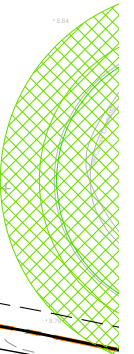


Detailed Plan of East-West Bridge Link

KEY:

- SITE BOUNDARY
- - - DETAILED APPLICATION BOUNDARY
- ROOT PROTECTION ZONE
- WATERCOURSE 1:100YR (+36% INCREASE IN PEAK FLOW) FLOOD EXTENT
- - - 2.4m x 43m JUNCTION VISIBILITY (MFS)
- - - JUNCTION APPROACH VISIBILITY SPILL FOR 30mph (15m)
- EXISTING SOUTHERN WATER FOUL SEWER
- EXISTING PORTSMOUTH WATER MAIN
- PROPOSED DITCH
- HEADWALL & CULVERT
- + 5.90 PROPOSED LEVELS
- 1:20>>> PROPOSED GRADIENTS
- BASIN MINOR CONTOUR
- BASIN MAJOR CONTOUR
- - - INDICATIVE EXTENT OF EMBANKMENT TO FINAL GROUND LEVEL



PEDESTRIAN CROSSING PROVISION.

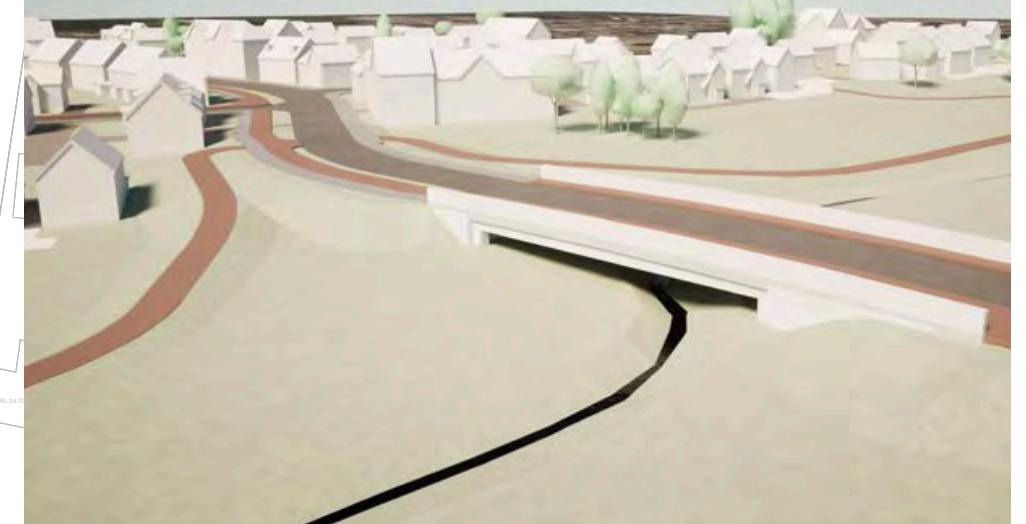
FOR CONTINUATION REFER TO DRAWING LAW-WSP-ZZ-ZZ-C-DR-00006

INDICATIVE PARCEL ACCESS. SUBJECT TO DETAILED DESIGN.

LOW LEVEL INTERIM EARTHWORKS NOT SHOWN FOR THIS LENGTH OF ROAD BUT WILL BE REQUIRED TO TIE INTO EXISTING GROUND AHEAD OF ADJACENT RESIDENTIAL DEVELOPMENT.

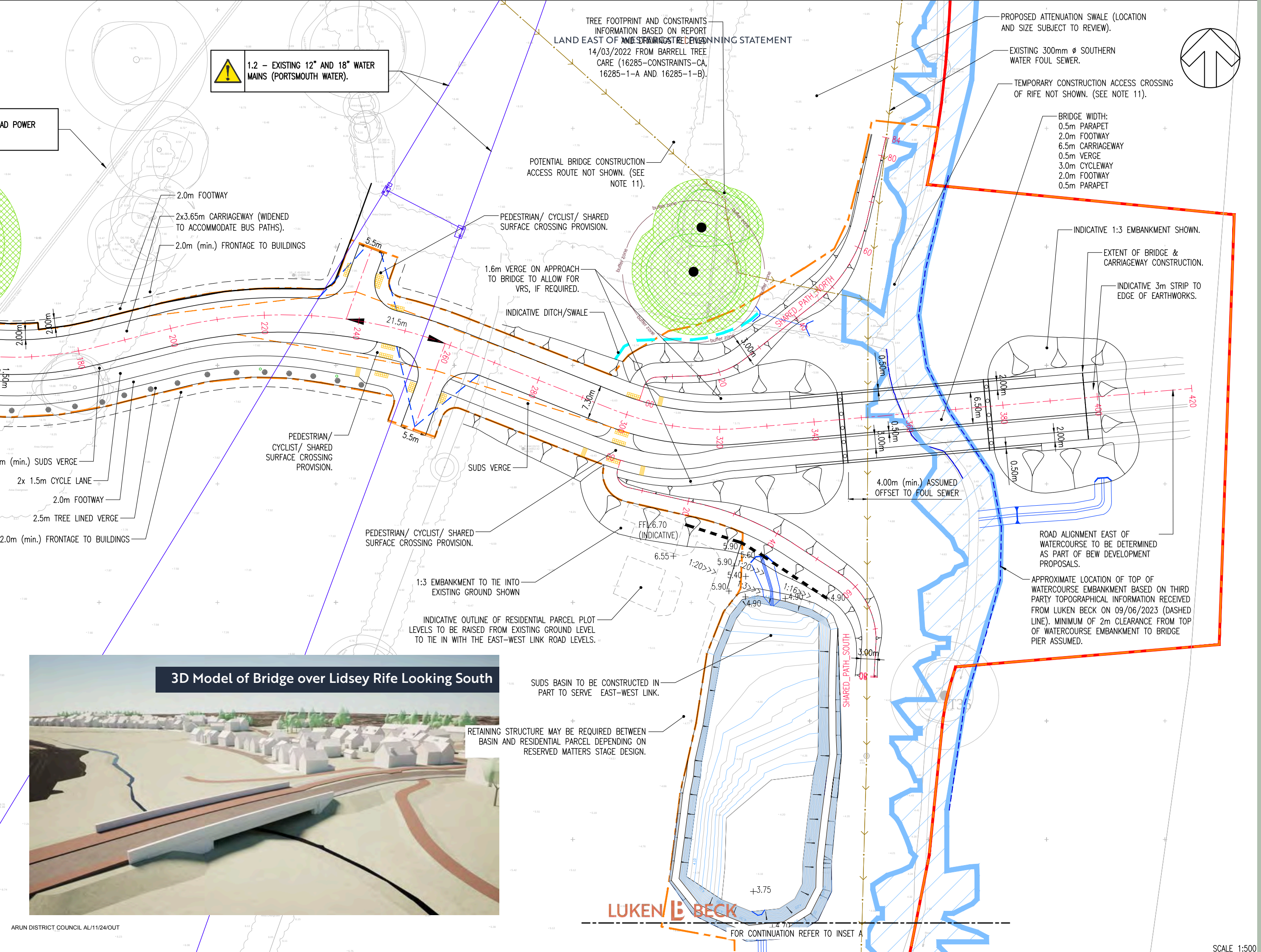
FOR CONTINUATION REFER TO MAIN VIEW

3D Model of Bridge over Lidsey Rife Looking North



LUKEN BECK

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Parameter Plans

The adjacent parameter plans are as follows:

Green and Blue Infrastructure

The open space will respond to the Open Space, Playing Pitches, Indoor and Built Sports Facilities SPD (Arun District Council - January 2020).

Play spaces will be designed to avoid overlooking onto neighbouring properties by maintaining at least 20m separation for LEAP and 5m for LAP.

A LEAP is proposed within the central part of the linear park. A pair of LAPs are proposed within the northern and southern ends.

Storey Heights Plan

Building height ranges from 2 to 3 storey with the taller units of up to 3 storeys concentrated along the central part of the site. Lower heights of up to 2 stories are along the edge facing the open space to the east.

