

Appendix D1

Transport Assessment (TA)

Pell Frischmann

BEW Parcel SC1

Transport Assessment

Final

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Appendix Q Shripney Road / Rowan Way
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Appendix S A27 / A29 (Fontwell Eastern roundabout)
Appendix T B2233 Yapton Road / A259 Crookthorn Lane / Grevatt's Lane (Oystercatcher Junction)
Appendix U B2145/ A27 (Whyke Roundabout)
Appendix V A27/ A259/ Vinnetrow Road (Bognor Road Roundabout)
Appendix W Nyton Road / Oving Road
Appendix X Barnham Road / Lake Lane
Appendix Y A27/ A284 Ford Road / Arundel Bypass
Appendix Z A27 / The Causeway Roundabout, Arundel
Appendix AA Realigned A29/ Link to Woodgate Road Roundabout A
Appendix BB Woodgate Road/ Lidsey Road/ Southern Access
Appendix CC Lidsey Road/ Site Access (Parcels R33 and R34)
Appendix DD Realigned A29/ Lidsey Road (Hanbury Link)
Appendix EE Lidsey Road/ Site Access (Parcel R35)
Appendix FF Realigned A29/ Links to southernmost internal roundabout

1 Introduction

1.1 Context

Pell Frischmann has been commissioned by C.C. Projects (alongside Ashmarden Ltd and Hanbury (PM) Ltd) (promoting the site together as 'The Southern Consortium') to provide transport planning and highways consultancy services in connection with emerging masterplan proposals for a strategic residential-led mixed use development on land forming part of the site allocation at Barnham/ Eastergate/ Westergate, (BEW), West Sussex. The application site comprises land south of Barnham Road and north of the railway as well as the route of the A29 realignment including the early connection referred to as the Hanbury Link (the 'Site'). The development is referred to as BEW Parcel SC1.

The Local Planning Authority (LPA) is Arun District Council (ADC) and the Local Highway Authority (LHA) is West Sussex County Council (WSCC).

The Site forms part of the allocated site in the Arun Local Plan 2011-2031 under policy H SP2c, as strategic allocation SD5 Barnham/Eastergate/Westergate. The application is for:

Outline planning permission (with all matters reserved except for the A29 realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior living accommodation (Use Classes C2/C3), flexible retail and community floorspace (Use Classes E/F2/sui generis), a primary school, plus associated open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29, including construction of a new road carriageway, junctions and associated infrastructure.

The 'Neighbourhood Centre' element of the allocation will produce only internal trips, therefore as agreed with WSCC these were not included in the modelling undertaken as part of this TA. The remainder of the Local Plan allocation will be delivered by applications submitted by another applicant and by later planning applications by The Southern Consortium for its land in the southern part of the allocation.

This Transport Assessment (TA) identifies the forecast highways and transport impacts of the proposed development. The TA has been submitted as part of the planning application and is provided alongside a Framework Travel Plan (FTP), Construction Management Plan, and Environmental Statement.

The technical work which is summarised in this report has been discussed with officers of both the planning authority Arun District Council (ADC) and highways authority West Sussex County Council (WSCC) through a series of meetings. The scope of the assessment was also discussed with National Highways (formerly Highways England).

The location of the Site is shown in **Figure 1.1** below.

1.2 Report Structure

The scope of this report considers the transport related aspects of the development proposals and the impact on the existing local highway network. The structure of this report is as follows:

- Chapter 2 – Policy Review, provides a review of national and local policy, and other local transport studies and strategies;
- Chapter 3 – Baseline Transport Conditions, summarises the existing conditions, the local highway context and provides a review of collision data;
- Chapter 4 – Development Proposals, outlines the development proposals in outline and detail;
- Chapter 5 – Trip Generation and Modal Share, identifies the trip rates and their provenance, and the mode share tables;

- Figure 1.1: Strategic site location plan**



2 Policy Review

2.1 Introduction

This chapter of the TA examines the context of the Site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the development proposal. The following national, regional and local planning documents have been reviewed:

National Policy

- The National Planning Policy Framework (NPPF) (2021)
- National Planning Guidance: Travel Plans, Transport Assessments and Statements (2014)

Regional Policy

- West Sussex Local Transport Plan (2011-2026)
- West Sussex County Council: Guidance on Parking at New Developments (September 2020)
- West Sussex Walking and Cycling Strategy 2016 to 2026

Local Policy

- Arun District Council Local Plan 2011-2031 (2018)
- Arun District Council – Parking Standards Supplementary Planning Document (January 2020)
- Barnham & Eastergate Neighbourhood Development Plan (2014-2029) and emerging Neighbourhood Plan 2019-2031
- Aldingbourne Neighbourhood Plan (2019-2031)

Other background transport reports

- WSCC/ADC Local Plan Transport Mitigation Apportionment Study (June 2020)
- Arun Transport Study 2016 Stage 3 report
- The Enterprise Bognor Regis Transport Review 2017
- WSCC Comet Corner and Oystercatcher Report December 2019
- West Sussex Cycling Design Guide August 2019

2.2 National Policy

2.2.1 National Planning Policy Framework (NPPF) (2021)

The NPPF is defined as being the document that ‘sets the Government’s planning policies for England and how these are expected to be applied.’ The current version of the NPPF was adopted in February 2019 and last updated in July 2021. The NPPF is not a transport specific document, rather it sets out the Government’s general requirements for the planning system. The NPPF incorporates guidance for local planning authorities when defining their local plans and in determining planning applications. The purpose of the planning system, as identified in the NPPF, ‘*is to contribute to the achievement of sustainable development*,’ with three ‘objectives’ identified as supporting this, these objectives are:

- Economic – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- Social – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

- Environmental – to protect and enhance our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating, and adapting to climate change, including moving to a low carbon economy.

The transport focus of the NPPF is with regards to promoting sustainable travel. More specifically it is identified that the planning system '*should actively manage patterns of growth*,' **Table 2-1** outlines the key points from the NPPF and how the proposed development supports or complies with these.

Table 2-1: Policy review - National Planning Policy Framework (NPPF) (2021)

National Planning Policy Framework (NPPF) (2021)	
Policy content	Development support/ compliance
Potential impacts of development on transport networks can be addressed.	This transport assessment has been undertaken with reference to WSCC guidance and the scope and findings of the study have been discussed with WSCC. Where the transport modelling has identified impacts, the schemes included within the existing local mitigation studies, or proposed as part of the transport package for other developments will mitigate the impact of the proposed development.
Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location, density of development that can be accommodated.	The masterplan for the proposed development has been developed to integrate the Site with the surrounding transport networks. Parking provision will be in line with local policy requirements and considered in more detail as part of reserved matter applications.
The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.	An Environmental Impact Assessment has been undertaken as part of the planning application for the proposed development and further information regarding the mitigation of environmental impacts is included in this.
Patterns of movement, streets parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places.	The masterplan for the proposed development has been developed by a qualified master-planner with input from relevant technical disciplines. The detail of the design will be determined as part of reserved matter applications.
The NPPF's overarching thrust on transport is that ' <i>significant developments should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.</i> ' The policy also acknowledges that ' <i>sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan making and decision-making.</i> '	The proposed development has been designed to be sustainable due to the planned walking and cycling connections, proximity (and sustainable connections) to Barnham train station, bus strategy proposals, and provision of local facilities including a primary school, within close proximity of the new homes.
The NPPF states that ' <i>all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.</i> '	A Framework Travel Plan has been submitted alongside this TA in order to support the proposed development application. This transport assessment assesses the impact of the proposed development.
The NPPF continues to state that ' <i>development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</i> '	It is considered that the impacts of the proposed development can be mitigated and there are no residual cumulative impacts on the road network. This is evidenced through the traffic modelling presented in this transport assessment.

