



Design & Access Statement

# Canalside Development Ellesmere



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**Burbury Investments**

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Project Number: 5614

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Revision: -

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Issued: 05.04.23

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**Roberts Limbrick**

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# 01 Introduction

- 1.1 Purpose
- 1.2 Project Team
- 1.3 Scheme Background
- 1.4 Design Vision



## 1.1 Purpose

This Design and Access Statement (DAS) has been prepared for Burbury Investments to support the full planning application at Land adjacent to the Shropshire Union Canal, for a new spine road serving future development on the site.

The report seeks to establish the design principles that have informed the development, in addition to providing the background and context for this application

All drawings in this report are for illustrative purposes only. The drawings which constitute the application have been submitted separately and should be referred to in all matters of record.

## 1.2 Project Team

The key members of the Project Team are as follows:

- Client: Burbury Investments
- Planning Consultant: Nigel Thorns Planning Consultancy
- Architect: Roberts Limbrick Ltd.
- Civil Engineers: Shepherd Gilmour Consulting Engineers
- Landscape Architect: Liz Lake
- Transport Consultant: Highgate Transportation

## 1.3 Scheme Background

Roberts Limbrick have been commissioned to prepare this document and accompanying drawings in support of a full planning application for the creation of a new road through the site connecting Canal Way to the North-East and Scotland Street/A495 to the North-West.

The creation of this new road will enable the development of this land, providing a range of uses, bringing employment, leisure and housing to the site.

The site strategy also incorporate earthworks to enhance ecology, improve drainage and ensure the sustainability of the area.

The development of the site is a natural progression of Ellesmere town, following on from the recent development of Ellesmere Wharf to the North-East and the Shropshire Homes development to the North-West.



## 1.4 Design Vision

### Biodiversity

The opening up of the watercourse through the site promotes a healthy and diverse ecosystem for wildlife and plants through the heart of the development. The retention and bolstering of the existing hedgerow network together with the inclusion of extensive open space areas will provide enhanced habitats and benefits for a variety of fauna.

### Sustainability

The site lies on the southern edge of the town of Ellesmere in a highly sustainable location close to the existing services and facilities. All options will be explored to make the development as sustainable as possible and reduce the impact of climate change. The spine road encourages active and sustainable travel through the provision of footways and cyclepaths. As part of the delivery of the spine road earthworks will be undertaken to provide natural open water attenuation, alleviating the risk of flood and ensuring the resilience of the site.

### Prosperity

Providing this new link road will enable the future development of the site, providing housing, employment and leisure facilities that will enhance Ellesmere and ensure it's continued growth and development. These development works will also bring additional jobs during construction.

### Connectivity

The proposed spine road will extend from Canal Way on the eastern side and continue west to a new roundabout connection to the A495. Future junctions off this spine road will be positioned to enable permeable links through the development while ensuring an efficient traffic flow along the spine road. The spine will provide a footway and cycle path, connecting to the existing roadside paths. The Public Right of Way that crosses the site will also be integrated into the development, to enable and encourage it's continued use.

### Community

The site would provide a logical strategic extension of the town with housing in this location linking well with the existing setting of the town and not impacting upon adjacent properties or uses. The leisure and recreational uses would act as a key visitor attraction in the town, providing both facilities and accommodation for tourists. The employment areas will provide local jobs, within close proximity to existing and new residential development, reducing car dependency and providing a vibrant and diverse community. Providing extra-care facilities will allow residents to continue living locally and be part of the community.

The development will give a significant boost to the local economy providing full and part time staff within the employment, extra-care, tourism and leisure sectors as well as bringing extra visitors to the town. The scheme would provide a link between the town centre and the canal to the south, and could provide land for a bridge to the Canal & River Trust Canal Works site opposite.





