

Bloor Homes

HINCKLEY WEST DEVELOPMENT

PLANNING APPLICATION REF: 23/0573/FUL

RESPONSE TO ACTIVE TRAVEL ENGLAND COMMENTS (ISSUED 07/12/23)

1.0 INTRODUCTION

- 1.1.1 Capricorn Transport Planning Ltd (CTP) is appointed by Bloor Homes to advise on the traffic and highways issues relevant to the above Full Planning Application (FPA) to Hinckley and Bosworth Borough Council (HBBC), for additional residential development on land to the west of Normandy Way, Hinckley. The local highway authority is Leicestershire County Council (LCC).
- 1.1.2 The FPA scheme lies adjacent to the development known as *Hollycroft Grange*, now under construction to provide 850 dwellings and complementary land uses in accordance with Outline Planning Consent reference: *15/00188/OUT*. The FPA proposes a further 153 dwellings and a second access to Hollycroft Grange from the Normandy Way/Roston Drive/Triumph roundabout together with new pedestrian/cycle routes and crossings of Normandy Way.
- 1.1.3 The FPA is supported by a Transport Assessment (TA); two Stage 1 Road Safety Audits (RSAs); corresponding RSA Response Reports; and Technical Notes 3 and 4. The approved *Normandy Fields Travel Plan* (NFTP), prepared by Lawrence Walker Ltd, now covers both the consented and FPA elements of Hollycroft Grange.
- 1.1.4 Active Travel England (ATE) has provided comments on the proposal and issued its first response on 07/07/23, which requested the following:
- *1. Revised plans to make clear whether the interconnecting paths fronting the A47 will support shared walking and wheeling facilities*
 - *2. Explore opportunity for a further Toucan crossing over the A47*
 - *3. Create further permeability for active travel modes by connecting internal path networks into the estate under construction to the north*

- *4. Create permeability to the west by adopting cul de sac up to red line boundary*
- *5. Require the submission of a travel plan prior to determination*
- *6. Consider the quality of cycling routes towards Nuneaton*

1.1.5 Following this, Bloor Homes issued a set of revised site layout drawings to address items 1, 3 and 4; and an updated NFTP to address Item 5.

1.1.6 ATE issued its second formal response to the FPA on 07/12/23, which is reproduced in **Appendix A**. ATE's further comments are understood to take account of the additional information listed above, as well as the RSAs, the RSA Response Reports and TN3 referred to in paragraph 1.1.3.

1.1.7 An additional Technical Note has since been provided by Phil Jones Associates (PJA), which presents a proposed highway mitigation scheme for the A5/A47 Dodwell's Roundabout and supporting modelling. The Technical Note shows that subject to implementation of this scheme, the FPA scheme would have no residual traffic impact on the Strategic Road Network (SRN).

2.0 OUTSTANDING ISSUES

2.1.1 Following a review of ATE's second response, it is understood that the following items of concern remain:

1. Highways Technical Note (TN3) to be revised to reflect more recent government aspirations that 50% of journeys in towns and cities should be walked, wheeled or cycled by 2030.
2. Proposed path adjoining Normandy Way is not sufficiently wide for shared-use by pedestrians and cyclists and it is unclear how this would connect with paths to the north. Proposed surfacing would not be suitable for all-weather use and details of lighting have not been provided. Specification to comply with LTN1/20.
3. Travel Plan does not seek to achieve significant modal shift. No measures to embed active travel from the outset (see comments on site layout above). Softer measures

should be broadened to include cycle parking, cycle purchase and support for those with mobility problems.

4. Monitoring of Travel Plan to include remedial action should targets not be met.

2.1.2 This document provides additional information in response to the above issues under the following headings:

- Modal Shift Targets (Issues 1 and 3)
- Proposed Infrastructure Enhancements (Issue2)
- Travel Plan Monitoring (Issue 4)

3.0 MODAL SHIFT TARGETS

3.1.1 The earlier DfT guidance from 2005 advised as follows:

"An intensive smarter choices programme over 10 years could cut urban peak-hour traffic by 21% and off-peak traffic by 13%. Nationally, traffic volumes could fall by 11%."

3.1.2 It can be noted here that the 11% fall in traffic is an aggregate result of higher target cuts in peak hour traffic levels (21%) and smaller cuts in off-peak traffic levels. It is also across a wide range of development scales and types, with some achieving a greater degree of modal shift than others, depending on their location and other factors affecting transport choices.

3.1.3 The NFTP sets a more ambitious target of to reduce the modal share of Single Occupancy Car Driver (SOCD) trips to 60% of peak hour trips, representing a 15% reduction. This is to be achieved by establishing a non-car driver modal share of 30% and a home-working share of 10%.

3.1.4 The NFTP target is specific to Hollycroft Grange as approved by virtue of the current outline planning consent. It is based on LWL's significant experience of delivering Residential Travel Plans for a wide range of developments. It has been fully considered alongside other elements of the transport/access strategy and is agreed by the highway and planning authorities.

3.1.5 The NFTP and target 15% reduction in peak hour vehicle trips have been approved by HBBC. Notwithstanding this, this approved modal shift target would be further supported through the provision of the additional FPA infrastructure and service proposals as summarised below:

- New *Toucan* crossing of Normandy Way, north of Roston Drive;
- New *Toucan* crossing of Normandy Way, north of Outlands Drive (further information provided below);
- Additional pedestrian and cycle links with Normandy Way, connecting all parts of Hollycroft Grange;
- Significantly improved bus service access as a result of providing the second vehicle access from Roston Drive, which will provide a through-route thus reducing journey times and increasing penetration of buses into the Hollycroft Grange;
- Broadband connections and NFTP soft measures to facilitate home working.

3.1.6 The FPA will provide significant benefits to sustainable travel opportunities for wider development as consented by the outline planning permission. Bloor Homes will seek to deliver the proposed additional *Toucan* crossing at Outlands Drive at an early stage such that it would more quickly benefit the already occupied plots on Phase 1 (see Figure 4.1 below). The *Toucan* crossing north of Roston Drive would be delivered prior to occupation of the FPA development. This facility would benefit not only residents of Hollycroft Grange, but also employees at the Triumph Motorcycles facility.

