



Active
Travel
England

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Your Ref: PA/2023/1124
Our Ref: ATE/23/00431/FULL
Date: 13 December 2024

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

From: Planning & Development Division, Active Travel England

To: North Lincolnshire Council

Application Ref: PA/2023/1124

Site Address: Lincolnshire Lakes, Land east of M181 and north of
Burringham Road, Scunthorpe

Description of development: Planning permission for the development of 599
No. dwellings and lake, along with associated infrastructure, including landscaping, public
open space and play area, pedestrian and cycle links, pumping station and sub-station.

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

Active Travel England (ATE) welcomes the opportunity to comment on this further consultation.

This response follows three previous submissions issued on 23 August 2023 and 11 January 2024, both of which resulted in “deferrals.” The most recent response, dated 29 February 2024, resulted in a “conditional approval.” This response should be read in conjunction with all prior submissions.

2.0 Summary

The application has been amended.

The *Addendum to Planning Statement – September 2024, Section 2: Updates to the Proposed Development*, includes the following amendments relevant to active travel:

- Adjustments to the internal layout to address comments from the Local Highway Authority.
- Addition of a pedestrian/cycle link around the site frontage and pedestrian connections around the proposed lake.

ATE welcomes these amendments and does not wish to provide further comments on these matters.

Local Centre

It is understood that the proposals now include a commercial unit within its red line, as detailed in further revisions and the *Supporting Letter dated 28 November 2024*.

Following a review of these amendments, ATE has identified concerns, which are elaborated upon below. As a result, a deferral response is being issued to this consultation.

3.0 Areas of Concern

1. Trip Generation Projections

Table 3 of the *Proposed Local Centre – Transport Note (22 November 2024)* (TN) estimates the following:

- 49.3% of trips generated will be made by vehicle, with 40.6% involving single-occupancy drivers.
- 45.6% of trips will be fulfilled by walking, and just 2.3% by cycling, totalling 47.9%.

The TN explains that the Local Centre is primarily expected to serve residents of the proposed development and is therefore not anticipated to generate a significant number of trips from a wider catchment.

The development is planned at a density of 24 dwellings per hectare (dph), with the furthest dwellings (Plot 268) located approximately 520 metres from the Local Centre via the proposed street network. Many other dwellings are significantly closer.

Given this context, it is unclear why nearly 50% of journeys to the Local Centre are projected to be completed by motor vehicle, particularly if these are internalised trips by residents living predominantly within less than 0.3 miles of the centre.

The applicant is encouraged to revisit this projection and place greater emphasis on active travel modes within the site. According to the *Design and Access Statement*, the proposal adheres to **Building for a Healthy Life** principles, which note that “short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place.” A significantly higher proportion of trips to the Local Centre should therefore be attributed to active travel.

2. Parking

The Local Centre is proposed to provide 14 car parking spaces.

According to the *North Lincolnshire Parking Standards*, 1 space per 30 sq.m. is recommended for Town Centre/Neighbourhood/Local shops, which would equate to approximately 6 parking spaces for this development.

Furthermore, it appears that no cycle parking spaces have been proposed.

Considering that this facility is primarily intended to serve the new development, vehicle parking provision should be reduced significantly, ensuring provision for disabled parking, and sufficient cycle parking should be incorporated. This includes accommodation for non-standard cycles.

As currently proposed, the development encourages unsustainable transport modes and conflicts with **CS25: Promoting Sustainable Transport** of the *North Lincolnshire Core Strategy (2011)*, which aims to reduce car-based travel by improving highway safety and promoting walking and cycling.

Additionally, **Saved Policy T8 (Cyclists and Development)** requires that new developments provide cycle links where opportunities exist, along with adequate cycle parking facilities.

4.0 Next Steps

We request that these comments are provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review any further information with regards to the content of planning conditions or obligations where relevant.