



Active
Travel
England

Active Travel England
West Offices
Station Rise
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YO1 6GA

Your Ref: AL/11/24/OUT
Our Ref: ATE/24/00246/OUT
Date: 08 March 2024

Active Travel England Planning Response
Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Arun District Council

Application Ref: AL/11/24/OUT

Site Address: LAND TO EAST OF, WESTERGATE STREET,
WESTERGATE, PO20 3XL

Description of development: Hybrid application consisting of 1) Outline permission for all matters reserved (except access) for up to 400 No dwellings and associated works and 2) Full planning permission for alterations to site access off Westergate Street and through Pine Close and east-west link road including a bridge over the Lidsey Rife. This application also lies within the parish of Barnham, falls within Strategic Site SD5, CIL Zone 1 (Zero Rated), affects the setting of listed buildings, affects the character and appearance of the Eastergate Church Lane Conservation Area, affects public rights of way. This application is the subject of an Environmental Statement.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. **No Objection:** ~~ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. **Conditional approval:** ~~ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. **Refusal:** ~~ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this Hybrid application consisting of 1) Outline permission for all matters reserved (except access) for up to 400 No dwellings and associated works and 2) Full planning permission for alterations to site access off Westergate Street and through Pine Close and east-west link road including a bridge over the Lidsey Rife.

The site (16.93ha) comprises agricultural farmland to the south of the village and forms a component of the Barnham Eastergate Westergate (BEW) Strategic Allocation in the Adopted Arun Local Plan 2011- 2031 (2018), specially pursuant to the requirements of Policy H SP2c - Inland Arun: Barnham/Eastergate/Westergate(SD5). It is also considered with regards to the Aldingbourne Neighbourhood Plan adopted in 2021 and the Arun Design Guide (2021) and Policy GA1 'Promoting Sustainable Movement' and Policy H9 'Attention to Detail'.

2.0 Summary

Vehicular access to the site will be via a new signalised junction at Westergate Street/Pine Close and will carry traffic through to the northern and southern portions of the site. It is noted that Westergate Street currently benefits from a (minimum) 2m wide footway on both sides of the road.

The proposed East-West Link Road which comprises the full application component intends to connect Westergate Street to the future re-alignment of the A29 via the BEW allocation Site to the east. The access to this from the West will be achieved via a four-arm signalised junction with Meadow Way, Pine Close and A29 Westergate Street as indicated through Drawing LAW-WSP-ZZ-ZZ-C-DR-00006 (Appendix D of the submitted Transport Assessment (TA)).

It is proposed that this link, which includes a bridge, will also include a segregated cycle lane and pedestrian route. As indicated on pages 33-34 of the submitted Planning Statement (PS), this will include a 3m bi-directional bicycle way and a 2m footway on the southern perimeter and a 2-metre footway on the northern perimeter. There are also various shared service crossing provisions and active travel connections (shared use foot/cycle way) to the North and South of the link road to provide active travel connections both north and south – in turn this complements the street hierarchy and various other active travel connections such as Public Rights of Way (PRoW) and other links as shown in the Access & Movement Parameter Plan (PS, p.30). It also is noted that the overall site itself demonstrates strong levels of permeability (re: Masterplan ref: SLDAB-01 dated 31.07.23), with approximately 7 non-vehicular links to the site (2 vehicular).

A number of amenities are located approximately within 1.5km north-east of the site within Westergate and Eastergate, including two primary schools and nurseries and a secondary school, along with a range of amenities including sports centres, health services and retail shops. Barnham Station (approximately 1.5km East of the site) provides connections to Brighton, London, Southampton & Bognor Regis, with bus route 66 servicing the local area, with services typically between 30 minutes and an hour.

With regards to the application, it is imperative that necessary infrastructure in the residential component of this application is planned and embedded from the outset. This relates to the ambition of the site and its key benefits, in particular to ensure that there are dedicated pedestrian and cycle routes throughout (PS, p.2). Therefore, in order to realise this ambition, the specification of details regarding both full and outline components must be determined as soon as is practicable. These are necessary so that the future residents of this application site can potentially benefit from attractive and high-quality infrastructure from the outset to enable and embed a choice of sustainable travel options in line with the government's aim to make walking, wheeling, and cycling the first natural choice for local journeys.