3.1.7 The FPA scheme is therefore an integral part of the modal shift strategy for whole of Hollycroft Grange, including the wider development already permitted by the outline planning consent.

3.1.8 The aspirations of the latest government guidance as embodied in the *Gearchange* document are acknowledged and supported. *Gearchange* sets a target of 50% of all journeys in towns and cities being walked or cycled. However, this is an “across-the-board” aspiration, whereas the agreed 15% target is and is embedded into the approved Hollycroft Grange infrastructure and pre-dates this guidance. Application of a 50% target for Hollycroft Grange in isolation of

other wider transport interventions, which are beyond the scope of this planning application, and is therefore not realistic.

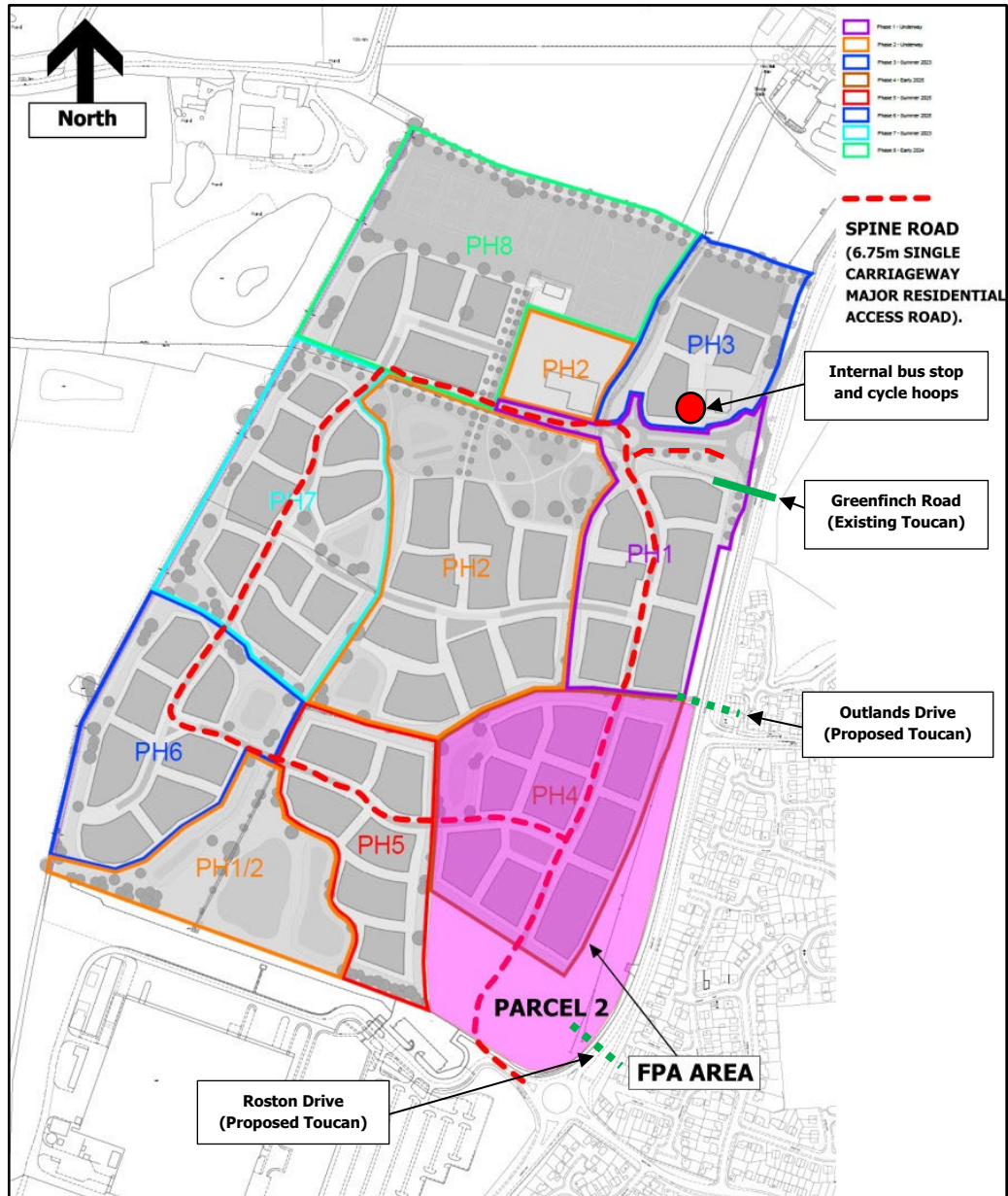
3.1.9 Notwithstanding this, the further infrastructure enhancements listed above will provide opportunities to exceed the agreed 15% target, which can therefore be taken as a worst-case scenario.

