

Technical Note

Project Number: T20517

Project: Brascote Lane, Newbold Verdon

Title: Resubmission Consultation Responses

Date: 25/01/2024

Prepared By: GM

Distribution List: Hinckley & Bosworth Borough Council, National Highways, Leicestershire County Council

Floor 1B
4 Temple Row
Birmingham
B2 5HG

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice to support the planning application for residential development off Brascote Lane, Newbold Verdon. The application was refused and is now the subject of an Appeal.
- 1.2 A resubmission of the planning application (23/01037/OUT) was made to which consultation responses have been received. The purpose of this note is to address the consultation responses received from National Highways and Active Travel England.

National Highways

- 1.3 The National Highways (NH) consultation response to the resubmission is set out in their letter dated 29 November 2023 (see **Appendix A**) and was prepared by an Assistant Spatial Planner. NH recommend that planning permission not be granted for a further period of three months from the date of that notice.
- 1.4 The NH response goes to the potential impact of development traffic at the A5/A47 Longshoot and Dodwells junctions. The response asks that information is provided as to whether any trips will reach the Strategic Road Network (SRN), particularly at the A47/A5 Longshoot/Dodwells junctions. The suggestion appears to be that should any vehicle trips meet this part of the network physical mitigation would be required.
- 1.5 We say:
 1. NH was content that the development proposal would not unduly impact at this location based on the original planning application submission (22/00277/OUT). See the letter from NH dated 20 May 2022 (**Appendix B**) signed by a Spatial Planner. Nothing has changed in terms of the traffic generation of the development in the resubmission.
 2. PRTM Transport Modelling. The AECOM Forecasting Report defines an area of influence (Aol) for the development based on + or - 5% change in traffic flows and + or - 30 PCU change in PCUs between 2029 forecast without and with development scenarios. The furthest south the Aol stretches is down to the Shilton Road/High St/Chapel St mini-roundabout and the furthest west is to the A447/Bosworth Road junction.
 3. In the 2029 forecasts in the AM peak PRTM has 23 additional trips at the Shilton Road junction. In the PM peak the number is 15 PCUs. Essentially, these are trips that assign within Barwell. There is no

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forecast impact predicted at Dodwells/Longshoot or the wider SRN which lies outside the Aol of the development.

4. In the 2029 forecasts in the AM peak hour 13 additional trips are predicted at the A47/Bosworth Road junction and minus 5 trips PM (effectively no change).
- 1.6 Given that Hinckley lies between the Aol and the A5 it is clear that the development will have zero impact on the Dodwells/Longshoot junction complex.
- 1.7 It is possible that the Assistant Spatial Planner who provided the most recent advice on the resubmission was not made aware of the advice from his more senior colleague to the original application which is unchanged in transport terms and we would suggest that the advice on the resubmission is reviewed in light of the previous National Highways comments and the fact that there have been no changes to traffic generation in the resubmission application.

Active Travel England

- 1.8 Active Travel England (ATE) is a relatively new statutory consultee on development projects and, as a result, are only commenting on new planning applications where they take an interest in residential developments of 150+ dwellings. As a result, ATE did not comment on the original application which would have been pre-ATE, but have commented on the resubmission. The ATE consultation responses are included as **Appendix C**.
- 1.9 The ATE response says:
 - Further details of internal and external active travel infrastructure.
 - A suggestion that the applicant should consider providing a cycleway that links into the existing National Cycleway Network.
 - Require details of the numbers and type of cycle parking within the development. The response seems to be encouraging more cycle parking within the development.
 - ATE are requesting cycle parking in key open spaces.
 - Wayfinding signage and lighting for pedestrians/cyclists to be provided.
 - Details of surfacing to be provided.
 - Comment regarding improving safety at the primary school.
 - Requirement for a strong Travel Plan.
- 1.10 The masterplan for the development proposal provides the internal layout of the development that includes footways alongside the internal street network. The street network within the development will be lightly trafficked and suitable for use by cyclists. A footway runs alongside the development frontage with Brascote Lane providing a footway connection between the village, site, and The Windmill public house. The public house will also be directly connected from the site.
- 1.11 In addition, an active travel connection is being made from the NW corner of the development site direct to Brascote Lane. It would not be feasible to widen the footway to cycleway standard on Brascote Lane immediately north of this point due to the existence of a culvert, so it is proposed that cyclists would dismount along this short section to meet the PRoW between Brascote Lane and Arnold Crescent. The applicant has been trying to contact the PRoW team at LCC for some time in relation to improving this connection to Arnold Crescent with no reply to date (see **Appendix D**). ATE make reference to the potential use of a track to the north of the site and this may be the track to which they refer.