2.2.2 National Planning Guidance: Travel Plans, Transport Assessments and Statements (2014)

The National Planning Guidance document on Travel Plans, Transport Assessments, and Transport Statements was published in March 2014. **Table 2-2** highlights how the application has considered this.

Table 2-2: Policy review - National Planning Guidance: Travel Plans, Transport Assessments and Statements (2014)

National Planning Guidance: Travel Plans, Transport Assessments and Statements (2014)	
Policy content	Development support/ compliance
Chapter 2, Travel Plans, the document gives more details about Travel Plans and the need for and scope of them. Paragraph 010 states that <i>“the anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself.”</i> Paragraph 011 states that: <i>“Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). [...] These active measures may assist in creating new capacity within the local network that can be utilised to accommodate the residual trip demand of the site(s) under consideration.”</i>	The Framework Travel Plan submitted alongside this TA sets aims and targets for the development as a whole, allowing parcel-specific travel plans to ‘nest’ within it. The aims and targets have an emphasis on reducing vehicle trips.
Chapter 3, Transport Assessments and Statements, the guidance emphasises that: <i>“The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.”</i> <i>“It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years).”</i>	The scope of the transport assessment and technical work for the traffic modelling has been discussed and agreed with WSCC. The transport modelling required an update of the strategic model and included all Local Plan allocations and committed developments. Forecast years of 2031 and 2038 were considered.
The guidance outlines some content suggestions for Transport Assessments, including: ➤ <i>“information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);</i> ➤ <i>information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;</i> ➤ <i>data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;</i> ➤ <i>a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;</i> ➤ <i>an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);</i> ➤ <i>data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;</i> ➤ <i>an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area; and</i> ➤ <i>measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;”</i>	This transport assessment covers the topics listed in the NPG document.

2.3 Regional Policy

2.3.1 West Sussex Local Transport Plan (2011-2026)

The third West Sussex Local Transport Plan (LTP3) was published in February 2011 and sets out the transport strategy for the county for a 15 year period up to 2026. The document details transport proposals including improvements to the A27 trunk road network. **Table 2-3** outlines the key points from the LTP3 and how the proposed development supports or complies with these.

Table 2-3: Policy review – LTP3 (2011-2026)

West Sussex Local Transport Plan (2011-2026)	
Policy content	Development support/ compliance
Part 1 of the LTP3 is about Long Term Strategy. Section 1.4 is about Transport Modes in West Sussex. Within 1.4, section 1.4.1 discusses the Strategic Road Network (SRN). The document states the following: <i>"It is vital that strategic roads provide a good level of service to meet the objectives of this Plan and support our aspirations for the three economic areas in the County. [...] Securing delivery of significant new commercial and residential development is also crucial to achieve our objectives and dependent on a SRN that is capable of meeting these needs."</i>	Improvement to junctions along the SRN were identified in the Arun Transport Study 2016 Stage 3 and The Enterprise Bognor Regis Transport Review 2017 reports. The financial contribution required from the allocated Local Plan development sites is set out in the WSCC/ADC Local Plan Transport Mitigation Apportionment Study (June 2020). The transport modelling of the junctions along the A27 demonstrates that the mitigation schemes improve the operation of the road network, even once the proposed development is in place.
Part 2 of the LTP3 is the Implementation Plan, containing a section for each District council within the County. Section 2.2 is the Arun section, and the LTP3 states: <i>"To ensure that the regeneration aspirations of the coastal plain are delivered and the identified transport issues are addressed we will ensure that all new schemes and developments contribute, and support, in some way to the following:</i> ➤ <i>increasing use of sustainable modes of transport</i> ➤ <i>improving network efficiency in order to improve journey times and air quality</i> ➤ <i>improving safety for all road users</i> ➤ <i>discouraging HGVs from using unsuitable roads</i> ➤ <i>improving accessibility between communities within the District"</i>	The proposed development would contribute towards transport mitigation measures and these would benefit both residents of the proposed development and the surrounding area. The measures would include the realignment of the A29 which is currently expected to be delivered on-site as part of the development, alongside a financial contribution towards other measures which would be determined as part of the Section 106 negotiations. In addition to the transport and traffic measures, the development's pedestrian and cycle measures would benefit residents and the surrounding area, and improve accessibility between communities within the Arun district.
Of the County's aims for Arun, the most relevant to the proposed development are: ➤ <i>All new development should provide enough secure cycle parking to meet the needs of the development and be within close proximity to public transport.</i> ➤ <i>Parking provision at new residential development should provide enough spaces to accommodate the expected number of vehicles at the site or provide measures such as car clubs which reduce the number of vehicles to match the space available.</i> ➤ <i>Safeguarding against traffic generated by new development resulting in the capacity of the highway network being exceeded, by including measures to encourage sustainable travel behaviour.</i>	Car and cycle parking would be provided in accordance with the local policy. The detail of the layout and quantum of spaces would be included in the submissions for reserved matters applications. Discussions have been held with Stagecoach regarding the bus strategy for the site. A Framework Residential Travel Plan has also been prepared and is submitted as part of the planning application.

2.3.2 West Sussex County Council: Guidance on Parking at New Developments (September 2020)

This guidance replaces the County Council's previous guidance: 'Standards and Transport Contributions Methodology' (2003) and 'Guidance for Parking in New Residential Developments' (2010).

The principles set out the County Council's recommended approach to parking in new residential developments and should be used to inform the design of new developments. Each local planning authority will decide how to take forward parking policies.

- **Principle A: Accommodating Parking Demand:** Parking provision should be sufficient to accommodate parking demand while exploiting the potential for sustainable travel, minimising adverse effects on road safety, and avoiding increased on-street parking demand.
- **Principle B: Electric Vehicle Charging Infrastructure:** 'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future.
- **Principle C: Sustainable Transport:** In some locations, limiting parking provision should form part of a strategy to exploit the potential for sustainable transport.
- **Principle D: Traffic Regulation Orders:** In some circumstances, it may be necessary to regulate on-street parking to manage or mitigate the impact of development. If Traffic Regulation Orders (TRO) are required, developers will be expected to fund administration and works costs.
- **Principle E: Design Considerations:** Good parking design is as important as providing the appropriate number of spaces. Therefore, developers will be expected to provide balanced, mixed, and flexible parking provision and ensure that all spaces are useable without creating highway safety issues such as vehicles overhanging footways.
- **Principle F: Sustainable Drainage:** Parking areas should adopt sustainable drainage systems (SuDS) to minimise the risk of flooding in the County, as part of a drainage strategy for the development.

Section 4.14 provides information on the cycle parking policy and Table 1 from the report is shown below.