## 02 Site Information

- 2.1 Site Location
- 2.2 Site Context
- 2.3 Site Analysis
- 2.4 Site Photographs
- 2.5 Planning Context





THE GRANGE

Ellesmere

Shropshire Union Canal Llangollen Branch

## 2.1 Site Location

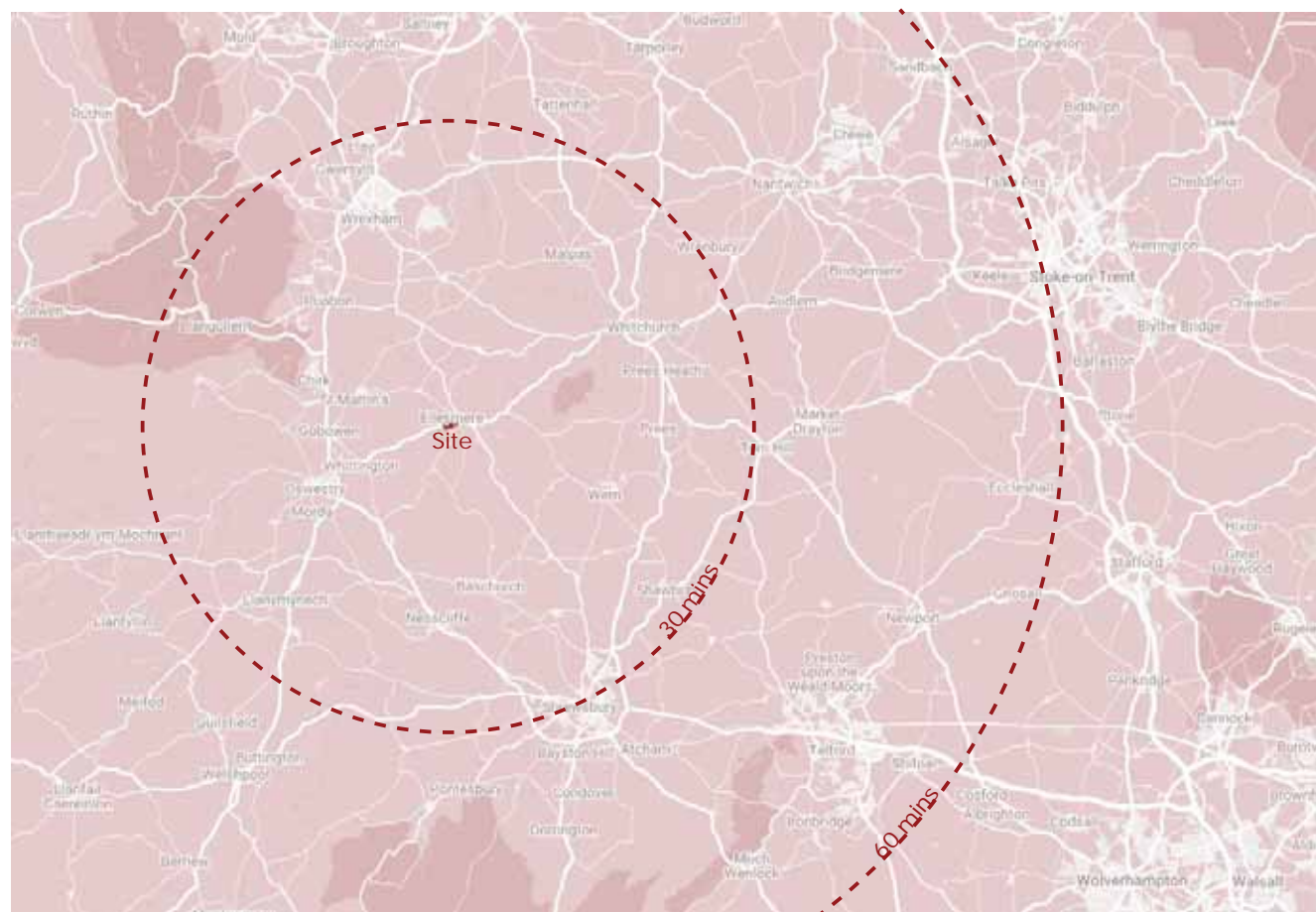
The site is located to the South-West of Ellesmere town, with access from Canal Way and Scotland Street/A495.

It is flanked to the South and East by the Shropshire Union Canal Llangollen Branch. To the West are agricultural fields and to the North, Ellesmere town, namely Ellesmere Business Park, Lakelands Academy and several residential developments.

Ellesmere is in England, but close to the Welsh border, with Wrexham less than 30mins drive to the North. The site is also well connected to other towns, such as Shrewsbury, 30mins and Oswestry, 20mins. The cities of Birmingham, Stoke-on-Trent and Liverpool are all less than 1.5hours drive away.