Up to 2.5 stories are along the west to respond to the local context and existing development.

Development Parcels and Density

The site has the potential to accommodate up to 400 units with a wide range of open spaces to support the natural biodiversity. Higher density ranging from 35 to 50 dph is concentrated along the central part of the site. The eastern edge facing the Linear Park maintains a low density of 25 to 34 dph. Similar low density is maintained along the exiting development to the west.

The ANP Policy H2 requires that at least 25% of the homes (100 units) should be developed to Lifetime Homes standards. The equivalent standard is Building Regulations M4 (2) 'accessible and adaptable'.

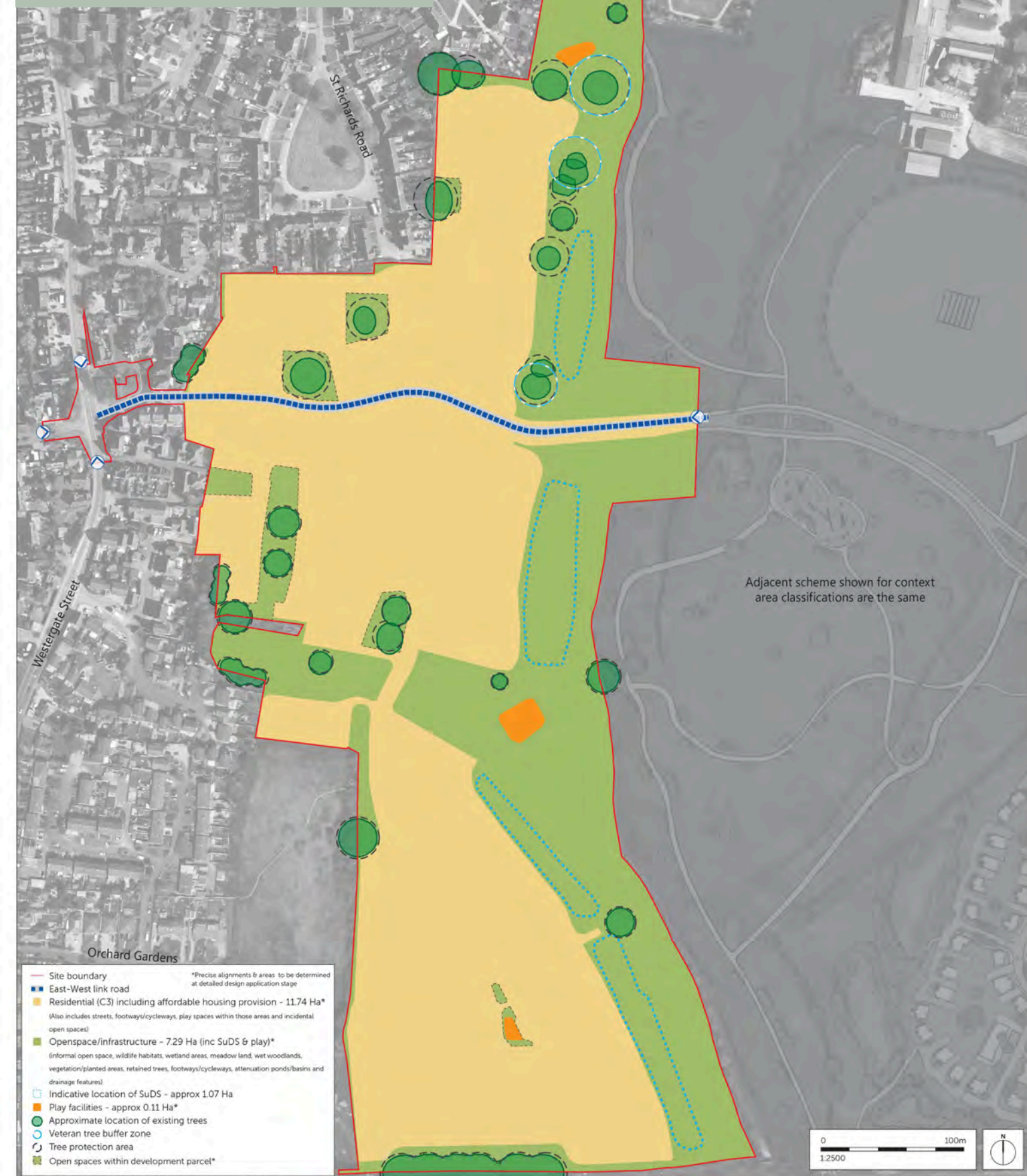
The Council also encourages the provision of M4(3) standard properties, based on a ratio of 2 dwellings per 50 dwellings.

Masterplan Evolution; Stakeholder Input and Scheme Amendments

A preliminary masterplan was developed to respond to the site specific constraints and opportunities and to test development parcels. The masterplan then evolved through a series of sketch layouts to formalise the principles identified in the initial concept and the Masterplan framework.

A3
LAND EAST OF WESTERGATE

Green & Blue Infrastructure



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Portsmouth T: 01275 407000
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www.thrivearchitects.co.uk

Rev	Description	Date	Au	Ch
P1	Preliminary Issue	04.08.23	PM/AA	HM/-
P2	Green infrastructure updated	22.08.23	PM/NN	PM/AA
P3	Key updated	24.08.23	PM/NN	PM/-

Date	Au	Ch
04.08.23	PM/AA	HM/-
22.08.23	PM/NN	PM/AA
24.08.23	PM/NN	PM/-

Project	Land East Of Westergate, Aldingbourne
Drawing	Green & Blue Infrastructure Parameter Plan - 01

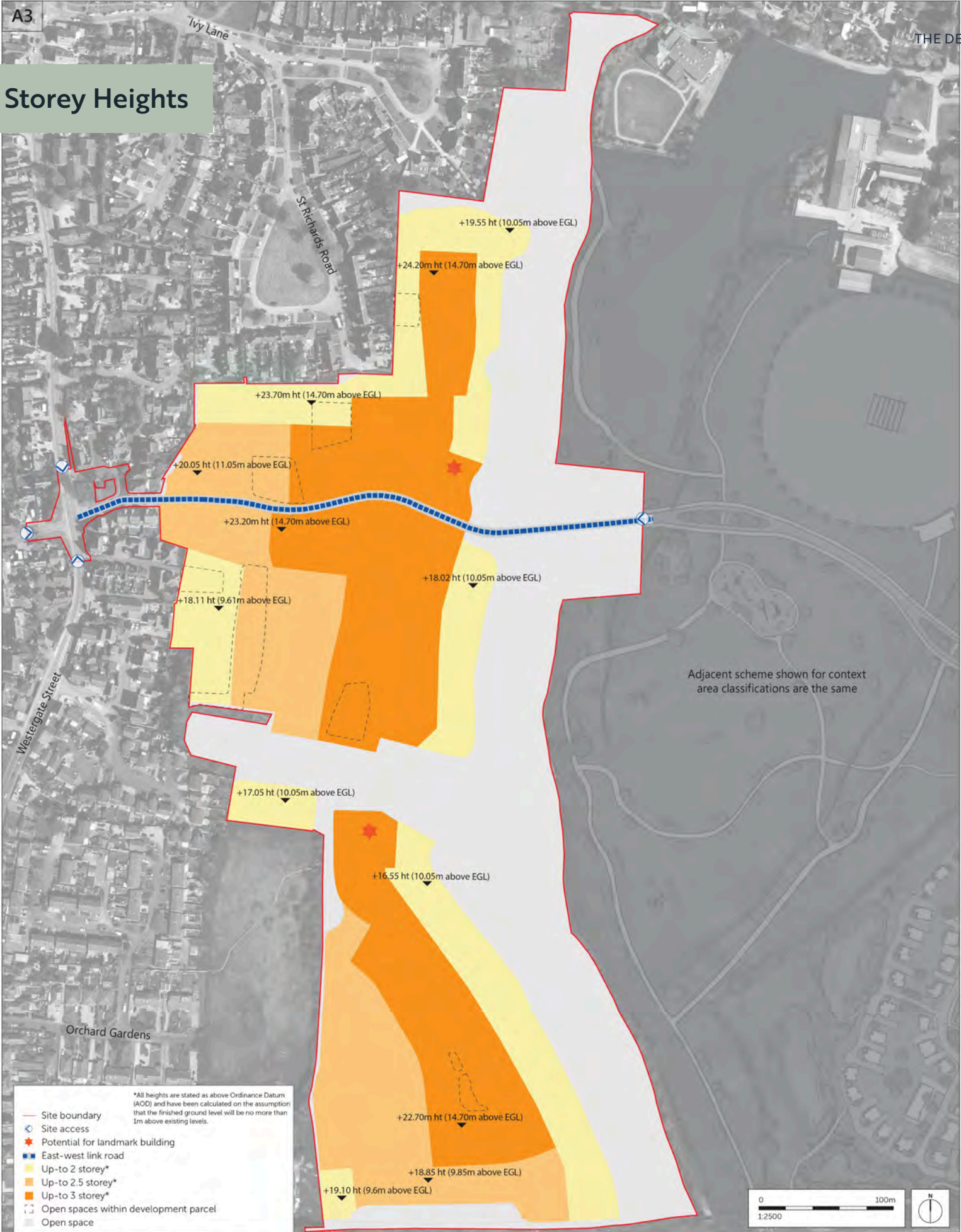
Client	Cala Homes South Home Counties
Job no.	CALA230719
Dwg no.	GBIPP-01
Author	PM/AA
Checked	HM/-
Status	PRELIMINARY
Office	Romsey
Client ref.	-

