

Active Travel England Planning Application Assessment Tool - Appraiser Report

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| Site address | MOORS FIELDS, STATION ROAD, LITTLE DUNMOW, CM6 3HW |
| Local authority reference | S62A/2023/0021 |
| ATE Scheme reference | ATE/23/00455 |
| Local Planning Authority | Uttlesford |
| Local Highway Authority | Essex County Council |
| Completed by - name | Katherine Wilkinson |
| Date (DD/MM/YY) | 11 September 2023 |
| Application stage | Application |
| Application type | Reserved Matters |
| Model version | 1.5 |
| Assessment outcome | FAIL |
| Decision (appraiser) | Are not in a position to make a recommendation |

Policy Background / Wider Context

The application site is not part of the Uttlesford Local Plan (2005). It is a reserved matters following outline planning permission UTT/21/3596/OP. ATE has not assessed this previously or the associated outline planning application. The site is adjacent to the Flitch Way, which is included in the Uttlesford Cycling Action Plan (2018). There are no ATF funded schemes within the vicinity.

Appraiser - General Comments

The application does not provide sufficient information for Active Travel England (ATE) to be assured that the design of the development and proposed active travel infrastructure will create an environment that supports and embeds active travel. It is also considered that there are a number of ways that the design can be altered to ensure that the design gives 'priority first to pedestrian and cycle movements' in accordance with NPPF 112 a and achieves a 'healthy, inclusive and safe places' in accordance with NPPF 92.

Details of the further information required are provided below and within the formal response also submitted with this report.

Appraiser - Next Steps

The applicant should respond to the comments in the formal response which are made in more detail below and submit them to the inspectorate. ATE is available to discuss any details with the applicant if clarification is required.

| | Count | Summary of Detailed Assessment |
|---|-------|---|
| Excluded criteria | 16 | A number of criteria have been excluded as this is a reserved matters application. 8 criteria require additional information. These focus on the details of walking and cycling routes in the public open space and within the residential development. |
| Recommendation for condition / financial contribution | 1 | A condition for cycle parking and changing facilities at the proposed office hub, (which is outline in this application) is recommended. This can be provided in a response to further information |
| Fail flags | 2 | This are to improve permeability and ensure that the proposed pedestrian/cycle network is clearly identified and is compliant with LTN1/20 standards. |

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| Assessment Report | | | | |
|---|------------------|---|-----------------|------------------------------|
| Criterion | Outcome | Appraiser comments | Relevant policy | Reason for potential refusal |
| TRANSPORT ASSESSMENT: Quantitative analysis | N/A - exclude | Reserved matters application | | |
| TRANSPORT ASSESSMENT: Qualitative analysis | N/A - exclude | Reserved matters application | | |
| Local Amenities | N/A - exclude | Reserved matters application | | |
| Walking routes to a primary school | N/A - exclude | Reserved matters application | | |
| Walking routes to a food shop | N/A - exclude | Reserved matters application | | |
| Suitability for walking and wheeling (external to the site) | N/A - exclude | Reserved matters application | | |
| Safety at junctions (off-site) | N/A - exclude | Reserved matters application | | |
| Cycle routes to key destinations | N/A - exclude | Reserved matters application | | |
| Cycle Safety on links (off-site) | N/A - exclude | Reserved matters application | | |
| Crossings (external to the site) | N/A - exclude | Reserved matters application | | |
| Shared use routes (external to the site) | N/A - exclude | Reserved matters application | | |
| Physical barriers for cycle users (on and off-site) | More info needed | See other sections below concerning the need for provision of footway/cycleways. | | |
| Lighting (on and off site) | More info needed | As far as can be determined from the submitted documents no lighting details have been provided for the development. Lighting should be provided from the northern walking/cycling access to the residential area, turning head adjacent to plots 109 and 129. | | |
| Walking routes to nearest transport nodes | N/A - exclude | Reserved matters application | | |
| Access and provision of public transport | N/A - exclude | Reserved matters application | | |
| Active Travel infrastructure enabling use of public | N/A - exclude | Reserved matters application | | |
| TRANSPORT ASSESSMENT: Proposed Infrastructure | N/A - exclude | Reserved matters application | | |

