routes; then Alternatives 2 and 63 and the other Red routes; then other groups of new routes; and finally Alternatives which are modifications of the Published Scheme.

THE BLUE ROUTES

Alternative 24

372.1 Alternative 24 meets the 3 objectives of the trunk road programme. To some extent it would meet the second objective of the programme better than the Published Scheme. The Published Scheme may well give greater relief to the network as a whole but this would appear to be the result of the sum of a number of small changes to traffic flows on the network. Individually many of these changes may not be significant whereas Alternative 24 would have a significant effect by removing through traffic from the A27 through the built up area of

Worthing and Lancing. The Published Scheme would, however, meet the first and third objectives of the trunk road programme better than Alternative 24. The NPV of the Published Scheme is significantly better than that of Alternative 24 even allowing for a matrix capping approach. The Published Scheme would result in a greater reduction in the number of accidents. However both Schemes would result in good value for money and a significant reduction in accidents from the existing situation.

372.2 Alternative 24, being a rural route, would have a greater impact on the AONB and on agriculture than the Published Scheme. WBC accepts that Alternative 24 would affect some of the finest and most distinguished scenery within the AONB. However WBC considers that the refinements to the route make it vastly superior to the original Blue route. The central issue is whether meeting the objective of removing through traffic from unsuitable roads is more or less important than avoiding the impact of Alternative 24 on the AONB and on the Scheduled Ancient Monument of Cissbury Ring. This requires a detailed assessment of the effects in each case.

372.3 The Salvington tunnel would undoubtedly reduce the effect of the Published Scheme on a section of the built-up area but there would be longer sections of road outside the tunnel and the Published Scheme would affect residents alongside or near those sections. The DoT accepts that the Offington Corner viaduct would cause a dramatic change in the setting of the present junction. Nevertheless it is perhaps surprising that Alternative 24 would cause more visual intrusion to properties than the Published Scheme; more in each of the categories of high, medium and low and over 50% more in total.

372.4 With both Alternative 24 and the Published Scheme more properties would benefit from reductions in traffic noise than would suffer increased traffic noise thus overall both would provide noise benefits. Alternative 24 would increase traffic noise by 1 dB(A) or more at only half the number of properties that the Published Scheme would affect and would decrease traffic noise at some 25% more properties than the Published Scheme. Alternative 24 therefore performs better in noise terms than the Published Scheme.

372.5 From the available predictions, air quality in Worthing would be better with Alternative 24 for all pollutants except carbon monoxide levels at Offington Corner which are predicted just to exceed the guidelines in 1998. However this situation could never arise as Alternative 24 could not be built by 1998. Hence neither the Published Scheme nor Alternative 24 would create an air quality problem. Alternative 24 would result in greater emissions of pollutants than the Published Scheme but these would be further from residential areas. I conclude that overall Alternative 24 performs better in air quality terms than the Published Scheme.

372.6 Whilst, as I have already concluded, it would be possible to reduce the adverse impacts of construction of the Published Scheme to an acceptable level, the impacts on the residential areas of constructing Alternative 24 would be much less, except for the relatively smaller impact on Findon of constructing the junction with the A24. On balance, I conclude that Alternative 24 has advantages over the Published Scheme in terms of construction. Alternative 24 has no effects on the Fontwell Drive flats and Durrington Cemetery, nor does it require the demolition of some 99 houses, a large number of trees and the destruction of a very pleasant townscape. This is a major advantage over the Published Scheme.

372.7 The many advantages of Alternative 24 must be set against its impact. Having considered all the submissions, the photographs and visual simulations and bearing in mind the landscaping mitigation put forward, there can be no doubt that Alternative 24 would have an adverse impact on the AONB, on the Scheduled Ancient Monument of Cissbury Ring, on the cultural heritage and on nature conservation. It would conflict with the many national and local planning policies designed to protect these important interests. There would need to be very

compelling circumstances for Alternative 24 to be approved. For compelling circumstances to exist, there must be no alternative, but in this case there is the Published Scheme which avoids much, but not all, of these adverse impacts. Indeed if the Published Scheme is not considered acceptable then it might be better that neither Scheme is approved than the important interests of the AONB be harmed.

372.8 There is no easy way of objectively comparing these effects of Alternative 24 with the effect of the Published Scheme on the built-up area of Worthing. Both Schemes have their supporters, although there are now clearly more supporters for Alternative 24. This is perhaps not surprising given the large number of properties that are perceived to be affected by the Published Scheme. The supporters of the Published Scheme are mainly those who wish to preserve the downland and include WSCC, Adur and Arun, the Council for British Archaeology, the Council for the Protection of Rural England, the Sussex Downs Conservation Board and a number of local organisations. In addition the National Trust and others counter object to Alternative 24.

372.9 One argument that I find persuasive is that the built-up area of Worthing affected by the Published Scheme contains the A27 and its traffic now; it is a relatively recent creation and after construction of the Scheme much of it could in time be recreated and made attractive again, particularly that section above the Salvington tunnel. On the other hand the construction of Alternative 24, even after its landscaping became established, would damage the downland landscape for ever and permanently harm the setting of the important national site of Cissbury Ring. Having considered all the arguments, for and against, I conclude that Alternative 24 should be rejected.

Alternative 26

372.10 Alternative 26 and its variations contain structures which the promoter, Mr. Stutchlik, calls "avalanche shelters". The object of these is to screen the new road by placing a roof over it and putting planting on that roof. The structures, which may screen the road from some directions, would be visible and intrusive in the views from other directions. Avalanche shelters may well be acceptable in alpine or other mountainous regions subject to heavy snowfalls but would appear out of place in the gentler slopes of the South Downs. Despite the avalanche shelters, Alternative 26 would harm the AONB and the setting of the Scheduled Ancient Monument of Cissbury Ring; indeed one of the variations would pass under the Ring, under land held inalienably, and would affect a large area of the Cissbury Ring SSSI.

372.11 Alternative 26 offers less value for money than either the Published Scheme or Alternative 24. It would take more agricultural land than the Published Scheme although less than Alternative 24. I acknowledge that a lot of work and ingenuity has gone into Alternative 26 in an attempt to make it acceptable but none of its variations succeed. This perhaps a measure of the difficulties inherent in making any downland route acceptable. Alternative 26 should be rejected.

Alternative 1

372.12 Alternative 1 is the original Blue route which was subject to a full environmental and economic analysis. Alternative 24 was based on Alternative 1 but modified to reduce its impact by lowering its vertical alignment especially at Findon where the viaduct crossing of the A24 would be longer and some 15m high with Alternative 1 but shorter and some 8.7m high with Alternative 24. Many more properties would suffer high visual intrusion with Alternative 1 than with Alternative 24. Alternative 1 would offer less value for money than Alternative 24. However Alternative 1 would take less agricultural land than Alternative 24 but more than the Published Scheme. On balance Alternative 1 is worse than Alternative 24 and should be rejected.

Alternative 20

372.13 Alternative 20 is an outer variation of the Blue route. It was proposed by Mr. Turier, a former Borough Planning Officer of Worthing. Compared with Alternative 24, Alternative 20 would offer a slightly better reduction in accidents and would take less agricultural land though in both these respects the Published Scheme would be better than Alternative 20. The variation in alignment of Alternative 20 would not avoid much of the harm to the AONB and to the setting of the Scheduled Ancient Monument of Cissbury Ring. On balance Alternative 20 is no better than Alternative 24 and should be rejected.

Alternative 50

372.14 Alternative 50 is a variation of the Blue route but with cuttings rather than tunnels and some 85m further north at Cissbury Ring. Compared with Alternative 24 it would have the advantage of offering slightly better value for money but significantly less than the Published Scheme. It would have the disadvantages of taking considerably more land from agriculture than Alternative 24 and producing a large surplus of excavated material for disposal off-site. The effect of the cuttings would be an increase in the impact of Alternative 50 on the AONB and on cultural heritage compared with Alternative 24. Alternative 50 is significantly worse than Alternative 24 and should be rejected.

Alternative 66

372.15 Alternative 66 is a variation of the Blue route which would pass to the north of Lancing College and connect to the Shoreham Bypass. Compared with Alternative 24 it has the advantage of avoiding the demolition of the Grade II Listed Hoe Court Cottages and land take from the Hoe Court Anglo-Saxon cemetery. However it has the disadvantages, compared with Alternative 24, of offering considerably less value for money; considerably less reduction in accidents; slightly more agricultural land lost irreversibly and perhaps most importantly by creating a high level of visual intrusion on the setting of the Grade I and Grade II* Listed buildings at Lancing College and a serious effect on the River Adur Valley and SSSI. Alternative 66 is significantly worse than Alternative 24 and should be rejected.

THE RED ROUTES

Alternative 2

373.1 The Red route would meet the objectives of the trunk road programme. It would meet the second objective of the programme better than the Published Scheme in that it would remove a lot of through traffic from unsuitable roads. The Published Scheme may well give greater relief to the network as a whole, as referred to at paragraph 372.1 in connection with Alternative 24. Compared with Alternative 2, the Published Scheme would meet the first and third objectives of the programme better. The NPV of the Published Scheme is significantly better than that of Alternative 2 and the Published Scheme would result in a greater reduction in accidents than would Alternative 2. However both Schemes would result in good value for money and a significant reduction in accidents from the existing situation.

373.2 Alternative 2 would have advantages over the Published Scheme in terms of construction, with less traffic delay and less nuisance from dust. It would avoid the demolition of 99 houses (although 6 houses would be demolished); it would not affect the Fontwell Drive flats; nor Durrington Cemetery nor would it destroy a large number of trees. Alternative 2 has a number of supporters, 11 of whom appeared at the Inquiries. These advantages have to be balanced against the disadvantages.

373.3 Alternative 2 being a rural route and entirely within the AONB, would have a greater

impact than the Published Scheme, on the AONB and on Findon Valley and the setting, amenity and landscape value of Cissbury Ring. Although Alternative 2 is a rural route, it would cause visual intrusion to some 520 more properties and high visual intrusion to 49 more properties than the Published Scheme. Compared to the Published Scheme, Alternative 2 would result in the loss of significantly more agricultural land; a smaller reduction in the numbers of accidents; and more impact on nature conservation. There were counter objections to Alternative 2 from: WSCC, Adur and Arun, the National Trust, the Worthing Golf Club, the Council for British Archaeology, the Council for the Protection of Rural England, other local bodies and a number of supporters of the Published Scheme.

