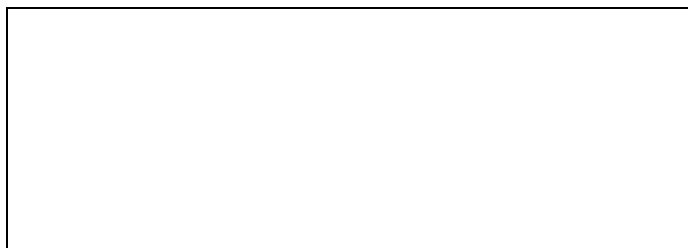




Active
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Your Ref: 23/02170/FUL
Our Ref: ATE/23/00039/FULL
Date: 26 June 2023



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

CC: To be filled manually

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

This is a 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. The application includes various treatments including modification to the Ellesmere Business Park Roundabout and the recontouring and the formation of Flood Compensation Areas. South of the site is the Shropshire Union Canal which provides a link to the town of Ellesmere directly to the North. These proposals will provide access to two allocated sites in the Shropshire Council Local Plan (2006-2026), residential use (ELL003a) and Leisure/Recreation (ELL003b).

The site allocations to the north comprise phased residential developments whereas south of the site are proposed to provide range of residential, tourism and leisure developments as follows: 350 dwellings; a foodstore of 2000m²; 10000m² of commercial floorspace; a 100-bed care home; an 80-bed hotel; 70 holiday cabins, a caravan site; 700m² pub; 500m² playcentre; two 210m² bakery/coffee shop and a 0.15ha petrol station.

2.0 Summary

The application states that the link road will include a 2-metre footpath on the roads southern border and a 3-metre shared use path on the northern edge. Other significant access relevant for the establishment of effective Active Travel modes include the Ellesmere Business Park Roundabout, the Canal Way to the East of the site and the Shropshire Canal Wharf to the South. There are also two Public Rights of Way (PRoW) to the North and South of the site.

There are various aspects of this application where it may be necessary for ATE to work with Shropshire Council regarding any further revisions. There is potential for this proposal and its wider developments to support Active Travel, particularly the enhancement of the not only the link road itself but also the various access points. It is expected that there will also be the subsequent requirement for appropriate safety measures at junctions and crossings to link the areas of development north and south of the link road and further afield within and around Ellesmere.

ATE overall requires more detail to support this application, particularly in reference to a more detailed Transport Statement/Travel Plan, more detailed designs and a demonstration of how the link road will form the basis for excellent Active Travel provision for the entire development. These points are detailed below.

3.0 Opportunities

The application proposal and the allocated sites it relates to lie directly to the south of a town of approximately 5,000 residents. These identified future growth patterns in conjunction with their established aims for residential, commercial, and recreational uses provides an opportunity for active travel to be embedded in from the outset of development. For this to occur, there are a range of necessary measures as detailed below.

4.0 Areas of Concern

In its current form, this application does not demonstrate a commitment to how the proposed development will ensure that Active Travel modes are prioritised. With a significant amount of uses to be developed either side of the route there is the opportunity to ensure that walking, wheeling, and cycling to be the preferred mode for the short journeys for those who live and/or work in the area and Ellesmere.

The submitted Transport Statement currently focusses on peak hour vehicular access trip generation for all development, which suggests that cycling would not be suitable on this road without appropriate infrastructure. Subsequently the suitability of the shared use path (which is more suitable for more recreational routes) needs to be justified, in consideration of LTN 1-20 Figure 4.1 (p. 33) and Chapter 6 - Space for Cycling within highways.

ATE has also identified that there are other aspects of the Transport Statement which need to be expanded. This includes how the frontage activity of the link road (with varying uses abutting) is likely to require suitably designed crossings to ensure safe and convenient movement for people walking, wheeling, and cycling along the length, with failure to do so resulting in a critical issue.

It is also recommended that consideration is given to the inclusion of placemaking features along the highway corridors, such as benches, landscaping (suitable for low crime risk), street trees, SuDS features, wayfinding and cycle parking.

5.0 Recommended Planning Conditions and Obligations / Reasons for Refusal

6.0 Next Steps

Following an assessment of the application using ATE's Planning Application Assessment Tool and consideration of the site, we recommend that the following information is provided to enable ATE to provide a more definitive response to potentially support this application (and recommended suitable conditions):

1. An enhanced Transport Statement which includes a more detailed consideration of anticipated trip rates for all modes and throughout the day. It should also ensure that the appropriate level of provision is made for all modes of transport, including the suitability of carriageway solutions e.g., whether shared use paths on both sides of the spine road segregation is going to achieve the sustainable aims of the wider development. Subsequently, reference to LTN 1/20 Figure 4.1 should be made in relation to Transport Statement para 3.13 on cycling on the link road and confirmation whether carriageway cycle provision is suitable without any protection.

2. Detailed designs and drawings of the access points to the site, along with the links with PRowWs, the towpath of the Shropshire Union Canal and the other possible access points. This should also include how the site will connect with Ellesmere and the 'Shropshire Homes' development to the north of the site (as indicated on the site masterplan on page 29 of the Design and Access Statement).

3. There should also be an indication that the internal layout of the site adheres with suitable standards e.g., it is recommended that all junctions will be provided as bellmouth type if there are more than 2,500 turning vehicle movements so will need suitable treatment as recommended in LTN 1/20 and Manual for Streets (MfS) guidance.

4. It is advised that the LPA should seek suitable obligations from the respective private developers in relation to both the above recommendations and any other improvements to the site which may be identified e.g. the establishment of a segregated bicycle lane if suitable, and other measures to support active travel such as appropriate crossings and features such as strategically placed seating and other suitable placemaking implementations.

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