LUKEN & BECK

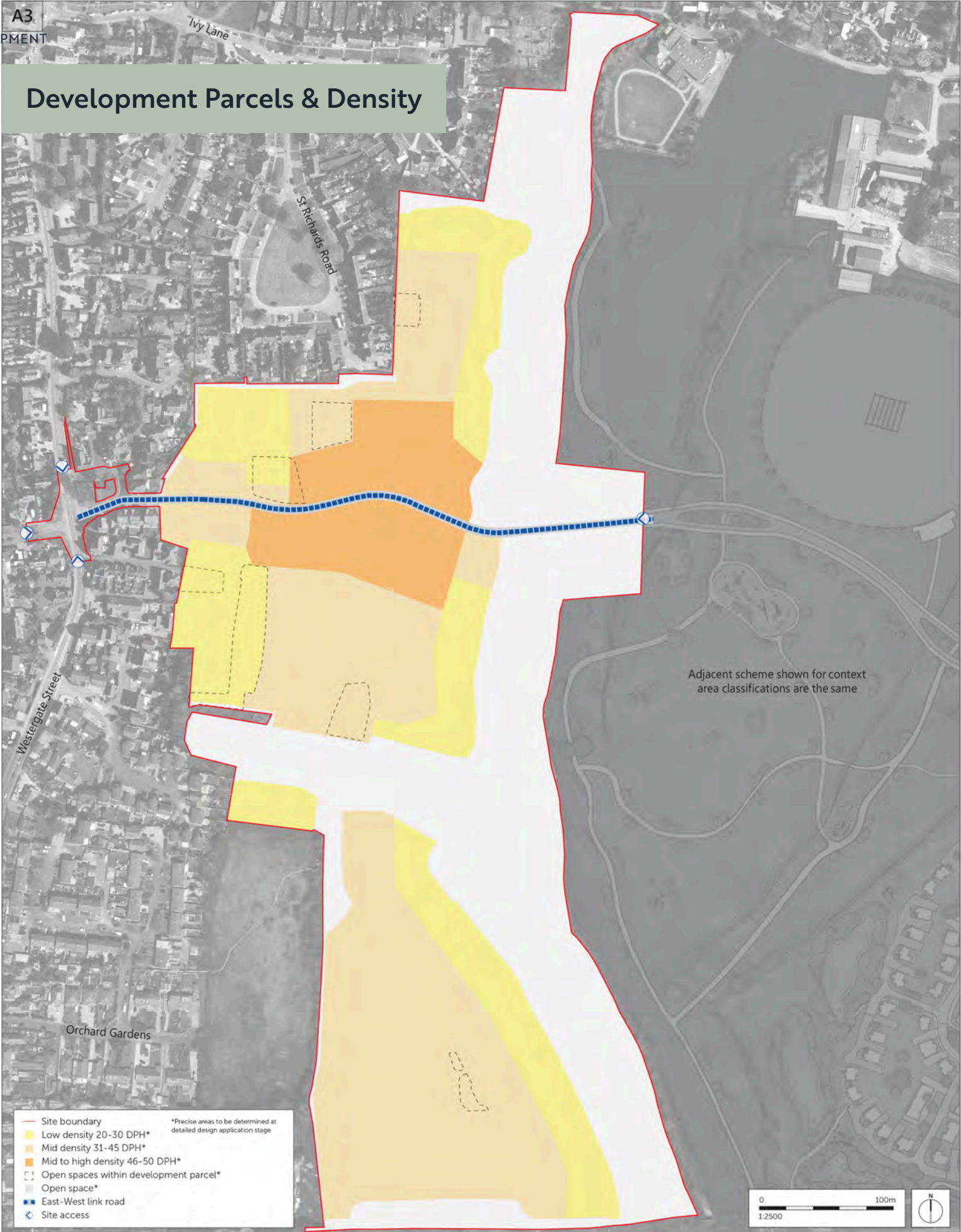
This drawing is the property of Thrive Architects Ltd. All rights reserved. Ordnance Survey Data © Crown Copyright. All rights reserved. No. 100007359. Permission is granted to scale from this drawing for the purposes of Local Authority Planning Applications only for all other purposes DO NOT scale from this drawing. Contractors, Sub-Contractors and suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect. Where applicable this drawing is to be read in conjunction with the Consultants' drawings / Clients' Construction Specification.

thrive.
architects

Storey Heights



Development Parcels & Density



Affordable Housing Statement

Context

The application seeks Hybrid Consent (access in full) for the erection of ‘up to’ 400 dwellings, including 10% provision of affordable homes (as agreed at pre-application stage). A scheme of 400 dwellings would therefore comprise 360 market dwellings and up to 40 affordable units providing a range of housing types and tenures.

Responsive to Local Need

The illustrative layout which supports the application is based upon and demonstrates a diverse range of mix and tenures. The final mix will be derived in line with policy at reserved matters stage according to localised demand.

The overall number and likely mix of affordable units will be subject to further discussion and agreement under the Section 106 agreement and informed by close consultation with officers and the Council’s Housing team.

It will be important to tailor detailed reserved matters proposals to meet local needs as closely as possible at the time of delivery, which if approved would occur within the next 5 years (from outline consent). It is intended to meet each of the Council’s policy goals in this regard.

Present Need

Policy AH SP2 sets out the mix of Affordable Housing within developments:

- › An affordable dwelling mix within the following range:
 - › 35-40% - 1 bedroom
 - › 35-40% - 2 bedroom
 - › 15-20% - 3 Bedroom
 - › 5-10% - 4+ Bedroom

The policy also sets out that

- › Affordable housing must be visually indistinguishable from market housing with large groups of single tenure dwellings of property types avoided.

Viability

Further to an assessment of development viability and a review by the Council’s consultants in October 2022, it was deemed that the scheme would be viable at 15% delivery of affordable homes. The Council were satisfied with the conclusions at that time.

However, since this time the viability of the scheme has been reassessed in order to accommodate the current scheme A further viability update is submitted with this application to ensure the proposals reflect the current and accurate market values and development costs.

Cranleigh, Amlets Place



Kings Barton, Winchester



Ockford Park, Godalming



Sustainable Construction

Introduction

Turning to National Planning Policy in the NPPF, paragraph 158 which sets out new development should be planned to help reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

The National Planning Guidance (PPG para: 012 Reference ID: 6-012-20190315) reinforces that residential development must not be subjected to higher energy performance standards than those allowed for by national planning policy.