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| Site permeability | FAIL | <p>There are opportunities to improve permeability.</p> <ol style="list-style-type: none"> 1. A footway should be provided on the western branch of the access road to serve the playground, visitors parking bay and link between the footways to the north and south of on that road. 2. A pedestrian link to be provided between the private drive to the north of plot 132 and the footway proposed above on the access road immediately to the east. 3. There is a potential to provide filtered permeability and make a ped/cycle access only in the vicinity of plots 132 and 29. Providing priority for active travel and less traffic on the western arm of the access road. 4. A walking cycling access should be provided from the private drive serving plot 47 for convenience. 5. A pedestrian cycle link should be considered to the new development to the north, to provide connectivity between the sites. 6. The footpath shown to the existing development to the east should be a footway cycleway. | <p>NPPF: 112a, 92a; National Model Design Code: 59i / M.1, 59ii / M.2; National Design Guide M2 82; LTN 1/20 para 4.2.8 & 14.3.11</p> <p>The proposed development, by way of its internal masterplanning fails to facilitate and prioritise convenient access by active travel modes and insodoing is likely to lead to greater reliance on private car trips than would otherwise be the case.</p> |
| Walking and cycling access | More info needed | <ol style="list-style-type: none"> 1. Details of the pedestrian cycle accesses onto the Flitch Way should be provided. 2. The northern walking and cycling access is conditioned to be 3.5m wide. The plans do not show this, the footway cycle way should be 3.5m wide at the access and a minimum of 3m for its length to the access with the Flitch Way to the south. 3. The path between the turning head adjacent to plots 90 and 75 and the access to the Flitch way should be a footway cycleway minimum width of 3m. 4. The opportunity should be taken to make the main paths in the POS suitable for pedestrians and cyclists providing links through the site to the Flitch Way and from the northern ped/cycle access to the residential area between the turning head at plots 109/129 and the playground. minimum width 2.5m. 5. Foot/cycleways should be surfaced with sealed, permeable material to ensure they do not rut and disintegrate when cycled on. Liaison should take place with the highway authority to ensure suitable surfacing is provided. Drop kerbs should be provided where they link to turning heads in the residential area. | |
| Future-proofing and safeguarding | More info needed | The site would benefit from a walking and cycling link to the proposed development to the north. | |
| Through traffic | PASS | 0 | |

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| Safety at junctions (internal to the site, including site) | PASS | 0 | | |
| Design speed of new streets | PASS | Traffic calming on straight roads should be agreed with the highway authority. | | |
| Crossings (internal to the site) | PASS | 0 | | |
| Suitability for walking and wheeling (internal to the site) | More info needed | See other sections concerning surfacing. | | |
| Cycle safety on links (Internal to the site) | More info needed | Not all routes are overlooked, but given the nature of the site this is expected. Lighting should be considered on key routes. | | |
| Shared use routes (internal to the site) | FAIL | The DAS does not identify cycling and focusses on pedestrian access and movement. It should be clarified and identified on the plan which routes are for pedestrian and cyclists. These can be shared, but should be a minimum width of 3 m, have a bound surfacing and lighting should be considered on key paths. They should link from 1. The pedestrian and cycling access to the Flitch Way and residential area including the play area. 2. Between the residential area and the development to the east. 3. Between the residential area and the Flitch Way. This is a PROW so discussion with the highway authority should take place on the best way to achieve this. | LTN 1/20, NPPF 112abc | The proposed development fails to ensure the safety of pedestrians and cyclists |
| Car parking layout | More info needed | There appear to be a number of setbacks from the carriageway, while dimensions have not been provided it appears that these could lead to encroachment of car parking on the footways and verges. They should be checked and ensured that they are in accordance with the guidance in the Essex Parking Standards (2009). | | |
| Cycle Parking | More info needed | 1, Cycle parking should be provided at the play areas. 2. No cycle parking details could be located for the flats. These are required to ensure the allocated bin/cycle store is of adequate size and they are separated. 3. Cycle Parking is required for the office hub. | | |
| Trip end facilities for cycling (Destinations) | Recommendation for condition / financial contribution | The office hub should include facilities for cyclists. | LTN 1/20 11.4.12 BREEAM | |
| TRAVEL PLAN | N/A - exclude | Reserved matters application | | |