3.1.10 Further information on the major additional infrastructure enhancements is provided below.

4.0 PROPOSED INFRASTRUCTURE ENHANCEMENTS

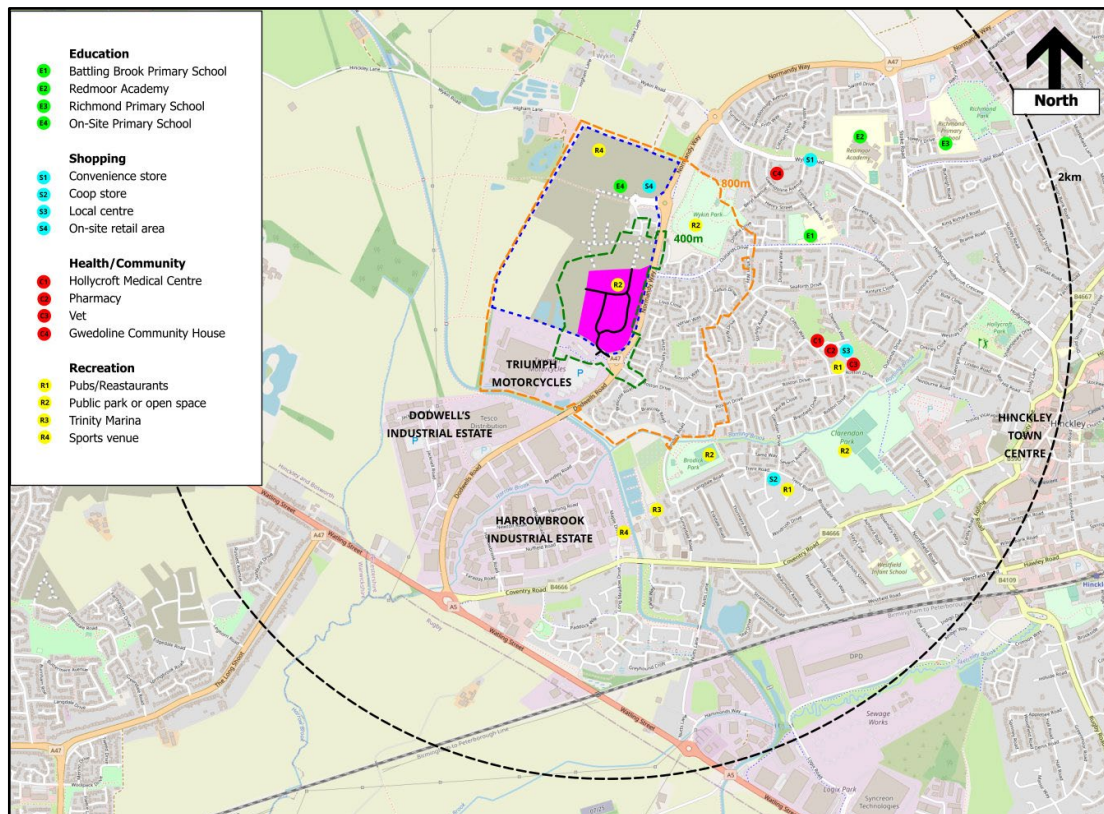
- 4.1.1 The proposed site access scheme includes a new Toucan crossing of Normandy Way north of the Roston Drive roundabout. This would provide connectivity between the development and Hinckley town centre via Roston Drive and would also improve pedestrian and cycle access to the Triumph Motorcycles factory.
- 4.1.2 In addition to the above, the original proposals to provide an uncontrolled pedestrian/cycle crossing on Normandy Way north of Outlands Drive have been reviewed in response to ATE's comments. As a result, an additional Toucan crossing is now proposed at this location, as shown on **Drawing C21021/DR104** (Page 11 onwards).
- 4.1.3 **Figure 4.1** below shows the location of the Holycroft Grange development and the approximate location of the proposed Outlands Drive crossing, together with the adjacent crossing points at Greenfinch Road and Roston Drive.
- 4.1.4 Figure 4.1 also shows the location of bus stops and additional cycle hoops to be provided adjacent to the Community Centre within Phase 3.

Figure 4.1: Toucan Crossing Location Plan



- 4.1.5 The nearest local facilities to the site and are identified in the submitted TA, from which a diagram showing their location and associated walking catchments is reproduced as **Figure 4.2**.

Figure 4.2: Pedestrian Catchments and Local Facilities



4.1.6 The major pedestrian desire lines generated by the scheme are therefore expected to be as follows:

- South along Dodwell's Road to the Dodwell's and Harrowbrook employment areas;
- North through Hollycroft Grange to reach the proposed school and shops;
- North along Normandy Way to schools and major retail facilities adjacent to Stoke Road;
- East along Roston Drive and Outlands Drive to reach Hinckley town centre and the Hollycroft local centre (reference S3 on Figure 4.2).

4.1.7 Hinckley town centre and a significant part of the adjacent urban area can be reached within the maximum 2km walking distance specified in the relevant guidance. The bus hubs at The Crescent and the railway station lie at the edge of the 2km catchment. The most significant desire line is therefore expected to be to/from the east, resulting in additional demand for

pedestrian and cyclist movement across Normandy Way. It is considered that the proposed crossing facilities would facilitate development trips along this desire line on foot or by cycle to access employment, leisure, shopping and education opportunities as well as the wider public transport network.

- 4.1.8 The proposed crossings would be connected with the various parts of the development by a network of traffic-free paths. **Appendix B** includes plans that identify and highlight these connections, which will support walking and cycling. This seeks to address the comments made by ATE regarding connecting the paths to the Toucan crossings.
- 4.1.9 A shared-use 3m wide path is proposed along the full length of Phase 4, which will be tarmac-surfaced and will be designed with due regard to LTN1/20 requirements.
- 4.1.10 This network of paths together with the additional controlled crossing at Outlands Drive in conjunction with those at Greenfinch Road (existing) and Roston Drive (proposed) would significantly improve the site's accessibility by pedestrians and cyclists, increasing the number of opportunities to cross Normandy Way in a direct and controlled manner and along the desire lines identified above. This would further support the objectives and modal shift targets set out in the NFTP.
- 4.1.11 ATE has also commented that "softer" measures should be expanded to consider the additional cycle parking should be considered. It is accepted that providing more cycle parking would make it easier for people to cycle. All dwellings will be provided with cycle storage, details of which will be secure by a suitable planning condition.