The area is well served by A roads with the A495 running East-West and A528 running North-South. Ellesmere is the 12th largest town in Shropshire, with a population of c.5000 and various amenities including both primary and secondary schools as well natural assets such as The Mere.

This setting makes the site suitable for development to enhance and expand the town with a mix of uses to bring employment, housing and leisure to the site.



## 2.2 Site Context

The site is within close proximity to an array of resources in Ellesmere, including employment opportunities (for example the Ellesmere Business Park), schools, a supermarket, and the main high street is approximately a 10 minute walk from the central portion of the site.

### Built Environment

The site is bordered by the recent residential developments of Ellesmere Wharf, and Shropshire Homes (not yet complete); as well as Lakelands Academy to the North and Ellesmere Business Park to the North-West.

The residential developments are predominantly 2 storey, with a traditional style architecture, whilst the business park and school are more modern in style but generally also 2 storeys.

### Access

Access to the site is possible from the A495/Scotland Street, via a roundabout, which also serves the business park. Vehicular access is also possible from Canal Way, which connects back to the A495 further East.

In addition to the vehicle access points, there is a public

right of way footpath running north-east to south west through the west portion of the site, and a public right of way along the canal, outside the site boundary, to the South.

### Heritage

The site adjoins an important junction of the former Ellesmere Canal, and lies directly opposite the former offices and maintenance yard of the Ellesmere Canal Company, built around 1806, probably to designs by their engineers William Jessop and Thomas Telford. Four of the group of five buildings are designated Grade II\* and are of national importance.

The land also sits adjacent to the Ellesmere Conservation Area designated in 1976.

### Archaeology

Castleryng Archaeology were commissioned to provide an Archaeological Assessment of the site. From an archaeological perspective, there are no historical records to indicate historic occupation of the site. Records show agriculture as the historic use of the land.

There are no above ground structures or earthworks of archaeological interest but it is not possible to assess

the impact on unidentified buried archaeological remains. Nor is it possible to determine the nature or value of buried remains; at best they can be deemed low to moderate.