373.4 Alternative 2 would have a greater effect on the AONB than Alternative 24 as it would cut across the contours to a much greater extent in the area of Tenants Hill and Lychpole Hill. Alternative 2 should be rejected for the same reasons as Alternative 24.

Alternative 63

373.5 The alignment of Alternative 63 is similar to that of Alternative 2 but slightly further north at Dankton and with a significantly shorter length of tunnels. It includes landscape proposals of a lake and large scale woodland planting. It was promoted by Mr. Morris, a chartered architect and former Chief Officer of Worthing Borough Council. Alternative 63 has the advantages of a downland route of avoiding an impact on the built-up part of Worthing that is affected by the Published Scheme. It also has the advantage of a slightly better NPV than the Published Scheme at both high and low growth. It has the disadvantages of: cutting a wide swathe through Clapham Wood; being widely visible from Findon Valley; having a detrimental effect on the setting of Cissbury Ring; directly affecting the Worthing Golf Club course; taking considerably more agricultural land; providing a smaller reduction in accidents, having a greater impact on nature conservation, and increasing the overall pollution emission relative to the Published Scheme, although it would not cause an air quality problem.

373.6 Whilst the large scale woodland planting would help to screen the road, it and the proposed lake would be out of place in a downland landscape. Alternative 63 would be significantly worse than Alternative 2 and should be rejected.

Alternative 53

373.7 Alternative 53 was promoted by WSCC Councillor Mr. G E Miller. It is included in this group because the section between the A24 and Lyons Farm is similar to that part of the Red route. The section to the west follows the line of the A280 and the section to the east is an on-line route through Lancing. It has the advantages of a downland route of avoiding the impact on the built-up part of Worthing which would be affected by the Published Scheme. It also has the advantage of taking less agricultural land than the Published Scheme and avoiding the impact on Lancing Ring. Compared with the Published Scheme it would have the disadvantages of: a greater impact on the AONB and on the built-up part of Lancing; a smaller reduction in the numbers of accidents; a very much smaller NPV (at low growth the NPV would be negative); a direct effect on Worthing Golf Club course and the north-eastern corner of Hill Barn golf course; significant intrusion on the setting of Sompston Church and a serious effect on the setting of Cissbury Ring; and it would not provide the large reductions in noise through Lancing that the Published Scheme would provide.

373.8 On balance the disadvantages of Alternative 53 far outweigh the advantages and the Alternative should be rejected.

Alternative 61

373.9 Alternative 61 was promoted by Dr. Brocklebank, it is a variation of the Red route.

As a downland route, it has the advantages of avoiding the impact on the built-up part of Worthing which would be affected by the Published Scheme. It would avoid the demolition of some 99 houses but would still require the demolition of at least 4 houses. Although a downland route, compared with the Published Scheme, Alternative 61 would affect more properties with visual intrusion. Compared with the Published Scheme, and despite passing below the A24 at Findon, Alternative 61 would have the disadvantages of: a greater impact on the AONB; a smaller reduction in the numbers of accidents; offering lower value for money; taking more agricultural land and increasing the overall pollutant emission. Neither the Published Scheme nor Alternative 61 would cause any air quality problems.

373.10 On balance the disadvantages of Alternative 61 far outweigh the advantages and the Alternative should be rejected.

THE YELLOW ROUTES

Alternative 6

374.1 Alternative 6 is the Yellow route presented at public consultation in 1988 and subsequently rejected in favour of the Published Scheme. It was promoted at the Inquiries by 5 objectors, each with a written submission. As an outer downland route, it has the advantages of avoiding the impact on the built-up part of Worthing which would be affected by the Published Scheme. It would avoid the demolition of some 99 houses, the impact on the Fontwell Drive flats, on Offington Corner and on the golf courses. Compared with the Published Scheme it would have the disadvantages of: a greater impact on the AONB; a smaller reduction in the numbers of accidents; offering less value for money; attracting only about two-thirds of the traffic that would use the Published Scheme; and taking more agricultural land. It would have a very serious effect on the setting of Cissbury Ring which would be avoided by the Published Scheme. The disadvantages, particularly the impact on the AONB and on Cissbury Ring outweigh the advantages and the Alternative should be rejected.

Alternative 9

374.2 Alternative 9 is a modification of the Yellow route and was promoted by Mr. Boffee and Mr. Winter. East of the A24 it is generally further east and north than Alternative 6. The plans show that Alternative 9 is some 950m from Cissbury Ring whereas Alternative 6 is some 350m from the Ring. Alternative 9 has the advantages of an outer downland route. It would avoid the impact on the built-up part of Worthing which would be affected by the Published Scheme. It would require the demolition of Merrivale Farm, Longfurlong Barn and Longfurlong Cottage, Longfurlong Toll House, the "Gatehouse" at the Worthing Crematorium access road and Hoe Court Cottages compared with the demolition of 99 residential properties with the Published Scheme. It would have a lower impact on the SNCI than the Published Scheme. It would intrude on the setting of Cissbury Ring but to a lesser extent than many other downland routes.

374.3 Compared to the Published Scheme it would have the disadvantages of: a greater impact on the AONB; a smaller reduction in the number of accidents; offering less value for money; attracting only about two-thirds of the traffic that would use the Published Scheme; taking land from two Scheduled Monuments; and taking more agricultural land. The disadvantages, particularly the impact on the AONB, outweigh the advantages and Alternative 9 should be rejected.

Alternative 45

374.4 Alternative 45 was promoted by Mr. J R Davenport. It is identical to Alternative 6 except that the section between the A27 and Longfurlong Barn would be an up-grading of the

existing A280 Longfurlong. Compared with Alternative 6 it would result in slightly less value for money, and a slightly smaller reduction in accidents but would take slightly less agricultural land. It would result in the demolition of the Grade II Listed buildings of Plantation Cottage; The Lodge, Coldharbour Lane; and Hoe Court Cottages and probably the Toll House. On balance Alternative 45 has no overall advantage over Alternative 6 and should be rejected.

Alternative 48

374.5 Alternative 48 was promoted by Mr. D S Pope. It is a route crossing the A24 about 0.5km north of North End and about 1km north of Findon which joins Alternative 1 between Lychpole Hill and Dankton Valley. As an outer downland route it has the advantages of avoiding the impact on the built-up part of Worthing that would be affected by the Published Scheme. Compared with the Published Scheme it has the disadvantages of: affecting large areas of SNCI; taking land from two Scheduled Ancient Monuments; having a greater impact on the AONB; resulting in a very much smaller reduction in numbers of accidents; giving much less value for money; taking more agricultural land; and attracting only about two-thirds of the traffic that would use the Published Scheme. In most respects it is significantly inferior to Alternative 6 and should be rejected.

Alternative 80

374.6 Alternative 80 was promoted by Dr. K A Everard. It is a variation of Alternative 6 with a longer tunnel at Cissbury Ring and an additional tunnel at Steep Down. As an outer downland route, it would not have the impact on the built-up part of Worthing which would be affected by the Published Scheme. It would avoid the demolition of 99 residential properties. It would not affect the Fontwell Drive flats; the Durrington Cemetery; or Offington Corner. Compared with the Published Scheme it has the disadvantages of: a greater impact on the AONB; the loss of a substantial areas of woodland; a smaller reduction in the numbers of accidents; giving less value for money; taking more agricultural land; attracting only about two-thirds of the traffic that would use the Published Scheme; and having a serious effect on the setting of Cissbury Ring. The Published Scheme would give substantially greater relief to the A27 between Durrington Hill and the East Lancing junction. The disadvantages outweigh the advantages and Alternative 80 should be rejected.

ON-LINE ROUTES THROUGH LANCING

Alternative 3

375.1 Alternative 3 was promoted by Mr. R T White. It would follow the line of the Published Scheme through Worthing and would pass through Sompting Village and Lancing within the corridor of the existing A27. Busticle Lane, Grinstead Lane and Coombes Road would all pass beneath the A27. As an on-line Scheme it would have the advantages of minimising damage to the AONB; avoiding the demolition of the Grade II Listed Hoe Court Cottages; a lower impact on nature conservation; and taking less agricultural land. Compared with the Published Scheme it would have the disadvantages of: demolishing 149 residential properties; a smaller reduction in accidents; less value for money; a greater adverse impact on the Sompting Conservation Area; and downgrading the quality of view for more properties. Over 200 properties would require sound insulation with Alternative 3.

375.2 Over the eastern section of the route, Alternative 3 would increase traffic flows on the existing A27, whereas the Published Scheme would result in up to 59,700 vehicles less (two-way AADT low growth) on the Upper Brighton Road west of Grinstead Lane. As a result of the increased traffic flow on the existing A27 with Alternative 3, severance would be increased. Alternative 3 would have a significantly reduced design standard compared with the Published Scheme and the weaving distance between the Coombes Road junction and the Adur

interchange would be too short for safe weaving movements to take place. Mr. White's later amendment to the Combes Road junction would comply with minimum weaving length requirements and would have a relatively small impact on traffic flows and the economic assessment. The Lancing tunnel, landscaping and mitigation with the Published Scheme would reduce its effect on the AONB. The disadvantages of Alternative 3, even as amended, outweigh the advantages and it should be rejected.

Alternative 4

375.3 Alternative 4 was promoted by Mr. A R Coppard. It would follow the Published Scheme through Worthing to Charmandean and then turn south to join the existing A27 at Sompting. The existing A27 through Lancing would not be up-graded. The advantages and disadvantages of Alternative 4 are similar to those of Alternative 3 except that compared with Alternative 3 it would result in a much smaller reduction in numbers of accidents but it would be better value for money, although not as good as the Published Scheme. The main disadvantage of Alternative 4 is that with no improvement to the existing A27 through Lancing, the increased traffic flow would lead to increases in delay at junctions and increases in accidents.

375.4 Alternative 4 would not meet the objectives of the trunk road programme, in that for the Lancing section it would not remove through traffic from unsuitable roads, nor enhance road safety. Furthermore it would not reduce transport costs to the same extent as the Published Scheme. The disadvantages of Alternative 4 completely outweigh the advantages and it should be rejected.

