



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

From: Planning & Development Division, Active Travel England

To: The Planning Inspectorate

Application Ref: S62A/2023/0019

Site Address: Land to the north of Roseacres, between Parsonage Road and Smiths Green Lane, Takeley, CM22 6NZ

Description of development: Access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: 96 dwellings on Bulls Field, south of Prior's Wood, including associated parking, landscaping, public open space, land for the expansion of Roseacres Primary School, pedestrian and cycle routes to Smiths Green Lane together with 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

These comments have been prepared by Active Travel England (ATE) in response to the application reference S62A/2023/0019 described as a full application. ATE's initial response (dated 07/09/2023) raised a number of issues, to which the applicant has submitted a response.

Although some of issues have now been addressed, a number of outstanding matters generate concerns that it is considered are appropriate to be dealt with by way of a condition, or changes to the drawings in the case of cycle parking. As few revised plans have been provided some of recommended conditions provided in ATE's initial response have been strengthened or the plan number revised.

2.0 Areas of Concern

Trip generation

Vehicular trip rates have been provided in the Transport Assessment (TA) and Consultation Response Document (CRD) Appendix E and the census data (2011) is used in the travel plan to set the targets. ATE is still concerned that this does not provide the overall picture for Active Travel within the development and therefore a sound basis for the Travel Plan (TP). This is addressed in the comments below.

Access and permeability of the site

The applicant has provided plan 2007045-02A to clarify proposed works and accesses. ATE recommends that it is included in a condition. It is considered that one condition can cover the Public Rights of Way (PRoW) network and walking and cycling network, if this is agreed by the Inspector and the highway authority.

Parsonage Road access

Clarification has been provided concerning the status of the access on Parsonage Road. The applicant has acknowledged the need for a crossing of Parsonage Road and this is also highlighted in the submitted safety audit (problem 5.3). While the applicant states that a contribution would be provided, given that it will be needed from first occupation of development, ATE recommends a condition be applied for the crossing to be provided as S278 works by the developer. A condition below is recommended for review by the inspector and highway authority.

Public Rights of Way and Cycle Network

The applicant has clarified the following in the DRD Appendix E

- Improvements to the surfacing and lighting on restricted byway 25 between Garden Drive and Jack's Lane;
- New shared footway / cycleway along the northern edge of the Application Site as far as the southwest corner of Prior's Wood (this point is referred to hereafter 'the Prior's Wood Junction'. This will follow the route of Takeley FP40;
- A new shared footway cycleway to extend from the Prior's Wood Junction and connect to Parsonage Road (this is already an approved scheme under planning application UTT/22/2744/FUL);
- Improvements to Takeley FP40 between the Prior's Wood Junction and where it meets Parsonage Road to make it more attractive for pedestrian usage. This will include provision of physical measures to reinforce that cyclists are not permitted to use this route;
- Provision of a shared footway / cycleway along the southern edge of the Application Site connecting Smiths Green and the area of land identified in the Proposed Development for a school extension;
- Provision of a new footway connection along the eastern side of the Application Site connecting Takeley FP40 and Takeley FP41; and
- Retention of Takeley FP40 and FP41 in their current location.

These are included on plan 2007045-02A, a condition submitted with 07/09/2023 ATE response has been adjusted to include the wider walking and cycling network and provide more detail, as outlined above.

Cycle Parking

As far as can be determined from the submitted documents there have been no changes to the revised drawings to ensure that enough space has been provided to accommodate 15 cycles. Table 11-2 of LTN1/20 has not been referred to (see assessor's report submitted with the 7th Sept response). This requires a 2m length to accommodate a cycle parked on the stand and an access aisle of a minimum width of 1.8m (total 3.8m) and a minimum width of 1m between Sheffield stands. Dimensions have not been provided on the plans (drawing WH202-P-25.22 rev A) but it appears to show a width of 2.6m and 4.9m length (approximately 32 cm between stands).

Details have not been provided to show if the applicant is proposing high density 'high-low stands'. If these are being proposed a minimum of 0.4m is required between stands (total 6.4m) and 1m aisle width plus cycle length (total 3m) (dimensions taken from guidance in Cycle Parking Guide For New Developments Cambridge City Council). While a condition can be applied, and is suggested below, this will change the footprint of proposed cycle parking or an additional facility will have to be provided in order that adequate space is provided to accommodate 15 cycles.

Travel Plan

While it is recognised that the Framework Travel Plan is a starting point, preceding the final detailed travel plan to be submitted prior to occupation, the targets and measures remain unambitious.