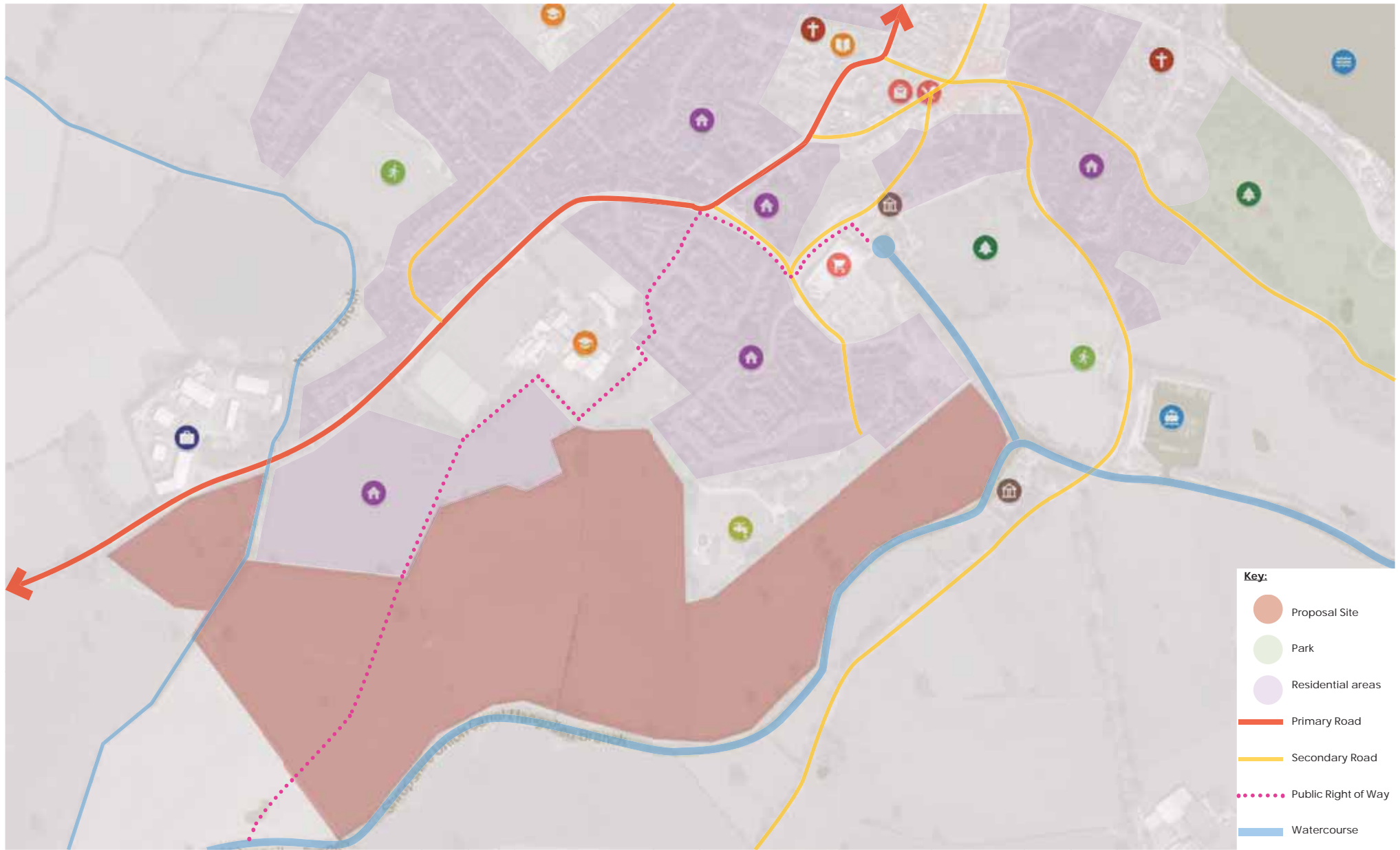
### Ecology

Greenscape Environmental Ltd were commissioned to conduct a phase 1 survey to determine the presence or absence of protected species and the potential to damage sensitive habitats.

In the opinion of the lead surveyor, should this development proceed, it will not affect the conservation status of any protected species.

Any hedgerows for removal will need to be removed outside of the bird nesting season and replacement tree and hedgerows exceed all those removed. A lighting plan will be required to minimise impact upon bat populations.

The opening up of the culvert will assist in providing improved habitat and enhancements along the watercourses are recommended to promote water vole habitat.



## 2.3 Site Analysis

The site has an area of approximately 32.28 hectares (79.77 acres)

### Key Features

The site has quite a gentle topography with a reasonably flat central portion that slopes up towards the north and towards the western boundary, with two quite prominent ‘knolls’ either side of the central corridor to the west of the site. The land is generally lower than the canal along it’s southern boundary but raises up to meet it at the western section.

The site has a substantial amount of existing trees and vegetation along the boundaries. The north edge is well planted and creates a natural backdrop to development on the higher portion of the south facing slope, minimising visual impact from surrounding areas. Furthermore the extensive vegetation to the north east of the central portion of the site creates a strong barrier for views into the site from the east, and screens the adjacent sewage works.

The site currently features a culverted watercourse running east to west.

A public right of way runs north-east to south west through the west portion of the site.

There is an existing High Pressure Gas pipe that cuts through the site.

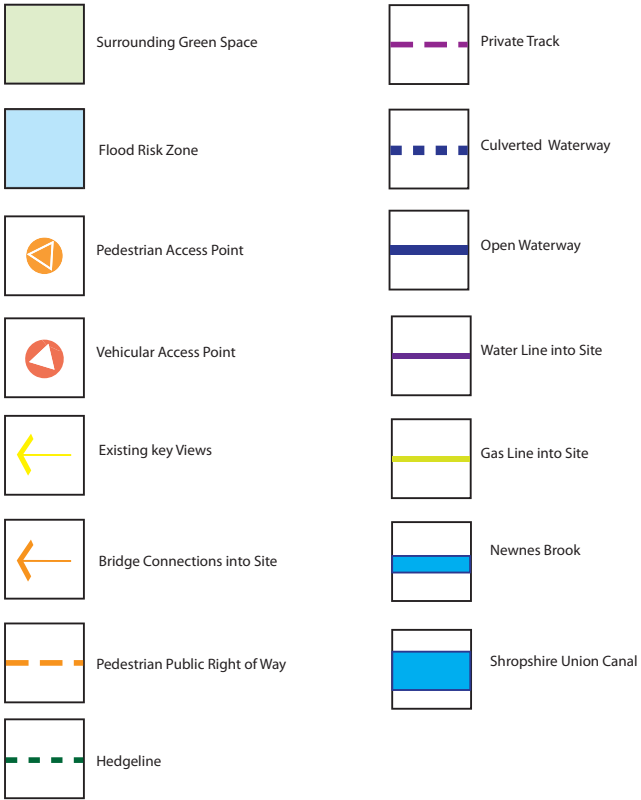
### Flood Risk

Although the canal itself does not adversely affect the site there are two watercourses (the Tetchill and Newnes Brooks) that run through or adjacent to the site and the Environment Agency Flood Zones maps show that a portion of the site currently falls within Flood Zones 2 & 3.