Table 1: Minimum levels of cycle provision

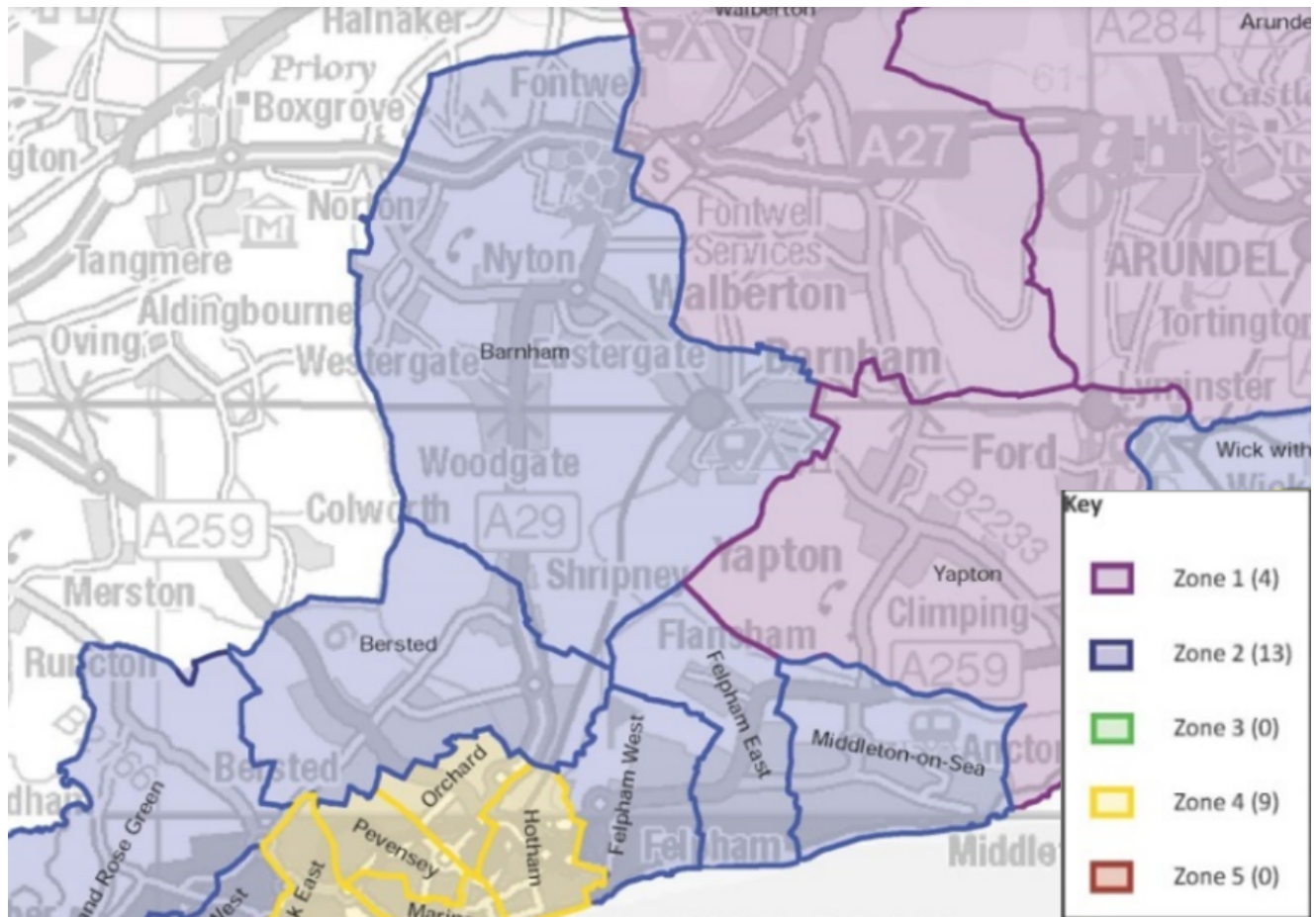
Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Section 5.2 sets out the different parking requirements based on number of bedrooms and the parking behaviour zone (PBZ), and Table 2 from the report is shown below. The proposed development is located in PBZ2 (see Figure 2.1), and therefore the standards in the appropriate column of Table 2 would need to be applied. The details of car parking layout would be dealt with as part of reserved matters applications.

Table 2: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Figure 2.1: Parking Behaviour Zones in Arun



2.3.3 West Sussex Walking and Cycling Strategy 2016 to 2026

This strategy outlines the objectives for cycling and walking between 2016 and 2026, and the design and safety principles for walking and cycling. The strategy also provides a mechanism by which schemes can be identified and prioritised, thereby enabling the County Council to direct future investment (such as contributions from future development) and support future funding bids. The schemes close to the Site are shown in **Figure 2-2**.

The following design principles are noted as being applicable to infrastructure design:

- Cycling and walking are recognised as a key part of the transport mix
- All new (development) and improvement / maintenance schemes will consider, and wherever possible prioritise, the needs of cyclists and walkers
- The differing needs of users will be recognised in the design of routes and those needs will, wherever possible, be incorporated e.g. people with pushchairs, equestrians, etc.
- Deliver sound economic and other benefits

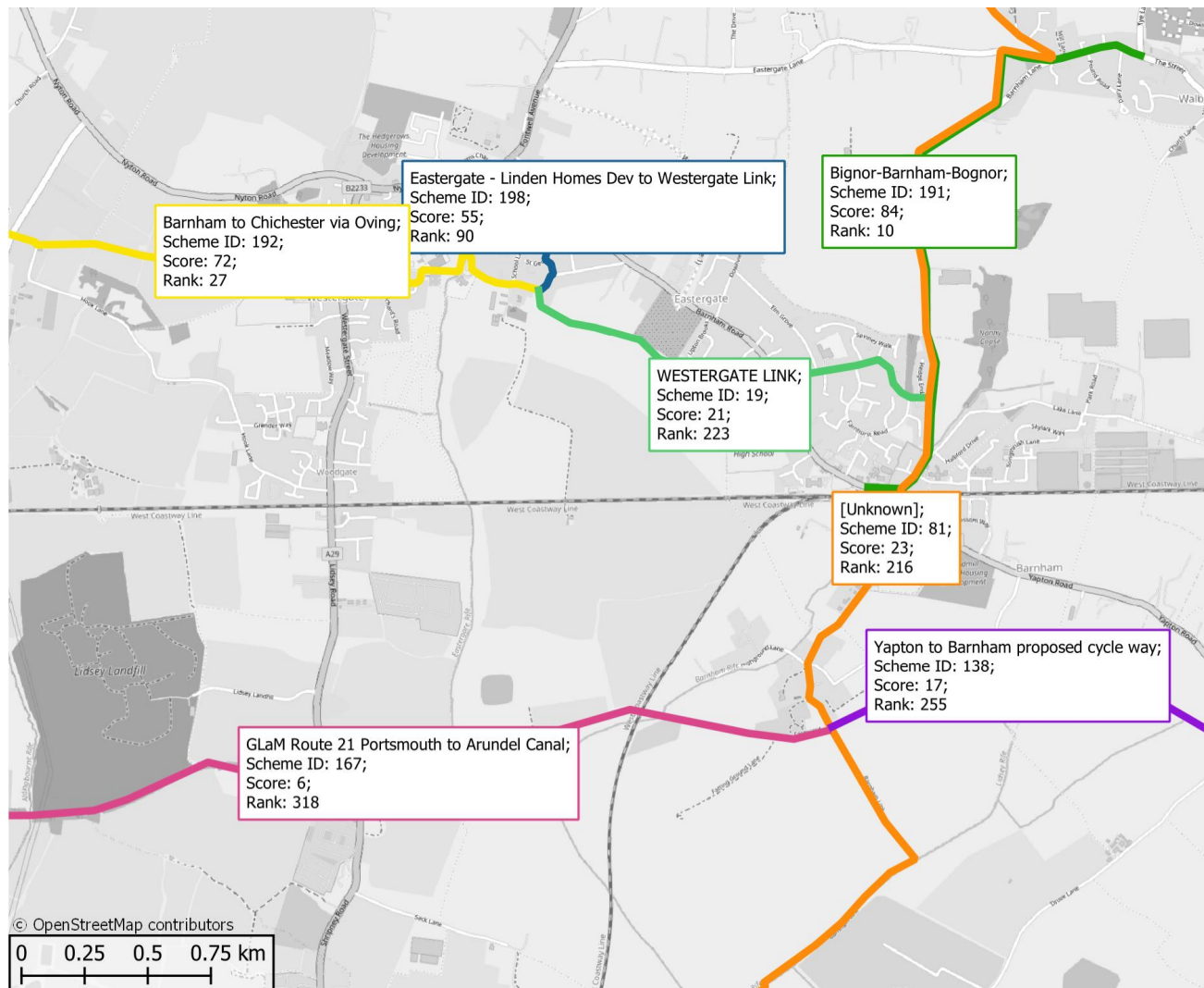
More recent discussions with WSCC as part of the progression of the Transport Assessment has determined that cycling infrastructure should consider the requirements of LTN 1/20. This sets out the requirements in terms of lane widths and facility type etc. In addition, it is noted that the WSCC strategy considers the following categories for infrastructure improvements:

- Segregated inter-community routes that connect places and are designed primarily for utility journeys e.g. commuting and accessing facilities.
- Off road and / or less busy inter-community routes that enable access to and through the countryside and are designed primarily for leisure.
- Routes and facilities in built up areas which are designed primarily to:

- Re-allocate road space and improve safety at junctions on key distributor roads and public transport hubs.
- Manage traffic speeds (where appropriate with 20mph limits), through traffic and safety at junctions in residential streets.
- Create safer links to encourage sustainable journeys in particular travel to and from schools, employment sites, leisure destinations and transport hubs.
- Encourage use of public transport (e.g. providing cycle parking).