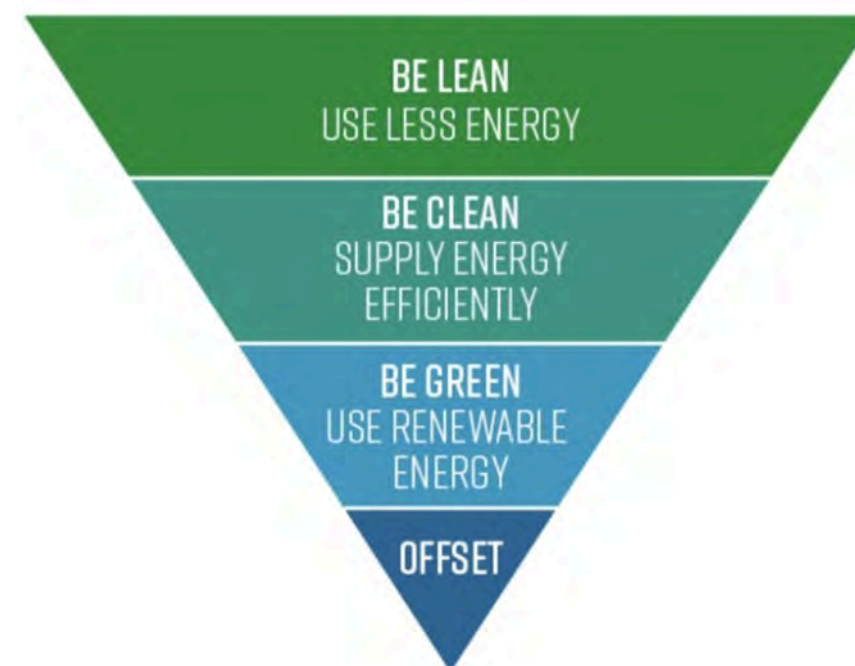
Within the Arun Local Plan (ALP), Policy SD SP1 indicates a positive approach to sustainable development by the Council. In addition, Policies ECC SP1 & ECC SP2 require development to adapt to climate change impacts; ensure new development is energy efficient and produce 10% of total predicted energy requirements from renewable or low carbon sources.



Energy Hierarchy & Strategy

Using established methodology there are three stages of priority in reducing energy use:

- › **Be Lean** - Reducing energy needs through improved design and construction.
- › **Be Clean** - Supply energy efficiently through the use of decentralised energy where feasible.
- › **Be Green** - Further reduce CO2 emissions through the use of on-site renewable sources, where practical.



Designing out energy use with new housing development as set out by policy extends first to design which uses orientation and layout to maximise solar gain. With this being an outline application, layout is subject to final approval, but must also be weighed against achieving other design goals. The illustrative masterplan intelligently employs perimeter block approaches but leaves significant potential through density, siting, and typology to achieving passive solar gain. The DAS confirms the majority of housing is positioned within streets providing predominantly east/west orientations and the number of north facing gardens is limited.

The next stage of assessment seeks to maximise the efficiency of the dwellings / minimising their energy demand. This approach is referred to as 'fabric first' and concentrates finance and efforts on improving U-values, reducing thermal bridging, improving airtightness and installing energy efficient ventilation and heating services.

The scheme will utilise a 'fabric first' approach in the first instance to meet policy requirements with additional/top up provision then provided by way of sensibly deployed solar photovoltaic panels or other technological solutions as appropriate.

It is envisaged that performance measures to secure at least 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, or equivalent when taking account of fabric improvements will be secured by way of a planning condition.

Water Efficiency

The development will be subject to meeting the current technical standards in the Building Regulations and will therefore meet the provisions of Policy W SP1 of the ALP. A water consumption standard of 110 litres per person per day per the 'Housing: optional technical standards' guidance and (regulation 36(2)(b) of the Building Regulations 2010) will be adopted by the development.

Transport

All plots will be provided with active Electric Vehicle (EV) charging points with consideration of additional provision to shared spaces to be given at the reserved matters stage, unless policy requirements change. This provision will encourage ULEV and will assist with adoption of clean transport.

The proximity of the site to public transport connections and facilities is another benefit of the site. The application is also accompanied by a Travel Plan to be employed should planning permission be granted.



STATEMENT OF COMMUNITY INVOLVEMENT

Statement of Community Involvement

Introduction

This Statement of Community Involvement (SCI) details the strategy undertaken to consult the general public on the proposals prior to submission of the application.

This section aims to demonstrate that the applicant has actively informed and involved the local community about the plans for Land East of Westergate in accordance with the NPPF (2023), and the Localism Act 2011.

Both CALA Homes and Luken Beck are committed to community engagement and have sought to ensure that the proposals were consulted on clearly and conveniently.

Following leaflet (see below left and Appendix 1) delivery to c.600 homes, a website (see below right and Appendix 2) was published that outlined the Hybrid proposals which gave residents the opportunity to provide feedback via a dedicated email address or by post until **8th October 2023**. A full Community Engagement Day is planned for the detailed design proposals with the Reserved Matters Application.

Comments were then summarised and categorised as closely as possible for example, *“loss of walking routes on fields”* and *“taking away green spaces”* would both be categorised as *“loss of green space”*.

This section gives an overview and summarises the findings of the consultation phase undertaken before the application is submitted.

Policy Considerations

Localism Act (2011)

The Localism Act (2011) makes pre-application consultation a statutory obligation for certain developments. It requires developers to inform nearby residents and businesses of their proposals, allowing local people a chance to comment at a stage when there is genuine scope to amend the proposal.

NPPF

The NPPF identifies the role of local authorities in encouraging high quality pre-application consultation by applicants and developers.

Paragraph 137 of the NPPF states that;

“Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”

Paragraph 40 of the NPPF states local authorities,

“cannot require that a developer engages with them before submitting a planning application, but they should take-up of any pre-application services they offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non- statutory consultees, before submitting their applications”



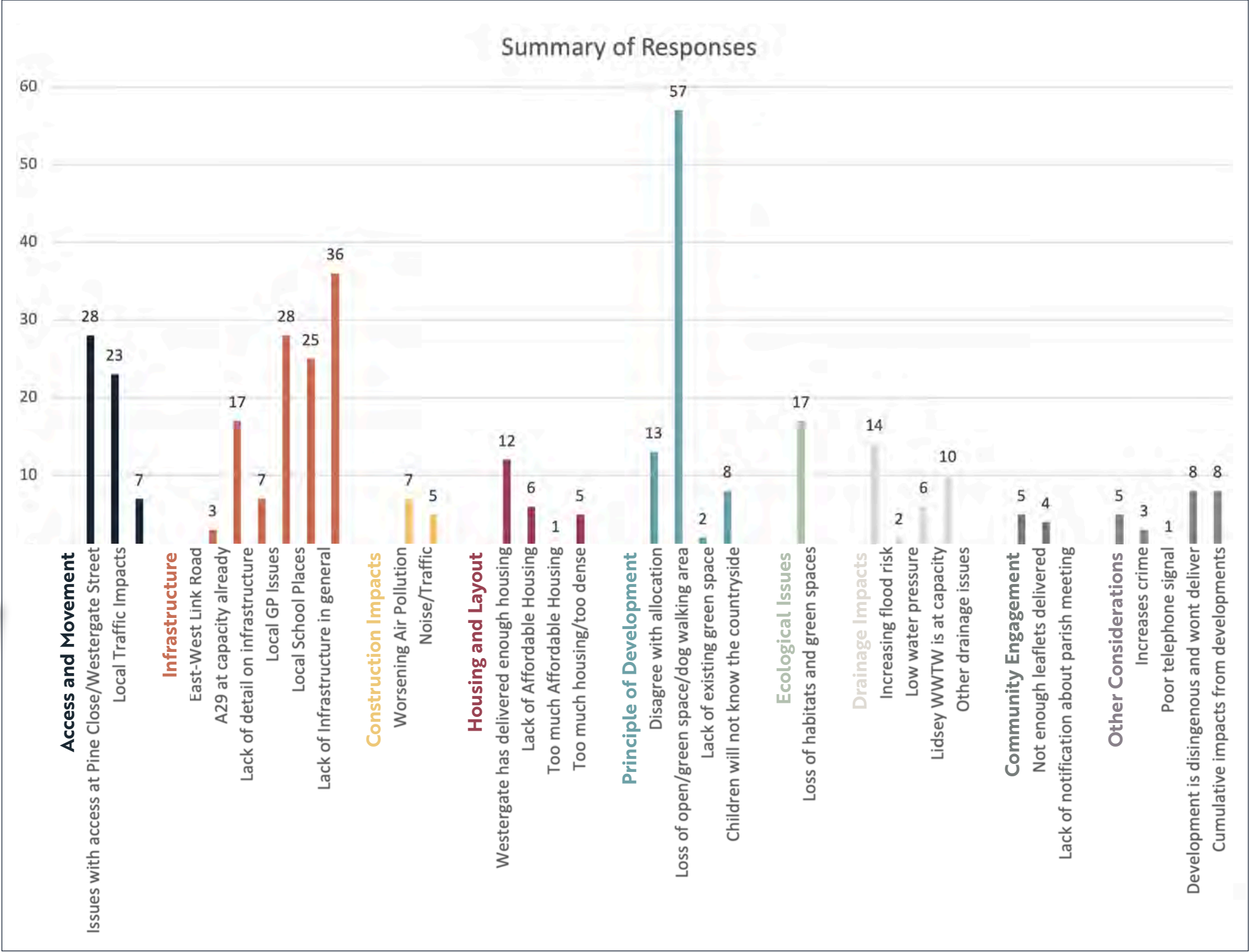
Summary of Responses to Community Engagement