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- 1.12 Two-wheelers would likely remain dismounted to make their way across this short section of PRow and via the alleyway to Arnold Crescent where they would remount to take quiet routes towards facilities in the village.
- 1.13 ATE has suggested that the minimum requirement is for a shared footway/cycleway towards the village and that the speed limit should be reduced to 30mph. Although it may be possible to increase the width of the footway along the site frontage with significant hedgerow removal, this is not necessary as cyclists would use the quiet network within the site and make their way to Brascote Lane via a short active travel link as described above.
- 1.14 We have specifically asked the local highway authority (LHA) if they will support a reduction of the speed limit to 30mph to a point south of the proposed site access and they have stated that they would not and that they are content that the development provides safe and suitable access for all modes of transport. These responses have always been verbal although we have pressed for a written response (see **Appendix E**).
- 1.15 The closest NCN networks are Route 63 in Bagworth (about 6km from the site) with a loop into Bagworth Heath and Route 52 to the west of Market Bosworth (about 7.6km from the site). There are no realistic opportunities to provide direct segregated connections from the site to these routes.
- 1.16 Cycle parking will be provided at all dwellings whether in garages or within other secure facilities. Indeed, Condition 21 of the officer report and recommendation to Committee dealing with the original application which is now at Appeal indicates such.
- 1.17 Details of cycle parking in public areas of the development are not available but will be provided and, although off-site cycle parking facilities were not requested by the local highway or planning authorities as part of the original application, the developer is prepared to provide such facilities in appropriate areas within the village. The most appropriate location for such facilities is likely to be in close proximity to the local shops on Main Street where areas of widened footways are provided. The extent of highway in these areas will be investigated and provision discussed with the highway authority.
- 1.18 In terms of ATE comments on lighting; all streets within the development will be lit and street lighting is provided along Brascote Lane. Details of wayfinding signage are perhaps best left to a more detailed stage of the development planning process but signage will be provided. For example, signage will be provided indicating use of the PRow between Brascote Lane and Arnold Crescent, a route which the developer intends to improve.
- 1.19 ATE comment on improving safety around the primary school. We are not aware of any safety issues around the primary school. There is already a 20mph safety zone in place on the approach to and around the primary school and no specific measures are planned.
- 1.20 In terms of a Strong Travel Plan – such a plan has already been submitted. Furthermore, the development will go further than currently requested by the LHA/Planning in looking to provide two x 6-month travelcards for each dwelling to cover the whole Leicestershire area, primarily to ensure access to Leicester by bus for all the facilities offered in that location.

Appendix A

National Highways Response to Resubmission Planning Application 23/01037/OUT



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andy Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: Hinckley and Bosworth Borough Council (FAO
planning@hinckley-bosworth.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 23/01027/OUT

Location: Land East of The Windmill Inn Brascote Lane Newbold Verdon
Leicestershire

Proposal: Outline planning application for the construction of up to 239 dwellings with associated landscaping, open space, drainage infrastructure and associated works (some reserved except access from Brascote Lane).

National Highways Ref: NH/23/03606

Referring to the consultation on a planning application dated 6 November 2023 referenced above, in the vicinity of M69 Junction 2 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

Signature:

Date: 29 November 2023



Name: Babatunde Adekoya-Serrano

Position: Assistant Spatial Planner

National Highways
199 Wharfside Street,
Birmingham, B1 1RN

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Development Proposal

Outline planning application for the construction of up to 239 dwellings with associated landscaping, open space, drainage infrastructure and associated works (some reserved except access from Brascote Lane).