The proposed development's transport strategy includes the provision of cycle infrastructure throughout the development and alongside the realigned A29, which is designed to enhance cycle connectivity in this area.

Figure 2.2: WSCC Walking and Cycling Strategy 2016 to 2026 cycling scheme put forward for review



2.4 Local Policy

2.4.1 Arun District Council Local Plan 2011-2031 (2018)

The Arun Local Plan 2011-2031 was adopted in July 2018 and covers the period 2011-2031 for the area of Arun District, excluding the area covered by the South Downs National Park Authority. The purpose of the Local Plan is to encourage sustainable development and manage future growth whilst ensuring that change across the District is appropriate to meet local need.

The Local Plan states that *it will support the strategic provision of homes, employment and shops and will look to ensure that these are carefully co-ordinated with the services and facilities that communities rely on and which are essential to wellbeing and quality of life.*

The vision for the District stated in the Local Plan is as follows:

By 2031 Arun will be a safer, more inclusive, vibrant and attractive place to live, work and visit. Arun's residents will be healthier and better educated, with reduced inequalities between the most and least affluent.

In order to achieve this vision, a number of strategic objectives are set out in the Local Plan. These are summarised in Table 2-4.

Table 2-4: Policy review – Arun District Council Local Plan 2011-2031 (2018)

Arun District Council Local Plan 2011-2031 (2018)	
Strategic objectives of the Local Plan	Development support/ compliance
<i>To strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure including road access, quality affordable accommodation and the development of business support and partnerships.</i>	The proposed development will support improved road access.
<i>To reduce the need to travel and promote sustainable forms of transport</i>	The proposed development also includes a primary school and neighbourhood centre to provide local convenience and community services. These will be within walking distance of the homes in the proposed development and therefore reduce the need to travel by car. The proposed development promotes sustainable forms of travel through the planned walking and cycling connections, proximity (and sustainable connections) to Barnham Train Station, bus strategy proposals, and provision of local facilities including a primary school, within close proximity of the new homes.
<i>To plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities</i>	The proposed development includes a range of housing types and as above will have good access to employment opportunities via the improved road infrastructure and sustainable transport connections.
<i>To promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population</i>	The proposed development includes an extensive walking and cycling network through the site including future connections to the movement network within the wider site allocation and surrounding area

In Part 2 of the Plan, Sustainable Place, Chapter 6's Policy SD SP1: Sustainable Development sets out the overall approach to development in the District, in line with national policy, thus:

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland). This presumption will not be applicable where development requires an Appropriate Assessment or where consideration of the need for one is being undertaken."

The applicant has worked extensively with ADC and briefed members on the scheme via an Advisory Group. The scope of the transport assessment has been discussed and agreed with WSCC and National Highways and the outcomes of the traffic modelling are discussed later in this report.

In Part 4 of the Local Plan, Living Place, the Chapter on Housing Delivery (Chapter 12) discusses Strategic Housing planning and delivery. Chapter 12's section on Housing Supply states in Paragraph 12.1.5:

“The final policy target takes account of the objectively assessed housing need (OAN) and some housing for other authorities to meet the Duty to Cooperate. Housing supply is stepped across the plan period to match the planned delivery of sites. There are targets for each five year period in policy H SP1 but these deliver the whole plan target of at least 20,000 homes by 2031.”

A number of strategic urban extensions are included within the Local Plan, which includes the BEW site allocation. Policy H SP2c sets out the urban extensions allocated for the Greater Bognor Regis Urban Area, which includes SD5 Barnham/Eastergate/Westergate. Under Policy HSP2 strategic allocations are required to come forward under an endorsed comprehensive masterplan. A Framework Masterplan for the BEW allocation was endorsed on 25 November 2020.

Policy SD5 element	Provision by the proposed development
This allocation is located around the small settlements of Barnham Eastergate and Westergate. This Strategic Allocation will provide at least 2,300 dwellings over the plan period, and up to 3,000 in total (a further 700 beyond 2031). Development proposals must demonstrate compliance with the following key design and infrastructure requirements:	Overall the framework masterplan accommodates approximately 4,300 dwellings (this includes development proposals of other landowners within the strategic allocation). This application is for up to 1,250 dwellings.
a. Preserve the separate identities and avoid any further physical coalescence of the three villages of Barnham, Eastergate and Westergate through the delivery of green infrastructure. Eastergate and Barnham should be protected from a continuous urban form / coalescence along the north and south aspects of the B2233,	Provided – the proposed development is a new settlement area, meaning that the residential land parcels are physically distinct from the existing villages as set out in the Arun District Council High Level Development Principles. In terms of green infrastructure, the Green Link will be provided which includes upgrading of the existing public right of way to provide an off-road segregated pedestrian and cycle link between Eastergate via Church Lane in the west and St Philip Howard Catholic School in the east.
b. the design of development and landscaping shall ensure that there is continuity between the existing landscape setting and villages, c. the design and layout of the development shall take account of the location of the railway line crossing the site, d. housing shall be designed around a Linear Park which follows along the Lidsey Rife, e. A comprehensive strategy for surface water management will be developed in line with specific recommendations for this locality, in the Arun Strategic Surface Water Management Study; f. significant views to and from the South Downs shall be incorporated within the site,	Not relevant to transport
g. provide a Community Hub which has been designed and will include; i) a new well connected local centre, with connections to the train station at Barnham, ii) the location and scale of the local centre shall support and respect the relationship with existing facilities within the six villages area; iii) new retail, commercial and community facilities iv) new Tier 7 library facility; and v) healthcare facilities to serve BEW (SD5) and Fontwell (SD6)	Various amenities and community functions are provided in the Neighbourhood Centre, which is a local centre of 1,250sqm floorspace for commercial and community uses and community square. The proposed development provides a new pedestrian-cycle link through to Barnham railway station. The remainder of the Local Plan allocation will be delivered through applications submitted by another applicant and by later planning applications by The Southern Consortium for its land in the southern part of the allocation.

h. transport requirements including:	
i) a new A29 route through the allocation which provides all necessary linkages and routing between the A259 (Bognor Regis Relief Road) to the south and A27 to the north and includes a bridge over the railway to the east of the current Woodgate crossing. The construction of this new route will be regarded as not only mitigating the effect of additional development traffic from the strategic site, but also providing significant additional benefits to the primary local road network and reducing the potential for future congestion in the wider area. In the event that the any landowner delays the delivery of the route and/or does not reasonably make available part or all of the route then Arun District Council will utilise Compulsory Purchase Order powers to deliver the entire route of the road from the A29 Fontwell Avenue in the north to the A29 Lidsey Road in the south;	The A29 route is provided through the proposed development. There will be a bridge over the West Coastway railway line. It is noted that the application is outline, with all matters reserved except for access, the latter includes the realigned A29 between Barnham Road and Lidsey Road.
ii) provision of an east-west route north of the railway line that will join the existing A29 route to the new A29 route and continue eastwards to Barnham railway station;	Provided – this is called the East-west link road. Details of the internal junction it creates with the Realigned A29 are at sections 4.3.1.2, 6.4.1.1 and 6.5.1.1.
iii) access to Barnham railway station shall be maximised through the provision of direct and attractive routes for all transport modes including additional car parking to serve facilities in Barnham's centre including at the railway station;	Provided - the proposed development provides a new pedestrian-cycle link through to Barnham railway station.
iv) regular bus services linking BEW with Bognor Regis (A29 route) and local facilities and employment; and	Discussions are ongoing with Stagecoach (bus operator).
v) Westergate Link cycle scheme, in addition to further cycle routes to/from Bognor Regis and linkages,	Cycle infrastructure will be provided throughout the proposed development (as is illustrated on the illustrative masterplan).
i. provide a new two-form entry primary school, a new one-form (expandable to two-form) entry primary school and nursery places,	A new primary school north of the railway would be provided within the proposed development.
j. incorporate two new sports pitches and changing facilities, and	Not relevant to transport
k. incorporate planned new employment provision.	