CALA Homes have responded to the aforementioned policies by engaging with the local community prior to the submission of the outline application. In wishing to engage with the community, a leaflet was delivered to 600 homes in the local area. Positive layout changes and further surveys will be made at Reserved Matters Stage taking into account the comments made by the local community.

The Parish Council were kept informed throughout the process of Community Engagement. A meeting was held with the Parish Council on the 12th September 2023 to update them on our work in progress. We were informed that all Parish Council meetings were to be held in public.

Following this meeting, a request was made by the general public to extend the response deadline from 17th September 2023 (two weeks) to the 8th October 2023.

In total, out of 600 leaflets, 75 responses were received, a response rate of 12.5%. Some responses came from the parish event held on the 12th September 2023.





Perceived Challenges and Responses

Category of Response	Perceived Challenges	Response
Access and Movement Impacts	Traffic › Local Traffic Impacts › Level crossing backing up being worsened Access onto Westergate Street/Pine Close › The junction was thought to be dangerous and a violation of human rights due to its close proximity to pine close residents and pedestrians › The road is unsuitable for buses › The cycle path comes to an abrupt end after leaving the development › Concerns over emergency vehicle access into Pine Close › Concerns over the loss of parking on Pine Close › Request for Pedestrian/Cycle Crossings in development	› Transport Assessment states that traffic impacts are likely to be acceptable. › The junction at Pine Close is within the allocation as the main access for the development and is able to support the volume of traffic produced by the development. › Tracking drawings demonstrate that emergency and public transport vehicles are able to access the site. › Cyclists will dismount prior to entering the Pine Close/Westergate Street junction. › Potential for a parking area to be provided at Reserved Matters stage for residents on Pine Close. › Cycle/Pedestrian crossings are able to be included within the development.
Infrastructure	East-West Link Road › Build link road first and infrastructure before housing › Lack of detail A29 is at capacity. › Requests for the A29 to be delivered prior to housing being constructed. › There was also confusion over how and when this would be delivered. Other Local Infrastructure Issues › Lack of Local GPs › Lack of School Places › Public Transport Issues	› As the link road relies on the dwellings being constructed, this must be delivered first however, access will be limited until the A29 is complete. › The technical drawings provided with this application should provide clarity. › As the A29 realignment relies on dwellings being constructed, this must be delivered in suitable phases. Additionally, this application does not apply for the A29 Realignment as this is part of BN/11/22/OUT. › Additional healthcare provision is being made in the area and this development will provide appropriate contributions › This application will contribute to the delivery of infrastructure such as schools and public transport.
Construction Impacts	› Air Pollution at construction and operation Construction Impacts › Noise › Traffic › Request for Construction Site Plan and Programme › Request for some walking routes to be retained during construction	› Mitigation measures are included within the Environmental Statement to deal with Air Pollution. No Air Quality Impacts are impacts are predicted. › Construction impacts from Noise and Traffic will be temporary and a Construction and Environmental Management Plan would be expected to be prepared via condition with the Outline application. › This can be explored at Reserved Matters stage however, there may be concerns over public safety to be able to deliver this.

Category of Response	Perceived Challenges	Response
Housing and Layout	› Westergate has delivered enough housing › Lack of Affordable Housing › Too much Affordable Housing › Current Housing isn't selling so do not need anymore › Too many houses/too dense › Out of character with local area › Why are we not providing Solar Panels?	› Arun District has an overall housing shortfall › There is a policy requirement to provide affordable housing to a certain level. A proportion of the scheme could be delivered as affordable housing subject to the viability. › Distinct Character Areas are proposed with varied densities to respect local character and distinctiveness › Solar Panels will be installed as per Building Regulations and the site's energy strategy.
Principle of Development	› Disagree with the allocation/development is too large for the village › Loss of open/green space/dog walking area › Loss of agricultural/food producing land › Altering land from rural to urban waste land and destruction of community › Build on brownfield first › Lack of existing green space in the area › Children wont know what countryside is and deserve to be in natural environment	› As the site is allocated, the principle of development is considered to be acceptable. › A Linear Park will be delivered through the centre of the site to retain some openness and natural green space. › The site is close to a number of local walking routes green spaces and other areas for recreation
Ecological Issues	› Variety of ecological issues mentioned including loss of species/green space	› The development has been designed to minimise ecological impacts. Mitigation and enhancement measures are in place to ensure wildlife is protected, where possible. Please see the Environmental Statement.
Drainage and Flooding Issues	› Increasing Flood Risk › Low Water Pressure › Lidsey WWTW is at capacity with overflowing sewage in fields › What has changed in drainage terms since the last application?	› The scheme has been designed to avoid built development within Flood Zones 2 & 3 and with other Sustainable Urban Drainage Features on site. › Improvements to the drainage network will be made as part of the infrastructure contributions with this application. › Drainage was not a reason for refusal within the last application and no significant drainage impacts are predicted with the current application
Community Engagement	› Not enough leaflets delivered › Lack of notification about Parish Meeting	› c.600 Leaflets were delivered as part of this application to households within the immediate surrounding area. Further consultation will be undertaken at Reserved Matters stage. › The Parish Meeting was a work-in-progress and was published on the Parish Council agenda and on their Social Media pages.
Other Issues	› Increases crime › Poor Telephone Signal › Are digital masts going to be on the estate? › Development is disingenuous and is just a land-grab › Cumulative Impacts from other developments is too much	› Sussex Police's Designing Out Crime Officer will be consulted at Reserved Matters stage on Secured by Design Principles on site. › There is sufficient Telecommunications capacity and Fibre broadband will be installed. › This site is allocated and has been considered to have been designed sensitively and in accordance with the Council's Adopted BEW Framework. › Cumulative Impacts from other developments have been assessed in the Environmental Statement and no significant impacts have been identified.

PLANNING CONSIDERATIONS

Principle of Development

Locational Suitability

The proposed development site is located within the built-up area boundary of the 'three villages' as defined on the Policies Map of the Arun Local Plan (ALP). The site is also allocated as part of Policy SD SP2c (SD5: BEW Allocation). The locational suitability and principle of development is therefore considered to be wholly acceptable.

Sustainable development

The overarching stance advocated by the NPPF and Policies SD SP1 and SD SP1a of the ALP is a presumption in favour of sustainable development.

