



Active
Travel
England

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Your Ref: 71645
Our Ref: ATE/25/00821/OUT
Date: 26 June 2025

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

From: Planning & Development Division, Active Travel England

To: Bury Metropolitan Borough Council

Application Ref: 71645

Site Address: Land off Church Street & Scobell Street, Tottington, Bury, BL8 3DE

Description of development: Outline application for erection of up to 275 no. units with associated car parking, landscaping and infrastructure works (access only to be considered)

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- 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.

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on the outline planning application at Land off Church Street & Scobell Street, Tottington, Bury. The Local Planning Authority (LPA) is Bury Council (BC). The application seeks outline permission for the erection of up to 275 no. units with associated car parking, landscaping and infrastructure works (access only to be considered). This is ATE's first involvement with the proposed development, with both this and the adjacent development forming part of the Walshaw allocation.

2.0 Summary

ATE has reviewed various documents associated with the application including the: Illustrative Masterplan; Planning Statement (PS), Design & Access Statement (DAS); and the Framework Travel Plan (FTP). ATE has considered the application against the criteria as set out in its planning assessment toolkit, national planning policy and active travel design guidance. As per the application specifics, only access has been considered. With regards to the applicable assessment criteria, there are various aspects where ATE requires further information. These are:

- Precise information and technical drawings for access points.
- Evidence of the proposed site's intentions to enhance off-site infrastructure, including connect with subsequent phases of development and connections with existing/future active travel provision.
- Precise details of all associated infrastructure which enhances the active travel provision.
- Details of increased cycle parking/supporting provision to be committed to at the earliest stage of development (for all components of the development).

These issues and requests for further information are detailed below:

Active Travel Assessment

2.1 Active Travel Route Audit

Rating: FURTHER INFORMATION REQUIRED

ATE notes that the applicant has provided a consideration of the current accessibility by active travel modes as summarised in 'Access and Movement' section of the DAS (p.23). There is a broad analysis of the site's location and access to local amenities via active travel and a consideration of both road safety data and public transport provision. However, for ATE to fully support this component of the application there needs to be a greater degree of analytical detail to assess the quality of active travel journeys representative of all users. By undertaking an experiential process for all active travel routes, a thorough auditing process can subsequently demonstrate whether active travel infrastructure as described on page 9 of the TA sufficiently allows for journeys that are safe, direct, convenient and accessible for people of all abilities (in line with paragraph 82 of the National Design Guide). An updated active travel audit should also include evidence that a consideration of existing provision's suitability through the inclusion of site visit photographs and other analysis conducted in person. Corresponding with this is the need to develop a full Travel Plan which can set the suitable ambitious targets and measures to maximise the potential for this site to act as a conduit for active travel modes.

2.2 Off-site Infrastructure/Access to amenities

Rating: FURTHER INFORMATION REQUIRED

In terms of active travel access points, ATE advises that details are provided to demonstrate the suitability of these in accordance with relevant national, regional and local policy. In addition to this ATE notes that the applicant has indicated that the non-vehicular access points will be resolved through a future reserved matters application (para 1.4, PS, p.1). However, ATE emphasises that details for all access points are provided, including those which are for active travel modes. This includes the incorporation of suitable crossings, dropped kerbs and other measures to provide a high-quality continuous active travel route that connects with local amenities and networks (with a suitable design review to take place e.g. ATE route check and/or 'Streets for All' check) and an assessment of the quality of the local Public Right of Way (PRoW) network.

2.3 Internal Active Travel Provision

Rating: FURTHER INFORMATION REQUIRED

ATE acknowledges that the applicant proposes a 2-3m footway for the link road as confirmed on the illustrative masterplan (drawing ref: 12221-FPCR-XX-XX-DR-A-0005). This provision is not suitable to encourage residents and visitors to use active travel and ATE strongly advises the applicant submits technical drawings which demonstrate that the proposed development will provide a safe, continuous route on the link road and suitable active travel provision on secondary roads. This includes the need to provide crossings to bus stops and should also indicate the materials used and other supporting amenity such as signage and seating. Proposed Active Travel Infrastructure must demonstrate how it is in adherence with all relevant national policy e.g. Chapter 6, LTN 1-20.

2.4 Cycle Parking

Rating: FURTHER INFORMATION REQUIRED >CONDITION/CONTRIBUTION RECOMMENDED

ATE recognises that the applicant is willing to provide cycle parking and supporting infrastructure for the proposed development and has committed to this as part of future planning applications for reserved matters (DAS, p.56). ATE advises that the applicant needs to provide details of the cycle parking for all components of the proposed development, including a consideration of temporary cycle parking for visitors. This includes the amount of cycle parking as per Table 11.1 of LTN 1-20 (p. 134) and its location, accessibility, parking types and dimensions, security arrangements or lighting as appropriate. This will then ensure that the provision is suitable for all users. As a key complement to active travel routes, it is vital these details are provided at the earliest stage of development possible and once agreed upon can be set as a condition of planning permission.

3.0 Conclusion

It is requested that these recommendations are provided to the LPA case officer, the highways authority and forwarded to the applicant and its representatives. As aforementioned it is imperative at this stage to provide the details to embed what can potentially be a healthy and sustainable new community for the proposed development's future residents, employees and visitors. ATE welcomes the review of further submitted information, with a view to then providing a further response which then can meet the

requirements of national planning policy and where appropriate the setting of suitable planning conditions and commitment to contributions.