There are also additional policies within the Arun Local Plan which are of relevance to the BEW Parcel SC1 development from a transport perspective. These are summarised in Table 2-5.

Table 2-5: Policy review – Arun District Council Local Plan 2011-2031 (2018) Policy DM1 (Design)

Arun District Council Local Plan 2011-2031 (2018)	
Policy content	Development support/ compliance
Policy D DM1 (Design) Movement – <i>“Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept.”</i>	Walking and cycling has been considered in the design of the proposed development. PROW through the application site will be accommodated and improved as part of the proposed development. The realigned A29 will be designed to accommodate a bus route.

Table 2-6: Policy review – Arun District Council Local Plan 2011-2031 (2018) Policy SP1 (Transport)

Arun District Council Local Plan 2011-2031 (2018)	
Policy content	Development support/ compliance
Policy T SP1 (Transport) Policy T SP1, on transport and development, within Chapter 15 outlines some requirements which new transport and development must meet in order to receive council support, namely that development: ➤ <i>“Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy.</i> ➤ <i>Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements.</i> ➤ <i>Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District.</i> ➤ <i>Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking.</i> ➤ <i>Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable.</i> ➤ <i>Explains how the development has been designed to:</i> i) <i>accommodate the efficient delivery of goods and supplies;</i> ii) <i>give priority to pedestrian and cycle movements and have access to high quality public transport facilities;</i> iii) <i>create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;</i> iv) <i>incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and</i> v) <i>consider the needs of people with disabilities by all modes of transport.”</i>	The proposed development includes a mix of land uses, walking and cycling infrastructure, and the realigned A29 which can accommodate a bus route. The parameter plans and Design and Access Statement provide additional information on the site layout. Car and cycle parking would be provided in line with WSCC and ADC requirements. The detail of these would be considered during reserved matters applications. This transport assessment demonstrates that the transport impacts can be appropriately mitigated.

Table 2-7: Policy review – Arun District Council Local Plan 2011-2031 (2018) Policy DM1 (Sustainable Travel and Public Rights of Way)

Arun District Council Local Plan 2011-2031 (2018)	
Policy content	Development support/ compliance
Policy T DM1, on Sustainable Travel and Public Rights of Way, also located within Chapter 15, states that: <i>“New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be</i>	The proposed development includes a mix of land uses, walking and cycling infrastructure to improve access to locations mentioned in the policy, such as north-south connections and east-west connectivity, and the realigned A29 could accommodate a bus route. The parameter plans and Design and Access Statement provide additional information on the site layout.

Arun District Council Local Plan 2011-2031 (2018)	
Policy content	Development support/ compliance
<i>available and accessible to all members of the community.”</i> It also states that proposals for new developments must: <i>“Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;</i> <i>Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;</i> <i>Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;</i> <i>Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;</i> <i>i. places of work, education, leisure and food retail;</i> <i>ii. the South Downs National Park,</i> <i>iii. along the coast particularly between Bognor Regis and Littlehampton,</i> <i>iv. along the coast to Chichester,</i> <i>v. Bognor Regis to Arundel, and</i> <i>vi. Littlehampton to Goring.”</i>	Car and cycle parking would be provided in line with WSCC and ADC requirements. The detail of these would be considered during reserved matters applications. This transport assessment demonstrates that the transport impacts can be appropriately mitigated.

2.4.2 Arun District Council – Parking Standards Supplementary Planning Document (January 2020)

Arun District Council prepared a Supplementary Planning Document (SPD) for Arun District which was adopted in January 2020 and will be used in the determination of planning applications. This SPD takes the WSCC Guidance on Parking at New Developments (GPND) approach to parking standards with the exception that:

- Standards for Electric Vehicle provision takes a hybrid approach using both the Arun Electric Vehicle Infrastructure Study (2017) requirements alongside the WSCC GPND approach.
- Rounded figures are given in table 3.1 ‘Expected level of provision for new residential developments’.
- Lower stepped percentage Electrical Vehicle Charging Points requirements are required from 2018 to 2030 but include 100% provision of active EV charging facilities target by 2033.
- Cycle provision rounded from 0.5 to 1 space for Flats with up to 3 rooms (1 & 2 bed).

2.4.3 Barnham & Eastergate Neighbourhood Development Plan (2014-2029)

The Barnham & Eastergate Neighbourhood Development Plan was passed by referendum in May 2014 and relates to the Plan period of 2014-2029.

The Neighbourhood Plan has been under review and an updated Neighbourhood Development Plan 2019-2031 has been prepared. It is currently the subject of examination and the Examiner's Report is expected by 5 October 2021. Once 'made' this Neighbourhood Plan will replace the former 2014-2029 Neighbourhood Plan.

In Chapter 6 of the current plan, Getting Around, Policies GA1 to GA5 could be relevant to the proposed development. With the objective to "Improve transport infrastructure and efficiency", Policy GA1 on Connection to Sustainable Transport states that:

"New developments should integrate with the current green infrastructure network and provide access to public and community transport, to connect with the social, community and retail facilities of the villages."

With the explanatory notes in Paragraphs 6.1.1. and 6.1.2. that:

"Connections within and between the villages are important as they share a range of community facilities such as shops, medical facilities and schools. More than that the social fabric of life in the villages revolves around movement along the B2233 and any reduction in traffic on this route must be encouraged."

"Where possible, signage will be improved to encourage a high level of the green infrastructure network. And improvements to public and community transport will be encouraged, particularly in view of the age profile of local residents and the need for traffic reduction."

With the objective to "Improve footways, footpaths and cycleways and promote the use of walking and cycling routes", Policy GA2 on Footpath and cycle path network states that:

"Support will be given to proposals that improve and extend the existing footpath and cycle path network, allowing greater access to new housing, the village centres, green spaces and the open countryside. The loss of existing footpaths and cycle paths will be resisted."

With the explanatory notes in Paragraphs 6.1.3. and 6.1.4. that:

"There is much movement around the two villages and reasonable access to the surrounding countryside, but improving the network of footpaths and cycle paths would encourage walking and cycling. If this could be more safely achieved there would be health benefits as well as a reduction in traffic levels."

"Opportunities to provide cycle hire at Barnham Station will be encouraged."

With the same objective, Policy GA3 on contributions to maintain and improve the network states that:

"Funds raised from the Community Infrastructure Levy (CIL) will be put towards the costs of maintaining and improving the network of footpaths and cycle paths. Developer contributions towards those costs will be sought in appropriate cases."