Alternative 12

375.5 Alternative 12 was promoted by Mr. R J Maile. His original proposals were modified during the Inquiries and it is the Alternative as modified that is being considered. It would follow the line of the Published Scheme through Worthing to Charmandean and then turn south to meet the existing A27 at Sompting. The route would generally comprise a D2L on-line improvement through North Lancing to join the Shoreham Bypass with a D3L section between the slip roads at Lambleys Lane junction and those on the west side of the Busticle Lane junction. There would be viaducts at Busticle Lane and Grinstead Lane with slip roads linking to roundabouts below. As an on-line route, Alternative 12 would avoid impact on the AONB, on Dankton Valley, on Lancing Ring, on Hoe Court and on Lancing College. It would comply with planning policies for protecting the AONB. Compared with the Published Scheme it would have the further advantages of: giving slightly better value for money; resulting in a significantly larger reduction in accidents; having a significantly lower impact on nature conservation; and taking less agricultural land.

375.6 Against these advantages over the Published Scheme it would have some disadvantages. It would require the demolition of 174 residential properties. It would increase noise levels at many properties in North Lancing. About 330 properties would require noise insulation because of traffic noise from Alternative 12. It would increase carbon monoxide levels along the whole length of the Upper Brighton Road in Lancing. Whilst the impact on the landscape setting of the Sompting Conservation Area and Sompting Church would be moderate with the Published Scheme, it would be severe with Alternative 12 and there would be some land take from the Conservation Area. Compared to Alternative 12, the Published Scheme would give substantially greater relief to the A27 east of Sompting Road as far as the Adur Bridge, with up to 67,000 less vehicles in 2013 on the Upper Brighton Road west of Grinstead Lane. Average traffic speeds on the section of Alternative 12 between Busticle Lane and Grinstead Lane in 2013 with high growth would be in the range 36 to 45kph and driver stress would be high.

AONB. Given that an improvement of the A27 is needed, the issue is whether there is a suitable Alternative to the Published Scheme. If there is not then the issue is whether there is sufficient mitigation with the Published Scheme. The charge has been made that the DoT is inconsistent in putting the Published Scheme through a built-up area in Worthing but not in Lancing. The Alternative to the Published Scheme on the Worthing section would inevitably harm the Scheduled Ancient Monument of Cissbury Ring and would penetrate deeply into the AONB. The Salvington tunnel, barriers and landscaping would mitigate some of the effects of the Published Scheme on the built-up area. The Published Scheme through Lancing would not harm a Scheduled Ancient Monument, although it would demolish a Listed building. It would have only a moderate effect on the Sompting Conservation Area and would be fairly close to the urban boundary.

375.8 Compared to the effect of the Published Scheme on Worthing, Alternative 12 would have a much greater adverse effect on Lancing in terms of noise, pollution and visual intrusion, particularly from the viaducts at Busticle Lane and Grinstead Lane. It would harm the Sompting Conservation Area. It has no effective mitigation. It would give little improvement in traffic flow. Despite the advantages of Alternative 12, its effects on Lancing are, in my view, a compelling reason in favour of the Published Scheme. There is no inconsistency, the circumstances are sufficiently different for the Published Scheme to be acceptable through Worthing but Alternative 12 not to be acceptable through Lancing. Alternative 12 should be rejected.

TUNNEL UNDER LANCING

Alternative 15

376.1 Alternative 15 was promoted by Mr. T H R Aubrey and was supported by some 7 objectors who appeared at the Inquiries, by more than 100 written submissions and by petitions. It would follow the line of the Published Scheme through Worthing to a Sompting junction just east of Charmandean. It would then turn south east to join the existing Sompting Bypass at Church Lane, pass under Lancing in a 1,600m long bored tunnel and tie in with the existing A27 just west of the River Adur. During the Inquiries, significant changes were made to the engineering layout of Alternative 15 and it is the Alternative as modified that is considered. Compared with the Published Scheme it would have the advantages of: avoiding impact on the AONB; avoiding the demolition of the Listed Hoe Court Cottages; having a lower impact on nature conservation; causing less traffic noise; and taking less agricultural land. The tunnel would help to reduce the impact on Lancing.

376.2 The objector claims that Alternative 15 would cost only £17.7M more than the Published Scheme but the additional cost is, in my view, likely to be nearer the £92.35M shown in the DoT's detailed estimates, giving much less value for money and a lower priority for implementation. Compared with the Published Scheme it would also have the disadvantages of a slightly smaller reduction in the numbers of accidents; demolishing some 6 or 7 more residential properties; having a severe impact on the landscape setting of the Sompting Conservation Area; requiring a longer construction period; and creating an air quality problem for 12 or so properties to the east of the tunnel portal. Alternative 15 would result in a 1.22M cu.m surplus of excavated material to be disposed of off-site and the tunnel bores would be below the ground water table within a Zone 1 Aquifer Protection Zone used for public water supply. Alternative 15 could cause blight to some 230 properties within 50m of the centre-line of the tunnel. There are some 17 written counter objections to Alternative 15.

376.3 The environmental gains of Alternative 15 are achieved at considerable cost. In view of the concerns of the water authorities there could be some doubt about the feasibility of the tunnel. For this reason, for the high extra cost and for the other disadvantages, Alternative 15 should be rejected.

Alternative 17

376.4 Alternative 17 was proposed by Mr. H McKenzie but then withdrawn and Mr. McKenzie supported Alternative 15. It was an on-line route through Lancing with a bored tunnel from Busticle Lane to Grinstead Lane. It would cost some £80M more to construct than the Published Scheme and has attracted some 17 counter objections. It should be rejected on grounds of cost.

OUTER ROUTES

Alternative 10

377.1 Alternative 10 was promoted by Mr. S H Salter. It would run from the existing A27 at Hammerpot to the A27 Brighton Bypass, passing just south of Washington and north of Chanctonbury Ring, Steyning and Bramber. It would have the advantage of avoiding impact on the built-up part of Worthing and indeed of avoiding all the major housing areas. Compared with the Published Scheme it would have the disadvantages of: running for some 20km through the Sussex Downs AONB; not giving value for money, with a negative NPV at low growth; affecting the setting of the Scheduled Ancient Monument of Chanctonbury Ring; and taking more agricultural land. The Published Scheme would provide substantially greater relief to the A27. Sir Richard Best counter objects to Alternative 10 on the grounds of the potential destruction of historic sites. The disadvantages of Alternative 10 far outweigh its advantages and it should be rejected.

Alternative 19

377.2 Alternative 19 was promoted by Mr. L F Maundrell. It would run from the Fontwell roundabout on the A27, via the A29 and B2139, bypassing Storrington and following the A283 to tie into a point near the west end of the Brighton Bypass. It would result in little demolition of property but would provide little relief to the existing road network and would only carry a small amount of traffic compared with the Published Scheme. It would not meet the objectives of the trunk road programme of reducing transport costs and removing through traffic from unsuitable roads. It would do little to enhance road safety and should be rejected.

Alternative 47

377.3 Alternative 47 was promoted by Mrs. D B Hussey. It would leave the A27 and generally follow the line of the A280 Longfurlong to meet the A24 north of Findon. It would pass north of Cissbury Ring and cross the River Adur south of Coombes on a new bridge to join the Brighton Bypass north of Mile Oak. It would have the advantage of avoiding the built-up part of Worthing that would be affected by the Published Scheme. Its disadvantages, compared to the Published Scheme are: greater impact on the AONB; a much smaller reduction in the numbers of accidents; much less value for money; an increase in noise levels at Cissbury Ring of some 8dB(A); and taking more agricultural land. The Published Scheme, as compared to Alternative 47, would result in substantially greater relief to the A27 between Durrington Hill and the East Lancing junction. The disadvantages of Alternative 47 far outweigh the advantages and it should be rejected.

Alternative 52

377.4 Alternative 52 was promoted by Mr. J Williams. Alternative 52 would upgrade the existing A280 Longfurlong between its junction with the A27 at Patching and a grade-separated junction on the A24 between North End and Findon. From here a new road would be constructed eastwards to connect with the A283 in the vicinity of Bramber and Upper Beeding. From here the route would follow the A283 to its junction with the A27 at Adur Bridge.

Alternative 52 would have the advantages of avoiding impact on the built-up part of Worthing that would be affected by the Published Scheme.

377.5 Compared with the Published Scheme it would have the disadvantages of: greater impact on the AONB; a smaller reduction in the number of accidents; less value for money; taking more agricultural land; and severe landtake from the Scheduled Ancient Monument of Park Brow. Compared to Alternative 52, the Published Scheme would result in substantially greater relief to the A27 between Grove Lodge roundabout and East Lancing junction. Alternative 52 would only attract about two-thirds of the traffic that would use the Published Scheme. The disadvantages far outweigh the advantages and Alternative 52 should be rejected.

Alternative 56

377.6 Alternative 56 was promoted by Mr. C Hutcheon and supported by Mrs. M Huskisson. It would run from the A27 at Patching, along the A280 Longfurlong to the Findon roundabout, north along the A24 to Washington, then along the A283 to the A27 at the Shoreham flyover. It would have the advantages of avoiding impact on the built-up part of Worthing that would be affected by the Published Scheme. It would have the disadvantages, compared with the Published Scheme, of: being within the AONB for some 85% of its length; giving a much smaller reduction in the number of accidents; giving much less value for money; and attracting only about one-third of the traffic that would use the Published Scheme and hence giving much less relief to the existing A27. The disadvantages of Alternative 56 far outweigh its advantages and it should be rejected.

Alternative 62

377.7 Alternative 62 was promoted by Mr. T M and Mrs. D Tanner. It is the upgrading of the A280 Longfurlong from the A27 to the A24, using the A24 to Washington and building a new link from the A24 to the Steyning Bypass, which could be upgraded to dual carriageway, then to Beeding and a tunnel to link up with the road being constructed under Southwick Hill. It would avoid the impact on the built-up part of Worthing that would be affected by the Published Scheme, although it would demolish 4 houses. It would also avoid the impact on Cissbury Ring and on Findon that would be caused by other routes to the north of Salvington. Compared with the Published Scheme it would have the disadvantages of: being within the AONB for some 85% of its length; giving a much smaller reduction in the number of accidents; giving much less value for money; and taking more agricultural land.

377.8 Alternative 62 would attract only about half of the traffic that would use the Published Scheme. The Published Scheme would give substantially greater relief to the A27 between Durrington Hill and the East Lancing junction. Alternative 62 would do little to relieve the traffic problems of Worthing and Lancing. Its disadvantages far outweigh its advantages and Alternative 62 should be rejected.

PUBLISHED SCHEME WITH HORIZONTAL ALIGNMENT CHANGE

Alternative 13

378.1 Alternative 13 was promoted by Mr. R Fowler. It turns north from the line of the Published Scheme between Sompting junction and Halewick Lane and runs through a 600m long tunnel under The Mountain. Compared with the Published Scheme it has the advantages that it would be further from the Hillbarn Estate and from Sompting Church and Conservation Area; due to the tunnel under The Mountain it would have a reduced impact on the AONB; and it would provide noise benefits of at least 1 dB(A) to approximately 80 properties on the Estate. It would have the disadvantages of affecting a much larger area of woodland at The Mountain (which is subject to a TPO); having a higher impact on nature conservation; requiring the

reconstruction of Sompting Pumping Station; costing about an additional £10M and giving less value for money than the Published Scheme.

378.2 The advantages of Alternative 13 do not justify the additional costs, reduced benefits and other disadvantages. Alternative 13 should be rejected.

Alternative 16

378.3 Alternative 16 was promoted by Mr. J Kempshall. The junction at East Lancing would be deleted and Old Shoreham Road would continue past Ricardo's Engineering Works and over the River Adur on a new bridge to join the A283 at a roundabout at the Amsterdam restaurant. It would have the advantage of providing another bridge over the River Adur. Alternative 16 would have the disadvantages, compared with the Published Scheme of: giving slightly less value for money; causing a severe visual impact on the Old Shoreham Conservation Area, on the landscape of the River and on the Grade II* Listed Old Shoreham Bridge; creating noise levels some 3 to 4 dB(A) higher on Steyning Road; and having a major effect on the Adur Estuary SSSI. Adur counter objects to Alternative 16.

378.4 The evidence indicates that another bridge over the River Adur is not required. Thus there are no advantages to balance against the disadvantages of Alternative 16 and it should be rejected.

Alternative 41

378.5 Alternative 41 was promoted by Mr. R Fowler. It is similar to Alternative 13 but with a cutting instead of a tunnel through The Mountain. It would have some of the same advantages as Alternative 13 in that, compared with the Published Scheme, it would be further from the Hillbarn Estate and from Sompting Church and Conservation Area and would provide noise benefits of at least 1 dB(A) to about 80 properties on the Estate. However unlike Alternative 13 the deep cutting would have an impact on the AONB. Compared with the Published Scheme it would have similar disadvantages to Alternative 13 in that it would: affect a much larger area of woodland at The Mountain (which is subject to a TPO); have a higher impact on nature conservation; require the reconstruction of Sompting Pumping Station; and give slightly less value for money than the Published Scheme. It would have the additional disadvantage of generating around 400,000 cu.m of spoil requiring disposal off-site.

378.6 The advantages of Alternative 41 do not justify the further intrusion into the AONB nor the other disadvantages. Alternative 41 should be rejected.

PUBLISHED SCHEME WITH VERTICAL ALIGNMENT CHANGE

Alternative 21

379.1 Alternative 21 was promoted by Mr. J Haskey. It is a modification of the Published Scheme, incorporating a 1,010m long tunnel at Salvington, a 1,390m long tunnel at Lancing and movement of the Sompting Link and junction some 250m west to tie in to Lyons Way. Compared with the Published Scheme, it would have the advantages of a limited reduction in landscape impact from the additional tunnelling; it would avoid the demolition of the Listed Hoe Court Cottages; it would provide noise benefits of at least 1 dB(A) for some 80 to 100 properties; it would take less agricultural land; and it would have less effect on cultural heritage and nature conservation. It would have the disadvantages of costing considerably more than the Published Scheme and giving much less value for money. It would not provide a direct link with the WSCC proposals for the East Worthing Access Road.

379.2 The moderate advantages of Alternative 21 do not justify the increased cost and

reduced value for money compared with the Published Scheme. Furthermore the Alternative 21 proposals would not fit in with the WSCC proposals for the East Worthing Access Road. WSCC would be the highway authority for the Sompting Link and its location in the Published Scheme is in accordance with WSCC's wishes. Alternative 21 should be rejected.

Alternative 29

379.3 Alternative 29 was proposed by the Sussex Downs Conservation Board. It is a modification of the Published Scheme which lengthens the Lancing tunnel by some 150m eastwards. It is supported by the Lancing and Sompting Residents Association. It would have the advantages of retaining Footpath 2064/1 on its present line; of reducing the impact of the Scheme on the setting of Lancing Ring when viewed from Mill Hill; and reducing the visual impact and loss of amenity of the car park area of Lancing Ring. With Alternative 29 the noise levels at the entrance to the car park off Mill Road would be about 4 dB(A) lower than with the Published Scheme. The advantages of Alternative 29 are very limited and do not justify the additional cost of £3.7M at 1992 fourth quarter prices. Alternative 29 should be rejected.

Alternative 32

379.4 Alternative 32 was proposed by the Countryside Commission. It is on the same horizontal alignment as the Published Scheme but on a generally lower vertical alignment to facilitate new and longer tunnels. The Commission offered no evidence in support of Alternative 32. The lower profile, particularly the tunnel at The Mountain and the longer tunnel at Lancing would give some landscape benefits over the Published Scheme. Compared with the Published Scheme, Alternative 32 would give noise benefits of at least 1 dB(A) to some 60 properties, 40 of which would receive noise benefits of at least 3 dB(A). Alternative 32 would cost £53.8M more than the Published Scheme at 1992 prices and would give much less value for money. The limited advantages of Alternative 32 are far outweighed by its large additional cost and much lower value for money. Alternative 32 should be rejected.

Alternatives 33 and 33A

379.5 Alternatives 33 and 33A were proposed by Mr. M J Donald. They are modifications of the Published Scheme involving extensions to the Lancing tunnel of some 820m and 300m respectively. The advantages of Alternative 33 are that: extending the Lancing tunnel eastwards to Hoe Court would give substantial benefits in terms of landscape impact to the limited number of publicly accessible viewpoints; approximately 80 properties would receive noise benefits of at least 1 dB(A) compared with the Published Scheme; and there would be no land take from public open space on the east side of Lancing Ring, so there would be no statutory requirement for Exchange Land to replace it. The disadvantages are mainly the cost and the reduced value for money but also the increase in visual intrusion to properties in North Sompting from the lowering of the west portal of the tunnel. The advantages of Alternative 33 do not justify the very large cost and significant reduction in value for money.

379.6 The advantages of Alternative 33A are a noticeable benefit to the amenity of Footpath 2064/1; limited benefits to the views from some footpaths; and noise benefits of at least 1 dB(A) to approximately 50 properties compared with the Published Scheme. The disadvantage is the substantial additional cost. The limited advantages of Alternative 33A do not justify the substantial extra cost involved. Alternatives 33 and 33A should be rejected.

Alternative 35

379.7 Alternative 35 was proposed by Mr. W J Pateman. It is a variation of the Published Scheme with a cutting at Lancing Ring instead of a tunnel. Mr. Pateman claims that a cutting would become more attractive than the tunnel. The evidence shows that Alternative 35 would

have a substantial effect on landscape quality and an adverse impact on the AONB compared with the Published Scheme. It would affect a larger area of open space for which additional Exchange Land would be required. It would cause high levels of visual intrusion to properties on the Hillbarn Estate and at Lancing College, noise disbenefits of 1 dB(A) or more to 43 properties, and would affect a larger area of the Lancing Ring SNCI. It would give less value for money than the Published Scheme. It would require the disposal off-site of some 1.2M cu.m. Alternative 35 has no advantages over the Published Scheme and should be rejected.

Alternative 46

379.8 Alternative 46 was promoted by Lancing College. It consists of 8 amendments to the Published Scheme, 3 of which, an underpass at Coombes Road, lowering the main carriageway between Lancing tunnel and East Lancing junction and shortening the west bound slip road at Hoe Court, have been accepted by the DoT and require modifications to the Published Scheme. The proposed underpass at Coombes Road is dealt with as Alternative 78. Lowering a section of the main carriageway by a maximum of 2.5m would assist in mitigating the views of the road from various points. It can be achieved at a cost of some £36,000 and is justified. Shortening the west bound merge slip road would reduce the visual impact of this section of the Scheme: would reduce the span of the Hoe Court overbridge: and would save some £12,000. It would require an amendment to the draft Slip and Side Roads Orders and is justified.

379.9 2 items are agreed by the DoT. The replacement footpath bridge from bridleway 2065 would be designed to accommodate HGV but any increase in width would be a compensation matter. Porous asphalt or a similar material would be used throughout the Scheme (except within the tunnels). The remaining 3 matters are unresolved to the satisfaction of the College. Bridleway 2065 from Lancing Ring to The Drive would be reinstated in the Published Scheme but the additional length of path proposed by the College, is a private path, not a public right of way, within land owned by the College. It is severed by the Published Scheme. I accept that if the draft Orders are made this would become a matter of accommodation works for consideration in the light of compensation available to the College.

379.10 Regarding the acquisition of Hoe Court Farm and its buildings, the northernmost building is not required for construction of the Published Scheme and is therefore not included in the draft CPO. I note that the DoT would be prepared to assist in discussions with the District Valuer about the College's proposal that the DoT rebuild the demolished buildings on another part of the College Estate in the light of the amount of compensation available to the College. I accept that if the draft CPO is made this would become a compensation matter.

379.11 The proposal to omit lighting on the section of the Published Scheme between Lancing tunnel and East Lancing junction would have environmental advantages but it would result in a short section of unlit road between lit sections and on safety grounds the whole of the road should be lit. However it should have full cut-off lanterns on 10m high columns as proposed by the DoT, to reduce the environmental effects.

