

7.1.9 Detail of the Northern Smaller Local Centre / Community Hub

- The local centre uses could include a small retail store to support the surrounding residential and employment land uses, alongside a hotel and care home.
- The northern local centre could be positioned to front onto a new south facing village green, created as a centrepiece and used as a 'place making' open space.
- A bus stop could be located alongside the local centre and the new village green.
- A wide footpath should link the local centre, pass the potential hotel plot and lead to a bus stop on the A259.
- The local centre should be designed to be used throughout the year with open green space, a local area of play and integrated with an attractive Sustainable Drainage System (SuDS) feature.



Fig 7.1.9 Artist's impression of the Northern Smaller Local Centre and Village Green

7.2 Connectivity

7.2.1 Access and Primary Routes through the Site

The primary access into the Site Allocation will be from:

- A new junction onto the A259 in the north east of the Site Allocation;
- The provision of an additional arm on the A259/ North Bersted Bypass roundabout enlarging the junction into the Site Allocation; and
- An enlarged Lower Bognor Road / Chalcraft Lane roundabout in the south

Secondary accesses will also be provided on to Chalcraft Lane although the number, form and location of these accesses are yet to be confirmed. These will be designed as local residential accesses only and are not expected to accommodate a significant volume of traffic.

The primary route will be designed to accommodate two-way bus traffic with a 30 mph speed limit, with verges and footpaths on each side. This will provide an alternative road, pedestrian and cycle route to the A259 that avoids Chalcraft Lane and the B2259.

Discussions are underway with bus operators to extend local services along the internal spine road.