It is considered that the proposed development constitutes sustainable development, having regard to the three objectives of sustainable development namely;

An Economic Objective: by contributing to the local economy both throughout the construction of the development, and post-construction. The proposed development, by a locally based developer, would result in the creation of jobs and wages during the construction phase and will contribute (with other development in the vicinity, including BEW) to the overall long term prosperity of residents and businesses in the District of Arun in perpetuity.

A Social Objective: through the development of 'up to' 400 dwellings a strong, vibrant and healthy community will be created increasing the interaction between people and ensuring sufficient need for present and future generations. Local services within Westergate and Arun, in addition to those provided by the adjacent allocation site will provide for large areas of open space and a new local centre that respects the current and future needs that will support the health, social and cultural well-being of the community.

An Environmental Role: by improving and enhancing the setting of the wider countryside and delivering a thoughtfully designed, allocated, site, the surrounding environment will be enhanced through the Linear Park along the Lidsey Rife that will provide for significant amounts of open space and ecological improvement (approximately double the policy standard).

Housing Requirement

Local Council's are required to adopt up to date housing requirements and maintain an adequate rolling supply of housing sites/land. The NPPF requires that local plans be reviewed, particularly in this regard, every 5 years to ensure they remain up-to-date.

For some time now, Arun District Council has been unable to demonstrate a 5 year housing land supply, with the latest position falling to 2.36 years (as in the Draft Annual Monitoring Report (2023) and appeal decision (APP/C3810/W/22/3309365)) equating to a shortfall of 6,000 homes. Therefore, this position puts Arun District Council in a precarious position in which sites should be approved without delay in order to meet this requirement.

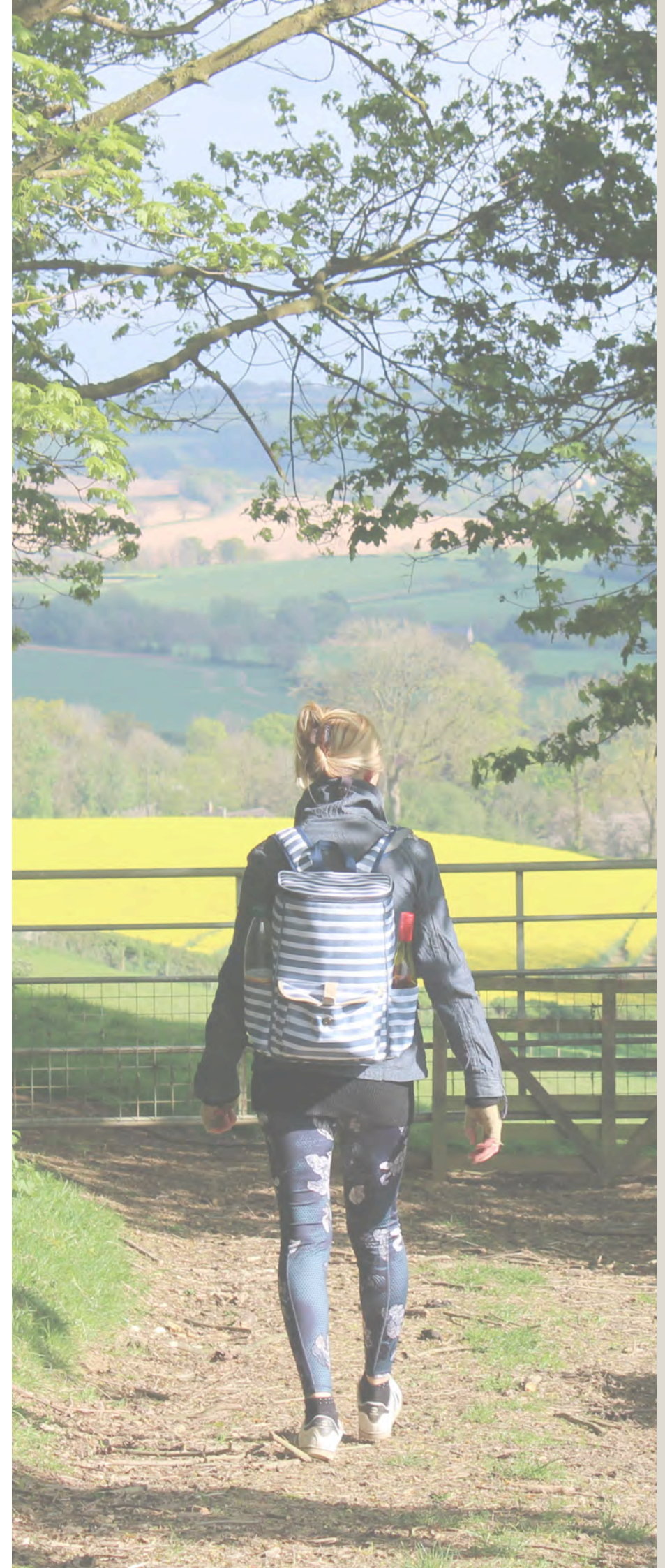
Meeting Housing Need

The requirement for housing is not a theoretical matter for policy but is further reflected in real world issues that are created by the failure to ensure adequate numbers of homes are delivered to meet local need and demand. This is reflected in several ways, including the impact on rising lack of affordability within the market and the lack of access to vulnerable and other groups unable to afford to acquire housing for themselves or family on the open market.

By delivering Land East of Westergate as an allocated site, this allows for 'up to' 400 homes that assists in meeting the persistent housing need within Arun District.

Conclusions

The site is allocated within the Arun Local Plan, is sustainably located and will sit with the wider BEW Allocation. This will deliver 'up to' 400 new homes as part of the allocation and will assist in delivering the goals set out in Policy SP2c namely the A29 realignment, the delivery of an east-west link from Westergate to Barnham and a large quantum of Public Open Space.



Design & Appearance

Policy Context

The BEW Framework Masterplan (November 2020) has defined the design principles for the site to deliver 2,300 residential units as required within the Strategic Housing Allocation SD5. The Framework Masterplan provided an indication of the broad layout that underpins the allocation.

Framework Principles & Implications for the site:

- 1) Responding to existing landscape features
- 2) Creating Strategic Links
- 3) Enabling Sustainable Connections
- 4) Integrating a Multifunctional Green Network
- 5) Integrating Existing & Establishing New Blue Infrastructure
- 6) Creating Vibrant Community Hubs

Vision

The Vision for Land East of Westergate is to create a new edge to the existing village, protecting and enhancing local identity whilst embracing the opportunities of a comprehensive masterplan for Barnham, Eastergate & Westergate.

The site will deliver a new sustainable and walkable neighbourhood with extensive access to green open spaces and local facilities to form a cohesive and distinctive extension to Westergate.