Alternative 65

379.12 Alternative 65 was promoted by Mr. John Hunt. It is a variation of the Published Scheme with a lowered vertical alignment and a tunnel from the west side of Steep Down to Hoe Court. Compared with the Published Scheme, Alternative 65 would have the advantages of: less landscape impact on Steep Down, Halewick Lane, Hill Barn valley and Lancing Ring: less visual intrusion on property: less impact on farms: a slightly lower impact on nature conservation: less effect on cultural heritage and in particular would avoid the demolition of the Listed Hoe Court Cottages: and considerable noise benefits. Alternative 65 would have the disadvantages, compared with the Published Scheme, of a considerable increase in cost: much

lower value for money; and, due to the exceptional length of the tunnel, a number of technical problems which would need to be addressed. The environmental benefits of Alternative 65, whilst significant, must be balanced against the mitigation measures included in the Published Scheme. On that basis the benefits do not justify the substantially higher costs and lower value for money. Alternative 65 should be rejected.

Alternative 77

379.13 Alternative 77 was promoted by Mr. P E and Mrs. B E Landeg. It is a variation of the Published Scheme with a lowered vertical alignment and an extended Lancing tunnel. Compared with the Published Scheme, Alternative 77 would give a noticeable benefit to the setting of Lancing Ring when viewed from the west, to the amenity of Footpath 2064/1 and slight benefits elsewhere. It would greatly reduce visual intrusion to residential property at Halewick Lane and reduce visual intrusion to Lancing College. It would provide noise benefits of at least 1 dB(A) to approximately 115 properties and would have a lower impact on nature conservation. Against these advantages, Alternative 77 would cost substantially more and give less value for money. The advantages do not justify the increase in cost and Alternative 77 should be rejected.

Alternative 79

379.14 Alternative 79 was promoted by Mr. M Foster. It is a variation of the Published Scheme with the cutting at Longlands covered over. Compared with the Published Scheme, Alternative 79 would have the advantages that: the land above the tunnel could be used as part of the remodelling of the Hill Barn golf course; it would provide visual benefit in the immediate vicinity of the tunnel; it would reduce the visual and noise impact on the AONB and an SNCI; and it would provide noise benefits of at least 1 dB(A) to some 56 properties. Alternative 79 would have the disadvantages that it would cost considerably more than the Published Scheme and the tapers to the slip roads on the western side of the Sompting junction would be within the tunnel. The latter should be avoided on safety grounds. The limited advantages do not justify the additional cost and lower safety and Alternative 79 should be rejected.

OTHER ALTERNATIVES

Alternative 5

380.1 Alternative 5 was suggested by Mr. T H Stead. It is an alternative slip road/side road arrangement to the south side of the proposed A27 at Durrington. Alternative 5 would result in a reduction of traffic on Durrington Hill north of Bramble Lane, from 7,900 to 5,500 (two-way AADT low growth 2013) compared with the Published Scheme. It would enable the bus route to continue to use Ivydore Avenue. The disadvantages of Alternative 5 are that: there would be no economic benefits; it would cost £0.5M more than the Published Scheme; noise levels would be around 3 dB(A) higher for some properties on Arundel Road; and direct vehicular access onto the slip road, insufficient acceleration distances and the need to use the central reserve gap at the Coach and Horses for U-turns would reduce safety. The proposed diversion of the bus route under the Published Scheme should offer a satisfactory alternative. Durrington Hill would have the capacity to carry the flows predicted under the Published Scheme. The limited advantages of Alternative 5 do not justify the additional cost and the Alternative should be rejected.

Alternative 25

380.2 Alternative 25 was promoted by Mr. N Osborne. It is based on the Published Scheme but with the deletion of the west facing slip roads at Durrington and the addition of a link between the A27 and West Durrington. Compared with the Published Scheme, Alternative 25

would give the environmental benefit of reduced traffic flows on local roads, particularly Durrington Hill, Titnore Lane, the A2032 east and west of Durrington Lane, Crockhurst Hill and Offington Lane. Compared with the Published Scheme, Alternative 25 has the disadvantages that it would: give a substandard weaving length between the West Durrington link junction and the Patching junction; it would demolish Stanhope Cottage, 8 residential properties in Teign Walk and a part of the Longacre Nursing Home; it would remove a substantial tree belt which screens the Northbrook Farm Caravan Site from views eastwards; it would intrude on one Grade II Listed building and the setting of another; residents of properties in West Durrington would all experience adverse visual impacts; and it would give slightly less value for money at low growth. The evidence shows that Durrington Hill would not need widening with the Published Scheme, nor does WSCC propose to widen it. Alternative 25 is therefore not justified in terms of traffic flow. Its disadvantages far outweigh the environmental advantages of Alternative 25 and it should be rejected.

Alternative 28

380.3 Alternative 28 was promoted by Mr. M E Clough. It is an addition to the Published Scheme, being a bypass of the A24 Findon Road. It would run from a new roundabout on the A24 at Findon to the Sompting junction. Compared with the Published Scheme, Alternative 28 would have the advantage of some 9,800 less vehicles on the A24 Findon Road and would provide a direct link to the proposed East Worthing Access road from the north. Alternative 28 would have the following disadvantages compared with the Published Scheme. In planning terms it would intrude more into the AONB, have an impact on Cissbury Ring SSSI, cross the Tenants Hill and Reservoirs, Broadwater SSSI and affect the Findon Worthing local gap. In environmental terms it would have a severe impact on the landscape of the AONB, cause visual intrusion on property and increase noise levels at properties and over a wide area of the Downs. It would take more agricultural land, affect several holes of the Worthing Golf Club course and take Exchange Land to be used for remodelling part of the Hill Barn golf course. It would significantly alter the setting of the Scheduled Ancient Monument of Cissbury Ring. It would however give good value for money.

380.4 The highway authority for the A24 Findon Road is WSCC which has no proposals for a bypass of the road and supports the Published Scheme. The advantages of Alternative 28 are outweighed by the harm to the environment and other disadvantages and the Alternative should be rejected.

Alternative 38

380.5 Alternative 38 was promoted by Mr. and Mrs. M J Randall. It would retain the Worthing section of the Published Scheme to Charmandean and would then join the Sompting Bypass west of Lambleys Lane as an on-line improvement before turning northwards at another roundabout at Dankton Lane. It would then follow a similar line to the Published Scheme but with a longer tunnel under Lancing Ring and a roundabout junction with the A27 Old Shoreham Road. Compared with the Published Scheme, Alternative 38 would have the advantages of: considerably reduced landscape impact at Dankton Valley and reduced landscape impacts at Lyons Farm Valley, Steep Down, Barn Hill/Hoe Court and East Lancing junction. It would also avoid the demolition of the Grade II Listed Hoe Court Cottages and would take less agricultural land. Alternative 38 would have the disadvantages, compared with the Published Scheme of: a lower standard of improvement, since the route would not be grade-separated; it would have a severe impact on the Sompting Conservation Area; it would produce a surplus of excavation for disposal off-site; and it would give much less value for money.

380.6 Whilst Alternative 38 does have some advantages, overall it has little benefit and would provide a lower standard of improvement and much less value for money. On balance the Published Scheme is preferable and Alternative 38 should be rejected.

MODIFICATIONS BY WORTHING BOROUGH COUNCIL

Alternative 87

381.1 Alternative 87 is a bored tunnel under Salvington put forward as an amelioration measure to the Published Scheme. The Alternative was modified during the Inquiries and it is the modified version that is considered. Compared with the Published Scheme, Alternative 87 would have the advantages of requiring the demolition of only about a quarter of the number of properties. It would reduce traffic noise at substantially more properties whether compared with the existing or the Do-Minimum situation. It would not adversely affect the townscape within the Salvington area to the same degree.

381.2 Compared with the Published Scheme, Alternative 87 would have a number of disadvantages. It would intrude into the AONB to the west of Salvington. It would cost substantially more and give much less value for money. It would have a significantly longer construction period. It would increase blight. It would result in lower engineering standards. It would affect many more graves at Durrington Cemetery. It would take more agricultural land.

381.3 The disadvantages of Alternative 87 outweigh the advantages and in particular the environmental advantages do not justify the disturbance to graves, potential blight to properties and substantially higher costs. Alternative 87 should be rejected.

Alternative 89

381.4 Alternative 89 is an extension of the Salvington tunnel some 90m westwards. It would provide reductions in visual intrusion and improvements to the setting of Swandean Hospital and 22 more properties would receive reductions in noise levels from existing compared with the Published Scheme. The largest benefit compared with the Published Scheme would be a reduction of 4.2 dB(A) at Swandean Hospital. Alternative 89 would cost an additional £2.43M compared with the Published Scheme and would have a slightly lower NPV. If Alternative 89 were considered together with Alternative 37, which is for an extension of the Salvington tunnel eastwards, the additional length of tunnel would create an air quality problem. The limited benefits provided by the Alternative do not justify the additional cost and reduced value for money. The Alternative should be rejected.

Alternative 90

381.5 Alternative 90 is a lowering of the vertical alignment of the Published Scheme across Hill Barn golf course, relocating the Sompting junction some 180m to the west and construction of a cut and cover tunnel to the north of Charmandean. The three elements of this Alternative affect one another so have been considered together. The Alternative would have slight benefits over the Published Scheme in terms of landscape and visual impacts and noise reductions for properties at Charmandean but it would have engineering disbenefits. The tunnel at Charmandean would include the west facing slip roads of the Sompting junction, which is a less safe arrangement. The Alternative would cost £11.8M more than the Published Scheme. The very limited benefits do not justify the considerable extra costs. The Alternative should be rejected.

Alternative 92

381.6 Alternative 92 is a separation of the two carriageways of the proposed A27 both horizontally and vertically between Lambleys Lane and Titch Hill and providing additional off-site planting between Sompting Abbots and The Mountain. The east bound carriageway would be raised some 6.5m relative to the west bound carriageway. WBC ask that this Alternative be considered in conjunction with the omission of lighting east of Charmandean. The advantages

of reducing the cutting would be off-set by the raising of the east bound carriageway. Without lighting the effect on landscape and cultural heritage of Sompting Church and noise at Sompting Abbots of the Alternative 92 would be similar to that of the Published Scheme. However lighting should be provided and with lighting the Alternative would have an adverse effect on Sompting Church due to the effect of lighting on the raised east bound carriageway. Despite the advantages of saving in cost, the Alternative should be rejected because of its effect on Sompting Church.

