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Your Ref: 23/00673/OUT
Our Ref: ATE/23/00313/OUT
Date: 09 August 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: 23/00673/OUT

Site Address: LAND SOUTH OF, PUMPING STATION, ASTON FLAMVILLE ROAD,
BURBAGE, LE10 3AA

Description of development: Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters (access only) (re-submission of 22/01037/OUT) reserved except 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

The application is submitted in outline with only access considered and seeks planning permission for residential development with up to 343 dwellings, including public open

space and associated infrastructure. The site size and dwelling numbers proposed are above thresholds for statutory consultation with Active Travel England (ATE). ATE note that a similar previous application was refused on 2 grounds with regards to: 1. safe and suitable access; and 2. the impact on the local highway network. This resubmission now proposes a roundabout access point on the Aston Flamville Road that bisects the site west to east. We note that other in principle issues were considered before and as not forming reasons for refusal were considered acceptable to the Local Planning Authority.

The site is located to the north east of Burbage, itself adjacent the south of Hinckley town. It forms a split site bisected by Aston Flamville Road. It would adjoin the existing built up area on the eastern edge of the town and the ribbon development to the north side of Aston Lane. The site lies 1.4km plus using established walking, wheeling and cycling routes from key amenities, such as the local primary schools, shops and services. This in principle would not comply with the ATE toolkit assessment which sets 400m and 800m thresholds for short trips that would incentivise the use of active modes. However, we note the previous decision as set out above did not raise these issues and the site is allocated in the emerging local plan that has reached the Regulation 19 draft stage.

There has been no ATE involvement previously. ATE recommend the application is not determined before more information is supplied to fully understand access by active travel modes to include walking, wheeling and cycling.

Leicestershire CC has developed a Local Cycling and Walking strategy and action plan and is in the process of developing sub area Local Cycling Walking Investment Plans in more detail with consultation on draft documents for this area due in summer 2023.

2.0 Summary

The application is submitted in outline with access to be considered, all other matters are reserved. Site access would be taken from a proposed new roundabout on the Aston Flamville Road. The application is accompanied by a Transport Assessment (TA) and Framework Travel Plan.

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.

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. ATE'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

The TA considers a multi modal trip rate using a suitable TRICS data set, including active modes. Junction capacity for the existing road layout and the proposed mitigation is assessed, but this could be bolstered by a more detailed assessment of likely cycle movements, including growth from a strong aspiration target in a Travel Plan (TP). LTN 1/20 Cycle Infrastructure Design includes a Junction Assessment Tool that should be applied.

It is noted that the new roundabout includes pedestrian refuge on all arms and would connect into a new footway running along the north west side of the Aston Flamville Road. This should consider the movement hierarchy with pedestrians followed by cyclists at the top. Given the distance to key facilities, the use of the bus stops along Sapcote Road will be vital to support active travel. For journeys into Burbage, Hinckley or further, an identical footway on the south west portion of the Aston Flamville Road would be extremely helpful to access west bound bus stops and save an additional crossing point for those living in the northern portion of the southern site. It is noted that the distance from the centre of the site to the nearest bus stop is closer to 700m, and it will be even further from the south east of the site. There does not appear to be any street lighting on Aston Flamville Road, while the west bound bus stop on Sapcote Road does not have a raised kerb to aid boarding and alighting for those with mobility impairments. As such, there are opportunities to improve accessibility for walking and wheeling.

The TA does provide some limited assessment of the surrounding quality of walking provision and indicates that the majority of neighbouring built-up areas are within a 5km cycle distance from the site. It would be extremely helpful to have off-site infrastructure assessed against national design guidance in Inclusive Mobility and LTN 1/20 to develop a more objective audit alongside setting the design specification for the proposed shared

access to Dorchester Road. This should include the full assessment of surrounding infrastructure to key amenity destinations, including Hinckley Rail Station. We note the TA includes collision data and there was one serious collision involving a cyclist in the vicinity of the station.

Paragraph 3.4.3 in the TA refers to the outdated LTN 2/08, which was replaced in 2020 by LTN 1/20 Cycle Infrastructure Design.

Site permeability could be enhanced further by using the established public right of ways adjacent to the site and making sure connections to them follow the shortest and most efficient route to enable access for onward journeys and facilities. An off road pedestrian route within the site masterplan is welcome but appropriate surfacing is vital to ensure it will support wheelers and pushchairs and be lit. Lighting and surfacing are crucial where the route will facilitate the shared path connection with Dorchester Road.

5.0 Areas of Concern

As stated, the TA falls short of understanding the surrounding routing infrastructure for active travel modes and how this would connect into the development. Given access is for consideration, full details of the design for the shared use path and its junction at Dorchester Road needs to be submitted.

The Travel Plan is only a framework approach however there is no strong aspiration for active travel. Whilst it includes a mode share split based on 2011 census data, initial targets do not include active travel. This should be far more ambitious for active travel routing and consider the infrastructure proposed against specific targets for these modes. Some ideas for monitoring is proposed but there are no details on remedial measures if targets are not met.

6.0 Next steps

Accompanying this written response is the appraiser report from Active Travel England's planning application assessment toolkit to help explain our findings in more detail. ATE would welcome comment and response from the agent/applicant on the detail provided in order to inform our final position.