



Active
Travel
England

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Your Ref: 23/00432/OUT
Our Ref: ATE/23/00101/OUT
Date: 05 July 2023

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

From: Planning & Development Division, Active Travel England

To: Alex Jelley, Hinckley and Bosworth Borough Council

Application Ref: 23/00432/OUT

Site Address: Land North Of A47 Normandy Way And East Of Stoke Road,
Hinckley

Description of development: Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), drainage, landscaping and associated infrastructure

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 site is on the edge of Hinckley separated from the existing built-up area by the A47 road. To the south west is the existing A47/Stoke Road roundabout and directly to the north on the Stoke Road a new roundabout is proposed from which vehicular access is proposed into the site from the east.

It is noted there is a strong relationship to the directly adjoining site to the south which is also under consideration as a full application (23/00573/FUL) for 153 units. Both applications follow a previous outline application made in 2018 for 850 units and a primary school. Also noted is that this site was also subject to a recent refusal (ref 22/00318/OUT) in May 2023, which had 3 reasons for refusal including a failure to show safe and suitable access for all users.

There has been no Active Travel England involvement previously.

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, while paragraph 2.2.2 identifies the potential for travel behaviour change, with three quarters of children living within a 15-minute cycle ride of a secondary school.

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, while also recognising that that school active travel can play a greater role in preventing obesity and supporting healthier weight. 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. It states that school routes should be safe and usable through, inter alia, reductions in vehicle traffic and physically segregated cycling routes (p23), and that appropriate cycling parking should be provided at schools in prominent and convenient locations (p40).

3.0 Summary

The application is submitted in outline with access for consideration and proposes a largely residential scheme of up to 475 units alongside land reserved for a 1 form entry primary school plus expansion space with public open space and associated landscaping, drainage and infrastructure. An illustrative masterplan has been submitted that shows a central spine road from the new roundabout to the east with a series of looping side roads and cul de sacs within a wider street hierarchy of primary and secondary streets. Two points of pedestrian access points are proposed to the south onto the A47, the eastern point would include a toucan crossing although there is no reference to adjoining cycle infrastructure. There is a public footpath that runs north to south centrally through the site which is protected and lines up with the toucan crossing. It is noted this currently includes a stile and steps down towards the A47 road and this, as well as it not being a public bridleway, would prevent it presently being used by cyclists and wheelers (wheel chair users).

4.0 Opportunities

It has been identified previously that this site would benefit from an additional crossing over the A47 to enable access the wide range of local services. This is vital to tap into the facilities close by and make use of and develop the existing active travel infrastructure within Hinckley. To fully embed the opportunities for active travel, further research is needed by way of a quality audit of existing surrounding walking, wheeling and cycling provision and an understanding of the new active trips this development could generate; both should be supported by addendums to the transport assessment and travel plan to this ends. The toucan crossing may just be one gateway to enabling more trips outside the site to be made by active modes.

5.0 Areas of Concern

As the site lies beyond the A47 road this, and its existing limited crossings and primarily vehicle serving junctions and roundabouts, have the potential to be a significant barrier to active travel modes. There is a lack of information about walking, wheeling and cycling within the site and in the surrounding areas. The illustrative site masterplan scores well in terms of permeability with two pedestrian access points to the south but could be enhanced by additional cycling and wheeling provision at these points. Further enhancement where necessary outside the site may be required to resolve any infrastructure, or gaps in infrastructure, that fail to meet design standards of LTN 1/20, Inclusive Mobility, Manual for Streets and Active Design.

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.

[Ends]