



Active
Travel
England

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

Your Ref: 24/00914/OUT
Our Ref: ATE ATE/24/01346/OUT
Date: 13/05/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: Alex Jelley - Hinckley and Bosworth Borough Council

Application Ref: 24/00914/OUT

Site Address: **BURROUGHS ROAD RECREATION GROUND, BURROUGHS ROAD, RATBY, LE6 0XZ**

Description of development: *New: Outline planning application (with all matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway. (Old description: Outline planning application (with all four matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.)*

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.

1.0 Background and Summary

Thank you for reconsulting Active Travel England (ATE) on the latest response to our previously made comments. ATE has made a series of responses on this residential led outline application with access considered since first consulted in 2024.

ATE was established in 2020 recognising that there was a need to raise the active travel standards of active travel infrastructure across England if we wanted to support a significant modal shift in the way we travel; to improve air quality and public health. DfT's LTN 1/20 published at the same time seeks to change the way we plan for cycle

infrastructure, treating them as vehicles as they are faster moving and segregating them from slower moving pedestrians and wheelers to help prevent conflict; with those visually impaired for instance.

ATE has met the transport consultants and the case officer on separate occasions to discuss our concerns, which is welcome and has helped further our understanding. In this response we seek to respond specifically to the comments made by Pell Frischmann (PF) dated 23.04.2026.

The focus of all ATE's comments on this application have been the following two main issues;

1. Whether the proposed development would enable future residents to conveniently and safely access local facilities and public transport nodes, through direct, coherent and legible walking/wheeling and cycling routes; *In particular with regard to off site connections to education, employment and Ratby Main Street via Burroughs road*
2. The effectiveness of the proposed travel plan measures in reducing reliance on the private car and promoting sustainable and active modes of travel for future residents, *in delivering a vision led approach to transport planning and a high aspiration to modal shift through the transport assessment and travel plan.*

In considering this residential led outline application with access considered ATE would remind parties that the 'Access' matter is set out in statute as defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as:

'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

This means to fully discharge this matter the access treatment for cycles and pedestrians and how these fit into the surrounding network must be based on the information submitted in order for this to be able to be fully considered. To emphasise the importance of planning and designing adequately for these active modes, the NPPF requires that at paragraph 115b) safe and suitable access to the site for all users and paragraph 117a) planning applications should give first priority to pedestrian and cyclists within the scheme and neighbouring areas.

The transport assessment first submitted outlined at paragraph 3.7.1 that the site is in 'a sustainable location within walking and cycling distance of a range of facilities'. There is no doubt that in theory these facilities can be accessed by walking and cycling but whether they can be used by everyone of all abilities at all times of the day and in the dark, such as those needing wheelied assistance as well as unaccompanied children and young adults, more vulnerable groups such as women and girls, or those aged 8 to 80 as required by national guidance was not clear. The TA did not initially consider the quality of these journeys to these amenities and this was the target of ATE comments to help understand whether these routes meet the design principles of national guidance including, LTN 1/20, Inclusive Mobility, Manual for Streets and the Movement sections of the national model design code.

It is very welcome that the transport consultants have engaged with our comments constructively and supplied further information and research. Throughout the transport work the Burroughs Road is described as a key active travel corridor as closed to motor traffic, which remains a welcome contribution this site makes. There is no doubt that the route is in an excellent location from the centre of the site to provide direct access the bus stops and facilities to the centre of Ratby. It is very welcome that the applicant has agreed to light is route to ensure it helps keep people safe and importantly feel safe, and included a draft condition wording to help achieve this.

It is especially welcome in this latest response from PF that a new Burroughs road arrangement plan has been supplied to help provide some parameters and ideas of feasibility. However no technical designs have been proposed for this route and the design does not include feasibility for outside the red line and how this would connect to Main Street, which would juggle walkers, wheelers and cyclists and motor vehicles at this point on a wide radii priority T junction. Whilst illustrative plans have been submitted to show a design where Burroughs road will intersect with the internal access road and whether turning arrangements can be made by large vehicles on account of stopping up the road, no designs have been submitted to meet the afore mentioned full requirements of the access matter,

"..the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

Whilst more advice has been supplied on the gradient which is helpful there is a bend similar concerns are raised as well as the potential for blind spots and personal safety concerns. This is before you consider the technical requirements for the route, the written update suggests a shared surface 3m for pedestrians, wheelers and cycles but ATE would advise on the inherent conflict between modes this creates, between faster moving cycles including E bikes, which would be amplified on a gradient with a bend with potential limits on visibility. How would this route transition past public house accesses and safely and comfortably join the Main street? For instance is there space for a pavement in this area, or other demarcation especially for vulnerable users accessing the playground. Therefore ATE whilst appreciating the update plan Drawing 109003-PEF-ZZ-XX-DR-TP-00016 would find in this respect that the access matter has not been fully considered. Along it is suggested in the response that 3m wide shared use path would be appropriate given the limited number of anticipated walkers and cyclists, ATE would remind that this is a direct route from the centre of the site on a site where the TA states is 'a sustainable location within walking and cycling distance of a range of facilities' and the response reminds of the previous very welcome commitment to have a stretch target of 50% of all trips in the travel plan to be by active modes in recognition of the government's national target.

The applicant sets out that the Local Highways Authority no longer raises concerns on this arrangement and it is common that active travel matters such as these have been judged acceptable to be dealt with later at detailed stage. ATE would politely raise that if Burroughs road was a vehicle access would it be acceptable to consider the detail of a motor traffic access after the approval of the access matter? Particularly when this element of how the scheme fits into the surrounding network is not within the control of the applicant. It is ATE's assertion that the design of this element should not be left to chance and it should be considered now. Alternatively should the LPA be minded to grant planning permission, it should consider the access matter note wholly dealt with and acknowledge this in making it's decision.

Considering wider off site connections and reflecting on the background to this proposal it is noted that the site is not allocated in the extent development plan, and adjoining developments to Markfield road and Desford lane, have been developed in a piecemeal fashion. Naturally this means that infrastructure will not have been considered holistically and perhaps appropriate contributions sought from related schemes to ensure good active travel accessibility from all local development to the range of shops, schools, employment and amenity at a scale to ensure local improvements could be delivered in a joined up fashion. ATE have sought to use our comments to help make these connections as required by the Core Strategy policy 8 and it is welcome that the applicant is willing to make a proportionate contribution to off site connections towards Groby Bookvale secondary education campus, however at this time there is no Local Cycling and Walking Infrastructure Plan (LCWIP) considering the network in this area for the developer to contribute to. This is a great shame considering the North of Leicester area LCWIP plan has been under production since 2023.

On our matter 2 above, it is very welcome the PF response considers again the value this application can make through the travel plan and links this to a high mode share for active travel in regards to vision led transport planning. In particular table 3 in the updated note sets out the aspiration 50% target which is welcome and we would expect to see this central to the final travel plan. It is noted that table 5 sets out trip generation and paragraph 2.1.9 states that the daily total for active travellers at 1,833 which would be split across the three access points. Although no estimation is given for Burroughs road in particular, ATE would consider a dedicated active travel route away from motor vehicles direct to bus stops and facilities at the heart of this settlement would be likely to attract a significant proportion of these trips, which is reason design this route thoroughly. Subject to the use of a planning condition to govern the submission of full travel plan that recognises this high aspiration ATE would on balance consider that our matter 2 above has been dealt with.

2.0 Next Steps

ATE welcome the efforts of the development to add value to active travel with the changes they have made, however remain of the opinion that all access points should be equally designed for as required for consideration under the access matter. Should the LPA be minded to approval this application ATE would seek they acknowledge that the access matter has not been fully considered and seek more detail at later stages.