

APPENDIX 2

Active Travel England Appraiser Report

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Glen Dimplex, Whiston
Summary of proposal	Outline planning application for residential development of around 204 units
ATE reference	
Local authority reference	
Local planning authority	Knowsley
Local highway authority	Knowsley
Completed by	Hanna Jones
Date (DD/MM/YY)	02 November 2025
Application type	Outline planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Pass	Traffic surveys were undertaken to establish the current base flows on the 9th of September 2025. These flows were growthed using TEMPro version 8.1 for the 2031 future year traffic flow factors. Using TRICS data we establish an estimation of the amount of traffic the development will produce by looking at similar existing developments. This means the amount of traffic being added to the local highway network can be assessed.	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ;
2. Active travel route audit	Pass	All routes have been assessed using the actual walking and wheeling distances and travel times. There are a various facilities available in close proximity to the site, with wide footpaths loacted along the nearest roads (Stoney Lane) creating a continuous connection to amenities within Whiston. 2m wide footpaths will be running throughout the site connecting to the already existing pedestrian infrastructure. All pedestrian and cycle links within and around the site are referenced such as public rights of way (PRoW) and off road cycle routes to allow for safer and quicker acces to the local amenities.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;
3. Pedestrian access to local amenities	Pass	A 800m and 2km catchment has been created from the centre of the proposed site, to display which amenities fall within these boundaries. A high number of amenities fall within the 800m catchment, including the nearest bus stops, Whiston Hospital, various primary and secondary schools, green spaces and retail facilities. Additionally, the 2km catchment stretches further into areas of Whiston and Prescot. The majority of footpaths are step free with dropped kerbs and even surfaces for pedestrians walking and wheeling between the site and the local amenities. Also with the bus stops in such close proximity, the site is accessible to further places such as Prescot and Huyton.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ;

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4. Cycling accessibility	Pass	A distance of 8km has been measured from the centre of the site where you can reach areas such as St. Helens, Widnes, Woolton and Knowsley. National Cycle Route 56 is in close proximity to the site towards the west.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ;
5. Access to public transport	Pass	The nearest bus stops are located around 250 metres west to the site, along Stoney Lane. These bus stops provide daily services to Prescot, Huyton and Broadgreen. There are no railway stations located within the 800m catchment, however there are 4 stations located within the 2km catchment all in close proximity to the site. There are well surfaced footways with dropped kerbs to allow for accessible travel to and from the bus stops/railway stations and the site.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ;
6. Off-site transport infrastructure	Pass	A Framework Travel Plan has been produced to promote sustainable travel to and from the site. An accessibility section has also been carried out to show all the current footways, cycleways, bus stops and railway stations.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ;

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7. Site permeability	Condition / Obligation to make acceptable	The site includes 2m wide footways throughout the development, connecting with existing footways. There are no cycle infrastructure proposed within the site.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ;
8. Placemaking	Pass	The proposal has a mixture of housing types which are accessed by well-lit streets. A public open space area is proposed in the middle of the development, including retaining most existing trees and re-planting. Dwellings have been orientated to overlook the footways and roads to provide natural surveillance, improving safety. The site will connect with the surrounding area seamlessly which should encourage residents to walk to local amenities and give a sense of place.	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ;
9. Cycle parking and trip-end facilities	Pass	The development proposes cycle storage/parking in the form of sheds/garages for each dwelling.	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ; LTN1/20

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10. Travel planning	Pass	A Travel Plan Framework has been included within the application submission, which includes appropriate targets and promotion of active travel	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ;