



Active
Travel
England

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Your Ref: 23/00432/OUT
Our Ref: ATE/23/00101/OUT
Date: 21 December 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

A revised set of plans and a new Design and Access Statement have been submitted as the Local Education Authority has determined that they no longer need the land originally reserved for a primary school. The application is submitted in outline with access for

consideration and proposes a largely residential scheme of up to 475 units with public open space and associated landscaping, drainage and infrastructure. The red line boundary has been amended as a consequence and excludes the area previously set aside for the school.

Active Travel England (ATE) provided an initial response to the Local Planning Authority on this application on 07 July 2023 and subsequent response on 13 September 2023 reiterating our concerns. We note that there is a close relationship with another application also under consideration to the south which was subject to the same earlier outline application, ref 22/00318/OUT.

To summarise our concerns still outstanding:

- A robust and comprehensive travel plan is required to inform improvements through robust monitoring.
- ATE would welcome the opportunity to scrutinise the toucan position and design to ensure effective active travel linkages and well as the described improvements to the adjoining PRow to make this functional for wheelers and cyclists.
- The design and layout for active travel on the main site vehicular access point and opportunities to scrutinise other active travel linkages.
- ATE would welcome the opportunity to contribute to the wording of planning conditions and obligations that support active travel.

2.0 Summary

The loss of an important on-site facility will have implications for active travel routing. ATE recommend that a decision of this application is deferred until these changes to external trip generation and the matters raised above have been resolved by supplying further information.

3.0 National Policy and Guidance

Since making our last response we note that the National Planning Policy Framework has been revised. We amend the following national policy references.

The National Planning Policy Framework (NPPF) (December 2023) states:

108. 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;

e) patterns of movement, streets, parking and other transport and other transport considerations are integral to the design of schemes and contribute to making high quality places.

109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable.

114. 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;

116. ...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...;

117. 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.

4.0 Opportunities

As mentioned in our previous response, access to Richmond Park is currently restricted to a footpath only which would not support cycling. This is wrongly identified within the route audit. The cycle route to Richmond primary school would be via Stoke Road and Towers Drive, and on-road for a section of 300m with no segregation. Resolving these issues through the granting of full bridleway status and widening the route via Richmond Park should be an objective of this development, or safer provision for on-road cycling to bridge the gap and better support cyclists would be a very significant improvement for schoolchildren and also provide a key route onwards towards the town centre for commuting and shopping trips.

5.0 Areas of Concern

The loss of an important on-site facility for primary school students will have implications for active travel routing. ATE is of the opinion that the findings and analysis of the corresponding Transport Assessment and Travel Plan should also be revisited to account for the increased external trips that this change will create. The Transport Assessment assumed 50% reduction in off-site education trips on account of the land reserved for the on-site primary school. Primary school children are in the most part too young to undertake trips without adult support and establishing sustainable and active travel routes to school is crucial ahead of the first occupation of the development. Clearly this analysis needs to be reassessed in light of the changes.

Journeys to both nearby primary schools will require crossing of the A47 and in the case of the Dorothy Goodman school will be likely to require, for some occupants of the proposed development, access across the new roundabout proposed and the existing Stoke Road/A47 roundabout. A re-assessment should consider active travel routes to these schools and whether routing meets the recommendations of LTN 1/20 Cycle Infrastructure Design and Inclusive Mobility, or whether routes need to be upgraded to cope with the new movements. LTN 1/20 includes a Junction Assessment Tool that seeks to specifically address cycle trips and the appropriateness of junction design.

The amended Landscape Mitigation and Enhancement Plan (L-200 rev C), compared to the originally submitted plan (L-900), appears to remove a significant area of open space and landscaping to the west of Stoke Road. This is re-labelled on the amended plan as 'non-accessible' open space, without obvious explanation. Therefore this is potentially a loss of another nearby local amenity.

6.0 Next Steps

Active Travel England wish to reiterate our concerns as set out in our previous response dated 13 September; the matters are also summarised in the background section above. As the revisions now result in the loss of the on-site primary school, trip generation, modes and destination assignment data need to be revisited to ensure the Transport Assessment adequately understands the new movements this creates. The Travel Plan will also need to work harder to establish active and sustainable trips from the outset. ATE look forward to reviewing these amendments in due course and continue to recommend that the decision on the planning application be deferred until more information on these matters is supplied.