### Planning Context

The proposal contains two allocated sites for residential use (ELL003a) and Leisure/Recreation (ELL003b). This application is accompanied by a planning statement, which provides further information on the planning context and history for the site.

### Opportunities and Constraint Plan





## 2.4 Site Photographs



1. View of the site boundary adjacent to the Business Park



2. View looking NW across lower central corridor



3. View of the bridge from the towpath



4. View from the site towards the sewage works



5. Line of mature trees on site



6. Listed canal buildings opposite the SE corner






















## 2.5 Planning Context

The proposal contains two allocated sites for residential use (ELL003a) and Leisure/Recreation (ELL003b).

These form part of Shropshire’s Local Plan, which guides all development up to 2026.

The policy map opposite illustrates the policy and designations that impact the site and it’s immediate context.

This application is accompanied by a planning statement, which provides further information on the planning context and history for the site.

-  ACCESS
-  Development Boundary
-  Conservation Areas
- Shopping Areas**
  -  Primary Shopping Area
  -  Secondary Shopping Area
-  Town Centres
-  Registered Parks
-  Scheduled Ancient Monuments
-  Safeguarded Land
-  Greenbelt
-  Canal
-  Canal line
-  SAC
-  RAMSAR
-  SSSI
-  AONB
-  World Heritage Sites
-  Oswestry Mineral Railway
-  Bayston Hill Sidings
-  Minerals Safeguarding Area
-  Petroleum Exploration and Development Licence Area





# 03 Proposal

- 3.1 Overview
- 3.2 Drainage Routes
- 33 Indicative Masterplan



### 3.1 Overview

This application is for the proposed spine road and associated earthworks to be delivered at the site to the South-West of Ellesmere town centre.

The proposed spine road will connect A495/Scotland Street to Canal Way and serve the future development of the site covered under allocations ELL003a & ELL003b.

The proposal also incorporates improvement works to the watercourse and drainage on the site, providing a floodplain compensation area including natural open attenuation that will reduce the risk of flooding and enhance the local biodiversity.

The spine road has been located to minimise disruption to an existing High Pressure Gas pipe that cuts through the site, whilst creating an efficient route that maximises the potential of this area.

