

Active Travel England Planning Application Assessment Tool - Appraiser Report

Site address	Land North of Mansion House Farm, Bedmond, Abbots Langley, WD5 0QE
Local authority reference	23/1068/OUT
ATE Scheme reference	ATE/23/00313/FULL
Local Planning Authority	Hinckley and Bosworth
Local Highway Authority	Leicestershire County Council
Completed by - name	Helen Ledger
Date (DD/MM/YY)	08.08.2023
Application stage	Application
Application type	Outline
Model version	1.5
Assessment outcome	Are not in a position to make a recommendation
Decision (appraiser)	

Policy Background / Wider Context

The site is not allocated in the adopted development plan 2006 - 2026, two smaller allocations are made elsewhere on the southern edge of Burbage. In the adopted Core Strategy (2009) Policy 5 on transport Infrastructure requires sustainable development that links to existing urban areas for public transport, walking and cycling. cycle routes to be implemented are on the Hinckley & Bosworth Borough Council's Hinckley Cycle Network Plan and Priority will be given to those strategic routes which connect the Hinckley, Burbage, Barwell and Earl Shilton urban areas. The Local Plan review for the period 2020 - 2039, reg19 draft proposes this application site as 2 allocations BUR02H and BUR01H either side of Aston Lane for a total of 180 dwellings not the 343 proposed through this application. Proposed policy HT01 development proposals will be supported by transport assessment where b) there is safe and convenient access for walking and cycling to services and facilities and d) that new sustainable transport infrastructure is well design, integrated with GI and contributes to high quality spaces, and d) where the need to travel is minimised and use of sustainable transport modes are maximised. No other neighbouring sites are allocated. There has been no previous ATE involvement in similar schemes. Note a very similar application was refused on the same site for 2 reasons in 2022 1. The Applicant has failed to demonstrate that safe and suitable access for all users would be provided and 2. The Applicant has failed to fully demonstrate the impact of the proposed development on the local highway network.

Appraiser - General Comments

The site is not allocated within an adopted development plan and this proposal is premature in principle as the emerging plan has not been tested at independent examination. It is located beyond the toolkit's thresholds for walking, wheeling and cycling thresholds of 400m and 800m based on Manual for Streets standards. Routing for active travel modes will be crucial if this development is to be acceptable. Given access is under consideration details are required in line with this to appreciate whether all new accesses, including via Dorchester Rd, can meet the design standards in LTN 1/20 Cycle Infrastructure Design and Inclusive Mobility. Routing external to the site will also be important to consider objectively against these standards including the welcome improvements proposed.

Appraiser - Next Steps

This in principle would not comply with the ATE toolkit assessment which sets 400m and 800m thresholds for walking/wheeling and cycling short trips attractive enough to use active modes. However we note the previous decision as set out above did not raise these issues and the site is allocated in the emerging draft local plan that has reached the regulation 19 draft stage.

There has been no Active Travel England involvement previously. ATE recommend the application is not determined before more information is supplied to fully understand access by active travel modes, walking, wheeling and cycling.

	Count	Summary of Detailed Assessment
Excluded criteria	2	As yet no obvious connections to other allocated or permitted sites outside this application. Tip origin point so no end trip facilities are required.
Recommendation for condition / financial contribution	0	At this time no recommendations are made for conditions/obligations or conditions. ATE would seek to reserve the right to consider further recommendations in this regard should more information be submitted.
Fail flags	1	Access to local amenities is beyond the thresholds in the toolkit.

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		Assessment Report		
Criterion	Outcome	Appraiser comments	Relevant policy	Reason for potential refusal
TRANSPORT ASSESSMENT: Quantitative analysis	More info needed	TRICS used and data intervals agreed with LCC and National Highways. Multi modal forecast provided inc pedestrians. Note private cars the highest rates. Capacities analysed and mitigation proposed, including junction improvements. It is not clear how these consider the impacts of the cycle, walking and wheeling infrastructure and assess current infrastructure in this respect.		
TRANSPORT ASSESSMENT: Qualitative analysis	More info needed	Some information provided but no assessment against design guidance in Manual for Streets, Inclusive Mobility and LTN 1/20 Cycle Infrastructure. Do the quality improvements proposed meet these standards?		
Local Amenities	FAIL	Noted that the application would, it is proposed although only illustrative plans as outline application, provide on site play space. Routing from the centre of the development is 1.5km plus to any facilites via exisging infrastructure, except Woodland Ave play area (circa 1km) to Cross Keys Pub (circa 1.3km)to the south via the play park.	NPPF: 8ad, 79, 92c, 93ce and 106a ; National Model Design Code: 64vi / U.3.iii; ; 0	The proposed development fails to provide an acceptable quality of access for all users to essential local amenities in a way that would encourage the use of active travel modes and insodoing minimise the need to travel by private car OR The proposed development is located in an area where sustainable travel patterns cannot be achieved
Walking routes to a primary school	More info needed	This appears via streetview to be approx 1.34km to primary school (Burbage infacts and juniors) but this has a stile currently. Cycle routing would be via Dorchester rd 1.44km or road and a lot longer. Is off site infrastrcture within existing housing development able to support more walking and cycling? Note that walking with small children will take longer.		
Walking routes to a food shop	More info needed	Spar is listed in TA as 1.7km away. Some limited assessment of current provision but notes no crossing and no footway provision on some portions of the main road to the centgre of the site		
Suitability for walking and wheeling (external to the site)	More info needed	Welcome the measures proposed at 4.3.1 in TA for Aston Flamville rd. Provision for wheelers and compliance with Inclusive Mobility?		
Safety at junctions (off-site)	More info needed	0		
Cycle routes to key destinations	More info needed	3.4.3 in TA refers to out of date 2008 LT/N 2/08 when this was replaced in 2020 by LTN 1/20 Cycle Infrastructure Design. Notes no cycle infrastructure is currently in the local area. No assessment of surrounding road network and cycle safety of using the carriageway and routes to key destinations. But note intended improvments to enable access via Dorchester rd as a shared route for walkers and cyclists. Details should be provided now to assess the access follows design guidance.		