Consultation Response and Reasoning

National Highways has reviewed the documentation provided by the applicants and recommend that planning permission not be granted for a specified period for the following reasons:

A5/A47 Longshoot and Dodwells

There are currently capacity issues between the Longshoot and Dodwells junctions. These junctions are operating above capacity and in view of this the applicant will need to demonstrate to National Highways whether any of the trip generated by the development will reach the SRN, particularly the A47/A5 junctions at The Longshoot and Dodwells circulatory.

If it is found that journeys will reach the network, mitigation for those trips will need to be provided to prevent the severe impacts on the SRN. This assessment will need to be carried out using the Longshoot/Dodwells modelling protocol which was developed to specifically to determine the safety of any proposals relating to the SRN. This should take account of other developments in the vicinity to determine cumulative effects.

Hinckley National Rail Freight Interchange (HNFRI)

There is currently an Examination for a Development Consent Order (DCO) for HNFRI. The impact from the DCO will affect developments within the A5 corridor in the area. This will require the applicant to mitigate their impact of their development on the SRN, using the above-mentioned model.

We look forward to any further correspondence and working collaboratively.

In view of the above, National Highways recommends that planning permission not be granted for a further period of three months, from the date of this notice, to allow the applicant time to provide further information and for National Highways to review this information.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Appendix B

National Highways Response to Original Planning Application 22/00277/OUT



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
Planningm@highwaysengland.co.uk

To: Hinckley & Bosworth Borough Council – FAO: Christopher Brown

CC: spatialplanning@highwaysengland.co.uk

Council's Reference: 22/00277/OUT

Location: Land East of The Windmill Inn Brascote Lane Newbold Verdon.

Proposal: Proposed development of up to 239 dwellings (outline application – access only).

National Highways Ref: 94883

Referring to the above referenced planning application and consultation dated 3 May 2022, in the vicinity of the M1, A46 and M69 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature:



Date: 20 May 2022

Name: Steve Freek

Position: Spatial Planner

National Highways:

National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN



Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Development Proposals

The proposed development is for up to 239 residential dwellings on land to the east of Windmill Inn Brascote Lane, Newbold Verdon, in Leicestershire. The proposed development site is distant from the nearest SRN link, namely the M1 at junctions 20 and 21

Access

Vehicular and pedestrian access is proposed from Brascote Lane via two separate access junctions. Brascote Lane is part of the local road network, managed by Leicestershire County Council (LCC). As such, this matter should be discussed and agreed with the Local Highway Authority (LHA).

Trip Generation, Distribution and Assignment

The Transport Assessment (February 2022) prepared by Hub Transport Planning details the trip generation, distribution and assignment for the proposed development.

The proposed development is expected to generate 177 and 179 vehicle trips in the AM and PM peak hours, respectively. The vehicle trips have been distributed using 2011 Census Travel to Work Origin Destination data for the Hinckley and Bosworth 005 MSOA, as shown in Figure 5.1 of the TA. The analysis assigns development trips onto the local road network rather than the SRN. As such, the travel to work data contained within Appendix E has been interrogated.

The travel to work data shows that the majority of trips (80%) travel to local destinations within Hinckley and Bosworth, Leicester and Blaby which do not require the use of the SRN. The remaining destinations (20%) which would likely use the SRN equate to 35 and 36 two-way trips in the AM and PM peak hours. However, these trips would be distributed along various routes across the SRN, including the M1, A46, M69, A5, M42 and A42. As such, the level of trips are unlikely to have a significant impact on the operation of the SRN and therefore no further assessment is required.

Recommend No Objections

The proposed development is unlikely to have a significant impact on the operation of the SRN and therefore we have no objections to the planning application.