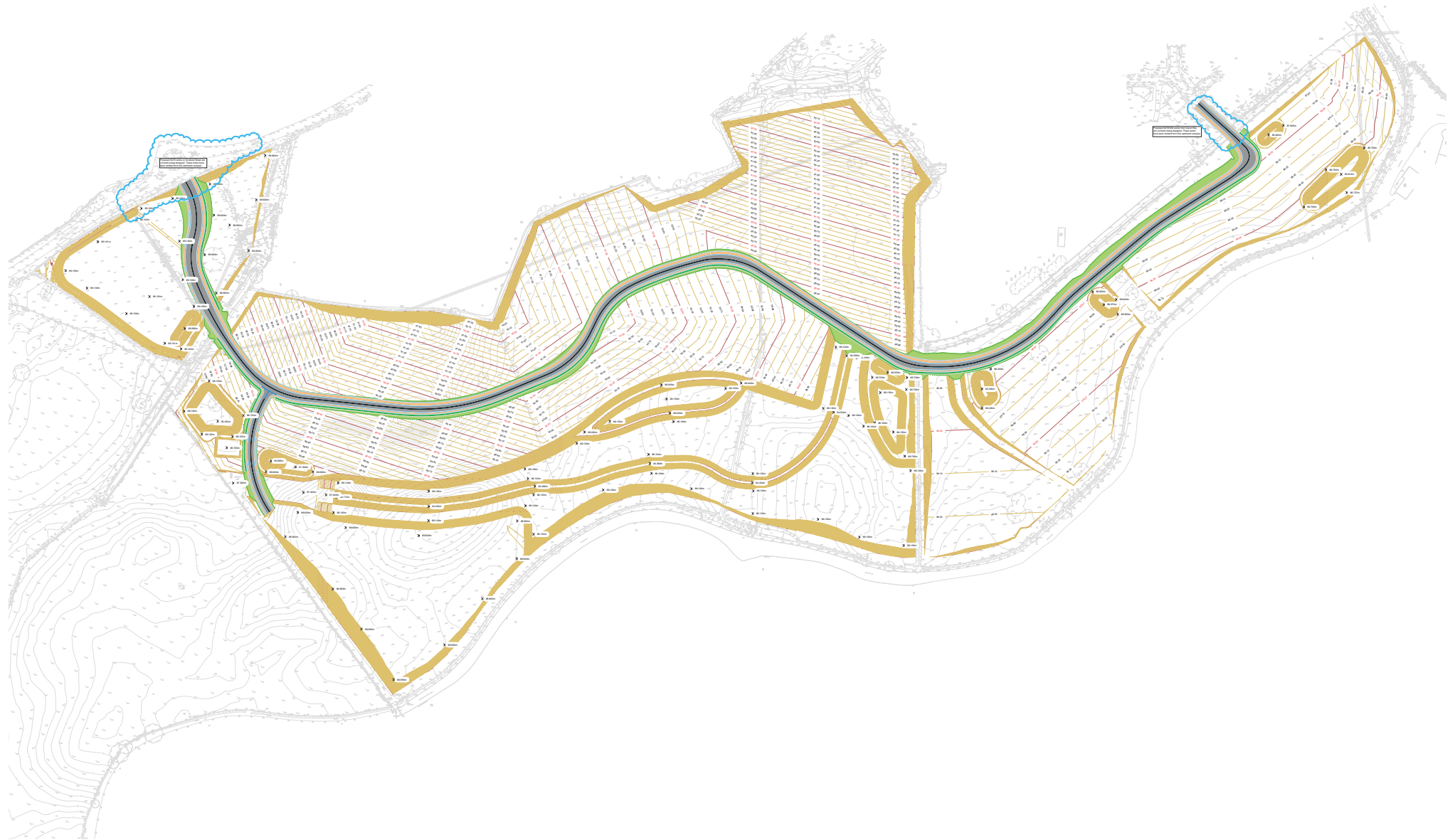
Earthworks have been designed to mitigate floodrisk,

creating large areas of landscaping that will enhance the ecology and biodiversity of the site, whilst also ensuring the resilience of future development.

Alterations to the topography also create flatter areas of land that will be more conducive to development.

In addiiton to providing vehicular access, the new spine road will provide a footway and cycle path, encouraging active travel across the site.