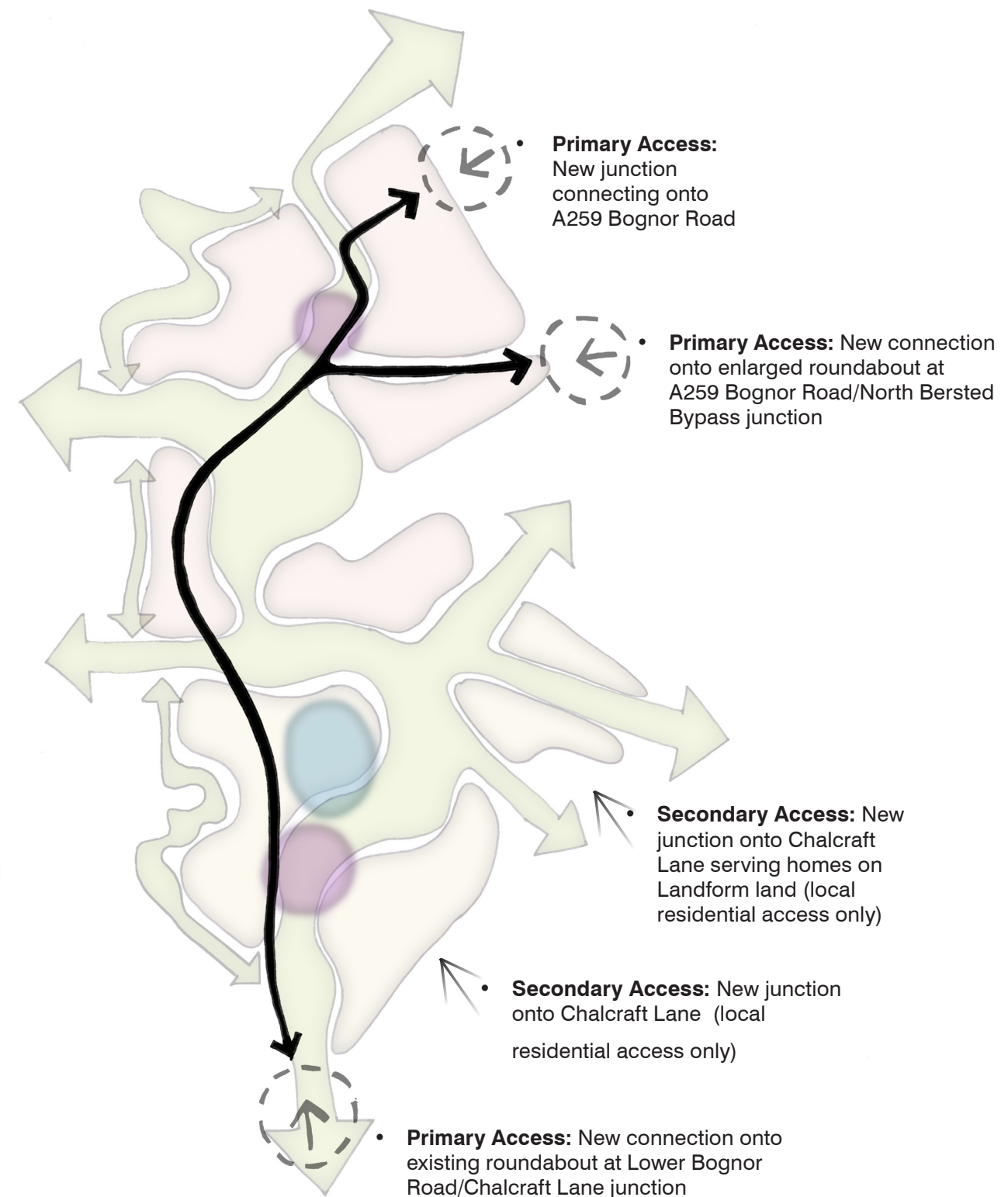
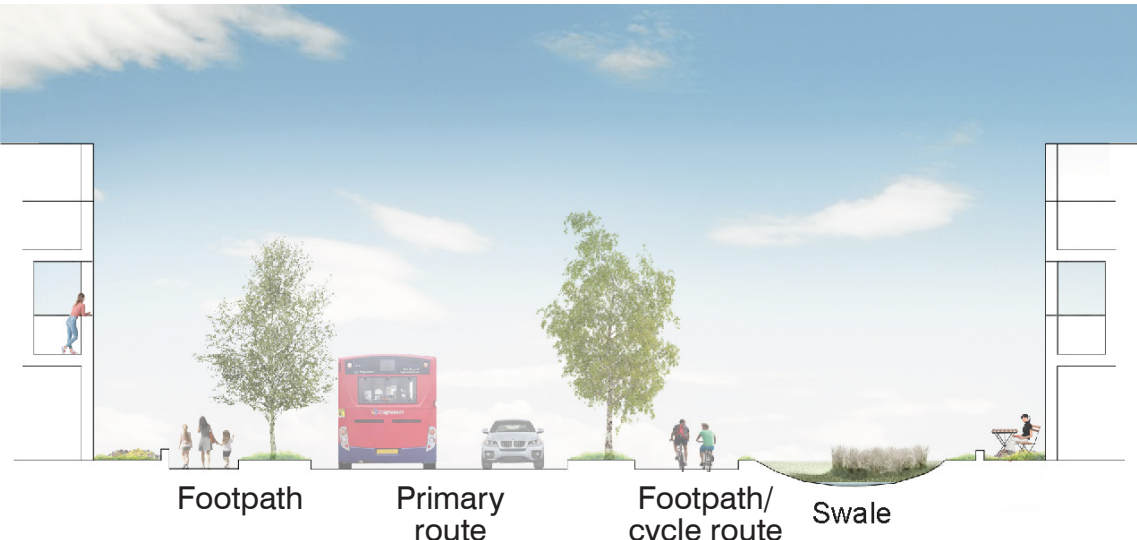