Alternative 93

381.7 Alternative 93 is a movement of the line of the proposed A27 a maximum of some 16m northwards between Titch Hill and Halewick Lane. It would enable a bund to be placed adjacent to the north west corner of the Hillbarn Estate at North Sompting which would provide a more sympathetic visual screen and significant noise benefits to the properties on the Estate. It would cost an additional £5,000 compared to the Published Scheme and the NPV would remain unchanged. It could be constructed within the land boundary of the draft CPO. Mr. Michael Stephen, MP supports the movement of the line of the road further north at this point. The Alternative would be a worthwhile amelioration of the Published Scheme which justifies the small additional costs and should be accepted. It would require a modification of the draft line Order.

MODIFICATIONS BY WEST SUSSEX COUNTY COUNCIL

Alternative 25A

382.1 Alternative 25A is the deletion of the west facing slip roads from the Published Scheme. WSCC asks that an improvement of Titnore Lane be included in the Published Scheme as part of a diversion route for traffic that would otherwise have used the slip roads. It is accepted that omission of the slip roads would have little effect on traffic flows on Durrington Hill in the long term. WSCC claims that the slip roads would lead to a considerable increase in traffic flows on Durrington Hill in the short term. Durrington Hill is a residential road with no footpaths in places and it passes through a Conservation area. Whilst the Published Scheme would result in an increase in traffic on Durrington Hill at the opening year compared with existing flows and with the Do-Minimum, the Alternative would only reduce this by 200 pcu/hr or less. Durrington Hill would be able to carry the predicted flows.

382.2 Deletion of the slip roads would cause significant diversions for residents all the time and a long diversion during maintenance periods for traffic on the A27. Durrington Hill is designated by WSCC in its TPP as a district distributor road which is defined as "providing major links into and between neighbourhood centres in urban areas". The improvement of Titnore Lane is included in the WSCC TPP. The Alternative, including the improvement of Titnore Lane, would give less value for money than the Published Scheme. I conclude that the slip roads are a necessary part of the Published Scheme and that the improvement of Titnore Lane should not form part of the Scheme. The Alternative should be rejected.

Alternative 31

382.3 Alternative 31 is the addition to the Published Scheme of a footbridge/equestrian bridge at Cote Street. The British Horse Society and the Society of Sussex Downsmen support an equestrian bridge. Cote Street connects to two Rights of Way. South of the A27 two Rights of Way connect to the footpath of Arundel Road. The Published Scheme would prevent pedestrians from crossing the A27 at Cote Street and those in West Durrington wishing to cross into Cote Street would have a detour of about 1km. A survey showed that about 100 people per day might be likely to use a footbridge. No equestrians were recorded.

382.4 A bridge for pedestrians and cyclists would cost about £295,000, and a 3.5m wide bridge for equestrians as well, would cost about £480,000. A similar bridge reduced to 2.7m in width would cost about £410,000. A bridge would cause some visual intrusion but the ramp on the south side is mostly along the frontage of the SWSL Depot, reducing its effect on residential property. The effect of the Published Scheme is to stop up an existing route between the Rights of Way to the north and those to the south of the A27, in the Cote Street area. I conclude that a diversion of about 1km is not reasonably convenient and that the Alternative should therefore be accepted. I am not persuaded by the evidence that an equestrian bridge is necessary.

Alternative 36

382.5 Alternative 36 is a proposed modification of the draft detrunking Order and the provision of a roundabout instead of traffic signals at the junction of the Sompting link and the existing A27 Sompting Bypass. Apart from modification of the Published Scheme to enable continued use of the weighbridge and toilets at Withy Patch, to which the DoT agrees, and ensuring that the road is in a proper state of repair, the list of works which WSCC would like to see carried out before detrunking would not seem to be a matter for the DoT. I note that the DoT is prepared to continue discussions with WSCC on this matter. The modification to the Published Scheme regarding weighbridge and toilets should be accepted. The DoT's main reason for including traffic signals seems to be that they could be linked to other signals on the detrunked A27. A roundabout could cater for the predicted flows. The net difference in capital cost is some £26,000 more for the roundabout and it would require a larger landtake. The traffic signals are quite adequate and could, with advantage to traffic flow, be linked to other sets of signals on the A27. The additional cost of a roundabout is not justified.

Alternative 37

382.6 Alternative 37 is a 280m long extension eastwards of the Salvington tunnel. Compared with the Published Scheme, Alternative 37 would have the main advantages that it would: extend the tunnel through the remainder of the built-up part of Salvington; provide an area of some 1ha which could be used for recreation or redevelopment; avoid visual intrusion for some 20 properties; give noise benefits for a substantial number of properties; and disperse gases discharged from the eastern portal of the tunnel, over the Cemetery grassland rather than over a residential area.

382.7 Alternative 37 would have a number of disadvantages compared with the Published Scheme. Some of the merge and diverge tapers for the Offington Corner slip roads would be within the extended tunnel; the DoT regard this as a less safe arrangement but are unable to quantify the safety implications. The crossover at the eastern portal would be relocated to the east of the merge and diverge tapers for the Offington Corner junction; this would restrict access between the A27 and the roundabout when only one bore of the tunnel was operational. An additional tunnel service building would be required. The construction period of the Scheme would be increased by 5 months. With Alternative 37 in 1998, the EC Guide Value for nitrogen dioxide would be exceeded at properties in the vicinity of the tunnel portals and the Limit Value would be approached. Alternative 37 would cost £7.456M more at 1992 first quarter prices and would give significantly less value for money.

382.8 Alternative 37 undoubtedly has advantages and if adopted would improve the Scheme through Salvington in many respects. However these advantages have to be balanced against its disadvantages, of possible safety, operational problems, air pollution, increased disruption due to a longer construction period and above all by the considerable additional cost. Whilst both Alternative 37 and the Published Scheme would give good value for money, the latter is significantly better in this respect. The advantages are outweighed by the disadvantages and Alternative 37 should be rejected.

Alternative 42

382.9. Alternative 42 is a variation of the Published Scheme which provides a half junction comprising a pair of west facing slip roads at Halewick Lane. The WSCC considers that the Published Scheme would result in an unacceptable gradient for vehicles going to and from the Waste Transfer Station. It is accepted that the Published Scheme would result in some increase in noise to properties as a result in the increase in gradient. However the Alternative would cost some £0.88M more than the Published Scheme and would involve additional land take on the north side of the A27 and would affect a small area of land intended for Exchange Land on the south side of the A27. The Waste Transfer Station has only a limited planning consent and the WSCC is committed to relocating it elsewhere. The access to the Station proposed with the Published Scheme involves a gradient of 9.3%. This is adequate for the limited life of the Station and the slight advantages of Alternative 42 do not justify the additional cost and it should be rejected.

Alternative 55

382.10 Alternative 55 is a modification of the Published Scheme to amend the access to the Withy Patch Caravan Site. It would provide a satisfactory access to the caravan site and avoid unnecessary works to the access gate to the site. It would also have a slightly lower impact on nature conservation. The DoT recommends that Alternative 55 be incorporated in the Published Scheme as a minor modification and I agree.

Alternative 85

382.11 Alternative 85 is a modification of the Published Scheme to provide a realignment of the proposed link between Coombes Road and the East Lancing junction. The Alternative would provide a smoother alignment than that proposed as part of the Published Scheme, which utilises part of the existing road near the Sussex Pad Hotel. It would require the re-siting of the Sussex Pad electricity sub-station at an estimated cost of £25,000; would cost a further £98,000 to construct; and would require the acquisition of an additional area of land east of the Hotel. I am not persuaded that the Alternative would improve safety. The link is relatively lightly trafficked and the cost of the Alternative is not justified. Alternative 85 should be rejected.

MODIFICATIONS BY THE SOCIETY OF SUSSEX DOWNSMEN

Alternative 57

383.1 Alternative 57 is an on-line footbridge instead of the diversion of Footpath 2073. The Society considers that the diversion is not reasonably convenient, but in practical terms it would only be an additional 250m which in my view is reasonably convenient for a rural footpath. The Alternative should be rejected.

Alternative 59

383.2 The Alternative would improve the enjoyment of Footpath 2064/1 in that it would be further from the noise and sight of traffic on the road. The greater length of the diversion is not significant. It could be accommodated within the land to be acquired for the Scheme. The Alternative should be accepted. The Side Roads Order should be further amended to change the reference from Footpath 2065 to Bridleway 2065 in Site Plan 6 and Schedule 6.

Alternative 60

383.3 I agree that Alternative 60 provides a slightly easier route for bridleway users; could be accommodated within land included in the draft CPO; and should be accepted.

OTHER MODIFICATIONS

Alternative 39

384.1 Alternative 39 was promoted by the Sussex Downs Conservation Board. It was a bridleway bridge crossing of the A27 at Coombes Road. The DoT now proposes an underpass crossing at Coombe Road, Alternative 78, and this is supported by WSCC and Lancing College. Alternative 39 was therefore withdrawn in favour of Alternative 78.

Alternative 44

384.2 Alternative 44 was promoted by Worthing Golf Club Ltd. and the Links Road Golf Club Ltd. It is a variation to the Published Scheme which provides a vehicular access to Links Road from Warren Road. Alternative 44 would replace the present exclusive access for the Club and the residents of Links Road. It would avoid the need for the majority of the members of the Club, residents of Links Road and visitors to make a right turn across A24 Findon Road which would be required by the Published Scheme proposals. It could be constructed entirely on land owned by the Club.

384.3 The Published Scheme proposals for access to Links Road via Fontwell Close would include a right turning lane on Findon Road; the junction of Fontwell Close with the A24 would be re-sited further from the Offington roundabout; and the visibility at the Fontwell Close junction would be adequate. I am not persuaded that the access to Links Road would be less safe with the Published Scheme than with Alternative 44. The Alternative would have the disadvantages of a substantial impact on bridleway 2081; would take an additional strip of woodland; and is estimated to cost an additional £357,000. On balance maintaining the exclusive access is outweighed by the disadvantages and the Alternative should be rejected.