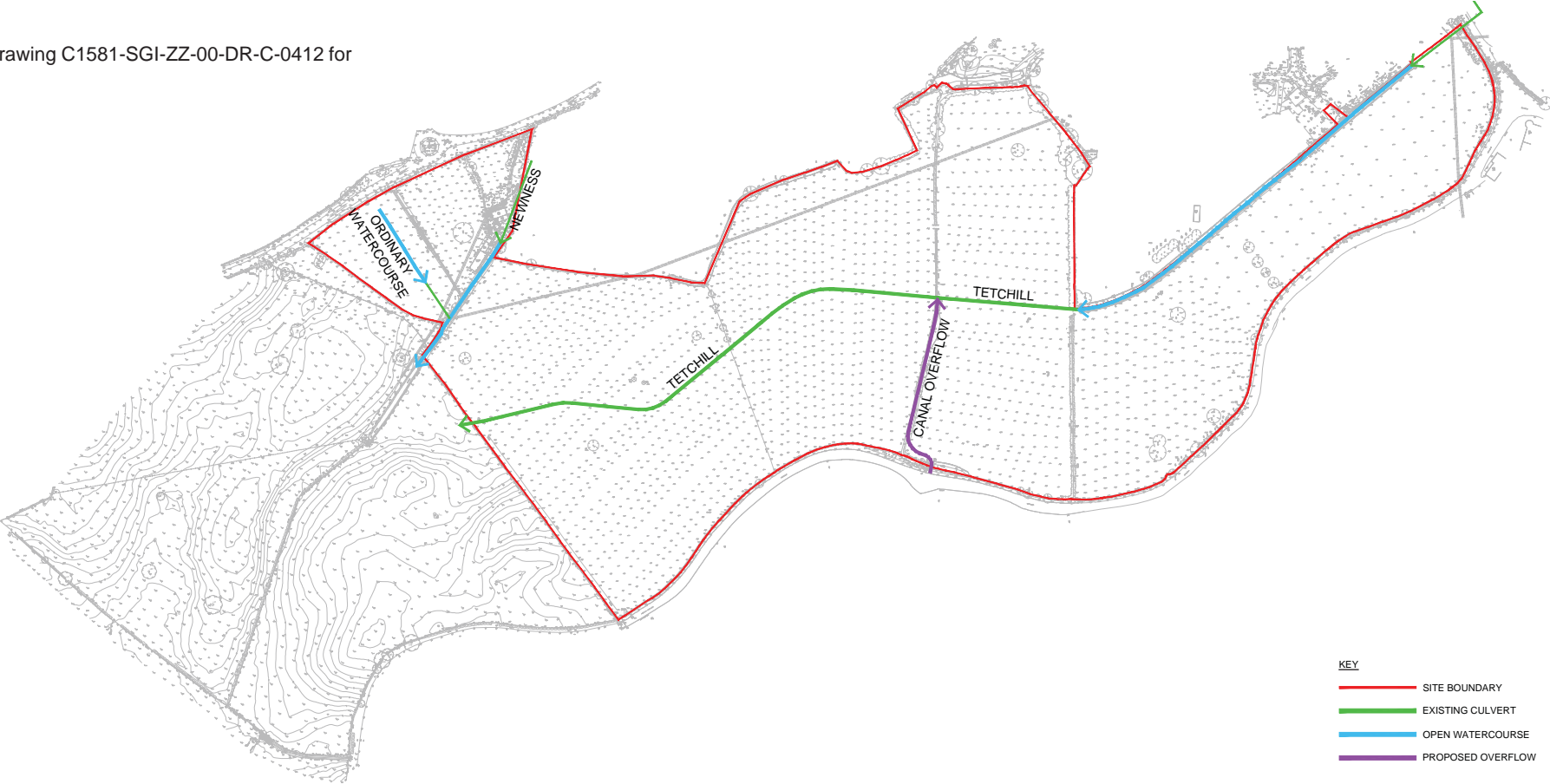
Proposed topography and road



# 3.2 Drainage Routes

## Existing

Please refer to SGI drawing C1581-SGI-ZZ-00-DR-C-0412 for further information



## Proposed

Please refer to SGI drawing C1581-SGI-ZZ-00-DR-C-0413 for further information



### 3.3 Indicative Masterplan

The plan opposite illustrates the possible land uses for this site as zoned areas.

The Net Developable Areas (NDA) are given, these are based on the dashed purple line, which excludes areas with steep gradients or in close proximity to drainage features.

Whilst these areas are subject to change, they demonstrate the scale of developable area and what could be accommodated within the site.

The areas follow the principles set out in by the allocated sites, with the area to the South of the spine road predominantly providing leisure, tourism and recreation facilities, whilst residential areas are provided to the central North area of the site.

**Residential**

The boundary of the residential zone differs from the boundary of allocated site ELL003a, this is due the spine road being accommodated within the residential area, as well as the earthworks necessary to achieve the requisite floodplain compensation area. The overall NDA of the residential area remains much the same as ELL003a

**Employment**

An area for commercial, retail and/or office use is shown to the North-West of the site, nearest to the access point from Scotland Street. This connects it to Ellesmere Business Park on the other side of the roundabout, allowing both sites to support one another through combined business growth.

**Tourism**

An area for touring caravans and holiday cabins is shown to the South of the spine road, bounded by the canal to the South. This location will encourage tourism, with easy access to the canal path for walkers and cyclists and a pleasant setting for visitors to enjoy.

**Leisure**

Providing leisure facilities will complement both the residential and tourism uses, which will provide both seasonal and regular visitors.

**Extra Care**

Setting this within the North-East corner of the site, will provide privacy with an outlook over the canal and

towards town, as well as a pleasant and quiet setting.