5.0 TRAVEL PLAN MONITORING

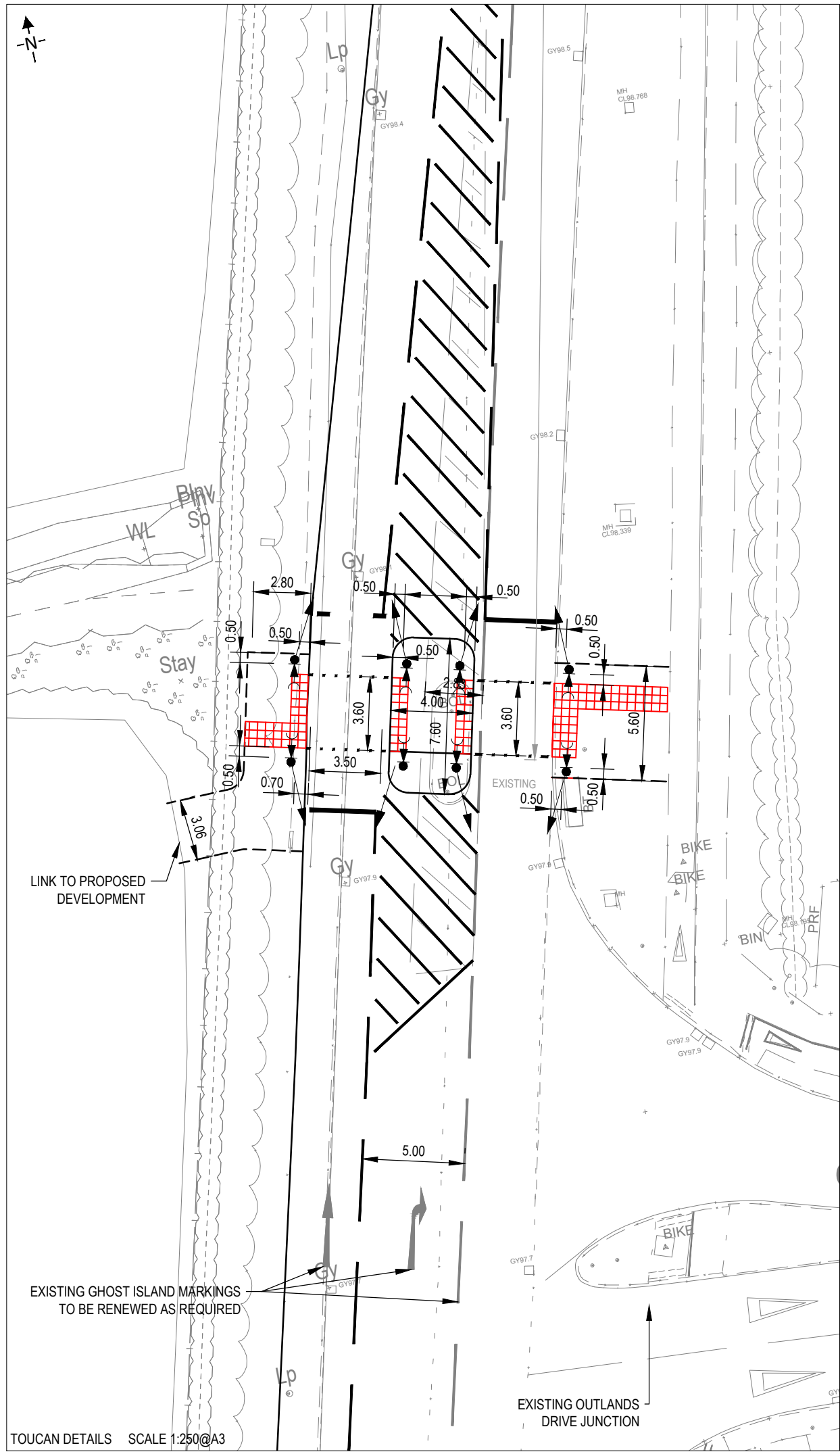
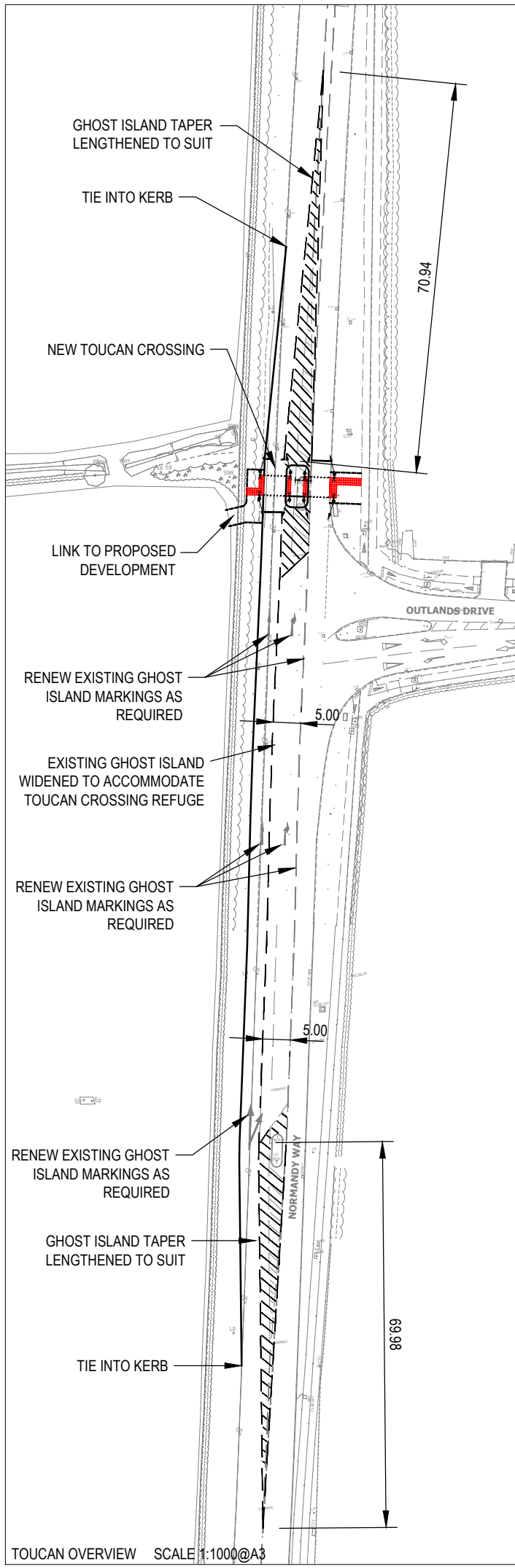
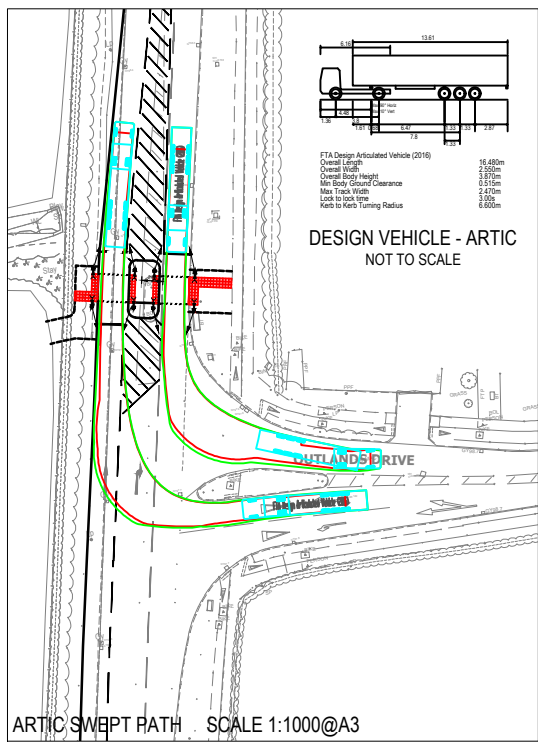
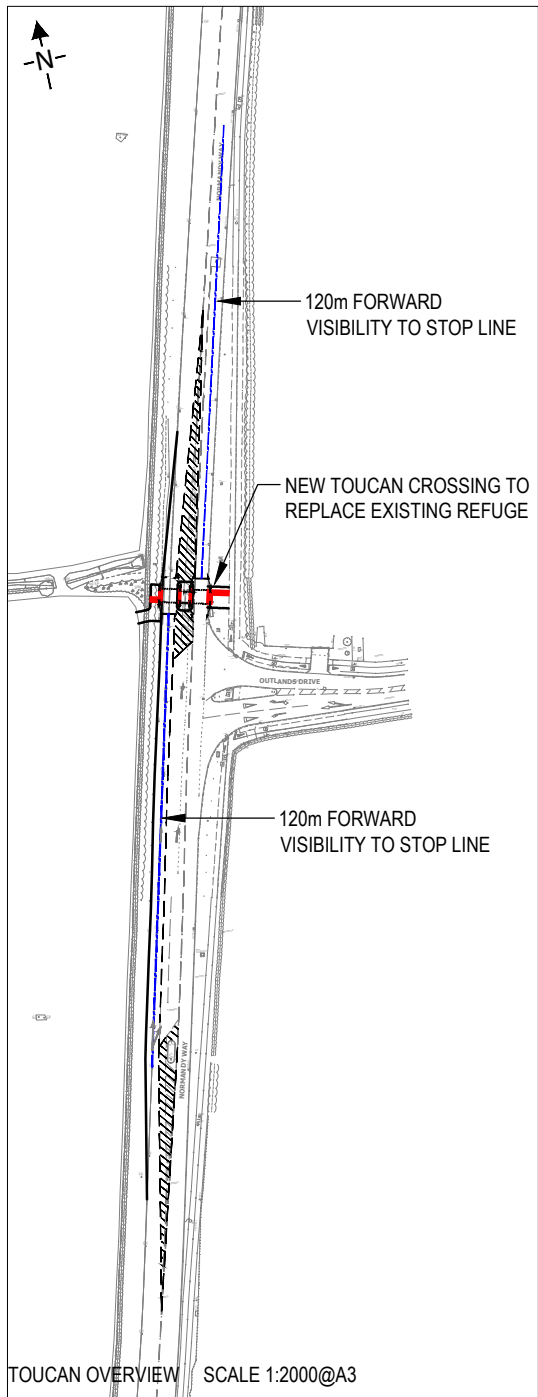
- 5.1.1 The NFTP already includes mechanisms for additional interventions if targets are not met. It sets out an annual programme of monitoring and review, which is already underway. Each monitoring report is to provide a range of suggested remedial measures for consideration should the annual progress made towards the relevant targets not be met.
- 5.1.2 In practice, any required remedial measures would be agreed with LCC and HBBC as part of the annual review process.