Alternative 70

384.4 This was promoted by Sompting Estates, it is similar to Alternative 36 proposed by WSCC, see paragraph 382.5.

Alternative 72

384.5 Alternative 72 was promoted by the Ramblers Association. It is an extension of the diversion of Footpath 2073 to Titch Hill or even Dankton Lane. The DoT does not have powers to provide new public Rights of Way and the Alternative should be rejected.

Alternative 76

384.6 Alternative 76 was promoted by Chesswood Produce Ltd. It is a modification to the Published Scheme to provide an access from the Sompting Link to an area of their land which they may wish to develop. Chesswood Produce Ltd. have no planning consent for this land and I accept that provision of an access is premature until a decision has been made on the Published Scheme. The Alternative should be rejected.

Alternative 78

384.7 Alternative 78 was promoted by Lancing College and supported by WSCC. It is a modification to the Published Scheme to provide an underpass at Coombes Road for pedestrians, cyclists and equestrians. The DoT asks that this Alternative be incorporated into the Published Scheme. It is fully justified and should be accepted.

Alternative 83

384.8 Alternative 83 was proposed by the Excelsior Cycling Club. It is a modification of the Published Scheme to provide a bridge for cyclists at Coombes Road. The objective would be better achieved by Alternative 78 and Alternative 83 should be rejected.

Alternative 88

384.9 Alternative 88 was promoted by the Links Road Residents Association. It is a modification of the Published Scheme to provide a bridge over the proposed A27 to connect Links Road to the junction of the proposed A27 west bound slip road with Warren Road. Like Alternative 44, it would replace the present exclusive access for the Worthing Golf Club and the residents of Links Road. It would avoid the need for the majority of the members of the Club, residents of Links Road and visitors to make a right turn across A24 Findon Road which would be required by the Published Scheme proposals. It would avoid the noise and visual distraction of fast moving traffic on the new A27 running alongside the link to Fontwell Close.

384.10 I am not persuaded that the access to Links Road would be less safe with the Published Scheme than with Alternative 88 for the same reasons as given in relation to Alternative 44. Alternative 88 would have a number of disadvantages. It would result in an unsatisfactory layout of the junction between the A27 west bound off-slip and Warren Road and would reduce the capacity of that junction. The proposed bridge would have a significant visual impact and construction of the access road would reduce the area available for planting. Alternative 88 would cost an additional £319,000 compared with the Published Scheme. The advantages of an exclusive access are outweighed by the disadvantages of Alternative 88 and it should be rejected.

Alternatives with insufficient information or received out of time

384.11 From the information available, none of the Alternatives in this category offered sufficient advantages compared with their disadvantages, to justify further consideration.

CONSIDERATION OF THE ENVIRONMENTAL STATEMENT

385.1 The Environmental Statement was published on 11 November 1992. It is Deposit Document 26. It describes and assesses the environmental effects of the Published Scheme and compares these with the effects of two other Schemes, the Red and Blue routes. It also describes the mitigation measures which have been applied to reduce the adverse effects of the Published Scheme. The Statement includes a non-technical summary. At the Inquiries certain points in the Statement were clarified (Docs X2 and T18).

385.2 Since publishing the Environmental Statement some elements of the assessment have been amended to take account of revised traffic forecasts and of the incorporation of porous asphalt over the full length of the Scheme. The results are included in the appraisal framework, the revised noise report and the revised air quality report (Dep Docs 58, 60 and 61 respectively). The proposals for street lighting in the Statement are superseded by those described in the Lighting Report (Dep Doc 66 and Doc T618). The assessment of noise from construction of the Scheme has been superseded by a more detailed method based on British Standard 5228 and the results are in the Construction Noise Report (Dep Doc 60a). Since publishing the Statement the assessment of the impact of the Scheme on the setting of Sompting Church and on Sompting Abbots has been reassessed and the results are set out in paragraph 14.12.

385.3 The main environmental effects of the Published Scheme are summarised at paragraphs 4.16 to 4.18 and are set out more fully in the DoT evidence, which includes an assessment of the effect of the Scheme on animals and plants beginning at paragraph 8.7. The

main environmental effects of the Blue and Red routes are set out under Alternatives 1 and 2 beginning at paragraphs 74.1 and 75.1 respectively. In particular the landscaping details of Alternative 1 are shown on figure 11 of the Statement, as stated in paragraph 74.4.

385.4 A number of objectors made comments on the Statement. Mr. Osborne's legal submission that the DoT had not complied with EC Directive 85/337/EEC, the DoT response and my conclusion are set out at paragraph 2.5. Mr. Osborne's contention that the Statement almost completely ignores the conservation of humans is set out at paragraph 98.5 and the DoT response setting out the environmental factors which are included in the Statement is at paragraph 32.19. It is clear that the Statement does take account of the effect of the Scheme on people. WBC maintained that the original assessment in the Statement that the Scheme would have a severe adverse effect on Sompting Church was correct (paragraph 30.6). Having considered their arguments and the cultural heritage evidence of the DoT, I accept the DoT revised assessment.

385.5 The WBC contention that the Statement should be revised to include a scheme for dust suppression from operations is at paragraph 32.19. It was contended on behalf of Mrs. Osborne, at paragraph 210.1, that the DoT Social Impact evidence did not deal with the effects of dust, noise, dirt and disruption on people. Mr. Gunn, for the Links Road Residents Association, made the point that the effects of the Scheme on people should be considered ahead of the effects on the countryside, or as he put it, "people must come first". Bearing in mind the DoT response at paragraph 210.3 (which refers to the additional evidence in the Engineering proof and the report on Disruption due to Construction), and at paragraphs 58.50 and 58.52, I consider that the DoT has adequately dealt with these matters.

385.6 WBC noted that as a result of a preliminary version of the Environmental Statement in Summer 1992 the Blue route was amended leading to a scheme labelled as Alternative 24 for which revised drawings were submitted in June 1994 and this is referred to beginning at paragraph 37.5. The DoT environmental assessment of Alternative 24 begins at paragraph 42.6. My conclusions begin at paragraph 372.1. Alternative 24 is a variant of Alternative 1 which was compared with the Published Scheme in the Environmental Statement.

385.7 Sir Terence Higgins MP's contention that successive economic analyses of the Published Scheme and the Blue route have resulted in progressively smaller differences between the two is at paragraph 46.21 and the DoT response is at paragraph 47.14. The evidence presented to the Inquiries in September 1993 shows that the Published Scheme has an economic advantage of some £28M over the Blue route and that this has increased since the Environmental Statement was published in November 1992. Sir Terence Higgins MP's contention that a number of constituents have suffered severely as a result of the Published Scheme begins at paragraph 46.7 and the DoT response that this is recognised in the Social Impact Study included in the Environmental Statement and in the Social Impact proof is at paragraph 47.17. I conclude that the additional evidence of the effect of the Scheme upon residents, submitted by Sir Terence Higgins, should be taken into account in considering the Environmental Statement.

385.8 In response to a question from the High Salvington Residents Association, the DoT stated that the Social Impact Assessment Report in the Environmental Statement is a comparative assessment of the Preferred route with a bypass route through Findon Gap and the Do-Minimum and this is set out at paragraph 54.27.

385.9 The Green Party's contention that there should be a full and independent Environmental Impact Assessment and its acceptance that there was no requirement for this under the EC Directive is at paragraph 66.4. Since there is no requirement and since the Statement has been published and made available for challenge at the Inquiries, there is no reason to alter the present arrangements. Mr. Stutchlik, for WORTH, considered that the Environmental Statement was inaccurate and out of date (paragraph 68.21). His detailed

critique of the Statement begins at paragraph 68.32. The response by the DoT begins at paragraph 69.10. Clearly Mr. Stutchlik has a point since the Statement has been amended as a result of further work done since it was published, see paragraph 368.2, but whilst there are differences of opinion between him and the DoT, I find no evidence to justify inaccuracy in the Statement as amended.

385.10 Mr. Aubrey, in promoting Alternative 15, which is for a tunnel under Lancing, notes that the Environmental Statement recognises the uniqueness and remoteness of the downland landscape and this is set out in paragraph 88.1. The DoT responds that the Statement and its evidence shows that the Published Scheme is not environmentally and socially damaging and this is set out at paragraph 88.29. My conclusions on Alternative 15 begin at paragraph 376.1.

385.11 The DoT responded to questions from Mr. Etherington, Mrs. Evans and the Rev. Hay-Will. Details of the Worthing pedestrian survey contained in the Environmental Statement are set out at paragraph 172.12. The relocation of bus stops was in the Environmental Statement, see paragraph 173.3. All of the environmental evidence will be considered by the Secretaries of State, see paragraph 184.2. The criticisms by Councillors Mardell and Miller and Mr. Simpson of the inclusion in the Environmental Statement of a reference to a publication "Understanding Social Impacts" by Kurt Finsterbusch and on various effects of the Scheme not being taken into account, begin at paragraph 203.10 and the response by the DoT begins at paragraph 203.24. Having considered the evidence, the further points made by the objectors and the DoT response which begin at paragraph 203.30 and the general points made by the DoT beginning at paragraph 243.17, I conclude that the criticisms are unfounded.

385.12 It will be seen from the environmental assessment of Alternative 1 at paragraph 74.11 that the Alternative would directly impact on the Cissbury Ring SSSI and land owned by the National Trust. The Countryside Commission considers the Red and Blue routes completely unacceptable and English Nature considers the ecological effects of the Published Scheme to be relatively minor and far less damaging than either the Red or particularly the Blue Alternative, see paragraph 26.1. In reaching conclusions on the Published Scheme and on Alternatives 1 and 2, the Environmental Statement and comments made on it have been taken into account.

THE ORDERS AND SCHEME

386.1 The main issue at these Inquiries was whether the case made out for the Published Scheme outweighs its adverse effects on the inhabitants of the area. The need for the improvement has been clearly demonstrated and has attracted little objection in principle and much support. Many of the Alternatives put forward have some advantages and the balance between advantages and disadvantages has in some cases been quite close. For an Alternative route to be approved it must be shown to be preferable to the Published Scheme. I am satisfied that only in the case of the Alternative 93 alteration to the line has this been done. The DoT agreed that this Alternative would provide a small improvement in noise levels for properties closest to the route and a more sympathetic visual screen for properties in Howard Road. There are a number of other Alternatives which do not affect the line and which should be accepted and these are dealt with in the conclusions on the Orders.