With the objective to "Improve car parking", Policy GA4 on Parking and new development states that:

"Development proposals will be supported only if they include the maximum level of offstreet [sic] parking consistent with the current standards under the Local Plan. Developments that reduce the amount of off-street parking currently available will only be supported if they make enforceable provision for equivalent off-street parking nearby. Parking spaces provided in connection with such proposals will be required to be made available in perpetuity"

And with the same objective, Policy GA5 on Commuter parking states that:

"Proposals that increase the use of railway land to expand affordable commuter parking will be supported."

With the explanatory notes in Paragraph 6.2.1. that:

“Car parking in the villages is at breaking point. The major commuter rail link in Barnham sees huge numbers of vehicles arrive every day from outlying towns and villages which clog up the village centre and all adjoining roads on both a short and long term basis.”

2.4.4 Barnham & Eastergate Neighbourhood Development Plan (2019-2031)

As referred to above, the Neighbourhood Plan has been under review and an updated Neighbourhood Development Plan 2019-2031 has been prepared. Once ‘made’ this Neighbourhood Plan will replace the former 2014-2029 Neighbourhood Plan.

In Chapter 5 of the emerging plan, Neighbourhood Plan policies, policies on Getting Around could be relevant to the proposed development’s transport.

Policy GA1 on Connection to Sustainable Transport states that:

“New developments must integrate with the current green infrastructure network and provide access to public and community transport, to connect with the social, community and retail facilities of the villages. Wherever possible, this green infrastructure should be extended to enable the inter-connection between adjacent developments enabling pedestrians and cyclists to avoid main vehicle road[s].

With the explanatory notes in Paragraphs 6.1. and 6.1. that:

“Connections within and between the villages are important as they share a range of community facilities such as shops, medical facilities and schools. More than that the social fabric of life in the villages revolves around movement along the B2233 and any reduction in traffic on this route must be encouraged.

Where possible, signage will be improved to encourage a high level of use of the green infrastructure network. And improvements to public and community transport will be encouraged, particularly in view of the age profile of local residents and the need for traffic reduction.”

Policy GA2 on Footpath and cycle path network states that:

“Support will be given to proposals that improve and extend the existing footpath, cycle path and bridleway network to create Public Bridleways, allowing greater access to the village centres, green spaces and the open countryside for walkers, cyclists and horse riders. The loss of existing footpaths, cycle paths and bridleways will be resisted”

With the explanatory notes in Paragraphs 6.4 and 6.5 that:

“There is much movement around the two villages and reasonable access to the surrounding countryside, but improving the network of footpaths and cycle paths would encourage walking and cycling. If this could be more safely achieved there would be health benefits as well as a reduction in traffic levels. In particular a safe cycle route between Barnham and Eastergate would be supported. Horse riding is a very popular sport/pastime in the Parish and any increase in safe routes for horses would improve safety.

Opportunities to provide cycle hire at Barnham Station will be encouraged as will any plan to effectively integrate this Plan with the Masterplan for strategic site SD5 into a cohesive and integrated network.”

Policy GA4 on Parking and new development states that:

“Development proposals will be supported only if they include the maximum level of off-street parking consistent with the most current standards. Developments that reduce the amount of off-street parking currently available will only be supported if they make enforceable provision for equivalent off-street parking nearby. Parking spaces provided in connection with such proposals will be required to be made available in perpetuity.”

Policy GA5 on Commuter parking states that:

“Proposals to use the land shown on the Proposals Map as commuter parking will be supported.”

With the explanatory notes in Paragraph 6.10. that:

“Car parking in the villages is at breaking point. The major commuter rail link in Barnham sees huge numbers of vehicles arrive every day from outlying towns and villages which clog up the village centre and all adjoining roads on both a short and long term basis.”

2.4.5 Aldingbourne Neighbourhood Development Plan (2019-2031)

Aldingbourne Neighbourhood Development Plan was passed in 2020. In Chapter 5.5, Getting Around, policies are relevant to the proposed development's transport.

Policy GA1 on Promoting Sustainable Movement states that:

“Development proposals that increase travel demand will be supported where they can demonstrate that:

- they extend or improve walking and cycling routes by making land available for those purposes or by means of financial contributions through legal agreements or (when adopted for the District) the Community Infrastructure Levy;*
- they are located in places accessible to public and community transport or can improve the accessibility of the site to public and community transport by contributing to the provision of enhanced services.;*
- they do not result in the loss of any existing footpaths or cycle paths”*

With the explanatory notes in Paragraph GA1.1. that:

“Connections within the Parish and to and from neighbouring villages are important as they share a range of community facilities such as shops, medical facilities and schools. Reduction in traffic volumes and speeds on the narrow B2233 used to access these services must be encouraged.”

Policy GA2 on Footpath and Cycle Path network states that:

“Support will be given to proposals that improve and extend the existing footpath and cycle path network, allowing better access to the local amenities and services, to green spaces, to any new housing and to the open countryside. The loss of existing footpaths and cycle paths will be resisted.”

Policy GA3 on Parking and new development states that:

Proposals must provide adequate parking in accordance with the standards adopted at the time. Proposals that would result in a loss of parking spaces either on or off street will be resisted.

With explanatory notes at Paragraph GA3.2 that:

The way in which car parking is designed into new residential development will have a major effect on the quality of development and its ability to blend into its location. There are two principles to designing parking:

- Cars parked on the street and in front of dwellings can seriously detract from the character and quality of the place. Minimising the visual impact of parked cars can let the buildings and landscape dominate instead;*
- Residents must be provided with safe and convenient access to their cars. Hiding cars away in rear courtyards can lead to problems of crime and lack of personal security. Residents like to be able to see their parked car from their home.*

2.5 Other background transport reports

2.5.1 A29 Realignment Transport Business Case (April 2019)

It is proposed to realign a section of the A29 to a new location, approximately 1km east of its current routing through Woodgate. The realignment will unlock the Site for large-scale residential development by opening up new highway capacity.

The reason given for the realignment is *“the existing A29 currently experiences traffic congestion during peak periods, especially at the Woodgate level crossing. This has led to unreliable journey times and queuing vehicles, affecting air quality,”*¹ according to the February 2020 update on the WSCC website.

The length of the completed road will be approximately 4.34km and will be delivered in two phases. The first phase will be a road leading from the existing A29 to the north side of the Barnham Road, and the second phase will be from the south side of the Barnham Road, leading south through currently arable farmland, and curving back west to meet the existing A29 again. The second phase is included within this outline planning application and the highway drawings for the A29 realignment are for approval. See Chapter 5 of this TA for more details on the road layout.

The Transport Business Case states that in total, *“the A29 Realignment will support the delivery of around 11,400 new dwellings and 104,000sqm of commercial development on permitted or planned development sites in this part of Arun District.”*

It also states that the three existing problems of:

- *“Congestion - during the peak periods, notably at the Woodgate level crossing and War Memorial junctions;*
- *Journey time unreliability - at busy times, journey times can vary considerably during peak periods, making it difficult for road users to predict the time needed for their journeys; and*
- *Road Accidents – experienced along the entire A29 route particularly at locations such as the Lidsey Bends”*

would all worsen in the “Do Nothing” future scenario, i.e. if the A29 does not get realigned. In contrast, all three problems are alleviated if the road is realigned, allowing future development to occur on the Strategic Sites surrounding the A29.

2.5.2 WSCC/ADC Local Plan Transport Mitigation Apportionment Study (June 2020)

In early 2019, WSP was commissioned by WSCC in partnership with ADC, to review and update the apportionment of development traffic impacts upon the strategic transport mitigation schemes identified in the Arun Transport Study 2016 and Enterprise Bognor Regis Transport Review 2017.

This led to the study concluding that the strategic allocation at BEW would be expected to contribute towards the following schemes:

- A27 Nyton Road junction
- A27 Fontwell East Roundabout
- Barnham Village Centre Enhancements
- A29 Realignment
- A259 Oystercatcher junction
- A259 Corridor Improvement Bognor Regis-Littlehampton

The total level of contribution for the allocation expected by ADC and WSCC is set out in the apportionment study. Given the proposed development is part of a wider site allocation with other land owners, the values

¹ February 2020 update on the West Sussex County Council website

stated in the apportionment study would be calculated on a proportional basis. This will be undertaken as part of the Section 106 negotiations.

