



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 23/00573/FUL
Our Ref: ATE/23/00119/FULL
Date: 17 April 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: 23/00573/FUL

Site Address: LAND TO THE WEST OF, NORMANDY WAY, HINCKLEY, LE10 3FB

Description of development: Full planning application for 153 dwellings with a vehicular access from the factory access road and existing roundabout on the A47, drainage, landscaping, public open space, ground remodelling and supporting infrastructure and utilities.

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

Thank you for consulting Active Travel England (ATE) on the further revisions to this scheme, which now include a series of revised plans alongside technical notes.

The planning consultants, Define, have also shared with ATE a cover letter for this latest series of highways changes and referred to this as the 'Highways Cover Letter'. This proposes a series of planning conditions to help secure these proposed amendments. A copy of this correspondence is available on the online LPA planning portal record.

ATE have made three previous responses to the application and summarised our position in following bullet points:

1. Revised plans to make clear whether the interconnecting paths fronting the A47 will support shared walking and wheeling facilities
2. Explore opportunity for a further Toucan crossing over the A47
3. Create further permeability for active travel modes by connecting internal path networks into the estate under construction to the north
4. Create permeability to the west by adopting cul de sac up to red line boundary
5. Require the submission of a travel plan prior to determination
6. Consider the quality of cycling routes towards Nuneaton

ATE also drew attention to the Leicestershire County Council Local Cycling and Walking Infrastructure Plan (LCWIP) due for final publication later this year.

2.0 Summary

The application now proposes several revisions to help address ATE's previous concerns. Firstly revised plans showing wider 3m width shared use paths fronting phase 4 and the A47 with appropriate tarmac surfacing, the addition of a further Toucan crossing over the A47 towards Oatlands Drive where previously there was an uncontrolled crossing and thirdly the addition of a cycle storage shed to every dwelling to help facilitate active travel. It is also noted that the internal layout plans have been further amended to help facilitate interconnected routes into the adjoining phases of development notably that to the north, Hollycroft Grange, where new local facilities are provided within the adjoining site in location without crossing the A47. These changes are very much welcomed and further analysis is set out below.

On the basis of the proposed changes ATE recommend that the conditional approval of this application is possible, subject to conditions worded to support our comments below.

3.0 National Policy and Guidance

Previously ATE drew attention to the primacy of considering sustainable modes of travel first set out within the NPPF. For this re-consultation we specifically draw attention to the following national guidance.

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

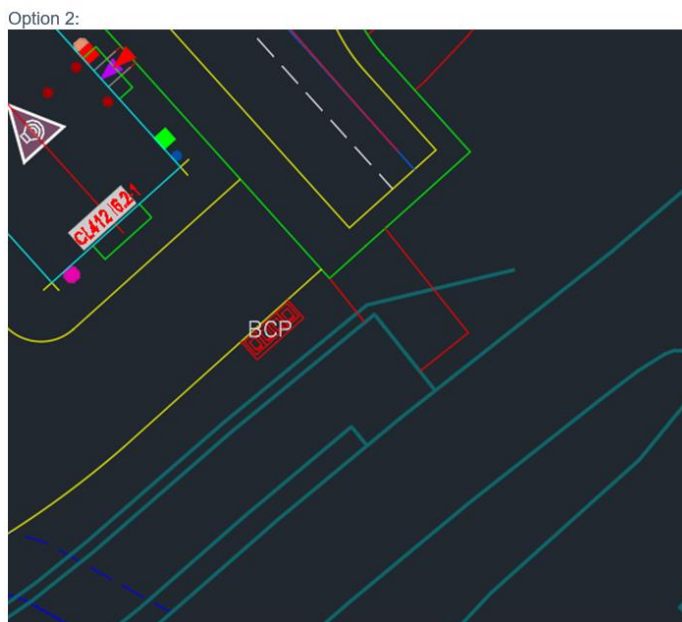
reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents. Section 3 requires that the movement of all users should be key to the design and layout of new development. MfS strongly promotes the concept of permeable networks for active modes in street layout and design. It requires an understanding of the movement network to help influence the way people travel (chapter 4).

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. Chapters 6 and 8 specifically provide guidance on shared used routes and when these are acceptable.

