



Active
Travel
England

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Your Ref: 24/00914/OUT
Our Ref: ATE/24/01346/OUT
Date: 03 December 2024

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

From: Planning & Development Division, Active Travel England

To: Hinckley and Bosworth Borough Council

Application Ref: 24/00914/OUT

Site Address: BURROUGHS ROAD RECREATION GROUND,
BURROUGHS ROAD, RATBY, LE6 0XZ

Description of development: Outline planning application (with all four matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.

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

The application is submitted in with all matters reserved except for access for a residential led mixed use proposal, with circa 470 C3 dwellings and circa 450 C2/C3 dwellings with care. The proposed development would make provision for a new community hub and 1 Form Entry (FE) primary school and it is presumed this will involve the relocation of the very close by existing primary school.

Active Travel England (ATE) welcomes the opportunity to comment on this planning application. Based on the site area and the number of dwellings proposed it has triggered statutory consultation with ATE. There has been no previous engagement with ATE on this site.

Approval for access is sought from Land South of Markfield Road I (i.e. Phase 1), Land South of Markfield Road II (i.e. Phase 2), Burroughs Road and Desford Lane. No explicit mention in the planning statement is made for approval of other accesses for pedestrians, wheelers or cyclists despite there being many on the illustrative masterplan. ATE are reminded that the definition of access as a reserved matter includes, 'the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network' as defined by article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

2.0 Summary

ATE have carried out an assessment of the submitted details using our planning applications assessment toolkit, a copy of the summary report is appended separately.

In this we note concern regarding the limited information available on active travel accessibility and the quality of off site infrastructure. It is critical that there is good access to public transport, off site infrastructure and excellent travel planning including remedial measures should targets go unmet. There is little information provided to understand the potential for new active travel to the new primary school or the dwellings with care, both within and beyond this site, as both uses will attract external trips.

We have requested further information to help address the shortfalls identified. At this stage ATE recommend any decision on the application is deferred until more details are supplied to enable us to make a more informed response. At present however, the application fails to prioritise walking and cycling movements as required by paragraph 116 of the NPPF. It maybe that some of the issues raised can be resolved by suitably worded planning obligation or conditions, such as the travel plan and cycle parking.

A copy of the toolkit assessment report is appended to this letter and a supporting note including a full blank version along with accompanying notes are available from our website.

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...;

117. 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.

Manual For Streets (MfS, 2007) in section 4 describes layout and connectivity and in particular that walkable neighbourhoods are characterised by having a range of facilities within 10 minutes' walking distance, typically a distance of 800m. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents. Section 3 requires that the movement of all users should be key to the design and layout of new development.

Local Transport Note 1/20 (LTN 1/20) provides guidance to local authorities on delivering high quality, cycle infrastructure, including chapter 14 which sets out how to plan for and integrate cycling infrastructure with new development.

Design for the Mind - PAS 6463 (2022) gives guidance on the design of the built environment for a neurodiverse society, making places more inclusive for everyone.

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. This includes, among other things, providing walkable communities, connected active travel routes, multi-functional open spaces, and high quality streets and spaces.

Cycling Walking Investment Strategy (CWIS) DfT - this is a key strategy document first published in 2017 by Department for Transport to make cycling and walking the natural choice for shorter journeys or part of a longer journey. This approach strongly aligns with the long held policy direction in the NPPF that the planning system should actively manage growth to make the fullest use of public transport, walking and cycling by focusing on sustainable locations. The first CWIS in 2017 was updated in 2023 with an ambitious target that 50% of journeys within urban areas should be by active modes by 2030.

4.0 Recommended Planning Conditions and Obligations / Reasons for Refusal

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| Condition: | Cycle parking | Condition: No development shall commence until <i>[or other relevant timescale]</i> details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only. |
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Reason: To comply with *[insert relevant policy or policies...]* of the *[insert development plan document reference xxxxxxx]* and/or the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum.

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| Condition: | Internal design | Condition: (in circumstances where major developments are submitted for outline planning permission) No reserved or full applications shall be submitted until a Design Code document (or series of documents) showing how the development will comply with the guidance in LTN 1/20 on Cycle Infrastructure Design, in Manual for Streets 3 and the National Model Design Code have been submitted to and approved in writing by the Local Planning Authority. This must include details of the phasing of the development including the phasing of infrastructure. Subsequent applications for reserved matters approval and/or full planning permission shall accord with the approved details. Reason: To ensure the development including the phasing of the development and infrastructure complies with the guidance in LTN 1/20 on Cycle |
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Infrastructure Design, in Manual for Streets 3 and the National Model Design Code.

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| Condition: | Travel Plan | <p>Condition: No development shall commence until [<i>or Prior to first occupation of the development</i>], a Travel Plan comprising immediate, continuing and long-term measures to promote and prioritise alternatives to private vehicular use, which shall include clear objectives and modal share targets, together with a time-bound programme of implementation, monitoring, regular review and interventions (in the event of a failure to meet modal share targets) shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan measures and targets to the satisfaction of the council.</p> <p>Reason: In order to deliver sustainable transport objectives including a reduction in private vehicular journeys and the increased use of public transport, walking, wheeling and cycling.</p> |
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5.0 Next Steps

ATE relevant model conditions are included above to help secure the provision and design for active travel at subsequent applications. We would be happy to discuss alternate wording to secure the same aims or alternate mechanism.

ATE would be happy to review further information and attend a meeting to discuss the findings of our report with a view to making a specific recommendation.