2.5.3 Arun Transport Study 2016 Stage 3 report

The Arun Transport Study 2016 Stage 3 report (ATS) examined a series of development sites to inform refinement of the local plan. The strategic allocation at BEW was included in the technical analysis undertaken and the highway schemes identified as mitigation are understood to be those used in the apportionment study. The mitigation schemes are discussed where appropriate in the junction modelling chapter of this report.

2.5.4 The Enterprise Bognor Regis Transport Review 2017

The 2017 Enterprise Bognor Regis (EBR) Transport Review built upon work initially undertaken as part of both the EBR Transport Assessment (2015) and the ATS. This included an update of the modelling assumptions and enhancements to the model detail in the EBR area. The relevance to this assessment is that WSCC advised that the scheme identified in the EBR Transport Review report for the A27 Whyke Roundabout should be considered the mitigation scheme for the junction.

2.5.5 WSCC Comet Corner and Oystercatcher Report December 2019

WSP was commissioned by WSCC, to provide highway, transport consultancy services, assessment and provision of highway concept design for the A259 Road junctions with B2132 Yapton Road (Comet Corner) and the B2233 Climping Street (Oystercatcher). The outcome of this study was a mitigation scheme for the Oystercatcher junction and this has been considered in this assessment.

2.5.6 West Sussex Cycling Design Guide August 2019

WSCC adopted the West Sussex Walking & Cycling Strategy 2016-2026 as an integral part of the West Sussex Transport Plan 2011-2026. This cycle design guide was prepared to help deliver the aims and aspirations of the strategy.

It is noted that the document is intended to be a 'live document' and be updated when required. However, discussions with WSCC highways officers determined that LTN 1/20 should be the point of reference when designing cycle infrastructure. This sets out the requirements in terms of lane widths and facility type etc.

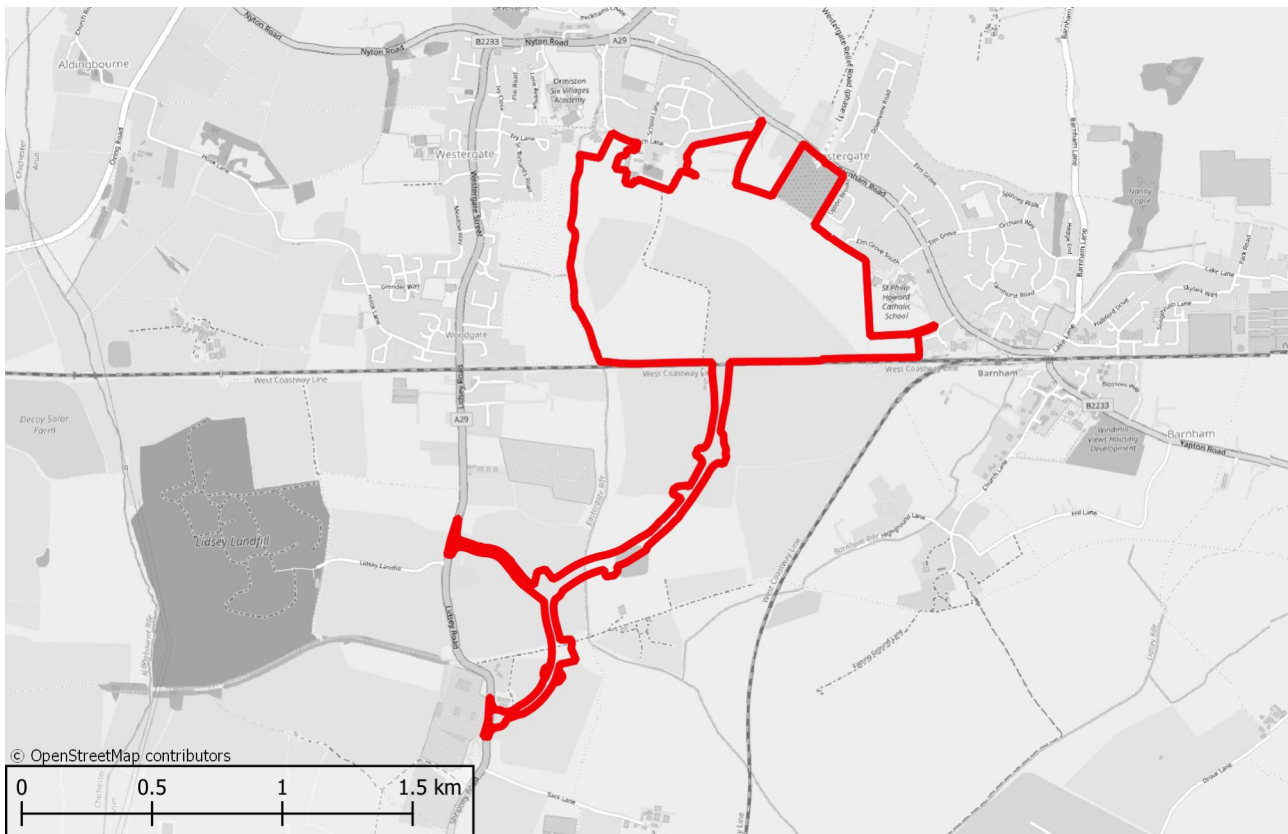
3 Baseline Transport Conditions

This chapter details the existing, or baseline, transport conditions considered, including public transport, walking, cycling, and highway conditions, in line with WSCC's Transport Assessment Guidance.

3.1 Site location and surroundings

The Site is located south of Eastergate, to the southwest of Barnham and to the west of Westergate as shown on Figure 3.1.