Appendix C

Active Travel England Consultation Response



Active
Travel
England

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

Your Ref: 23/01037/OUT
Our Ref: ATE/23/00844/OUT
Date: 29 November 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: 23/01037/OUT

Site Address: LAND EAST OF, THE WINDMILL INN, BRASCOTE LANE,
BRASCOTE, NEWBOLD VERDON, LE9 9LE

Description of development: Outline planning application for the construction of up to 239 dwellings with associated landscaping, open space, drainage infrastructure and associated works (some reserved except access from Brascote Lane).

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

Active Travel England (ATE) welcomes the opportunity to comment on this outline application (all matters reserved except access) for residential development on the Land East of the Windmill Inn, on Brascote Lane, Brascote, LE9 9LE.

The proposed development is for 239 no. residential dwellings and associated works including open space, within a site area of 14.34 hectares.

Currently in use as agricultural land, the application site forms part of an identified strategic housing allocation in the Hinckley & Bosworth 2006-2036 Core Strategy (Policy 11) and emerging Hinckley & Bosworth Council (HBBC) Local Plan, with this site pursuant to Policy HO01 and its allocation for 221 dwellings.

2.0 Summary

It is proposed that there will be two vehicular access points to the site from Brascote Lane to the West of the site. The proposed indicative masterplan on page 9 of the submitted Design & Access Statement (DAS) indicates a proposed primary street and secondary street extending from the two access points, although there are no details of the widths and/or nature of the proposed footways, besides the access off Brascote Lane where pedestrian access to the site will be provided via 2m wide footways (para 3.32 of the submitted Transport Assessment (TA)).

There are a good range of local amenities approximately 1km north of the site, within comfortable walking distance (as the applicant has indicated in Figure 3.2 of the TA). These include various local shops and a primary school directly North of the access point of the proposed site. There is a local bus service 700m north of the site which connects with Market Bosworth to the North and Leicester to the South, with the route relatively comfortable. Does the quality of the route reflect the comfort of the distance? Worth saying here either way.

For ATE to support this application, a significant amount of further information is necessary. While ATE acknowledges that this application is currently at outline stage, this is arguably more important than any subsequent applications in defining the orientation and connectivity of the development. If the parameters to support active travel are not embedded at this stage, there will be extremely limited scope to revisit or revise thereafter, with subsequent planning applications focussing solely on the internal layout bound by the red line. The outline application stage therefore represents the greatest opportunity to improve the future chances of embedding and sustaining active travel throughout the lifetime of the development.

ATE has assessed the submitted proposals against the following national government policy and design guidance:

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. More specifically relevant to this application is paragraph 11.7 – *Workplace Facilities for Cycle Parking* identifies the potential for travel behaviour change in workplaces through the provision of appropriate facilities.

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. 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 Opportunities

ATE welcomes the consideration of quality design in the DAS which demonstrates an intention from the applicant that the proposed development will produce a high-quality place for people to live and adhere to the characterises of the National Model Design Guide (e.g., Part 4 – Movement) and also 'Building for a Healthy Life' as well as the Hinckley and Bosworth Council Good Design Guide Supplementary Planning Document (SPD). Furthermore, the applicant has also stated that the proposed development includes "potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips". (TA, para. 3.31, p. 10).

The proposed site benefits from flat topography, with good internal permeability, with the integration of open space likely to contribute to the proposed development being a pleasant place for active travel journeys to access the amenities in Newbold Verdon to the North, along with National Cycle Network (NCN) routes 52 and 63 approximately 6 and 8km away.

5.0 Areas of Concern

In its current form, ATE considers that while this application demonstrates a broad commitment to ensure that active travel is the preferred mode of choice from the outset, considerable details are necessary for the proposed development to successfully encourage and embed sustainable patterns of movements and behaviours from the outset in line with the government's policy expectations.