386.2 I accept that the Published Scheme would assist economic growth by reducing transport costs; it would remove through traffic from some unsuitable roads; and it would enhance road safety. It therefore complies to a considerable extent with the national policy objectives of the Trunk Road Programme. The absence of an acceptable Alternative is a compelling reason for the Published Scheme to pass through the AONB, and the Lancing tunnel and landscaping proposals are acceptable mitigation. The Published Scheme therefore complies with local planning policies for the protection of the AONB.

386.3 There is no doubt that the Published Scheme would have a severe adverse effect

particularly at Offington Corner and during the construction of the Salvington tunnel and to a lesser extent at Swandean Hospital. However despite the strong feelings put forward at the Inquiries, the evidence shows that there is unlikely to be an air quality problem with the Published Scheme. Whilst some properties would suffer increased noise, the Scheme overall would provide noise benefits. Blight will unfortunately remain a problem until a decision is made. There is strong opposition to the Published Scheme, mainly from those living near to its line, and there would be adverse effects for some people, but the evidence shows that once the Scheme is constructed and the landscaping established, the Scheme would bring benefits to many more people.

386.4 Having considered all the objections to the draft line Order and the responses by the DOT, I am satisfied that the draft Order should be modified in accordance with Alternative 93 proposed by WBC. Subject to that modification the Order can be made. WSCC expressed concern about the draft detrunking Order and requested a number of works be carried out on the detrunked A27 but apart from putting the road into a good state of repair the works proposed are, I consider, a matter for the County Council. The draft detrunking Order can therefore be made. The draft Slip Roads Scheme has been thoroughly examined, particularly in relation to objections requesting deletion of the west facing slip roads at Durrington and the proposals for additional west facing slip roads at Halewick Lane. I am satisfied that the draft Order should be modified to incorporate the proposal by Lancing College to shorten the west facing on-slip road at the East Lancing junction, which was agreed by DoT. Subject to that modification the Order can be made.

386.5 The highways and private accesses affected by the Published Scheme have all been considered and, subject to the modifications proposed to the draft Side Roads Order, I am satisfied that reasonable provision has been made for each one. There are 10 minor modifications in relation to the draft Side Roads Order proposed by the DoT and set out in Documents T33, T35, T158, T415, T532, T560, T592 and T614. In brief they relate to:

an amendment to Plan No. 1 to rectify a drafting error by inserting stippling for a turning head

an amendment to Plan No. 6 to extend the length of new highway and private right of way and stopping up to allow for the approach embankments to the proposed bridge at Halewick Lane

an amendment to Plan No. 3 to accommodate an amended Offington Drive turning head

an amendment to Plans No. 3 and 4 to accommodate a footway/cycleway link from Warren Road to Findon Road

an amendment to Plan No. 7 to accommodate an access road to the existing weighbridge and toilet facilities

an amendment to Plan No. 7 to accommodate an amended access to Withy Patch Caravan Park

an amendment to Plan No. 7 to accommodate a revised slip road arrangement at East Lancing junction

an amendment to Plan No. 7 to accommodate a Coombes Road subway

an amendment to Plan No. 4 to extend the stopping up and realign new private means of access at Lyons Farm (paragraph 51.12).

an amendment to Plan No. 7 to adjust the diversion of Bridleway 2065

There are also the modifications to the Side Roads Order to: enable a bridge for pedestrians and

cyclists to be provided over the A27 at Cote Street; to alter the diversion of Footpath 2064/1 as set out in Alternative 59; and to correct an error in the description of Bridleway 2065. These modifications are all reasonable and subject to these modifications the Order can be made.

386.6 I find that all the land included in the draft Compulsory Purchase Order, as proposed to be modified, and in the draft Supplementary Compulsory Purchase Order, is required for or in connection with the construction of the Published Scheme or for mitigating its effects. There are minor modifications to the draft Compulsory Purchase Order proposed by the DoT and set out in Documents T33, T532, T560, T599 and T614. In brief they relate to:

various modifications to correct ownership of Plots and delete Plot no longer required

an amendment to CPO Plan No.4, to add an additional Plot, currently owned by Worthing Golf Club, to enable the construction of a footway/cycleway link at Links Road

an amendment to CPO Plan No. 7, to accommodate Coombes Road subway

an amendment to CPO Plan No. 7 to accommodate an access to the weighbridge

an amendment to CPO Plan No. 7 to accommodate an access to Withy Patch Caravan Park

an amendment to CPO Plan No.3 to alter the proposed turning head at Offington Drive and to move an amenity barrier to save trees

an amendment to CPO Plan No. 7 to adjust the diversion of Bridleway 2065

an amendment to CPO Plan No. 7 to delete part of Plot 7/14a not required for the Coombes Road subway and replace it by off-site planting by agreement

an amendment to CPO Plan No. 7 to accommodate a cycleway at East Lancing junction

There is also the modification to the CPO to enable a footbridge for pedestrians and cyclists to be provided over the A27 at Cote Street.

386.7 These modifications are all reasonable and subject to the modifications the draft Order can be made. The DoT made some 21 commitments regarding matters which would be included in the Published Scheme. The commitments are set out in Doc T614. Having considered the foregoing and all other objections, representations and counter objections put to the inquiries, I am satisfied that the Orders as proposed to be modified should be made.

386.8 The DoT, by letter of 17 December 1992 gave notice to WBC under Circular 18/84 of its proposals to construct a tunnel control building at the Salvington tunnel. WBC objected by letter of 29 March 1993 on the grounds that it was premature in advance of the approved route, but asked that, should the Published route be approved, it be consulted on details, access to the building be located as far as possible from the junction of Chute Way and Arundel Road and that an assessment of the likely parking demand for the building be provided (objectors file 629). The DoT, in December 1993 gave notice to Adur under Circular 18/84 of its proposals to construct tunnel control buildings at each end of the Lancing tunnel. Adur supports the Published Scheme. I am satisfied that approval can be given to the tunnel control buildings.

386.9 The proposal to demolish the Grade II Listed building known as 1 and 2 Hoe Court Cottages, Hoe Court, Lancing was considered at a concurrent Inquiry. The Report of the Assessor on this matter is set out as Appendix A. I visited the site, considered the Assessor's Report and all the evidence put to the Inquiry, except that I have not taken into account the evidence of old photographs and of planning consent for alterations, as this evidence was

produced after the close of the inquiry. Apart from that evidence, I agree with the Assessors findings of fact and conclusions. I endorse his recommendations that the building should be demolished.

386.10 There were objections to the application to the Secretary of State for the Environment for a certificate under Section 19 of paragraph 6 in Schedule 3 to the Acquisition of Land Act 1981 that he is satisfied as to the giving of certain land. The objection by WBC to the Exchange Land relating to the Hill Barn public open space is dealt with at paragraph 368.22. The objection by Mr. Luxford to the Exchange Land relating to the Lancing Ring public open space is dealt with at paragraph 201.2 and the DoT's response at paragraph 201.7. The area of land to be provided as Exchange Land at Lancing Ring is considerably greater than the area of open space land to be taken. I note that earthworks to be carried on the Exchange Land have been agreed with Adur and conclude that, subject to these works, the Exchange Land would be equally advantageous. Having considered all objections to the application, I conclude that the Exchange Land would be equally advantageous and that the certificate can be given.

386.11 During the Inquiries the DoE issued a further notice relating to the proposal to issue a Certificate under paragraph 6 of Schedule 3 of the Acquisition of Land Act 1981. This noted that the draft CPO authorises the acquisition of rights to construct a tunnel under land which forms part of an open space used for public recreation. The certificate would say that the Secretary of State is satisfied that the land when burdened with those rights would be no less advantageous to those persons in whom it is vested and to other persons, if any, entitled to rights of common or other rights, and to the public. The notice stated that objections should be made before 2 June 1994. Mr. Luxford's objection is dealt with at paragraph 201.12. There were a number of other objections, most of which objected to the acquisition of rights under the CPO (Doc D297). This proposal to issue a further Certificate is not before these Inquiries and I make no comment on it. The objections to the CPO are dealt with at paragraph 251.13.

RECOMMENDATIONS

Bearing in mind the foregoing conclusions, I recommend that:

387.1 The A27 Trunk Road (Worthing - Lancing Improvement) Line Order be modified as set out in Alternative 93 and that the Order as so modified be made.

387.2 The A27 Trunk Road (Worthing - Lancing Improvement Slip Roads) Order be modified to shorten the west facing on-slip road at the East Lancing junction by some 50m and the Order as so modified be made.

387.3 The A27 Trunk Road (Worthing - Lancing Improvement) (Detrunking) Order be made as submitted.

387.4 The A27 Trunk Road (Worthing - Lancing Improvement Side Roads) Order be modified as set out in paragraph 386.5 of this report and that the Order as so modified be made.

387.5 The A27 Trunk Road (Worthing - Lancing Improvement) Compulsory Purchase Order (No. SE) Order be modified as set out in paragraph 386.6 of this report and that the Order as so modified be made.

387.6 The A27 Trunk Road (Worthing - Lancing Improvement) Supplementary Compulsory Purchase Order (No. SE) Order be made as submitted.

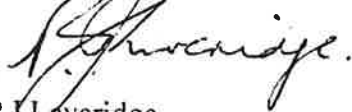
387.7 That in connection with a Notice of Proposed Development Crown Land and Crown Land Development, approval be given to the construction of tunnel control buildings at the proposed Salvington and Lancing tunnels.

387.8 That in connection with a Proposal for the Demolition of Grade II Listed Building known as 1 and 2 Hoe Court Cottages, Hoe Court, Lancing, approval be given to the demolition of the building.

387.9 That a certificate be given under Section 19 and paragraph 6 in Schedule 3 to the Acquisition of Land Act 1981, that the Secretary of State for the Environment is satisfied as to the giving of land to the west of Lambleys Barn, to the south of Tenants Hill and to the east of the Reservoir at Worthing and land to the south west of the Refuse Destructor and to the north of Howard Road at Lancing Ring, Parish of North Lancing in the County of West Sussex.

I am, Gentlemen,

Your Obedient Servant



P J Leveridge
18 January 1996