

APPENDIX 2

Positive and negative impacts of A27 Options

| <i>Proposed scheme</i> | <i>Positive effects</i> | <i>Adverse impacts</i> |
|------------------------|--|---|
| Option 1 | <p>Significant improvement in overall journey times, especially along A27 (though less good than Option 2)</p> <p>Second best performance (after Option 2) for improving journey time reliability</p> <p>Overall positive impact on air quality</p> <p>Overall reduction in noise levels</p> | <p>Significant adverse impact on community & private assets, including loss of 5 buildings (non-residential)</p> <p>Potential significant adverse effects on historic environment</p> <p>Encroachment into AONB and significant impacts on views to/from the AONB due to Fishbourne flyover</p> <p>Significant landscape impact on setting of City & views due to flyovers at Fishbourne & Bognor junctions</p> <p>Joint longest construction timescale (41 months)</p> <p>Predicted slight increase in accidents</p> |
| Option 1A | <p>Predicted to reduce accidents overall</p> <p>Overall reduction in noise levels</p> | <p>Relatively little improvement in overall journey times - time savings would be eroded by 2041</p> <p>Least good performance for journey time reliability</p> <p>Significant adverse impact on community & private assets, including loss of 5 buildings (non-residential)</p> <p>Encroachment into AONB and significant impacts on views to/from the AONB due to Fishbourne flyover</p> |

| <i>Proposed scheme</i> | <i>Positive effects</i> | <i>Adverse impacts</i> |
|-------------------------------|--|---|
| | | <p>Overall adverse impact on air quality</p> <p>Potential significant adverse effects on historic environment</p> <p>Significant landscape impact on setting of City & views due to flyovers at Fishbourne & Bognor junctions</p> |
| Option 2 | <p>Best improvement in overall journey times, especially along A27 and also good reductions for local routes</p> <p>Best performance in improving journey time reliability</p> <p>Best performing option in terms of reducing accidents overall</p> <p>Greatest improvement in air quality</p> <p>Overall reduction in noise levels</p> <p>Second best Benefit to Cost Ratio score after Option 3 (based on HE parameters)</p> <p>Expected to provide greatest benefit for local businesses & visitor economy</p> <p>Provides greatest potential to support future development to meet local housing needs</p> | <p>Greatest adverse impact on community & private assets, including loss of 20 buildings (13 residential)</p> <p>Potential significant adverse effects on historic environment</p> <p>Encroachment into AONB and significant impacts on views to/from the AONB due to Fishbourne flyover</p> <p>Greatest landscape impact on setting of City & views due to 4 flyovers & Link Road</p> <p>Greatest adverse ecological impact due to flyovers & Link Road</p> <p>Link Road would cause loss of 9.7ha Grade 1 and 2 agricultural land & erode rural character south of Bypass</p> <p>Potential adverse impact to Southern Gateway proposals due to closure of Stockbridge junction</p> <p>Overall combined effects classed as 'Significant adverse' and Cumulative effects classed as 'Significant adverse' during construction phase</p> |

| <i>Proposed scheme</i> | <i>Positive effects</i> | <i>Adverse impacts</i> |
|-------------------------------|--|--|
| | | <p>Highest construction costs (£280m) – potentially above identified budget</p> <p>Joint longest construction timescale (41 months)</p> |
| Option 3 | <p>Lowest construction costs (£47m)</p> <p>Shortest timescale for construction (15 months)</p> <p>Predicted to reduce accidents overall</p> <p>Overall positive impact on air quality</p> <p>Least impact on historic environment</p> <p>Little visual / landscape impact</p> <p>Minimal ecological impact</p> <p>Overall least adverse effects</p> <p>No loss of buildings (although still has significant adverse effect on community & private assets)</p> <p>Best Benefit to Cost Ratio score (based on HE parameters)</p> | <p>Least improvement in overall journey times (especially for local routes) - time savings would be eroded by 2041</p> <p>Expected to provide least benefit for local businesses & visitor economy</p> <p>Likely to constrain future housing development & growth potential</p> |
| Option 3A | <p>Significant improvement in overall journey times, especially along A27 (but less good than Options 1 and 2)</p> <p>Overall positive impact on air quality</p> <p>Overall reduction in noise levels</p> | <p>Significant adverse impact on community & private assets, including loss of 2 buildings (non-residential)</p> <p>Potential significant adverse effects on historic environment</p> <p>Significant landscape impact on setting of City & views due to Bognor junction flyover & A27 widening</p> <p>Significant ecological impact caused by widening</p> |

| <i>Proposed scheme</i> | <i>Positive effects</i> | <i>Adverse impacts</i> |
|-------------------------------|--------------------------------|--|
| | | of A27 – greatest loss of habitat at Chichester Gravel Pits and Leythorne Meadow SNCI Overall combined effects classed as ‘Significant adverse’ and Cumulative effects classed as ‘Significant adverse’ during construction phase Predicted slight increase in accidents |