In consideration of this, ATE recommends that the Local Planning and Highway Authorities consider the following points for further discussions with the applicant:

1. Details of Active Travel Infrastructure

it is recommended that the applicant provides details ~~where~~ of the site's Active Travel Provision – this is not only in regard to the primary and secondary roads internally but also the necessary enhancements for Brascote Lane. Furthermore, as the applicant as indicated that there is a transition from 60mph to 30mph speed limits just north of the site access points, this will need to be revised along with suitable safe facility for walking and cycling (with the minimum requirement being a shared use path), and also the possible utilisation of the track to the North of the site. With the proposed development potentially contributing to a significant increase to student numbers for the primary school (approximately 50), it is imperative to ensure that a safe walking, wheeling, and cycling route exists. There is also the opportunity to create further linkages to the NCN routes and suitable integrate with the nominated bus routes.

It is advised that precise details of number and type of cycle parking are provided so that they may be incorporated into future layouts, - The applicant is therefore encouraged to provide further in-curtilage parking provision (as per 11.1 of LTN 1-20) to support the government's aim that half of all short, urban trips are walked, wheeled, or cycled by 2030. Also required are details of the cycle parking in key public spaces (open spaces). Additionally, the supporting infrastructure (e.g., wayfinding signage and lighting) and suitable surfaces for foot and cycle ways should also be provided in further submissions. Finally, opportunities to improve safety at the nearby primary school should also be provided and could form the basis of post planning permissions/conditions.

2. The Development of a Comprehensive Travel Plan

for this proposed development site to be a residential development which strongly facilitates active travel, the development of a suitably comprehensive Travel Plan (TP) is necessary. This document should clearly outline active travel mode share targets in line with government the government objective that 50% of all short urban journeys by 2030 are to be walked, wheeled, or cycled. It should also include a monitoring and evaluation strategy and the remedial measures should set targets are not met.

6.0 Next Steps

It is requested that these recommendations are forwarded to the agent and applicant while ATE welcomes the opportunity to review further submitted information and work collaboratively with all relevant stakeholders to help fulfil the above recommendations.

Alasdair Thorne

From: Alex Jelley <Alex.Jelley@hinckley-bosworth.gov.uk>
Sent: 04 December 2023 09:09
To: Alasdair Thorne
Subject: FW: 23/01037/OUT - Active Travel response

This Message originated outside your organization.

Dear Alasdair,

Please find below comments from Active Travel further to the email you provided and my email seeking clarification.

Regards

Alex Jelley BA MSC MRTPI
Development Services
Planning Consultant
Hinckley & Bosworth Borough Council

Email: alex.jelley@hinckley-bosworth.gov.uk
Phone: 07900924128

Hinckley & Bosworth Borough Council, Hinckley Hub, Rugby Rd, Hinckley, Leics LE10 0FR

From: [REDACTED]
Sent: 30 November 2023 16:33
To: Alex Jelley <Alex.Jelley@hinckley-bosworth.gov.uk>
Subject: RE: 23/01037/OUT - Active Travel response

Hi Alex

Thanks for your email and for bringing to my attention the following documents, they have been attached to the file for this application.

In briefly reviewing these documents in relation to my response, the technical drawings indicate a route to the township, but do not indicate precisely whether this route is a dedicated footway/cycle way or shared use amenity.

The Travel Plan is welcomed, but there is still the requirement for the applicant to demonstrate a more ambitious approach to the mode share targets as they are very minimal in relation to government objectives.

The other points of the response remain, and I look forward to providing you with a 2nd formal response once the applicant provides further information and/or highlights any details when responding to the initial response letter.

Kind regards
Dan

Dan Crane | Senior Planning Casework Officer, Development Management, Active Travel England
York [REDACTED]

From: Alex Jelley <Alex.Jelley@hinckley-bosworth.gov.uk>
Sent: Thursday, November 30, 2023 2:33 PM
T [REDACTED]
Cc: Planning Folder New <PlanningFolderNew@hinckley-bosworth.gov.uk>; David Pendle
<David.Pendle@hinckley-bosworth.gov.uk>
Subject: RE: 23/01037/OUT - Active Travel response

Dear Dan,

Thank you for your comments on the above application. I have received the below email from the agent/applicant and just wanted to check that you had sight of the documents listed in the email below when you made your comments?