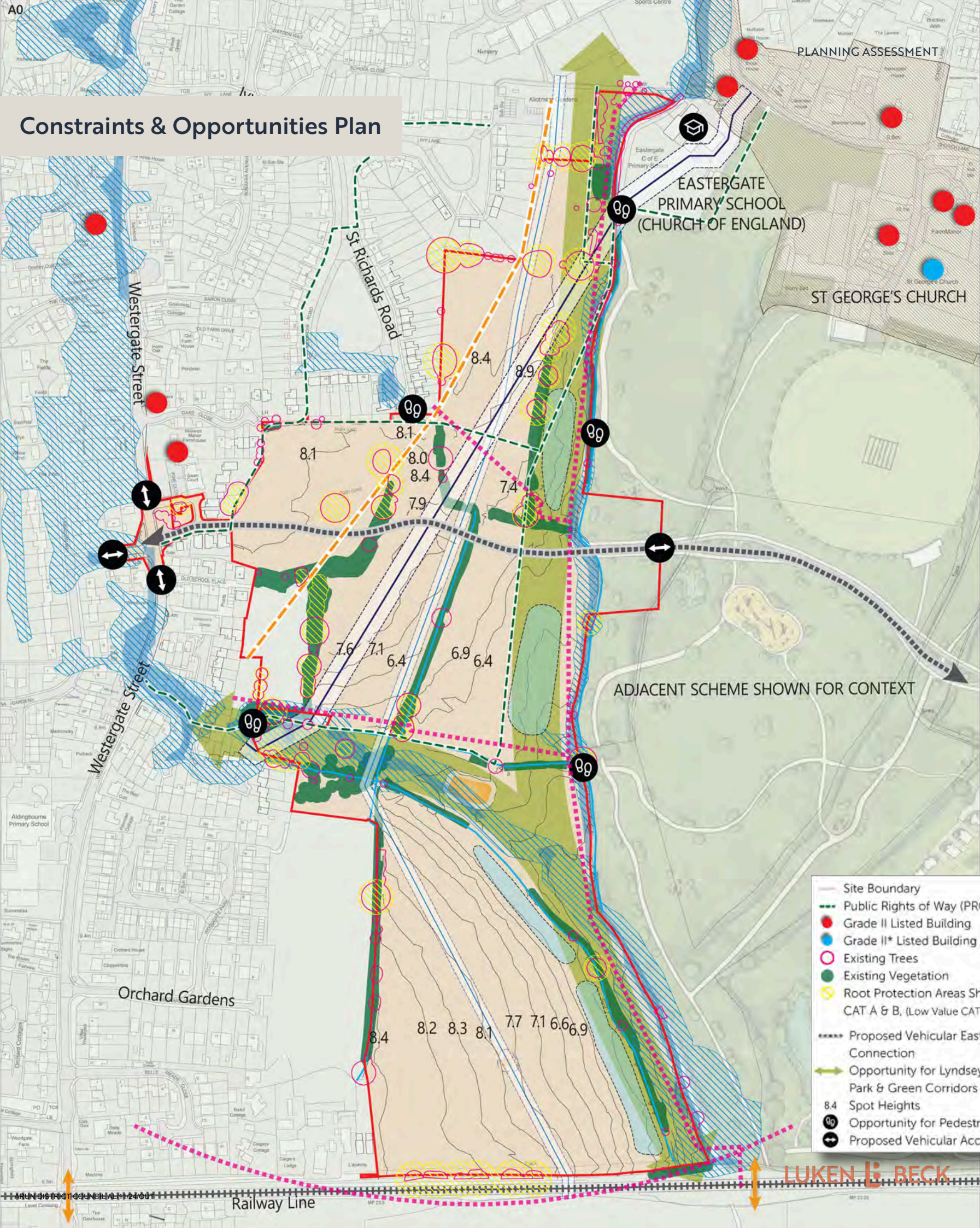
Scheme Response

The scheme will create a Green and walkable neighbourhood with integration into the Lidsey Rife Linear Park and east-west green corridor. Pockets of green spaces will soften the development whilst keep it permeable and well-connected to Westergate and the rest of the BEW allocation. The development will create a new edge to Westergate that will be formed by a series of distinct character areas described in The Development section above.

BEW Framework Masterplan



Constraints & Opportunities Plan



Constraints

- › The site slopes gently from west to east towards the Lidsey Rife River Valley.
- › Eastergate Church Lane and Square Conservation Area is to the north of the site.
- › Existing trees on the site will need to be retained where possible.
- › A railway line defines the southern edge of the site.
- › Existing water mains cross the site north-south.

Opportunities

- › A main vehicular access could be delivered off Westergate Street.
- › A west-east vehicular connection could cross the site linking the main vehicular access to the adjacent proposed development to the east.
- › Existing Public Right of Ways (PROWs) link the site to the Eastergate C.E. Primary School and the residential areas of Richard Road and Ivy Lane to the north and to Westergate Street to the west.
- › There is an opportunity to create a linear park along the Lidsey Rife and green corridors to connect existing habitats.
- › Sustainable Drainage Systems could be integrated within the green infrastructure within the lowest areas of the site.
- › Opportunities for pedestrian and cycle links exist towards Westergate Street to the west, Eastergate to the north and the adjacent development to the east.

Access & Movement

A Transport Assessment (TA) and Travel Plan have been produced by WSP

Existing Conditions

The road network in the vicinity of the site, including the existing road network, traffic conditions, public transport services, the existing mode shares, and personal injury accident data are set out below.

Local Highway Network

A29 Westergate Street is a classified A road and provides a link between Fontwell and Bognor Regis to the south. Outside the access to the site, the road is 30 mph with a 20 mph zone adjacent to Aldingbourne Primary School approx. 75m from the site.

Level Crossing

Additionally, there is a level crossing to the south of Hook Lane approx. 550m from the site entrance. The level railway crossing is not considered to need any upgrades and as such, the estimated increase in traffic associated with the development is considered acceptable. On average, the level crossing is closed for between 2-3 minutes during peak periods with a maximum closure time of 6 and a half minutes in the morning and nearly four minutes in the evening.

This results in queue lengths that meet the site entrance at one point in the morning peak times and twice in the evening peak time. All of which were at the maximum recorded times of 6 and a half and four minutes respectively.

Pedestrian Network

The A29 has footways on both sides of the road which extend north and south along the length of the A29. There is a crossing island 120m from the site access point and signalised pedestrian crossings approx. 400m north and 280m south from the access point.

There are a number of PROWs in the vicinity of the proposed development. Several routes exist that allow access to/from Westergate Village Centre, Ormiston Academy, Six Villages Academy and Six Villages Sports Centre.



Cycle Network

There is no existing dedicated cycle network with the nearest Cycle route being the A259 route linking Chichester to Bognor Regis. This comprises the National Cycle Network Route 2 which is a long-distance cycle route of 361 miles, linking Dover to St Austell along the South Coast.

The A29 Westergate Street has sufficient provision for on-street cycling and the B2233 Barnham Road provides a connection to Barnham Rail Station.

Public Transport

Bus

The closest bus stop is 150m south of the access point along A29 Westergate Street with northbound and southbound stops in this location which provides for Bus Route 66 looping from Bognor Regis to Yapton via Barnham. Bus Route 85 and 500 are within a 15-minute walk of the site with Route 85 operating between Chichester and Arundel and Route 500 operating between Littlehampton and Chichester.

Rail

Barnham Rail Station is the closest to the east of the site which is serviced by the West Coastway line running between Southampton and Brighton with a spur to Bognor Regis. Services are provided to Southampton, Portsmouth, Bognor Regis, Brighton and London Victoria. The station has step-free access, refreshment facilities, 125 car parking spaces and EV Charging.

Personal Injury and Accident Data

As detailed in the TA, there have been no serious collisions on A29 Westergate Street (1 on the A27, 1.5mi away); 33 serious and 71 minor collisions.

Junction Capacity Assessments (JCAs)

A number of JCAs have been carried out (see figure left) that show that all junctions operate within capacity in the base year of 2019, although the A27 / A29 Fontwell roundabout (Site 2) and the A29 / Nyton Road priority are approaching capacity.

The A27 / A29 Fontwell roundabout is subject to a committed improvement scheme as part of the Arun District Council Transport Study – Stage 3(2016) where the existing junction is to be signalised.