4.0 Opportunities

Site layout design

ATE has advised the consultant team directly that the current layout plans have an awkward turn from the southern most cul-de-sac where the site joins the shared path giving access to the proposed Royston Road toucan crossing and the route around the southern edge of the site. Several minor changes have been proposed and ATE have advised that the following option is the most appropriate. The connection must be level and have at least a 3m width to comply with the shared surface requirements within LTN 1/20.



This final design reflecting the above minor amendment must be secured within the approved plans condition.

The technical note has failed to address the design specification of the shared use path and whether this complies with the limited circumstances within LTN 1/20. That said given other phases are under construction are supported by the same infrastructure it would perhaps be odd to not provide path continuity; but ATE must reiterate that this position will not be taken in forthcoming consultations elsewhere when our statutory consultee role has been present through the proposal's full evolution. This position also reflects the revisions

to include the addition of a third toucan crossing to the north of the site, with a straight crossing alignment, on balance also adds significant betterment to the original design.

Cycle storage measures

The response note proposes that in order to further support modal shift cycle storage will be provided at all dwellings within this application. This is very much welcomed; having somewhere to store your cycle securely at home for what is a significant investment and watertight stores will help the preserve the cycle's condition and is fundamental to support long term mode shift for all. The details supplied are not clear on the size or specification of the cycle stores and the consultant team have recommended that the final details are secured by planning condition. ATE would be happy to support this approach and have a model planning condition to recommend to achieve these aims.

In the absence of any more specific local standards of cycle parking, LTN 1/20 recommends sufficient space is made available on a ratio of 1 cycle space per bedroom. Units must be capable of being locked and placed in a location with natural surveillance or other security measures such as CCTV.

5.0 Areas of Concern

Travel Plan

It remains a significant area of concern that the travel plan and the rebuttal relies of DfT's nearly 20 year old guidance to defend such a low aspiration travel plan. This guidance was written in a completely different era, not recognising the value active travel can bring to other matters such as health and well being. The technical note even goes so far as to advise that the target can be surpassed, in which case if it will be achieved why not aim higher, particularly with the new improvements for active travel now proposed? The definition of 'target' is something to shoot for, not something readily achievable.

It is however appreciated that this application represents only one phase (phase 4) of a much wider growth area, which includes existing consents for larger residential numbers with similar travel plan 'targets' already under construction. In this regard however while ATE remain concerned that the travel plan has low ambition, which fails to recognise the Government's national target of 50% for all urban journeys to be walked, wheeled or cycled by 2030, or use research and local data to propose a more locally specific but high aspiration target; we acknowledge this wider planning history and recognise this is the decision of the LPA to reconcile these outstanding issues.

The commitments in the travel plan must be secured through an appropriately worded planning condition or obligation to ensure they are met and delivered. Should targets go unmet there should be appropriate action taken by the developer to help resolve shortfalls in modal shift. This can include a sum held in bond, secured by S106 agreement, to help deliver further investment if required.

Cycling routes to Nuneaton

Considering routes towards Nuneaton, a sizeable settlement with alternative employment and amenities draw, remains an omission of the latest submissions and would be a strong potential destination for cycle journeys. ATE remain concerned that the application fails to address this in its analysis and proposals for active travel. It would be expected that a forthcoming LCWIP would consider routing in this regard and help address some of the missing detail. Whilst being content that, on balance, the application as proposed will have some good investment for active travel, ATE would advise the LPA this remains an outstanding issue to consider.

6.0 Recommended Planning Conditions and Obligations / Reasons for Refusal

Condition: Cycle parking plan

Condition: No development shall commence until *[or other relevant timescale]* details of the cycle parking in accordance with *(approved drawing xxxxxx and)* have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shown on *[specify relevant submitted plan or drawing]*, 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.

Reason: To comply with *[insert relevant policy or policies...]* of the *[insert development plan document reference xxxxxxxx]* and/or the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum

Condition: Travel Plan submit

Condition: Prior to occupation or use commenced, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority. The developer shall then enable the Highways Authority to implement, monitor and review the approved Travel Plan to the satisfaction of Local Planning Authority unless agreed in writing by the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in private vehicular journeys and the increased use of public transport, walking, wheeling and cycling.

7.0 Next Steps

Based on the latest set of submissions Active Travel England is satisfied that this proposal offers a good contribution to active travel and recommend approval subject to conditions/planning obligation.

Model condition wording is set out above for this purpose. ATE would be happy to advise on the development of alternative wording if required.