Could you please confirm at your earliest convenience if possible?

Regards

Alex Jelley BA MSC MRTPI
Development Services
Planning Consultant
Hinckley & Bosworth Borough Council

Email: alex.jelley@hinckley-bosworth.gov.uk
Phone: 07900924128

Hinckley & Bosworth Borough Council, Hinckley Hub, Rugby Rd, Hinckley, Leics LE10 0FR

From: Alasdair Thorne [REDACTED]
Sent: 30 November 2023 14:17
To: Alex Jelley <Alex.Jelley@hinckley-bosworth.gov.uk>
Cc: Planning Folder New <PlanningFolderNew@hinckley-bosworth.gov.uk>; David Pendle
[REDACTED]
Subject: RE: 23/01037/OUT - Active Travel response

Hi Alex,

Thanks for passing this on. We will review and come back with any points as necessary.

From my initial review the response refers to the Transport Assessment only. However, as part of the application submission we provided the following on transport to correspond with the discussions with the LHA on the original application:

- Transport Assessment (dated 21/02/2022) – 8 parts
- Travel Plan (dated 21/02/2022)
- Transport Assessment Rev A (dated 09/05/2023) – 8 parts
- Travel Plan Rev A (dated 09/05/2023)
- Transport Technical Note (dated 11/08/2023) – 2 parts

These are all on the website, but I am conscious that it would be easy to miss an item unless a consultee was actively looking.

The Transport Technical Note does include the latest access arrangement drawing (T20517.001C) which sets out the access dimensions.

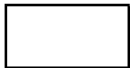
I am sure we will sweep this up in a response, but I hope the above is helpful for your understanding of the transport documents covering the application.

Kind regards,
Alasdair

Alasdair Thorne
Associate Director



Marrons
No 1 Colmore Square, Birmingham, B4 6AA
DX721090 Birmingham 43



- ☐ I am empowered to work in ways that best suit the needs of our clients, colleagues and life be that email, phone, video or in-person - which means I may work outside of traditional business hours. I do not expect that you will read, respond to, or action this email outside of your usual working pattern.
- ☐ As a sustainable business, we try to minimise paper use so please use email where possible - although signed original documents should be returned as instructed.



FRAUD PREVENTION

Please do not reply to or act upon any email you might receive purporting to advise you that our bank account details have changed. Please always speak to the lawyer acting for you to check any changes to payment arrangements. We will also require independent verification of changes to any bank account to which we are asked to send money.

From: Alex Jelley <Alex.Jelley@hinckley-bosworth.gov.uk>
Sent: 29 November 2023 16:15
To: Alasdair Thorne [REDACTED]
Cc: Planning Folder New <PlanningFolderNew@hinckley-bosworth.gov.uk>
Subject: 23/01037/OUT - Active Travel response

This Message originated outside your organization.

Dear Alasdair,

Please find attached a response from Active Travel – seeking deferral of decision and requirement of additional information.

Regards

Alex Jelley BA MSC MRTPI
Development Services
Planning Consultant
Hinckley & Bosworth Borough Council

Email: alex.jelley@hinckley-bosworth.gov.uk
Phone: 07900924128

Hinckley & Bosworth Borough Council, Hinckley Hub, Rugby Rd, Hinckley, Leics LE10 0FR

From: Active Travel England Planning [REDACTED] >
Sent: 29 November 2023 16:07
To: Alex Jelley <Alex.Jelley@hinckley-bosworth.gov.uk>
Subject: LPA Reference: 23/01037/OUT Detailed Response

LPA Reference: 23/01037/OUT

ATE Reference: ATE/23/00844/OUT

Site Address: LAND EAST OF, THE WINDMILL INN, BRASCOTE LANE, BRASCOTE,
NEWBOLD VERDON, LE9 9LE

Proposal: Outline planning application for the construction of up to 239 dwellings with associated landscaping, open space, drainage infrastructure and associated works (some reserved except access from Brascote Lane).