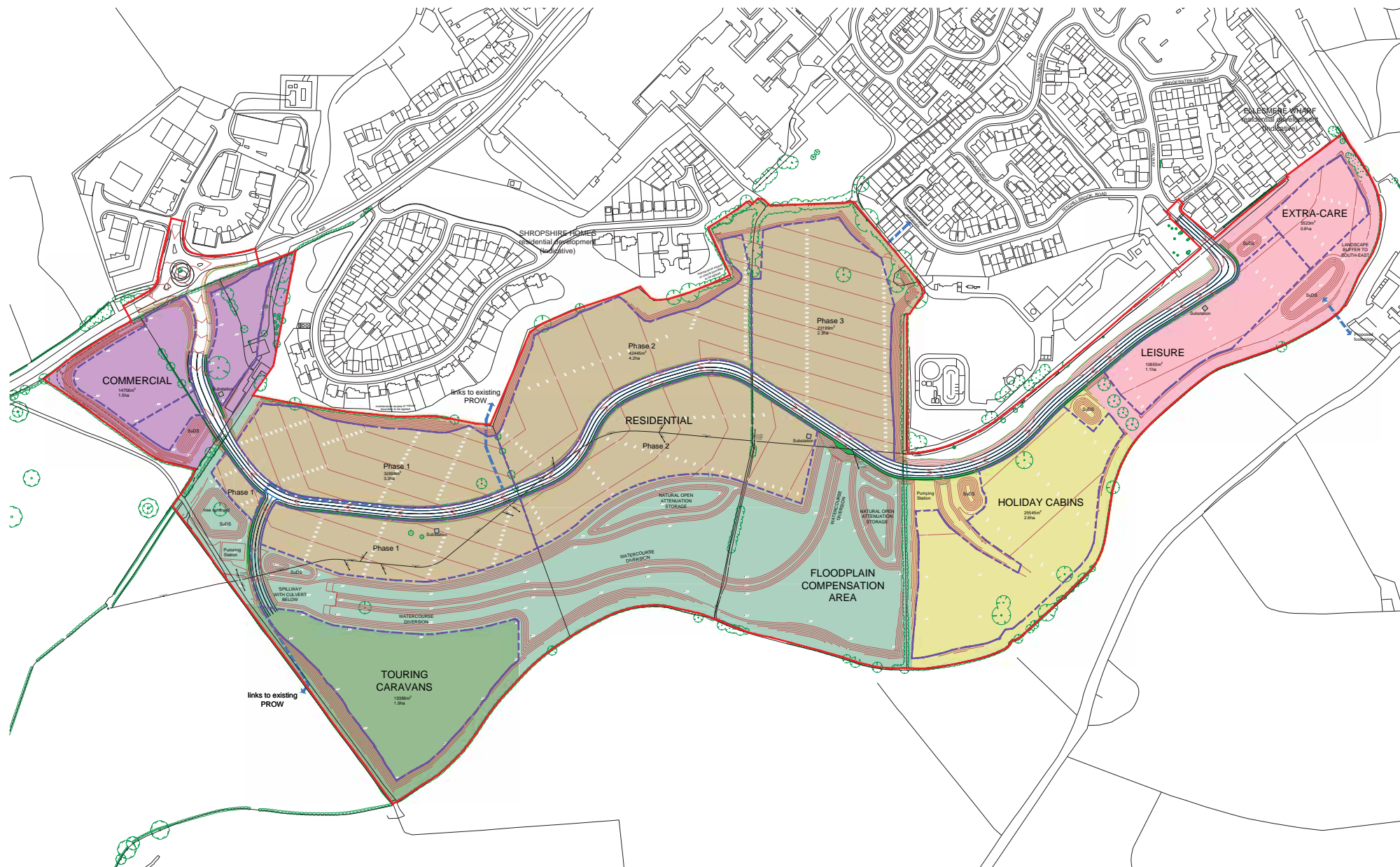
**Summary**

This masterplan demonstrates the importance of the spine road and associated earthworks for being able to deliver a range of development on this site.

It illustrates how the spine road and topography define areas that complement and maximise the setting of this site, responding to the built and natural environment.

This spine road will not only enable vehicular access, but also provide a generous and pleasant access for all users, connecting the different uses of the site.

This documents supports and provides additional information to accompany the application and it is hoped that this demonstrates the value of this proposal, enabling it to be approved.





**Roberts Limbrick**