



Active
Travel
England

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Your Ref: PA/2023/1124
Our Ref: ATE/23/00431/FULL
Date: 08 January 2025

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 593 dwellings, 200sqm commercial unit (Use Class E) 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 provide comments on this further consultation.

This response follows four previous submissions made on 23 August 2023 and 11 January 2024, both of which resulted in “deferrals.” On 29 February 2024, ATE issued a “Conditional Approval” response; however, the proposals were subsequently revised to incorporate a commercial unit. ATE reviewed these revisions and issued another deferral response, highlighting concerns regarding:

- Trip Generation Projections; and
- Parking.

This response should be read in conjunction with all prior submissions.

2.0 Summary

ATE has now received the ‘Response to Active Travel England Comments (20/12/2024)’, which directly addresses the concerns previously raised. ATE would like to thank the applicant for this response. Following further consideration, ATE is now issuing a Conditional Approval response. Further context for this decision is provided below.

3.0 Areas of Concern

Trip Generation Projections

ATE noted that the Transport Note (22 November 2024) states that “The Local Centre is primarily expected to serve the residents of the proposed development and is therefore not expected to generate a significant number of trips to/from a wider catchment.” Given this, ATE queried why nearly 50% of trips associated with the Local Centre are projected to be made by motor vehicle.

In the applicant's follow-up response (20/12/2024), it was explained that the Local Centre will generate a high proportion of pass-by trips from residents already on the network and travelling by vehicle. Some pass-by trips from a wider catchment may also occur. The applicant further emphasised that a higher proportion of trips (47.9%) will be made by walking and cycling. On balance, this approach is considered acceptable, and the presence of a Local Centre will enhance the overall sustainability of the proposals, particularly in relation to active travel. Therefore, this approach is accepted.

Parking

The applicant has provided reasoning for the proposed level of car parking. ATE accepts this response and has no further comments on the matter.

However, ATE noted that there is no apparent provision for cycle parking in the revised proposals for the Local Centre. It appears the applicant has not addressed this point in their response. Consequently, wording for a planning condition has been provided should the Local Planning Authority be minded to approve the proposals.

4.0 Recommended Planning Conditions and Obligations / Reasons for Refusal

Condition: Cycle parking

Condition: No development shall commence until details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

Reason: To comply with guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum.

5.0 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.