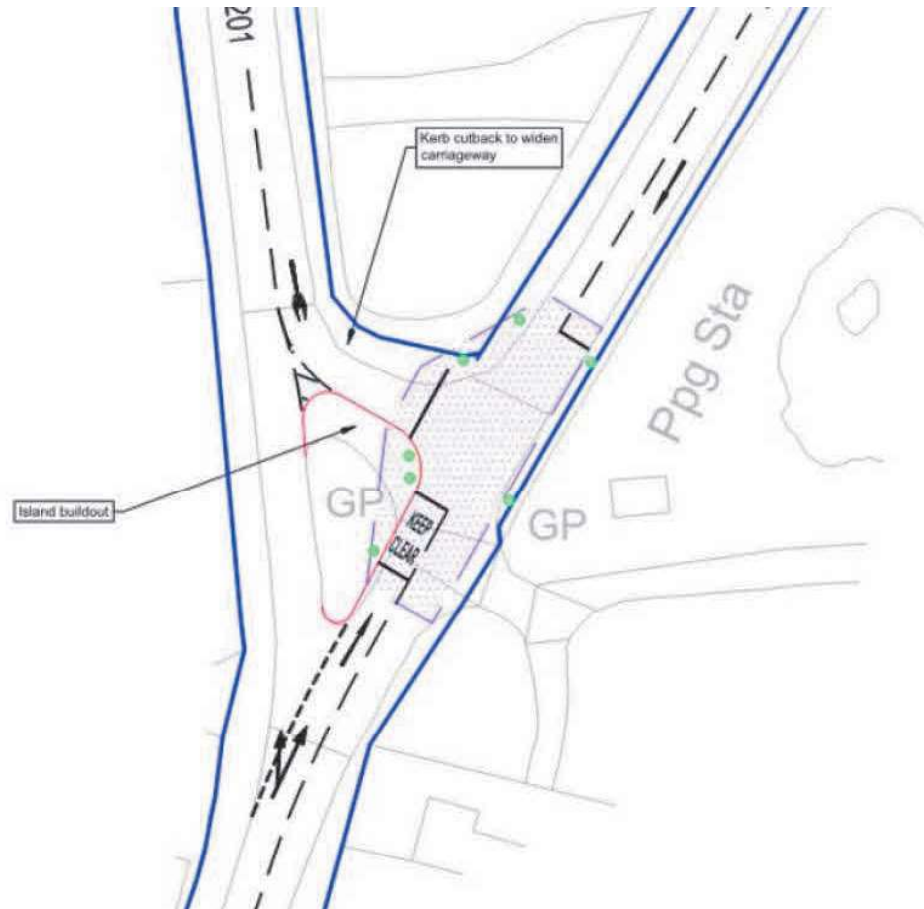


Figure 7.17: B2145 / B2201 Proposed Mitigation



7.5.6 The mitigation scheme includes:

- Introduction of traffic signals; and
- Banning of right turn from B2145 northern arm.

7.5.7 Key constraints of this mitigation scheme:

- Statutory utility apparatus;
- Existing street furniture; and
- Existing trees and vegetation.

Stockbridge Link Road

7.5.8 The Stockbridge Link is a scheme that has been previously considered in part by Highways England within proposals for highway improvements for the wider strategic highway network. The link raises two possible benefits with respect to the local plan as set out below:

- a. The link provides an alternate route to the south of Chichester serving the coast. This allows turning restrictions at other junctions along the A27 such as at Stockbridge and Whyke

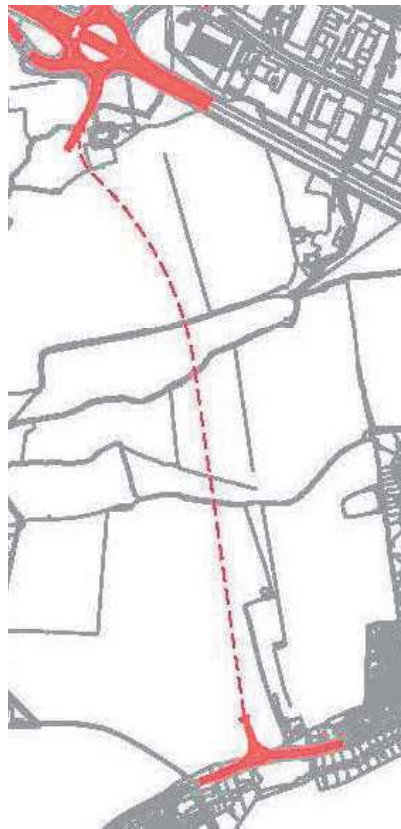
junctions to be considered, which minimise the turning traffic conflicting with the A27 through traffic; and

- b. The Local Plan Review has the potential to accommodate a significant proportion of its employment requirement in the area south of the A27 between Fishbourne and Stockbridge Roundabouts. Therefore, this link could also become the primary access for this land use to and from the A27.

7.5.9 The link not only provides the opportunity above, it also has the potential to offer an alternate route to Appledram Lane. The modelling suggests that if the link was not provided, then the Appledram Lane and Fishbourne Road junction would require significant improvement, however Appledram Lane itself is a narrow road of sub-standard width and alignment, with a significant number of residential properties on either side of the road. It also forms the eastern boundary of the Chichester Harbour Area of Outstanding Natural Beauty. It is therefore considered to be unsuitable for further improvement and has not been taken forward as a preferred mitigation measure.

