

Walberton PC A27 Arundel Bypass Mitigation list and Questions

Issue	Detail	Possible solution
42% increase in traffic thru The Street, which is very narrow and frequently blocked. Lacks a pavement in some key sections.	Over capacity at Fontwell Roundabout causes A29 southbound traffic to rat run down Mill Rd and then Yapton Lane into Walberton and beyond. 1300 extra cars. Mainly during PM peak westbound at the eastern entrance to The Street.	Address congestion at Fontwell roundabouts. Make Mill Lane less attractive as a cut through.
Lake Lane, fear that traffic will also rat run there to avoid Walberton	As above	As above
HGV and other traffic diverted via centre of Fontwell Village to access Fordingbridge Engineering and other properties.	Closure of the A27 westbound exit at Fontwell East diverts traffic through Fontwell along Arundel Road.	With a 50mph speed limit proposed could the A27 westbound exit at Fontwell be reconfigured to allow a safer radius on the exit. There is land available for this. NH appear receptive to this.
Fontwell roundabouts over capacity	Increased traffic and traffic arriving faster that Fontwell will cause additional queuing for already over capacity roundabouts. NH when responding to other developers planning applications always call for mitigations from the developers because the roundabouts are over capacity. How will NH mitigate their own more significant increase in traffic at Fontwell?	Funding needed to urgently upgrade the roundabouts. WSCC and ADC need to work with NH on a solution.
Online bridge Yapton Lane and noise behind Avisford Grange and the Village.	Preferred route is online bridge but need the cutting to be deeper for longer like the offline bridge to minimise noise behind Avisford Grange and the Village.	Keep the cutting lower to Tye Lane or beyond if able. Ie Like the Off Line bridge suggestion profile.

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<p>Yapton Lane compound</p>	<ol style="list-style-type: none"> 1. The location of the Yapton Lane compound would result in the total or partial loss of archaeological heritage assets identified during the recent geophysical survey and ongoing trial trenching. Although the character, date, and significance of the assets has not yet been fully assessed, they are likely to be of prehistoric date and of at least local to regional significance. The necessity of the loss of these archaeological features, purely for the siting of a temporary construction compound, has not been demonstrated to the County Council and they say alternative locations for this compound should be explored. 2. Safe access by HGVs and other vehicles from A27 dangerous junction, then Yapton Lane is narrow at the top not allowing two HGVs to pass at the same time. 3. Noise & Dust, close to houses and hotel 4. Working hours 	<p>Relocate</p>
<p>Golf Course provision of 18 holes</p>	<p>Desire to keep an 18 hole golf course.</p> <p>Concern about the location of the back 9 holes Quote north and north east of current back 9. Needs to be away from the Church.</p>	

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	<p>Against the back 9 hole golf course in proposed location north east of Binsted church because:</p> <ul style="list-style-type: none">• Binsted Farm is against it as it reduces their agricultural land – already greatly reduced by the scheme.• Say it's mitigation but it is only mitigation for golfers, not the public.• No details are given of where people would park.• Inappropriate for the historic mediaeval 'open field' in the centre of Binsted.• Nitrates and other chemicals would leach into the rife running from Binsted Woods through Lake Copse, affecting wildlife in the National Park.	
<p>Lack of footpath on Yapton Lane</p>	<p>The current pavement ends at the entrance to Avisford Grange making access to Hedgers Hill and the many footpaths beyond dangerous. When the bridge is built the pavement should be extended ideally up to the hotel entrance.</p>	<p>The pavement on Yapton Lane bridge should extend further north towards Hedgers Hill for safety reasons. Ideally up to the hotel entrance.</p>