6.0 SUMMARY

- 6.1.1 This document provides the additional information requested by ATE in its second formal response to the Full Planning Application (FPA) for a further 153 dwellings on land to the west of Normandy Way, Hinckley (Hollycroft Grange).
- 6.1.2 The information provided above should be read in conjunction with the Transport Assessment (TA) that accompanied the FPA; the Normandy Fields Travel Plan (NFTP); Technical Notes TN3 and TN4; and a further Technical Note provided by PJA. It is considered that this additional information now addresses the issues raised by ATE and will enable the FPA to be determined subject to suitable planning conditions.

Capricorn Transport Planning
26 March 2024

REVISED DRAWINGS



GENERAL NOTES

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.

2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

NOTES:

1. FULL CARRIAGEWAY WIDTH RE-SURFACING IS REQUIRED WHERE CARRIAGEWAY IS TO BE WIDENED

KEY:

→ PRIMARY SIGNAL

← NEARSIDE TOUCAN INDICATOR + PUSH BUTTON

REV	DESCRIPTION	DATE	BY	AUTH

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CLIENT

BLOOR HOMES

PROJECT

NORMANDY WAY
HINCKLEY

TITLE

NORMANDY WAY/ OUTLANDS DRIVE
TOUCAN CROSSING

DRAWN AMP	AUTHORISED SM	SCALE AS SHOWN	SHEET SIZE A3	DATE 05.02.24
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PROJECT NO. C21021	DRAWING NO. DR104	REV -
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APPENDIX A

ATE SECOND RESPONSE (07/12/23)



Active
Travel
England

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

Your Ref: 23/00573/FUL
Our Ref: ATE/23/00119/FULL
Date: 07 December 2023

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

From: Planning & Development Division, Active Travel England

To: Development Management, 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 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

Thank you for re-consulating Active Travel England (ATE) on the revised details now submitted on this application. We responded on 7 July 2023 and recommended that the decision on the application be deferred until more details were supplied to resolve the deficits identified, namely:

1. Revised plans to make clear whether the interconnecting paths fronting the A47 will support shared walking and wheeling facilities
2. Explore opportunity for a further Toucan crossing over the A47
3. Create further permeability for active travel modes by connecting internal path networks into the estate under construction to the north
4. Create permeability to the west by adopting cul de sac up to red line boundary
5. Require the submission of a travel plan prior to determination
6. Consider the quality of cycling routes towards Nuneaton

ATE also drew attention to the Leicestershire CC Local Cycling and Walking Infrastructure Plan (LCWIP) due for final publication in the summer.