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Cycle Safety on links (off-site)	More info needed	For all new access points proposed inc Dorchester Rd. Note collision data how does this impact on active travel traffic and routing to key destinations.	
Crossings (external to the site)	More info needed	TA notes no crossing and limited and lacking footways. More information needed to assess whether improvements are required. Note collision data how does this impact on active travel traffic and routing to key destinations.	
Shared use routes (external to the site)	More info needed	Note proposed shared connection via Dorchester rd, which is welcome. But no details have been supplied on the design when access is for consideration. More information required.	
Physical barriers for cycle users (on and off-site)	More info needed	Could PRoW be upgraded to allow open access for cycle routing? It appears a flat topography that would support cycling. This would be a further opportunity to make this development even more permeable.	
Lighting (on and off site)	More info needed	Potential for planning condition for RM stage.	
Walking routes to nearest transport nodes	More info needed	Note that there is stops on Stapcote road which the TA states is 400m from the site. Using Google earth ATE measure the walking route as closer to 700m from the centre of the site. Note street lighting does not extend to Aston Flamville rd. Note east bound stop has riased kerb but no similar provision appears to the south.	
Access and provision of public transport	More info needed	Note that there is stops on Stapcote road which the TA states is 400m from the site. Using Google earth Ate measure the walking route as closer to 900m from the centre of the site. Note there is no provision to extend the service closer or provide new stops.	
Active Travel infrastructure enabling use of public transport	More info needed	Note east bound on Sapcote rd stop has riased kerb but no similar provision appears to the south. More info needed on routing to train in quality terms and facilities at the station. Note 16 cycle spaces at station are these sufficient for this site's needs and surroundng area plus permitted growth? Are they secure, with survailance?	
TRANSPORT ASSESSMENT: Proposed Infrastructure	More info needed	Specific infrastrure improvements are proposed external to the site, however specifics are limited on how they will increase walking and cycling rates.	
Site permeability	More info needed	Note layout not for consideration but access is, not the site is crossed by 2 PRoW so could help increase access and permeability for these modes and increase toolkit score.	
Walking and cycling access	More info needed	Note proposed access by foot via Dorchester rd, which is helpful. Could cycling access also be secured here? Potential link to PRoW and if this can be made step free and compliant with MfS/Inclusive Mobility this would be moved to a pass.	
Future-proofing and safeguarding	N/A - exclude	No adjoining sites are proposed or allocated in adopted or draft local policy.	

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Through traffic	More info needed	Note outline application. Illustrative site masterplan would support this issue however.		
Safety at junctions (internal to the site, including site accesses)	More info needed	New roundabout proposed to access the site no provision for cyclists obvious on the plans.		
Design speed of new streets	More info needed	Note outline application. Note positive comments at 4.3.5 in TA for road and street design. Illustrative site masterplan would support this issue however. ATE will want to review this at detailed stage - more info needed at this time.		
Crossings (internal to the site)	More info needed	Flag for RM stage		
Suitability for walking and wheeling (internal to the site)	More info needed	Indication of walking foot through green infrastructure, would this have an all weather surfacing and be lit to encourage use all year round?		
Cycle safety on links (Internal to the site)	More info needed	Flag for RM stage		
Shared use routes (internal to the site)	More info needed	One new shared route proposed, link at Dorchester Rd. Given this forms part of the site access more details provided to ensure it can be considered under the 'access' matter.		
Car parking layout	More info needed	Flag for RM stage		
Cycle Parking	More info needed	Space should be made available with dwellings to enable secure parking inline with the requirements in LTN1/20 or local policy. Cycle		
Trip end facilities for cycling (Destinations)	N/A - exclude	The site is a trip origin, residential, not end trip eg employment.		
TRAVEL PLAN	More info needed	Framework travel plan submitted and includes mode share split based on 2011 census data. Reduction in car use by 10% & 80% awareness of travel plan. This should be far more ambitious for active travel routing and consider the infrastructure proposed against specific targets for these modes. Note that monitoring is proposed but no details on remedial measures if targets aren't met.		