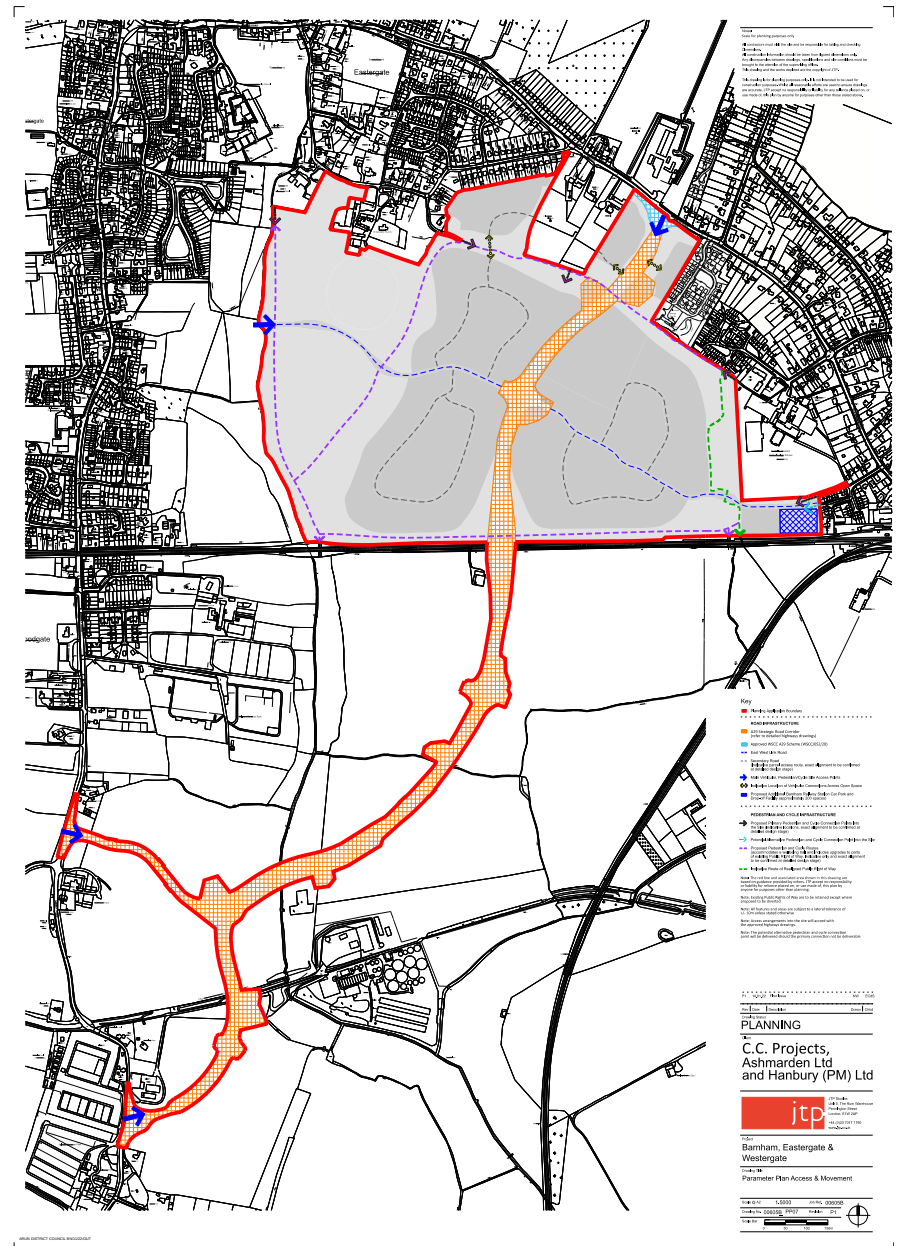
Proposed Access and Movement Arrangements

BN/11/22/OUT - Land South of Barnham Road

An Outline Application (BN/11/22/OUT) aims to provide 1,250 dwellings and associated infrastructure, care home/senior living accommodation, retail and community facilities, a primary school and open space.

The A29 is proposed to be realigned through the site in a north/south direction which will benefit the highway operation of the existing A29. The access drawing for the site is below and in Appendix 3 (e).

The link between our site and BN/11/22/OUT is considered in detail below.



Existing A29 Westergate Street Site Access Design

The proposed site access will form a four-arm signalised junction with Meadow Way and A29 Westergate Street. The proposed junction is the same layout which supported the previous planning application (AL/I5/I7/PL) which was not objected to by West Sussex County Council.

The signalised junction will run on Microprocessor Optimised Vehicle Actuation (MOVA) to ensure the most efficient traffic operation and will run in three parts: A29 Westergate Street in both directions; Meadow Way; and, Pine Close/site access. 'Ghost Island' accesses will be provided for right-turning into the site to avoid traffic backing up on the northbound side.

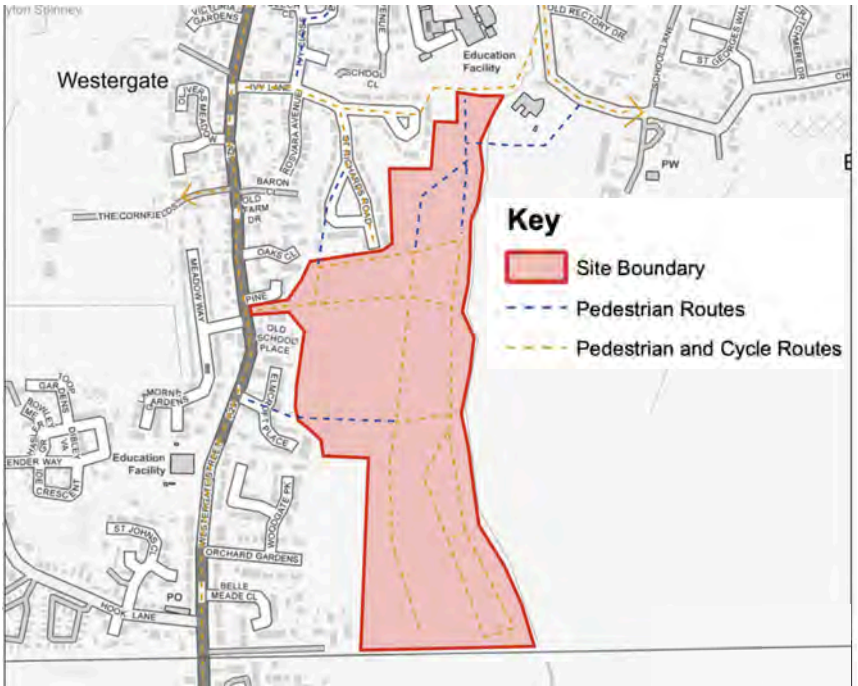
East-West Link Road

Part of the BEW Strategic Allocation includes the provision of a bridge for the east-west link road over the Lidsey Rife.

As part of the pre-application discussion with WSCC, it was agreed that the East-West Link Road bridge will operate as a bus, pedestrian and cycle only route until the full A29 realignment is complete. This mitigates the traffic impact associated with Parcel SCI at the site access.

The route will be 6.5m - 7.3m single carriageway road with a 2m footway on the northern side and 2m footway plus an LTN1/20 compliant 3m segregated footway on the southern side.

The CALA site will be accessed via staggered crossroads approx. 120m east of the centre of the bridge with a speed limit of 30 mph.



Pedestrian and Bicycle Access

The main pedestrian and cycle access will be provided at the main access junction on Pine Close. As part of this junction a new pedestrian footway will be provided on the southern side of the site access road to link the existing footway on A29 Westergate Street into the site. A number of PROWs will be enhanced within the site. Each route will provide access throughout the site to provide connections to local facilities thereby removing the need to make car trips.

Car and Cycle Parking

Car and cycle parking will be subject to the Reserved Matters application however, in accordance with the WSCC Guidance an initial estimate shows 860 car parking spaces (40 - 1 bed; 160 - 2 bed; 141 - 3 bed; 59 - 4+ bed).



Travel Plan

The Travel Plan outlines opportunities for encouraging future users of the Proposed Development to use sustainable travel modes. It is envisaged that the FTP will be taken as the basis for the production of a Full Travel Plan.

The vision for the Travel Plan is to have a: *“residential development at Westergate will accommodate residential and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices”.*

In summary, the FTP demonstrates that:

- › Cala is committed to maximising sustainable travel;
- › The Site is well located to facilitate travel by non-car modes;
- › The accessibility credentials of the Site by non-car modes will be enhanced as part of the Proposed
- › Development and / or subsequent reserved matters application through the provision of various 'hard' and 'soft' measures;
- › It is projected that a significant proportion of trips will be undertaken by non-car modes, which will be further enhanced through the travel planning strategy;
- › A framework strategy has been set out herein for the production of Full Travel Plan, detailing the likely management structure for these documents; and,
- › A number of potential measures, monitoring strategies, marketing strategies, and mechanisms to secure and fund the Full Travel Plans have been identified. These matters would be subject to further discussion with WSCC / ADC and would be fixed as part of the Full Travel Plan for the site.

As such, it is considered that the proposed travel planning strategy for the Site accords with relevant policy and best-practice guidance.