Fig 7.2.1 Primary and secondary access points

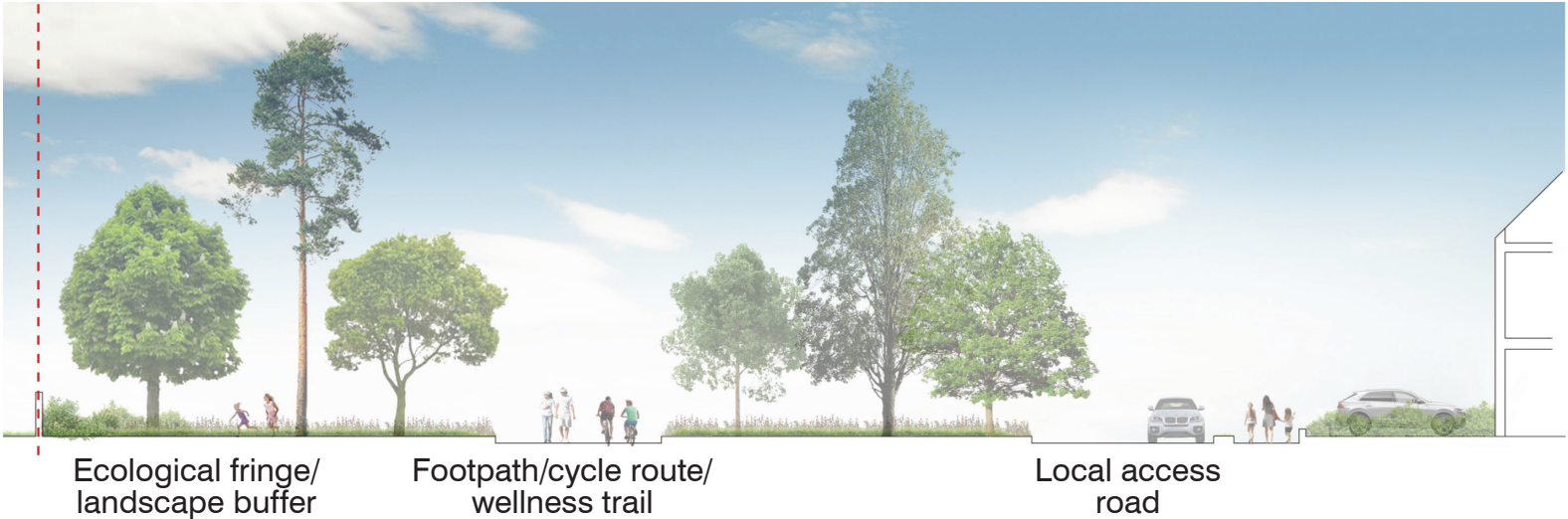
7.2.2 Indicative Cross Sections

Indicative cross sections have been prepared through the primary route, Chalcraft Lane and the Public Right of Way. These show the proposed inter-relationship of the main roads, local access roads, swales, riles and other SuDS features, shared footways/cycle routes and landscape buffers.

These sections have been prepared at design concept stage and therefore should not be considered to be a precise representation of the scheme to be delivered. Further design evolution and detail will be provided as part of future planning applications.



Indicative Cross Section 1 - residential to residential across the primary route, showing shared footway/cycle paths, trees and swale (SuDS feature)



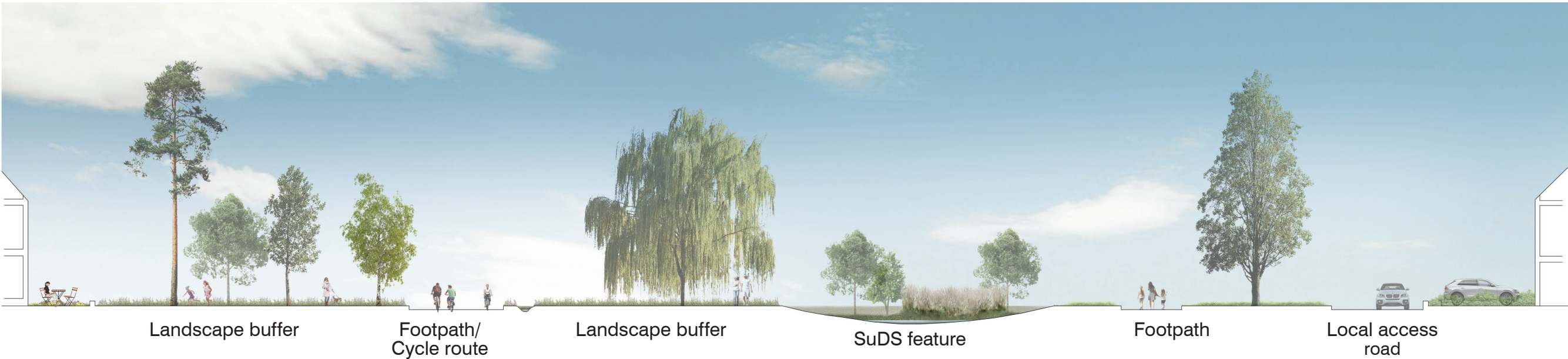
Indicative Cross Section 2 - residential to site boundary across the ecological fringe/landscaped buffer, showing shared footpath/cycle route/wellness trail, trees and local access road