2.0 Summary

We welcome the revised drawings to help reduce speed including by creating horizontal deflection. Traffic speed has an important role to play in ensuring a safe and attractive environment for active travel. ATE also welcomes the specific advice from the Road Safety Audit that specifically considers the crossing point over the A47.

There remain some design issues that subject to remedy would help make the proposal an attractive environment for active travel embedding this concept from the outset. This would significantly help deliver the modal shift targets of the highways technical note (HTN); which should in fact be revised to support the much more recent government aspirations in Gear Change that 50% of journeys in towns and cities should be walked, wheeled or cycled by 2030. The HTN refers to an 11.5% modal shift figure from the Department for Transport dated 2005. Gear Change was published in 2020.

On this basis ATE recommend that a final revision is sought to fully embed active travel, and a decision on the application is deferred until this is agreed.

3.0 National Policy and Guidance

Previously ATE drew attention to the primacy of considering sustainable modes of travel first set out within the NPPF. On this re-consultation we specifically draw attention to the following national guidance.

Manual For Streets (MfS, 2007) in section 4 describes layout and connectivity and in particular that walkable neighbourhoods are characterised by having a range of facilities within 10 minutes' walking distance, typically a distance of 800m. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents. Section 3 requires that the movement of all users should be key to the design and layout of new development. MfS strongly promotes the concept of permeable networks for active modes in street layout and design. It requires an understanding of the movement network to help influence the way people travel (chapter 4).

Local Transport Note 1/20 (LTN 1/20) provides guidance to local authorities on delivering high quality, cycle infrastructure, including chapter 14 which sets out how to plan for and integrate cycling infrastructure with new development. Chapters 6 and 8 specifically provide guidance on shared used routes and when these are acceptable.

4.0 Areas of Concern

Connecting path to the Toucan crossing

The covering letter would indicate that the path adjoining Normandy Way/A47 would be fully connected to the proposed Toucan crossing to the north and that this would support walking and cycling journeys. The plans submitted do not show this clearly; the path to the north is not shared use, while the plans do not show how this connects into the paths to the north (outside the site) other than it terminates at a cul de sac. LTN 1/20 would only support shared use paths in limited circumstances, paragraph 6.5.6 states:

Shared use may be appropriate in some situations, for instance if well-designed and implemented. Some are listed below:

- *Alongside interurban and arterial roads where there are few pedestrians;*
- *At and around junctions where cyclists are generally moving at a slow speed (see Figure 6.27), including in association with Toucan facilities;*
- *In situations where a length of shared use may be acceptable to achieve continuity of a cycle route; and*
- *In situations where high cycle and high pedestrian flows occur at different times (also see Figure 6.27).*

Measuring the path width on the Planning Layout plan (F-008 rev G), the width of this path varies from around 2.54m to 2.94m. Table 6-3 LTN 1/20 states that where a shared path is deemed acceptable up to 300 cyclists per hour a width of 3m is required, over this number of cyclists a width of 4.5m is required.

The material surfacing is listed as 'Breedon Gravel Pathway with Timber edging' on the surface materials plan. This is not a long lasting, all weather surface. It will become rutted with time and not be the best surface for those using mobility aids such as wheelchairs. This needs to be amended to be tarmac or similar. There are no details on lighting, in order to be fully usable at all times of the year this would be essential.

Where the applicant can accept the principle of a shared route and ATE agree its suitability for this context, a planning condition could be used to ensure the specification complies with the design requirements of LTN 1/20. ATE would be happy advise on the wording for such a condition.

Travel Plan

The submission of a travel plan at this stage is welcomed. The Government's targets are that at least 50% of short journeys in towns and cities should be walked, wheeled or cycled by 2030. The targets in the travel plan do not reflect this.

There is no vision to achieve significant modal shift, and it falls a long way short of the Government's aspiration. Likewise targets are minimal despite the reasonable walking, wheeling and cycling distances to key destinations. It is welcome that the travel plan does acknowledge the potential commuting by cycle to Nuneaton however there are no real hard or soft interventions of any note to help fundamental embed active travel from the outset. On site measures are in the gift of the developer and ATE have advised above and previously how to amend the scheme to support these specifically. 'Softer' measures

should be broadened to consider cycle parking, cycle purchase and support for those with mobility problems.