ATE has run a multi-modal report from TRICs to identify the number of all day person trips. This shows 7.208 trips per dwelling, meaning that approximately 690 trips per day are forecast from the site. The number of active travel trips is forecast to be 63 or 9% of all trips.

The government has set a target for half of all journeys in towns and cities being cycled or walked by 2030, and while this more rural location would not expect to see that target here, we would expect to see more than the 5% modal shift from single car use proposed in the travel plan.

The Travel Plan uses 2011 census data to show that 5% of trips to work were recorded as being undertaken on foot or by cycle. Given the position of the site within cycling distance of Stansted Airport, a major employment site, and the proposed employment area to the north, the position of the site next to the primary school and walking and cycling improvements to local amenities a higher 5 year target should be adopted.

Using the base line of 9% of active travel trips forecast using TRICs a rise to 20% over a 5 year period would not appear unreasonable. The other targets should also be adjusted and included as an initial target in the S106/UU along with key travel plan initiatives, monitoring requirements and remedial measures. It is noted that the proposed UU on the website does not currently include these details.

3.0 Recommended Planning Conditions and Obligations / Reasons for Refusal

ATE has no objection subject to the following conditions and obligation:

Crossing of Parsonage Road

No development shall commence until general arrangement plan to a scale of 1:200 showing details of a crossing of Parsonage Road (pedestrian or pedestrian/cycle) has been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets 3 and Traffic Signs Manual Chapter 6 and where applicable indicate proposals for:

- Appropriate visibility splays
- Road Safety Audits
- Traffic Regulation Orders to enable the works
- Signing and street furniture
- Structures on or adjacent to the highway

The development shall not be occupied until the crossing has been constructed and completed in accordance with the approved details.

Reason: In the interests of highway safety and promoting walking, wheeling and cycling to and from the development in accordance with Gen 1 of the Uttlesford Local Plan and the National Planning Policy Framework paragraph 110 and the guidance in LTN 1/20 on Cycle Infrastructure Design and in Manual for Streets.

Walking and cycling network

No development shall commence until a scheme as shown in principle in drawing number 2007045-02A is submitted to and approved by the planning authority in consultation with the local highway authority and Active Travel England to identify how the treatment of Public Rights of Way (PROW) network including footpaths 40, 41, restricted by-way 25 and connecting infrastructure that will deliver the proposed active travel network in the submitted plans. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Inclusive Mobility indicate proposals for:

- Provision of sealed, solid, bound surfacing on the paths
- accesses to the highway and residential road layout
- Any proposed crossing points
- Lighting
- drainage
- Signing, street furniture, street trees and pits
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)
- Where appropriate Public Rights of way should be offered for adoption as part of the development highway network.

The development shall not be occupied until the network has been constructed and completed in accordance with the approved details.

Reason: In the interests of promoting walking, wheeling and cycling within and to and from the development in accordance with the National Planning Policy Framework paragraph 110.

Cycle Parking

No development shall commence until details of the proposed cycle parking have been submitted to and approved in writing by the planning authority in consultation with the local highway authority and Active Travel England. The cycle parking provision and design shall accord with the guidance in the Essex Parking Standards (2009), and ensure sufficient

space for parking and manoeuvring of the cycles within the facility. The development shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and is available for use, and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

Reason: To comply with Policy GEN8 Vehicle Parking Standards of the Uttlesford Local Plan 2005 which adopts the Essex Parking Standards (2009) as Supplementary Planning Guidance.

Parking Management Strategy

Prior to development a parking strategy document to be submitted to the planning authority, the strategy shall include details of any Traffic Regulation Orders and/or physical measures required to discourage fly parking by users of the airport and details of the enforcement of such measures and the resources required to do so. The strategy shall be developed in consultation with the North Essex Parking Partnership and the highway authority. The approved strategy will be implemented with the phasing of the development and enforced thereafter.

Reason: To limit inappropriate parking on the highway that could interfere with the safety and amenity of pedestrians and cyclists, in accordance with Gen 1 of the Uttlesford Local Plan 2005.

S106/UU

1. The commitment to a contribution to the design and implementation of the proposed pedestrian cycle route to Stansted airport is welcomed.
2. Further details of the commitments in the travel plan should be included in the S106:
 - Key initiatives, travel plan co-ordinator, travel information for all modes, travel incentives for all modes, cycle training, led walks.
 - Initial targets including one for 20% of trips to be walking, wheeling or cycling.
 - Monitoring requirements
 - Remedial measures

A detailed travel plan to be submitted and approved by the planning authority prior to first occupation and implemented thereafter for a minimum of 5 years.

Reason: To ensure a robust and effect travel plan in accordance with NPPF paragraph 113.