

BN/11/22/OUT Barnham, Eastergate, Westergate BEW Parcel SC1 Barnham

BEPC Response to above application

At a meeting of the Full Council of Barnham and Eastergate Parish Council (BEPC) held on 8th March 2022 the Committee resolved to submit an objection that implementation (or approval) of the application should be delayed until such time as evidence is forthcoming that the A29 realignment scheme and other infrastructure requirements will be undertaken concurrently with the housing delivery element of the application.

In terms of the roads our position is that the A29 must be completed from the Bognor Relief Road to the Fontwell roundabout. We have been provided with no evidence that this is being satisfactorily addressed.

Specifically we would request the following evidence:

- We wish to see the traffic forecasts and all their underlying assumptions, including current housing delivery forecasts, for the key project milestones in the A29 Realignment and A27 Arundel Bypass projects. It is clear to BEPC members that many assumptions currently being used are out-of-date and don't consider the cumulative impact of all current projects and strategies. BEPC strongly believes that the proposals will have an unacceptable impact upon existing residents, the environment and safety for all road users.
- We need to understand average and peak forecast queue lengths and flows at Woodgate crossing, A27 Fontwell Roundabout, Eastergate Lane, Eastergate War Memorial roundabout and Barnham Village Centre for each of the following scenarios individually and cumulatively:
 - When the unbuilt 1000 houses worth of planning permissions are completed in Barnham and Eastergate
 - When the A29 is realigned Barnham Road to Fontwell Avenue and the Barratts development completed
 - When the Barnham mini masterplan is constructed without the southern part of the realigned A29 being connected
 - When the outline planning application BN/11/22 for BEW Phase 2 is constructed without the realigned A29 being connected over the railway line
 - When the proposed A27 Arundel bypass is constructed and access to it via Ford Road is no longer possible. This scenario should include traffic flows from the Yapton and Climping housing developments and the routes for HGV's associated with the Ford Industrial estates and proposed incinerator.
- Transparency is required on the Traffic Impact Assessments, to aid understanding on the anticipated queue lengths at both the War Memorial roundabout and the Westergate railway crossing;

BEPC is campaigning for the A27 Arundel Bypass scheme to include Fontwell roundabout, a connection at Ford Road and intermediary links to local roads. The A29 and A27 schemes together represent an opportunity to unlock BEW sustainably. We have recently sent an open letter to Secretary of State Michael Gove expressing our concerns in this regard. Furthermore, we are fearful that C2C funding will be withdrawn unless the whole A29 realignment fulfils its promise of an economic link for Bognor to the strategic road network. Other LEPs have been forced to do this this. The SEP funds are specifically targeted at enabling economic development (housing and commerce).

We hear the reassurance that conversations are taking place to address A29 funding but it cannot be ignored that until a solution is in place the existing proposed housing developments will place too high a burden on the existing community and the creaking infrastructure that supports it.

Whilst there remains vocal opposition to BEW Strategic Stie from some residents BEPC recognise that BEW has been allocated in the made Local Plan with an agreed masterplan. BEPC's major concerns are now focussed on delivery and phasing of the scheme. BEPC want to see a 5-year housing land supply and a return to Neighbourhood Plan led housing in Arun and BEW represents an important component of this.

On other infrastructure matters there remains poor evidence on plans for education provision, drainage, sewerage and electricity network capacity. The lack of engagement of these organisation is a matter of deep concern and increases the risk that we will approve major housing schemes in the villages (Aldingbourne, Barnham, Eastergate and Walberton) without the necessary infrastructure to support these schemes. BEPC does not accept the practicalities of infrastructure funding being developer led through S106 as infrastructure comes many years after housing when this strategy is adopted.