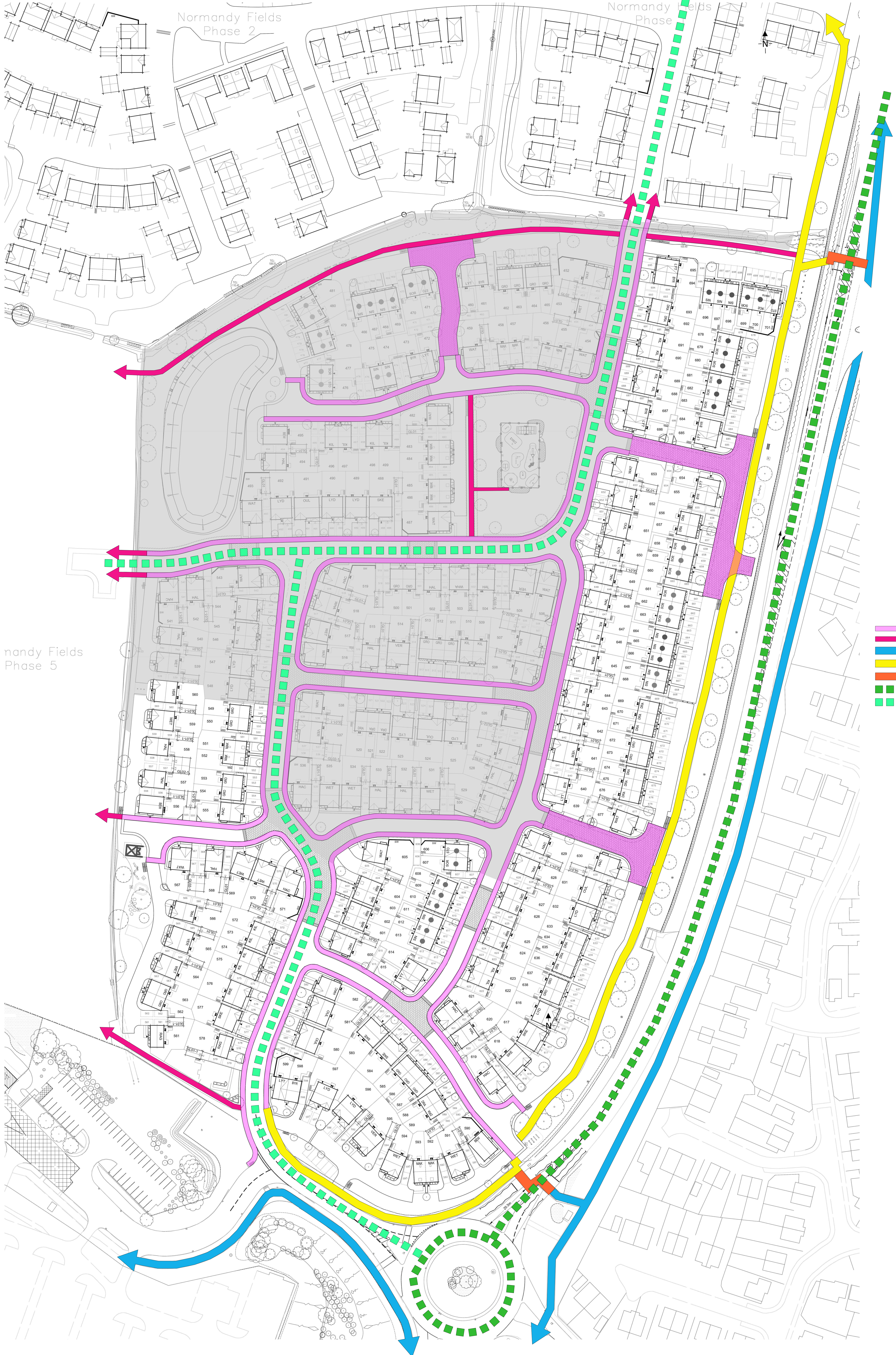
ATE welcome the proposed monitoring and reporting of travel plan measures. Monitoring should also include remedial action should targets not be met. This could include a mechanism to invest in further improvements such as those identified by the local highway authority. This will require a mechanism within a planning obligation to be secured at application stage.

5.0 Next Steps

ATE recommend the decision on the application is deferred and that the LPA request a revised layout as set out above, in accordance with NPPF paragraphs 104-105 and 110-113, Manual for Streets, Inclusive Mobility and LTN 1/20. The travel plan would benefit from more detail and clarity on the measures proposed, remedial measures and modal shift ambition. Should the LPA be minded to approve with conditions, ATE would welcome the opportunity to comment on the conditions to support the active travel objectives.

APPENDIX B

BLOOR HOMES INTERNAL FOOTPATH NETWORK PLANS



Normandy Fields
Phase 5

Normandy Fields
Phase 2

Normandy Fields
Phase

- Internal pedestrian footpath network
- Public open space footpath
- 3m cycleway (existing)
- 3m cycleway (proposed)
- Toucan crossing
- Existing bus route
- Proposed bus route

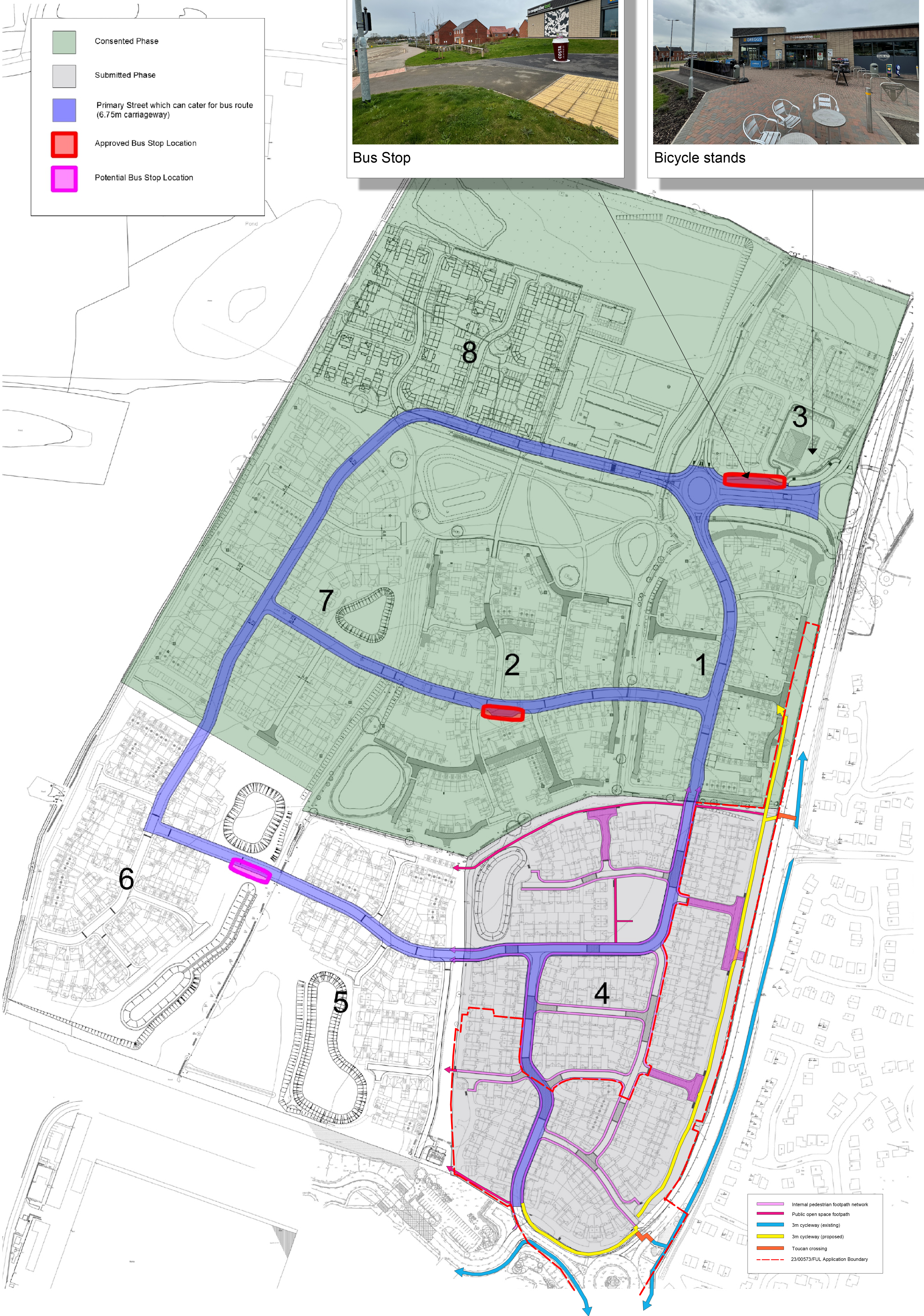
Local Centre - 300m to north of development with bus stop and bicycle stands encouraging multi modal travel