ATE Case Officer: Dan Crane

ATE Case Officer Email: [REDACTED]

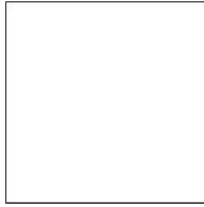
Thank you for your email

Active Travel England, after reviewing the submitted proposals and their potential impact has provided a detailed response containing specific recommendations. Please find attached the following:

- Covering Letter (Executive Summary)

ATE would like to be notified of the outcome of the application through the receipt of a copy of the decision notice, in addition to being notified of committee dates for this application.

Kind regards



Development Management Team

Active Travel England

West Offices Station Rise, York, YO1 6GA

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]]>

[ref:a0zTw00000001k5IAA;c31c4361c9c9b1c0d45055d423cea11b:ref]

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Active
Travel
England

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

Your Ref: 23/01037/OUT
Our Ref: ATE/23/00844/OUT
Date: 22 December 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: 23/01037/OUT

Site Address: LAND EAST OF, THE WINDMILL INN, BRASCOTE LANE,
BRASCOTE, NEWBOLD VERDON, LE9 9LE

Description of development: Outline planning application for the construction of up to 239 dwellings with associated landscaping, open space, drainage infrastructure and associated works (some reserved except access from Brascote Lane).

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

Active Travel England (ATE) welcomes the opportunity to make an additional comment on this outline application (all matters reserved except access) for residential development on the Land East of the Windmill Inn, on Brascote Lane, Brascote, LE9 9LE.

The proposed development is for 239 no. residential dwellings and associated works including open space, within a site area of 14.34 hectares. Currently in use as agricultural land, the application site forms part of an identified strategic housing allocation in the Hinckley & Bosworth 2006-2036 Core Strategy (Policy 11) and emerging Hinckley & Bosworth Council (HBBC) Local Plan, with this site pursuant to Policy HO01 and its allocation for 221 dwellings.

2.0 Summary

Following an initial response dated November 29th, 2023, ATE has received the amended plans submitted by the applicant for additional consultation.

After reviewing the revised Design & Access Statement, ATE notes that there is a removal of an access point on the North-West boundary of the site (indicatively for vehicular access). Regardless of this amendment, the revised information does not address the Areas of Concern raised in ATE's previous response, and consequently these still stand.

ATE advises that the above information is provided to the applicant and its agent in order to progress this application towards achieving a policy-compliant outcome for active and sustainable travel. ATE welcomes the opportunity to review further submitted information and work collaboratively to help address the above identified issues and deficiencies.

Appendix D

Emails to PRow Team at LCC

From:
To:
Subject:
Date:
Attachments:

To whom it may concern

We really need a response on this point as a matter of urgency.

Regards

Gerard McKinney
Director



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From: Gerard Mckinney
Sent: Friday, November 17, 2023 3:22 PM
To: [REDACTED]
Subject: RE: Newbold Verdon - Potential Footpath Upgrade

To whom it may concern

Apologies if I have had a reply, but I don't recall one. Is it possible to advise on when we might expect a reply to the below query?

Kind Regards

Gerard McKinney
Director

DD. [REDACTED]



