

From: [Roy Warren](#)
To: [Planning](#)
Cc: matt@maddoxassociates.co.uk
Subject: Planning Application No: 6/2018/2768/OUTLINE - Hatfield Business Park, Hatfield, AL10 9SL
Date: 14 January 2019 16:05:21

For the attention of Gerry Ansell

Dear Mr. Ansell

**Planning Application No: 6/2018/2768/OUTLINE - Hatfield Business Park, Hatfield, AL10 9SL
(Sport England Ref: PA/18/E/WH/50708)**

Further to my formal response to the above application dated 11th December 2018, as advised in the response I have consulted Sustrans on the planning application for their advisory comments and would wish to supplement the previous response with the following comments specifically on walking and cycling provision. Apologies for the delay in providing these comments.

Walking and Cycling Provision

Linked to Sport England's Active Design guidance, Sport England has a specific interest in walking and cycling provision in new developments in order to create environments which encourage people to be physically active. Increasing physical activity in developments will contribute to meeting Government policy set out in paragraph 91 of the NPPF as well as meeting Sport England's strategy objectives <https://www.sportengland.org/active-nation/our-strategy/>. In this context, Sport England has developed a partnership with Sustrans (the established charity that focuses on making it easier for people to cycle and walk) to provide advice on planning for walking and cycling provision as the two organisations have mutual objectives. Sustrans comments are as follows:

- The Transport Assessment states 'provide priority for cyclists' – this is a positive statement, but we would like to see this reflected in detailed design of the scheme at the reserved matters stage e.g. priority over side roads, priority over residential accesses, zebra / tiger crossings etc. It will be important that there is a commitment to these principles at the outline planning application stage to ensure that the detailed design provides priority for cyclists in practice e.g. through the preparation of a design code for the development which provides further detail on the principles that the detailed design should accord with.
- Cycle parking refers to meeting minimum standards – as the Council's cycle parking standards are relatively dated, it is advocated that consideration is given to the following Sustrans best practice design guidance on cycle parking <https://www.sustrans.org.uk/our-services/what-we-do/route-design-and-construction/route-design-resources/best-practice-cycle>.
- There's a number of mentions of green links, which look good, however, they refer to using a self-bound gravel – this is a concern (it erodes relatively easily and gets rutted and pools with water), we would prefer to see a sealed surface on all paths, which pedestrians and cyclists are going to use.
- 20mph limits are referred to, but it's not clear whether there will be a blanket approach across the development – we would support this approach across the whole development.
- In the D&A statement there are some illustrations of road profiles, with shared use for pedestrians and cyclists – for busy routes ideally we'd like to see conflict reduced by wide, separated (both from each other and motor vehicles) space for pedestrians and cyclists. Detailed guidance on this is contained in the following TfL <http://content.tfl.gov.uk/lcds-chapter4-cyclelanesandtracks.pdf> and Sustrans https://www.sustrans.org.uk/sites/default/files/file_content_type/sustrans_handbook_for_cycle-friendly_design_11_04_14.pdf guidance documents.
- Primary movement corridor – this could have the potential to be quite a fast road essentially splitting and severing the development. This primary movement corridor should prioritise PT, walking and cycling. There's potential to do something quite clever around using bus gates to

stop motor vehicles from using the primary movement corridor to move between the lower, middle and upper villages. Essentially, you need to prioritise the sustainable modes, and make the journey slightly longer, and more convoluted, pushing them to outskirts for private motor vehicles. This shift in favour towards sustainable modes will help make PT, walking and cycling the obvious choice for our short, every day trips.

If you would request that the comments set out above are taken into account when determining the planning application. If you or the applicant have any queries about the above comments or would like further advice, please contact Matt Barber, Sustrans' Head of Partnerships (Midlands and East) Matthew.Barber@sustrans.org.uk or 01733 319981.

Yours sincerely,

Roy Warren

Planning Manager

T: 020 7273 1831

M: 07769 741 137

F: 01509 233 192

E: Roy.Warren@sportengland.org

We have updated our Privacy Statement to reflect the recent changes to data protection law but rest assured, we will continue looking after your personal data just as carefully as we always have. Our Privacy Statement is published on our [website](#), and our Data Protection Officer can be contacted by emailing [Gail Laughlan](mailto:Gail.Laughlan)

The information contained in this e-mail may be subject to public disclosure under the Freedom of Information Act 2000. Additionally, this email and any attachment are confidential and intended solely for the use of the individual to whom they are addressed. If you are not the intended recipient, be advised that you have received this email and any attachment in error, and that any use, dissemination, forwarding, printing, or copying, is strictly prohibited. If you voluntarily provide personal data by email, Sport England will handle the data in accordance with its Privacy Statement. Sport England's Privacy Statement may be found here <https://www.sportengland.org/privacy-statement/> If you have any queries about Sport England's handling of personal data you can contact Sport England's Data Protection Officer directly by emailing gail.laughlan@sportengland.org