

Dear Lee,

**RESIDENTIAL DEVELOPMENT COMPROMISING ERECTION OF UP TO 204 HOUSES WITH PARKING TOGETHER WITH CONSTRUCTION OF VEHICULAR/PEDESTRIAN ACCESSES OFF STONEY LANE, PEDESTRIAN ACCESS OFF CUMBER LANE, SUB-STATIONS, FOUL WATER PUMP STATION, SUDS BALANCNG POND AND ASSOCIATED PUBLIC OPEN SPACE, LANDSCAPING AND ASSOCIATED WORKS.**

**PLANNING REFERENCE 25/00672/FUL**

In response to the comments received from Active Travel England, dated 2<sup>nd</sup> March 2026, in relation to the application above, please find our responses below with any relevant information or updated documents attached.

## Comments and/or Queries

### Trip Generation/Travel Plan Targets

In conjunction with the comments received in orange, please see our responses below in *italics*:

ATE advises that the applicant commit via appropriate conditions towards a more comprehensive multi-modal trip generation based upon relevant data for both peak and non-peak periods (and all uses). Following this process there can therefore be the and the setting of suitably aspirational Travel Plan targets set at the earliest stage possible.

*Noted.*

### Active Travel Route Audit/Access Points/Off-site Infrastructure

Please see attached the following document(s):

- 4726.ATE Response03
- 4725-F04 UNCONTROLLED CROSSING REV -
- 4726.Consultee Response01\_compressed

In conjunction with the document(s) above, please see our responses below in *italics*:

ATE requests that the applicant clearly provides with technical drawings and images precise details of all active travel and associated infrastructure externally, including those already

proposed for the site access including the four indicative active travel only access points (DAS, p.17).

ATE also recommends that an extended active travel route audit that is experientially based with photographic evidence also takes place– this can inform the necessary improvements needed between the site and any other current and emerging active travel routes such as the various strategic active travel routes that are detailed in the recently adopted KMBC Local Cycling and Walking Infrastructure Plan (LCWIP). This is in particular reference to those that connect the proposed development to routes involving Stoney Lane and the Halsnead Village development to the south which then connect further to the East of Halewood development.

ATE advises that the above enhancements can be set as conditions of planning permission at the discretion of the local planning authority.

*Eddisons have been instructed to carry out a Cycling and Pedestrian Audit, upon receipt of this we will submit for review and approval.*

#### **Internal Active Travel Infrastructure/Permeability**

In conjunction with the comments received in orange, please see our responses below in *italics*:

ATE notes that the applicant is proposing measures such as raised junction tables within the layout that can aide traffic calming (para 3.4.1, TA, p.6). To improve the quality of active travel infrastructure internally, ATE advises that the paths that are adjacent to the open space in the central part of the scheme include active travel infrastructure and endeavour to provide a shared foot/cycle way.

*In line with the request above regarding the paths adjacent to the central POS/SuDS feature, we have increased the width of these from 1.2m to 2m.*

*Please review the revised Coloured Layout, Plan Ref: 22970-PL-1001-Coloured Planning Layout (Rev A).*

#### **Cycle Parking**

In conjunction with the comments received in orange, please see our responses below in *italics*:

The applicant has indicated a commitment to a suitable quantum of cycle parking provision. ATE advises that the details of this are in line with LTN 1-20 and set as a condition of planning permission at the discretion of the KMBC.

*Noted.*

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I trust the information I have submitted in response to the comments received from ATE provide the requested clarifications and information.

Yours Sincerely,

A handwritten signature in grey ink, appearing to read 'Brandon Bardsley', enclosed within a faint, hand-drawn oval.

**Brandon Bardsley**  
**Senior Design & Planning Executive**

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