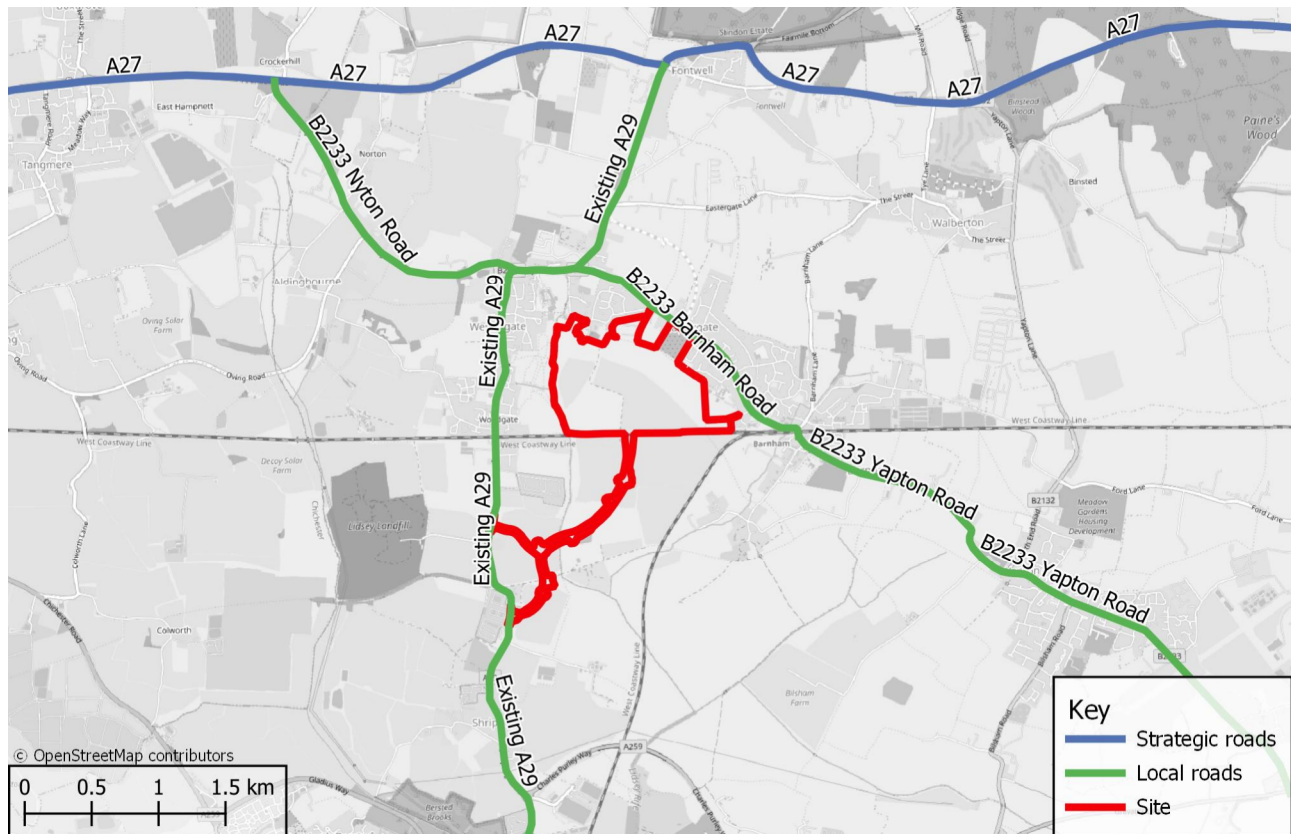
Figure 3.1: Site Location Plan



3.2 Local Highway Network

The principal highway routes into Chichester and Bognor Regis are the B2233 to the southeast and northwest, and the A29 which currently runs along the western edge of the Site. Both of these main routes provide linkage to the A27 as the main strategic inter-urban east / west road along the south coast.

Figure 3.2: Local Highway Network



3.2.1 B2233 Nyton Road / Barnham Road / Yapton Road

The B2233 passes along the northern edge of the Site. Northwest of the Site, the B2233 Nyton Road is a single carriageway road with a rural character, one lane in each direction, and a 40mph speed limit. The road contains street lighting on both sides as it passes through Nyton, where the speed limit reduces to 30mph.

The B2233 Nyton Road becomes the B2233 Barnham Road in Eastergate, where the street lighting continues. After the road exits Eastergate to the east, the road has footway on one or both sides as it enters Barnham.

Upon exiting Barnham to the east, the B2233 maintains its previous character as a single carriageway with one lane in either direction, and a footway on one or both sides as it enters Yapton.

3.2.2 Existing A29

The A29 passes along the western edge of the Site and is a single carriageway road with one lane in each direction. It has a 30mph speed limit on the section through Westergate, and 60mph north of this section around Fontwell. South of Lidsey, the A29 has a 50mph speed limit into South Bersted and maintains its single carriageway status.

It should be noted that the A29 will be realigned approximately 1km to the east as part of the proposed development, which is discussed in further detail in Chapter 4.

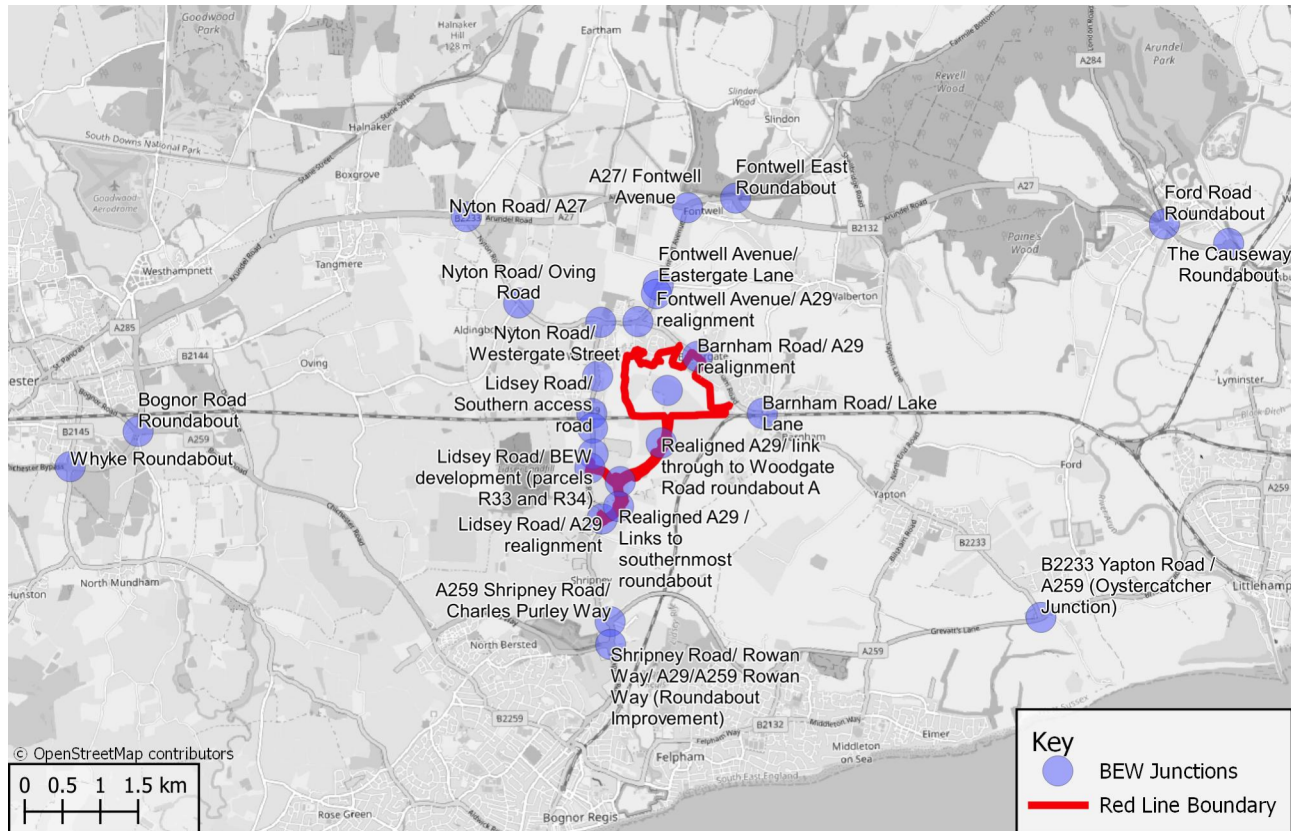
3.2.3 A27 Arundel Road

The A27/M27 is the principal strategic east/west route along the south coast linking Brighton, Worthing, Portsmouth, Southampton and beyond. The road forms part of the national trunk road network and as such falls under the jurisdiction of National Highways. The main strategic link to the A27 (T) westbound from the Site is via the A259 adjoins the A27 approximately 7km to the north west of the Site.

3.2.4 Key junctions

The key junctions within the local and wider highway networks assessed within this report have been identified through discussions with WSCC and National Highways. The junctions are shown in Figure 3.3. The modelling assessment undertaken as part of this TA has considered the impact of the proposed development on the highway network with and is discussed in more detail within Chapter 6 of this report.

Figure 3.3: Junctions within modelling scope



3.3 Public Rights of Way

A number of Public Rights of Way (PROWs) pass through the Site (PROW 200/1, 296/1, 323, 321/3714, 300), which provide connections to the existing A29, B2233 Barnham Road and Yapton Road, and the A259 Charles Purley Way. These paths form part of the local pedestrian network of Barnham, Eastergate, Westergate and Lidsey, and enable the movement of pedestrians throughout the local area. Figure 3.4 illustrates the location of the PROWs within and around the Site, and the linkages they provide.