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From: Gerard Mckinney

Sent: Monday, October 23, 2023 12:17 PM

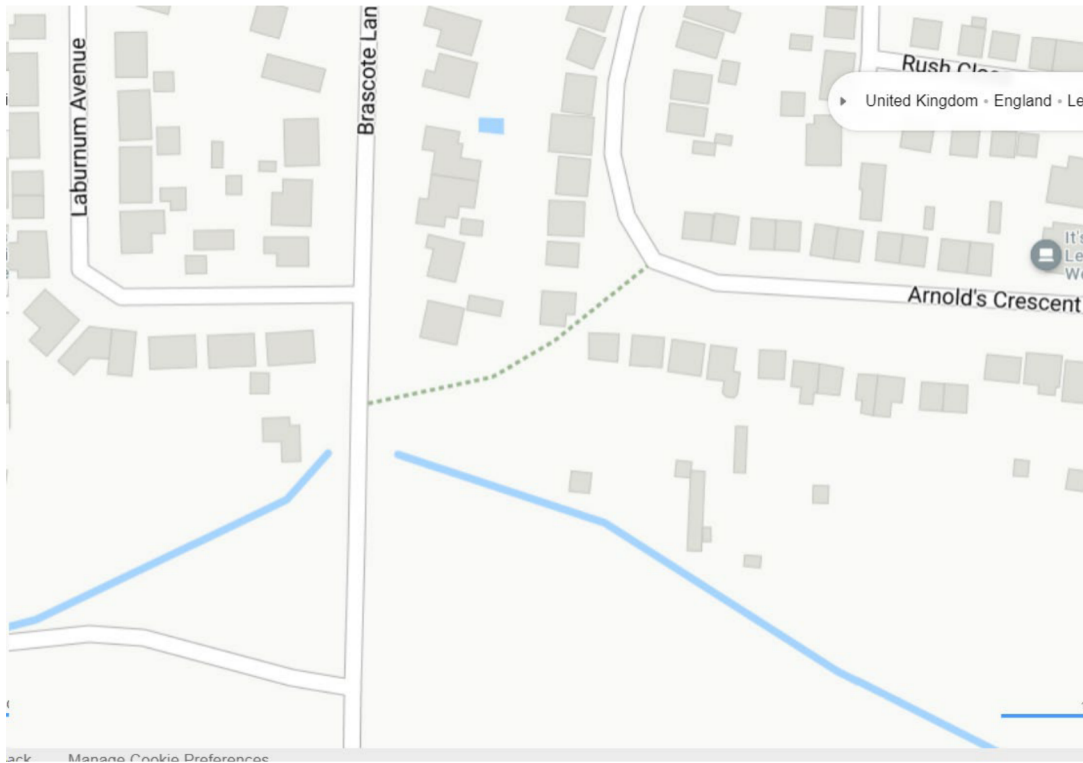
To: [REDACTED]

Subject: Newbold Verdon - Potential Footpath Upgrade

To whom it may concern

By way of background, we are employed as transport consultant for the developer of a proposed residential site to the east of Brascote Lane, Newbold Verdon.

We note the existence of a footpath between Brascote Lane and Arnold's Crescent (see below).



As part of the proposed development the developer is considering funding improvements to the connection including suitable gates and surfacing to encourage use of the footpath. (See below for existing entrances from Brascote Lane). We would be keen to start a dialogue regarding proposed improvements.



Kind Regards

Gerard McKinney
Director





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Appendix E

Emails to Highways on Written Speed Limit Response

Gerard Mckinney

Subject: FW: Newbold Verdon - Land east of Brascote Lane

From: Gerard Mckinney

Sent: Wednesday, November 29, 2023 11:04 AM

To: [REDACTED]

Subject: RE: Newbold Verdon - Land east of Brascote Lane

Hi Ben

Following our recent telephone conversation:

- Are you able to confirm that the Arriva 6-month bus passes for the East Midlands area are costed at £490 and that two such passes would be offered for each household? As explained, I cannot find a six-month option online, just monthly and annual options. It might be that this is due to a special arrangement between Leicestershire and Arriva and perhaps that six-month passes are not generally available to the public? Can you please confirm.
- Speed limit. I understand that you are content that the current speed limit offers safe and suitable access to the proposed development for all users. I just wondered if your colleagues had confirmed the view you expressed that they are unlikely to support an extension of the 30mph speed limit along Brascote Lane.
- The only contact details I have for the PRoW team is a general [REDACTED] have emailed them on 23 Oct and again on 17 Nov but have yet to receive a response. Do you have a contact name and phone number I could try in relation to the potential improvement of an existing footpath link between Brascote Lane and Arnold's Crescent?

Regards

Gerard McKinney
Director

[REDACTED]



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