



Active
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Your Ref: 23/01037/OUT
Our Ref: ATE/23/00844/OUT
Date: 29 November 2023

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: 23/01037/OUT

Site Address: LAND EAST OF, THE WINDMILL INN, BRASCOTE LANE,
BRASCOTE, NEWBOLD VERDON, LE9 9LE

Description of development: Outline planning application for the construction of up to 239 dwellings with associated landscaping, open space, drainage infrastructure and associated works (some reserved except access from Brascote Lane).

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 outline application (all matters reserved except access) for residential development on the Land East of the Windmill Inn, on Brascote Lane, Brascote, LE9 9LE.

The proposed development is for 239 no. residential dwellings and associated works including open space, within a site area of 14.34 hectares.

Currently in use as agricultural land, the application site forms part of an identified strategic housing allocation in the Hinckley & Bosworth 2006-2036 Core Strategy (Policy 11) and emerging Hinckley & Bosworth Council (HBBC) Local Plan, with this site pursuant to Policy HO01 and its allocation for 221 dwellings.

2.0 Summary

It is proposed that there will be two vehicular access points to the site from Brascote Lane to the West of the site. The proposed indicative masterplan on page 9 of the submitted Design & Access Statement (DAS) indicates a proposed primary street and secondary street extending from the two access points, although there are no details of the widths and/or nature of the proposed footways, besides the access off Brascote Lane where pedestrian access to the site will be provided via 2m wide footways (para 3.32 of the submitted Transport Assessment (TA)).

There are a good range of local amenities approximately 1km north of the site, within comfortable walking distance (as the applicant has indicated in Figure 3.2 of the TA). These include various local shops and a primary school directly North of the access point of the proposed site. There is a local bus service 700m north of the site which connects with Market Bosworth to the North and Leicester to the South, with the route relatively comfortable. Does the quality of the route reflect the comfort of the distance? Worth saying here either way.

For ATE to support this application, a significant amount of further information is necessary. While ATE acknowledges that this application is currently at outline stage, this is arguably more important than any subsequent applications in defining the orientation and connectivity of the development. If the parameters to support active travel are not embedded at this stage, there will be extremely limited scope to revisit or revise thereafter, with subsequent planning applications focussing solely on the internal layout bound by the red line. The outline application stage therefore represents the greatest opportunity to improve the future chances of embedding and sustaining active travel throughout the lifetime of the development.

ATE has 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) states:

104. 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.

110. 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.

112. 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...;

113. 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.

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

ATE welcomes the consideration of quality design in the DAS which demonstrates an intention from the applicant that the proposed development will produce a high-quality place for people to live and adhere to the characterises of the National Model Design Guide (e.g., Part 4 – Movement) and also 'Building for a Healthy Life' as well as the Hinckley and Bosworth Council Good Design Guide Supplementary Planning Document (SPD). Furthermore, the applicant has also stated that the proposed development includes "potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips". (TA, para. 3.31, p. 10).

The proposed site benefits from flat topography, with good internal permeability, with the integration of open space likely to contribute to the proposed development being a pleasant place for active travel journeys to access the amenities in Newbold Verdon to the North, along with National Cycle Network (NCN) routes 52 and 63 approximately 6 and 8km away.

5.0 Areas of Concern

In its current form, ATE considers that while this application demonstrates a broad commitment to ensure that active travel is the preferred mode of choice from the outset, considerable details are necessary for the proposed development 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 for further discussions with the applicant:

1. Details of Active Travel Infrastructure

it is recommended that the applicant provides details ~~where~~ of the site's Active Travel Provision – this is not only in regard to the primary and secondary roads internally but also the necessary enhancements for Brascote Lane. Furthermore, as the applicant as indicated that there is a transition from 60mph to 30mph speed limits just north of the site access points, this will need to be revised along with suitable safe facility for walking and cycling (with the minimum requirement being a shared use path), and also the possible utilisation of the track to the North of the site. With the proposed development potentially contributing to a significant increase to student numbers for the primary school (approximately 50), it is imperative to ensure that a safe walking, wheeling, and cycling route exists. There is also the opportunity to create further linkages to the NCN routes and suitable integrate with the nominated bus routes.

It is advised that precise details of number and type of cycle parking are provided 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. Also required are details of the cycle parking in key public spaces (open spaces). Additionally, the supporting infrastructure (e.g., wayfinding signage and lighting) and suitable surfaces for foot and cycle ways should also be provided in further submissions. Finally, opportunities to improve safety at the nearby primary school should also be provided and could form the basis of post planning permissions/conditions.

2. The Development of a Comprehensive Travel Plan

for this proposed development site to be a residential development which strongly facilitates active travel, the development of a suitably comprehensive Travel Plan (TP) is necessary. This document should clearly outline active travel mode share targets in line with government the government objective that 50% of all short urban journeys by 2030 are to be walked, wheeled, or cycled. It should also include a monitoring and evaluation strategy and the remedial measures should set targets are not met.

6.0 Next Steps

It is requested that these recommendations are forwarded to the agent and applicant while ATE welcomes the opportunity to review further submitted information and work collaboratively with all relevant stakeholders to help fulfil the above recommendations.