



Active
Travel
England

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Your Ref: 23/00573/FUL
Our Ref: ATE/23/00119/FULL
Date: 07 July 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: 23/00573/FUL

Site Address: LAND TO THE WEST OF, NORMANDY WAY, HINCKLEY,
LE10 3FB

Description of development: Full planning application for 153 dwellings with a vehicular access from the factory access road and existing roundabout on the A47, drainage, landscaping, public open space, ground remodelling and supporting infrastructure and utilities.

Notice is hereby given that Active Travel England's (ATE'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 site is on the western edge of Hinckley and separated from the existing built-up area by the A47 road. Access would be via the existing A47/Royston Drive roundabout. The site forms part of a wider growth strategy for this area of the town and there is a strong relationship to the directly adjoining site to the north which has consent and is under construction including a new local centre at Hollycroft Grange. Beyond that is a site currently also under consideration (23/00432/OUT) which includes a proposal for 475 units and space for a primary school and to which Active Travel England (ATE) have also made detailed comments.

There has been no previous ATE involvement in any of the earlier planning consultation stages. We would draw attention to the below policy considerations as well as our own recently published standing advice, available at:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

2.0 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. 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.

3.0 Summary

The proposal is a full application for 153 dwellings on the southern side of the wider SA2 site allocated in the Council's Development Management Plan Document adopted in 2016.

4.0 Opportunities

The plans submitted show a footpath within the red line adjacent the A47 set attractively back from the road and tree lined. This connects on to a wider path running west/east to the north of the site, possibly sufficiently wide to become a shared walking/wheeling and cycle route. This second path appears to connect to a crossing over the A47 that will include a traffic island as per Drawing C21021/DR002; however the design of which does not offer any obvious controlled or protected crossing for onward cycling journeys. This represents an opportunity to add a further Toucan crossing and provide signage to onward routes, enhancing the permeability of the whole area.

It is noted that the application site continues in a narrow linear shape and includes planting to the north, fronting the next parcel of land currently under development. This seems a good opportunity to also continue the linear path northward to enhance the permeability of this development and that currently underway to the north; to offer walking, wheeling and cycling routes northward away from roads towards the Hollycroft local centre. Signage could also be added easily to help promote this.

Considering permeability to the west, the layout is arranged to help facilitate future development and a cul de sac to the south west of the site includes a road end almost up to the red line boundary, shown with surface texturing. ATE would recommend this route is adopted right up to the red line boundary to enable a future walking, wheeling and cycling connection to be possible.

5.0 Areas of Concern

We welcome the explicit reference to Cycle Infrastructure Design (LTN 1/20) in the transport assessment (TA) and the trip analysis by modal split, including active travel modes. However, it appears that a framework travel plan is to be submitted later which misses important opportunities to consider active travel modes and set targets now. This should be done at application stage alongside consideration of the quality and capacity surrounding infrastructure to support the new movements generated from this development, identify any deficits and propose improvements if required.

The cycling section of part 4.2 in the TA makes a valuable point that the local geography would support cycling trips to a wide range of amenities and employment within a 5 mile catchment (as cited in LTN 1/20); including across the A5 road and into Nuneaton. However, there is no mention of the quality of current routing for cycling within the

catchment to key amenities; of which the crossing of the A5 could be a significant barrier. If this growth area is to create genuine modal shift a quality assessment of all key active travel routes, such as this and to facilities and transport nodes within Hinckley itself, is vital to help address any infrastructure barriers.

It is noted that Leicestershire County Council is in the late stages of preparing local walking and cycling investment strategies on an area-based approach, which is due for final consultation this summer. This local document will be very important in taking this assessment further and help embed active travel strategically in the locality.

6.0 Next Steps

ATE would invite the LPA and the developer to consider these comments and seek further research and assessment to address the identified shortfalls in the Transport Assessment in order to meet national and local policy and create a sustainable form of development. ATE would be happy to provide further support and guidance to the LPA and the developer in this regard.

[Ends]