



Active
Travel
England

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Your Ref: 23/02170/FUL
Our Ref: ATE/23/00039/FULL
Date: 18 October 2023

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

From: Planning & Development Division, Active Travel England

To: Tabitha Lythe, Shropshire Council

Application Ref: 23/02170/FUL

Site Address: Land between A495 Business Park Roundabout and Canal Way, Ellesmere, Shropshire

Description of development: Formation of Link Road with Footway and Cycleway Provision between the Ellesmere Business Park Roundabout on the A495 and Canal Way, including Associated Modification to the Ellesmere Business Park Roundabout, Recontouring and Earthworks Throughout the Site and Formation of Flood Compensation Areas

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 a second response regarding revisions to the full application for the Formation of Link Road with Footway and Cycleway Provision (2m footway and 3m shared footway/cycle path) between the Ellesmere Business Park Roundabout on the A495 and Canal Way. These revisions have been considered alongside ATE's initial response to the proposed development on the 26th of June 2023.

2.0 Summary

It is noted following ATE's initial assessment that the applicant has submitted detailed designs and drawings (predominantly in Appendices 1-9 of the TA) which indicate the access points to the site, along with the links with Public Rights of Way (PRoW) and junction treatments. Also included are details outlining the development's interface with the Shropshire Union Canal (Appendix 9).

ATE welcomes that the applicant has considered anticipated trip generation for the proposed development as per Section 6 of the submitted Transport Assessment (dated: July 2023) and sets out anticipated trip rates for the site not only for peak times but throughout the day. These rates (Table 6.5, TA, p.33) indicate that the installation of a shared use facility as being appropriate for the spine road in accordance with Table 4.1 and 6.3 of LTN 1-20.

Although the applicant has clearly considered many of the deficiencies originally raised within ATE's initial response, there is still more information/clarification required for ATE to endorse this application. This is predominantly in consideration of the residents of 300 dwellings and the various uses of the site, along with likely future development in adjoining sites. With the application at outline stage there is an opportunity for this development to ensure it has the active travel provision 'futureproofed.'

Outstanding Matters

With respect to the above, it is advised that the applicant provides the following additional information:

- Provide designs of a segregated cycle and footway to ensure long-term walking, wheeling and cycle provision or clearly justify the installation of a shared provision. This is also in line with the applicant's assumption that 60% of residents of the proposed development working in the Ellesmere area will walk, cycle, or take public transport to work, and/or work at one of the proposed employment sites. (TA, p.36).
- Produce anticipated trip rates for all modes, to further substantiate appropriate cycle way facilities

- In extension to the above rates, set ambitious and clear mode share targets that are in alignment with ATE's objective that 50% of all short, urban trips are walked, wheeled, and cycled by the year 2030. Furthermore, the Framework Travel Plan will need to be enhanced to demonstrate how the mode share targets will be achieved, including the actions taken if these targets are not met following a suitable process for monitoring, analysis, and evaluation.
- Provide more precise information of active travel provision internal to site as highlighted in the initial response (this is in addition to the masterplan supplied in Appendix 6).

3.0 Next Steps

ATE is happy for this letter to be forwarded to the agent/applicant and welcomes the opportunity to review further submitted information to work collaboratively to help address the above identified issues and deficiencies.