Bus Stop



Bicycle stands



Key:

	Road Type Annotation
	Radius Annotation
	Road Dimension
	Road Centre Line
	Vehicular Visibility Splay
	Pedestrian Visibility Splay
	Speed Reducing Feature



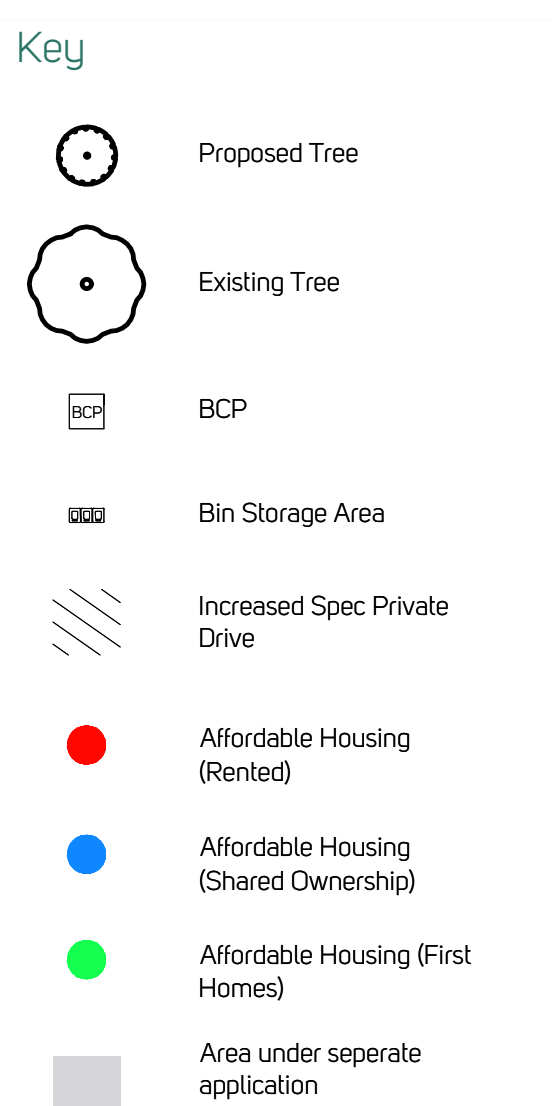
Hinckley West
Normanday Way

**Highways Layout
(Full)**

DATE: **11.01.24**
SCALE: **1:500 @ A1**
DRAWN:
CHECKED: -

BLOOR HOMES®

Drawing No. MI100-HL-101FUL-A



House Agent Names	House Agent Codes	Bech	No
Affordable			
Shawar	SHW	2	54
Sony	SON	3	15
Chait	CHT	3	2
Sub Total			31
Market			
Chait	CHT	2	16
Sony	SON	3	15
Jadhav	JYD	3	7
Bhajan	BHJ	3	7
Prabhu	PRB	3	14
Mansooram	MAN	2	3
Ranjay	RAN	3	2
Mehran	MER	3	1
Hadiam	HAD	4	9
Uttam	UTU	2	5
Prabhat	PRB	4	6
Shree	SHR	4	6
Wootan	WOL	4	4
Shampasana	SHS	4	4
Hemant	HMA	4	4
Balaram	BEL	4	3
Vijay	VIA	4	6
Sub Total			122
Total			153



Key

- Proposed Tree
- Existing Tree
- BCP
- Bin Storage Area
- Increased Spec Private Drive
- Affordable Housing (Rented)
- Affordable Housing (Shared Ownership)
- Affordable Housing (First Homes)
- Area under separate application

Normandy Fields
Phase 5

Normandy Fields
Phase 1

Normandy Fields
Phase 2

Normandy Way

House Type Name		House Type Code	Units	%
Affordable				
One-bed	ONE	1	2	10
Two-bed	TWO	3	3	15
Three-bed	THREE	3	3	15
Sub Total				30
Market				
One-bed	ONE	1	2	10
Two-bed	TWO	3	3	15
Three-bed	THREE	3	3	15
Four-bed	FOUR	3	3	15
Five-bed	FIVE	3	3	15
Sub Total				50
Total				80

BLOOR HOMES

nineteen47
CHARTERED Town Planners & Urban Designers

Project: Hinckley West - Normandy Fields (South)
Drawing: Presentation Layout

Project Code: n1787 Drawing No: F-009 Rev: 1 Drawing Scale: 1:500 @ A0