Along with the aforementioned Local and Neighbourhood Plan policies, ATE's has also assessed the submitted proposals against the following national government policy and design guidance:

3.0 National Policy and Guidance

The National Planning Policy Framework (NPPF) 2023 states:

108. Transport issues should be considered from the earliest stages of... development proposals, so that:

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

e) patterns of movement, streets, parking and other transport and other transport considerations are integral to the design of schemes and contribute to making high quality places.

109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable.

114. In assessing... specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; [and]

b) safe and suitable access to the site can be achieved for all users;

116. ...applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas...;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; [and]
- c) create places that... minimise the scope for conflicts between pedestrians, cyclists, and vehicles...;

Local Transport Note 1/20 (LTN 1/20) provides guidance to local authorities on delivering high quality, cycle infrastructure. More specifically relevant to this application is paragraph 11.7 – *Workplace Facilities for Cycle Parking* identifies the potential for travel behaviour change in workplaces through the provision of appropriate facilities.

Gear change: a bold vision for cycling and walking is the Government's cycling and walking plan for England. This sets the Government's vision for cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. Active Travel England's responsibilities for walking also extend to "wheeling," such as the use of wheelchairs (self-propelled or powered) and mobility scooters.

Inclusive mobility: making transport accessible for passengers and pedestrians provides guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure.

Active Design (Sport England, supported by Active Travel England and the Office for Health Improvement & Disparities) sets out how the design of our environments can help people to lead more physically active and healthy lives.

4.0 Opportunities

In conjunction with the site being within a relatively flat location, there are various aspects of the proposal which, subject to specific interventions can facilitate high levels of walking, wheeling, and cycling for its residents. This includes high levels of permeability, identified street hierarchy and access to amenities, including various schools.

Additionally, the proposed bridge will be restricted to public transport and active travel modes until the A29 realignment takes place – this presents an opportunity to embed high levels of active travel mode share from the outset. It is also noted that the applicant site will include approximately 7.44ha of open/play spaces which can also support an active lifestyle for the proposed development's future residents.

5.0 Areas of Concern

In its current form, ATE considers that while this application indicates a commitment to ensure that active travel is the preferred mode of choice from the outset, it is considered that further interventions and actions are required to successfully encourage and embed sustainable patterns of movements and behaviours from the outset in line with the government's policy expectations.

In consideration of this, ATE recommends that the Local Planning and Highway Authorities consider the following points in further discussions with the applicant:

1. Revision of Mode Share Targets as set out in the Framework Travel Plan (FTP)

Although there is the potential for this proposed development to strongly facilitate active travel, there are concerns in relation to some of the proposed measures and targets as pertained in the Framework Travel Plan (FTP).

Subsequently, ATE notes that the overall mode share targets as submitted in the FTP are unambitious, with the consequence that if Active Travel is not prioritised from the outset through the installation of high-quality infrastructure, this development is likely to become unnecessarily car-dependent. Even with the consideration that the site location is not a densely populated area, the applicant's 15% modal shift away from single occupancy car trips (FTP, p.27) is deemed unambitious – overall this would not help justify the requirement to invest in the necessary measures over and above existing nearby infrastructure and developments to ensure that alternative modes to the private car are preferred.

It is also noted that the mode share targets incorporate increases in working from home (from 8.1 to 10.1%), which although valid is speculative. Also, if there are increases, there is still the need for home workers to utilise active travel modes and associated health and fiscal benefits (such as when making trips with children to the local schools).

ATE expects to see targets that demonstrate a commitment to move towards the government objective of half of all short urban journeys by 2030 to be walked, wheeled, or cycled. It is however considered that this is unlikely to be achieved in the absence of ambitious targets in conjunction with the necessary infrastructure improvements detailed below.

2. Details of Active Travel Infrastructure

To extend the existing mode-share targets, it is recommended that the applicant provides various details of Active Travel provision. Consequently, it is advised that the applicant ensures that the proposed development not only incorporates high-quality active travel provision within its site boundary but that it will be able to be well connected (via active travel modes) to nearby amenities and eventually extend to active travel routes further

afield such as the proposed Bognor Regis to Chichester route approximately 3km south of the site access, as shown in the emerging West Sussex Local Cycling & Walking Infrastructure Plan (LCWIP) (which also connects with National Cycle Route (NCN) 2).