7.5.10 The mitigation proposed for the Stockbridge Link Road is outlined in **Figure 7.18**.

Figure 7.18: Stockbridge Link Road Proposed Mitigation



7.5.11 The mitigation scheme includes:

- Introduction of new arm on Fishbourne Roundabout;
- Construction of new roundabout on Birdham Road; and

- Construction of new single carriageway over farmland between Fishbourne Roundabout and Birdham Road.

7.5.12 Key constraints of this mitigation scheme:

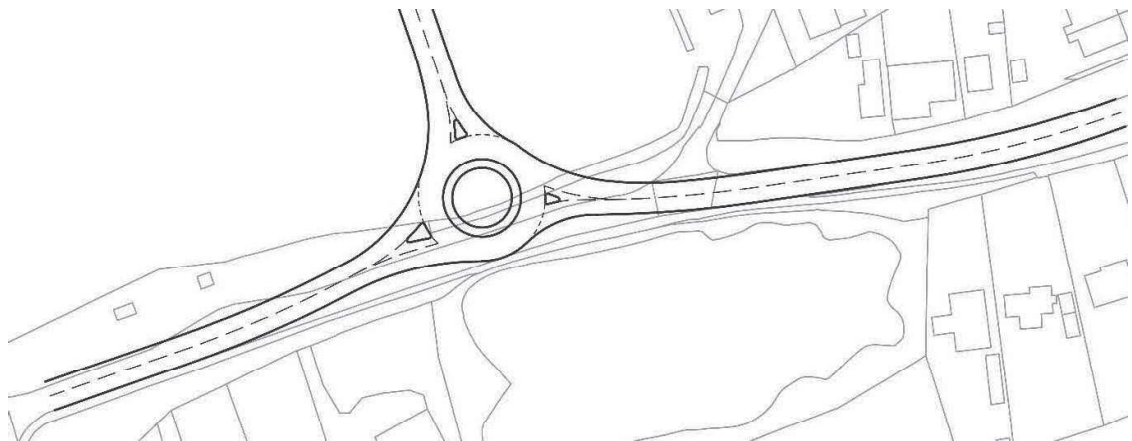
- Statutory utility apparatus;
- Existing street furniture;
- Existing trees and vegetation (includes possible SSSI Impact Risk Zone) – Ecological issues;
- Existing land/ field drainage (parts of route within Flood Zone 3);
- Crossing of River Lavant; and
- Visual restriction requirements between Chichester Cathedral and Chichester Harbour Area of Outstanding Natural Beauty.

7.5.13 Given this link unlocks land for employment and potentially residential use, it has the potential to be funded for the majority of its length by the associated private development, as are the northern and southern access points, subject to the scale of development. Alternatively, as the link also offers strategic opportunities and therefore, should also be considered for funding through the Local Plan Review.

Jct 12 Stockbridge Link Road / A286 Birdham Road

7.5.14 The mitigation proposed for the Stockbridge Link Road/Birdham Road Junction is in essence the southern end of the Stockbridge Link Road, and is outlined in **Figure 7.19**.

Figure 7.19: Stockbridge Link Road / A286 Birdham Road Proposed Mitigation



7.5.15 The mitigation scheme includes:

- Construction of new 3 arm roundabout on Birdham Road to accommodate southern arm of Stockbridge Link Road.

7.5.16 Key constraints of this mitigation scheme:

- Highway boundary and land ownership;

- Statutory utility apparatus;
- Existing trees and vegetation; and
- Existing land/ field drainage.

7.6 Neighbouring Authorities

- 7.6.1 The neighbouring councils of Havant and Arun have been consulted and their local plan and proposed mitigation elements have been included in this assessment. This section will seek to summarise the mitigation measures being proposed outside the plan area. This report does not at this time define cross boundary contributions associated with impact, this would be the subject of a further review. The study has also considered the other neighbouring local authorities comprising the South Downs National Park Authority (SDNPA), East Hampshire District Council (EHDC), Waverley Borough Council (WBC), and Horsham District Council (HDC) as noted in **paragraph 5.3.1**.

Havant BC

- 7.6.2 The modelling has shown limited requirement for improvements along the A27 corridor until the A3(M) junction. The majority of junctions along this corridor are already grade separated and as such have a lesser impact on the A27 through movement, compared to those at grade junctions that support Chichester.
- 7.6.3 The A3(M) junction is considered a key decision point, with respect to trips traveling east west or north/south. As such there is a concentration of trips at this junction, hence it is the key junction to experience issues in the future to the west for Scenario 1.
- 7.6.4 The impact of the emerging Local Plan development results in a negligible impact on the operation of the A27 Havant Bypass roundabout and its slip roads and the A3(M)/A27 junction, while witnessing a slight improvement in operation during the mitigated Scenario 1. The majority of traffic within the area is identified to run east west and north south along the A3(M) and the A27 thus not effecting the local road network within Havant itself.
- 7.6.5 HBC are in the process of preparing a transport assessment to inform the preparation of their emerging Local Plan. At the time of preparing this report, the findings of the assessment, including any mitigation measures necessary were not available for review.
- 7.6.6 **Figure 7.19, 7.20 and 7.21** illustrate the junctions exhibiting high volume to capacity ratios in the 2035 Reference Case, 2035 Scenario 1 and 2035 Mitigated Scenario 1 respectively.