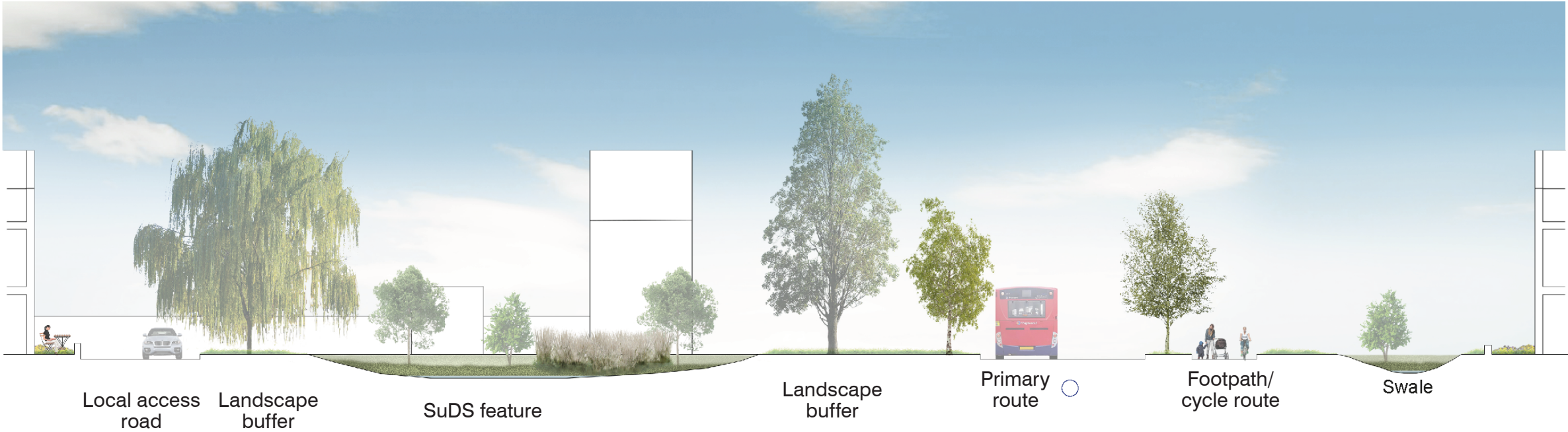
Indicative Cross Section 3 - residential to existing residential across Chalcraft Lane, showing tertiary local access road, shared footway/cycle paths, trees/landscape buffer, Chalcraft Lane and existing back gardens



Fig 7.2.2 Sections Key Plan



Indicative Cross Section 4 - residential to residential, including landscape buffers, Public Right of Way (shared footway/cycle route), SuDS features and a local access road



Indicative Cross Section 5 - residential to residential across the primary route including a local access road, landscape buffers, SuDS features and shared footway/cycle route



Fig 7.2.3 Sections Key Plan

7.2.3 Pedestrian and Cycle Connectivity Local Context

The Framework Masterplan enhances connectivity between the Site Allocation and the surrounding area as shown by figures 7.2.2 A, B & C. Pedestrian and cycle routes are an integral part of the proposed infrastructure network with new connections to existing routes. This will encourage the use of sustainable modes of travel through Bersted to Pagham, Bognor town centre and beyond.

Within the Site Allocation, the network for pedestrians and cyclists will comprise a combination of:

1. Footpaths (including enhancement to the existing Public Rights of Way and new routes).
2. Footpaths plus separate cycle lanes.
3. Footpaths and segregated cycle lanes .
4. Shared-use pedestrian and cycle routes.