While the illustrative masterplan indicates that the site is relatively permeable, and clearly there is a broad intention for the site to help facilitate active travel modes, it is necessary for the applicant to provide specific details of active travel infrastructure. Subsequently, there are several aspects of both components of this application which requires more detail or are indicated to ATE so there can be subsequent endorsement this development in terms of its active travel infrastructure provision. For avoidance of doubt, ATE advises that the applicant refers to the appropriate guidance as pertained in LTN 1/20, and Inclusive Mobility is referred to with regards to the (re) submission of designs regarding the following:

1. The Full Application (link road)

(a) To ensure that the crossings/amenities at the main access point (as per the site access drawings in Appendix II of the submitted TA) are applicable for all active travel users, and also adhere to the Junction Assessment Tool (JAT) included in LTN 1/20.

(b) A revision of (and details) how this site can contribute to improving the provision for Active Travel on Westergate Street – while there may be some constraints in providing a segregated facility, a shared use foot/cycle way could provide an outstanding link with the amenities and particular the schools to the North.

2. The Outline Component:

(a) Details regarding the provision of all of the pedestrian/cycle links that will circulate around the proposed development and including all supporting aspects of this provision. This is also in consideration of the Aldingbourne Neighbourhood Plan which can be considered a material application in assessing planning applications and specifically: 'Policy H9 - Attention to Detail' of which states that details such as lighting and cycle stores are included. ATE also considers other features such as seating, wayfinding signage and confirmation of materials should be provided from the outset.

(b) Details of the proposed footways, shared use ways and application of the PRoWs - ATE welcomes the applicant's consideration of the potential of these links but requires precises details of how these will be incorporated into the scheme and suitably enhanced to provide safe, attractive routes for all types of active travel users. E.g. the routes of the PRoWs and the footpath (ref: 296) which is of great importance in providing an all-weather link from the site to Eastergate Church of England Primary School.

(c) Details of how the proposed development will connect with other current development sites and existing routes, with specific reference to the residential application ref: BN/11/22/OUT (up to 1250 no. residential dwellings), and for this outline application to contribute any Section 106 contributions to enhance the active travel provision for both application sites. This also applies to any other applicable off-site locations / routes / streets where interventions are possible.

3. Details of cycle parking (and associated infrastructure)

Although the applicant has indicated that cycle parking will be subject to the Reserved Matters application (PS, p.50), it is advised that precise details of number and type of cycle parking (and supporting infrastructure) are provided at this stage of the planning process, so that they may be incorporated into future layouts. The applicant is therefore encouraged to provide further in-curtilage parking provision (as per 11.1 of LTN 1-20) to support the government's aim that half of all short, urban trips are walked, wheeled, or cycled by 2030.

6.0 Next Steps

The above information is required for ATE to make a positive recommendation where planning conditions and obligations can be formulated and agreed that can secure policy-compliant outcomes for active and sustainable travel.

ATE recommends that this letter be forwarded to the agent and applicant and welcomes the opportunity to review further submitted information and work collaboratively with all relevant stakeholders to help fulfil the above recommendations.

From: Nicola Oktay on behalf of Planning.Responses
Sent: 11 March 2024 09:53
To: Planning Scanning
Subject: FW: LPA Reference: AL/11/24/OUT Detailed Response
Attachments: Response Letter Final pdf - to be sent to LPA.pdf

Active Travel England response

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To register to receive notifications of planning applications in your area please go to
<https://www1.arun.gov.uk/planning-application-finder>



From: Active Travel England Planning
Sent: Friday, March 8, 2024 3:44 PM
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: LPA Reference: AL/11/24/OUT Detailed Response

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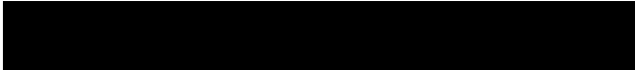
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ATE Case Officer: Dan Crane

ATE Case Officer Email: 

Thank you for your email

Active Travel England, after reviewing the submitted proposals and their potential impact has provided a detailed response containing specific recommendations. Please find attached the following:

- Covering Letter (Executive Summary)

ATE would like to be notified of the outcome of the application through the receipt of a copy of the decision notice, in addition to being notified of committee dates for this application.

Kind regards



[ref:a0zTw0000004amTIAQ;ba2dda7bf52d67adcd89ff947d305f4b:ref]