



Active
Travel
England

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Your Ref: 24/00083/HYB
Our Ref: ATE/24/00145/HYB
Date: 19 February 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: 24/00083/HYB

Site Address: BURBAGE FIELDS FARM, BULLFURLONG LANE,
BURBAGE, LE10 2HQ

Description of development: Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access)

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

ATE welcomes the opportunity to comment on the hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a

Coventry Road and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. Self-build plots (all matters reserved except for access).

The Design and Access Statement (section 3.5) notes that the development proposals are in accordance with Policy DM17 of the Hinckley and Bosworth Local Plan 2006-2026, and the site layout plan has been designed with reference to the LCC highways design guide.

2.0 Summary

- Bullfurlong Lane encloses the site from the west, the M69 motorway to the south, Workhouse Lane to the east with Britannia Fields and existing residential development to the north. The M69 motorway, therefore, restricts the site's permeability as it acts as a barrier along the south boundary.
- The internal layout of the site provides good permeability for pedestrians and cyclists. However, concerns are raised about the lack of apparent traffic calming measures, particularly noting the straight length of the main street entering the site.
- Access to the site could be improved by providing additional access for pedestrians and cyclists from the northeastern boundary of the site next to plot SB5 to increase overall permeability.
- The new potential bus route into the site is considered essential to provide access to public transport to new residents, ensuring a bus stop is within 400 metres of each dwelling. Moreover, it is important to include in the Section 106 agreement that bus stops would be provided in the appropriate form, as detailed below.
- Further detail on the quantification of daily active travel movements generated by the development needs to be included in the Transport Assessment and the Travel Plan, and therefore, information is requested.
- Finally, further information is requested on the staff facilities that would be provided at the care home to ensure compliance with LTN 1/20 guidance.

3.0 National Policy and Guidance

These proposals have been assessed in accordance with the following national policies and design guidance.

The National Planning Policy Framework (NPPF) sets out how:

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.

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.

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code

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 are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

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.

Gear change: a bold vision for cycling and walking - 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 Areas of Concern

Internal layout

Concerns are raised regarding the main street that enters the site from the north due to its straight length, noting the guidance provided in the Manual for Streets of likely faster traffic speeds. ATE would welcome further details on whether raised tables would be provided and any other traffic calming measures.

Connectivity to the neighbouring plot

ATE considers there has been a missed opportunity to provide access from the northeast boundary of the site through to Jubilee Way (next to plot SB5). Providing additional pedestrian and cycle access would ensure communities are connected and improve the site's permeability.

Public transport

The closest bus stops to the proposed development are located approximately 640m from the centre of the site at the 'Crossways' bus stop along Coventry Road. It is noted that discussions are ongoing to remove these bus stops. However, "The Potential Bus Route Diversion" (Figure 14) included in the Transport Assessment illustrates the bus route into the site, funded through a Section 106 Agreement. ATE considers this route essential to continue to provide bus service within 400 metres of the new residents' dwellings. ATE considers that the agreement should include that the bus stops provided would provide real-time information (if available), seating, shelter, lighting and raised kerbs, as this would present residents with a practicable alternative to using a private car.

Quantification of Active Travel trips absent

Quantification of daily active travel movements generated by the development is missing from the Transport Assessment and the Travel Plan and therefore the analysis presented provides very little basis / or evidence upon which to inform travel plan measures. ATE therefore expects the applicant to present a multi-modal trip generation analysis of all modes of transport throughout the day, rather than the analysis being confined to peak hour periods.

Care home staff facilities

Confirmation of what staff facilities would be provided at the care home is requested. Section 11.7 of LTN 1/20 advises that to facilitate longer cycle commutes, places of work should have changing rooms, lockers, showers and drying rooms. It should be made clear which of these facilities will be provided within the development.

5.0 Next Steps

It is requested that these recommendations be forwarded to the planning case officer in addition to the applicant and its agent. ATE would be content to review further submitted information with a view to providing a further response and recommended wording for planning conditions and obligations as appropriate.