



Active
Travel
England

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Your Ref: 24/00264/OUT
Our Ref: ATE/24/00434/OUT
Date: 29 May 2025

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: 24/00264/OUT

Site Address: LAND NORTH OF, NORMANDY WAY, HINCKLEY, LE10 3DA

Description of development: Outline planning permission for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure (outline - access only)

Notice is hereby given that Active Travel England's formal recommendation is as follows:

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.

Further comments

ATE welcomes the response to its comments dated 15/5/2025 which it has now reviewed.

Trip generation and assignment

ATE maintains its position that multi-modal trip generation is required across the entire day in order to ensure that active travel journeys are accurately represented. This is essential in order to provide a robust evidence base to ensure that these journeys are properly catered for.

Active travel route audit

The applicant has not provided the detailed analysis previously requested and has instead suggested that this is included within the updated Travel Plan. This is not considered appropriate as a detailed route audit is necessary to ensure that any necessary improvements are identified at an early stage and can be agreed as part of this application.

Pedestrian access to local amenities

It is noted that pedestrian and cycle crossings are to be provided as part of development proposals to link to the existing shared route to the south of the A47, however this does not overcome the fact that

most of the site is located greater than 800m from a wider range of amenities, further underlining the need to identify key routes to local services following a more detailed analysis as requested previously.

Cycling accessibility

The applicant has quoted table 6-3 of LTN 1/20 to justify the provision of a shared foot/cycle way in this location, however this table is not meant to be used in isolation, but rather when taking into account the preceding text, which is clear that shared use is generally only appropriate in a limited set of situations (6.5.6, p67). Only once a suitable situation (such as one of those listed) is identified should table 6-3 be used to determine appropriate widths.

ATE also considers that matters of internal layout and street hierarchy should have clear principles agreed at this stage in order to ensure that adequate provision comes forward at reserved matters stage. It is ATE's experience that should this not happen, high quality design is often difficult or impossible to secure at reserved matters stage.

Access to public transport

ATE notes that the applicant states that it is prepared to consider upgrades to the nearest bus stops, however it does not address the point raised previously regarding the unpleasant nature of potential journeys to these bus stops.

Offsite transport infrastructure

ATE would reiterate that further information is required as set out in its previous response. Additionally, regardless of the hospital's purpose, it is likely that staff and visitors will wish to access the hospital and therefore attractive active travel routes must be available.

Site permeability

ATE disagrees that further detail in relation to junction designs is a matter for consideration at reserved matters stage. Junctions form a key part of the access to the proposal and therefore it is preferable to determine that designs are appropriate at this stage.

Placemaking

ATE considers it important that key principles are agreed at this stage; further details of aspects such as signage and lighting could potentially be dealt with by way of a condition should the LPA consider this appropriate.

Cycle parking and trip end facilities

ATE previously advised the applicant that details need to be confirmed of the number of cycle parking spaces as indicated on Table 11.1 of LTN 1-20 (p.134) and including their design. It is considered necessary to confirm this at this stage in order to ensure that space is available for an appropriate level of cycle parking at reserved matters stage.

Travel Plan

ATE maintains its previous comments. While this location may currently be considered rural, should this proposal be implemented as set out, it will essentially become part of the town of Hinckley, and therefore considered part of the outskirts of the town. It is therefore considered appropriate for it to have more ambitious targets as set out in ATE's previous response.