Photo 1 - PROW and rife

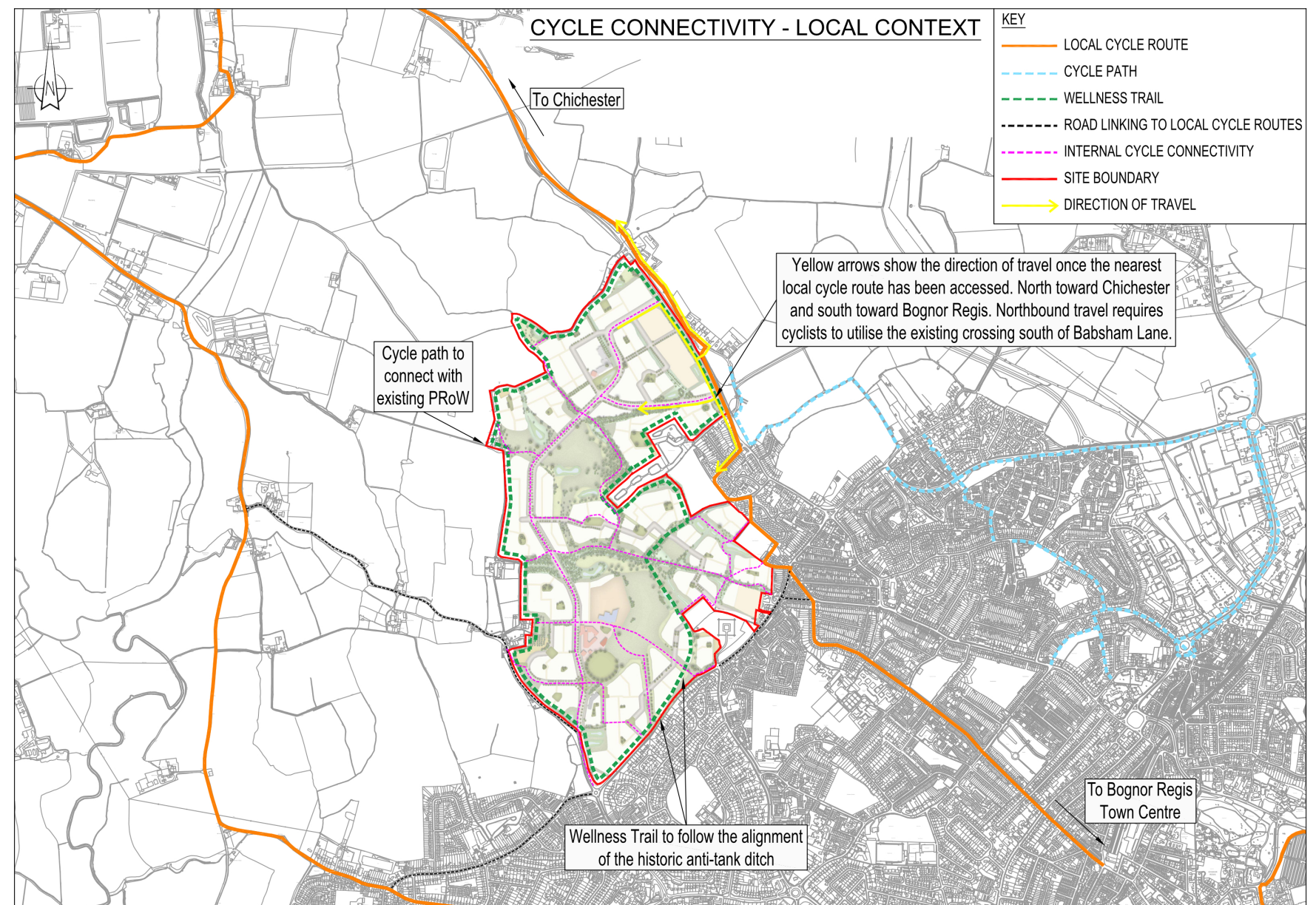


Fig 7.2.3 A - Cycle connectivity local context

The cycle and pedestrian routes will connect both east-west and north-south, enabling all homes to have safe and direct access to the school, local centres and employment areas.

A wellness trail for walking and cycling is proposed to run around the entire perimeter of the Site Allocation (see 7.3.2 for further details) and will be connected to the network of pedestrian and cycle routes across the Framework Masterplan.

Figure 7.2.3 A and the indicative site sections in section 7.2.2 demonstrate how the Site Allocation integrates with and improves the existing cycle network, including:

- Facilitating access to the Sustrans National Cycle Network, including Route 2 (Dover to St Austell) through Bognor Regis and Regional Route 88 (Chichester City Centre to Selsey);
- Connections to local cycle routes, to the east along the A259 connecting Bognor Regis to Bersted and Chichester, and to the west along Pagham Road.
- New link between Chalcraft Lane and the A259.



Photo 2 - PROW and rife



Fig 7.2.3 B - Existing Public Rights of Way



Fig 7.2.3 C - Existing Public Rights of Way and proposed Non-motorised User (NMU) routes