



For and on behalf of
Boningale Developments Ltd

Highways Hearing Statement

**Appeal against the non-determination of Full Planning Permission for 70 dwellings on Land
to the East of Tilstock Road, Tilstock, Shropshire**

**Appeal Reference: APP/L3245/W/25/3362414
Planning Application Reference: 24/04176/FUL**

**Prepared by
DLP Planning Ltd
Transport and Infrastructure
Sheffield**

transportandinfrastructure@dlpconsultants.co.uk

May 2025



Transport and Infrastructure

**4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH
Tel: 01234 832740**

**6th Floor
Broad Quay House
Prince Street
Bristol
BS1 4DJ
Tel: 01179 758680**

**Office 106
Cumberland House
35 Park Row
Nottingham
NG1 6EE
Tel: 01158 966620**

**Ground Floor
V1 Velocity
Tenter Street
Sheffield
S1 4BY
01142 289190**

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS	PAGE
1.0 Introduction	4
2.0 Planning Policy and Guidance.....	6
Shropshire Local Development Framework: Adopted Core Strategy (March 2011) (Core Document CD 2.2)	6
Shropshire Manual for Adoptable Roads & Transport (SMART 2021) Guidance (Core Document CD2.9)	6
National Planning Policy Framework (December 2024) (Core Document CD2.1).....	6
Manual for Streets (2007) (Core Document CD2.10).....	6
3.0 Potential Highways Related Reason For refusal – Highway Safety	8
Impact on Highway Network	8
Highway Safety- Vehicular Access.....	8
Highway Safety – Pedestrian Access.....	11
Access to Sustainable Travel Modes	12
4.0 Conclusions	16

APPENDICES

Appendix AM1	Pedestrian Trip Calculations
Appendix AM2	Walking Audit
Appendix AM3	Drawing Number SH5037-11PD-001

1.0 INTRODUCTION

- 1.1 This Highways Hearing Statement relates to an appeal against Shropshire Council's non-determination of planning permission (Planning Reference 24/04176/FUL), for residential development on land to the east of Tilstock Road in Tilstock, Shropshire. The proposals consist of 70 dwellings, with a proposed vehicular access point provided off Tilstock Road and a pedestrian link onto Tilstock Lane.
- 1.2 As part of the planning application, a Transport Statement was prepared by the Transport and Infrastructure (T&I) team at DLP Planning Ltd, dated October 2024 (**Core Document CD7.1**). This report concluded that the local highway network could accommodate the proposed development traffic and that a safe and suitable access strategy could be provided.
- 1.3 Whilst no consultation comments were received from Shropshire Council (acting as the Local Highway Authority) during the consultation period, the Appellant instructed a Stage 1 Road Safety Audit to be undertaken in January 2025 (**Core Document CD7.2**), following receipt of third-party objections and concerns. This focused upon the off-site highway improvement measures. A subsequent Designer's Response (**Core Document CD7.2**) was prepared and both documents were issued to Shropshire Council, and uploaded onto the Planning Portal on 11th February 2025.
- 1.4 At the time of preparing this Highways Hearing Statement, there have been no consultation comments received from the Local Highway Authority and we have not received any correspondence from them relating to a recommendation for approval or objection.
- 1.5 This Highways Hearing Statement has therefore been prepared in support of the appeal against non-determination. Whilst the Appellant requested a Public Inquiry and that a Case Management Conference (CMC) would be held, PINS have confirmed that the appeal will follow the hearing process. Ordinarily, we would anticipate that during the CMC, the Planning Inspector would confirm any highways-related reason for refusal from the Local Highway Authority or other third parties that would require addressing.
- 1.6 However, given a CMC has thus far not been held, and that we are not aware of any formal putative Highways Reasons for Refusal, we have prepared this Hearing Statement in accordance with the highway requirements as set out in national guidance contained within the National Planning Policy Framework (NPPF) 2024 (**Core Document CD2.1**). Paragraph

115 of the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

- 1.7 The above national policy states that there are only two reasons for which a scheme can be refused on highways grounds. Given we have had no sight of any comments received from the Local Highway Authority, this Highways Hearing Statement therefore focuses on the two NPPF highway-related topics for which the site could be refused from a highways perspective as follows:

- 1) Impact on highway safety
- 2) Residual cumulative impacts on road network

- 1.8 Our Hearing Statement addresses the above two potential highways-related putative Reasons for Refusal in turn.

2.0 PLANNING POLICY AND GUIDANCE

2.1 The following planning policy and related documents are relevant to this Hearing Statement:

Shropshire Local Development Framework: Adopted Core Strategy (March 2011) (Core Document CD 2.2)

2.2 The relevant policy is deemed to be CS6: Sustainable Design and Development Principles. This states that in order to create sustainable places:

“.....proposals likely to generate significant levels of traffic to be located in accessible locations where opportunities for walking, cycling and use of public transport can be maximised and the need for car based travel to be reduced.”

Shropshire Manual for Adoptable Roads & Transport (SMART 2021) Guidance (Core Document CD2.9)

2.3 The relevant sections are:

- Part A: Section A1 – A7
- Part A: Section A18 – A26

2.4 It is noted that the above document is available online via a search engine with a “WORKING DRAFT” watermark provided within the document. Whilst the Shropshire Council website refers to this document – there is no formal link provided to the document.

National Planning Policy Framework (December 2024) (Core Document CD2.1)

2.5 The most relevant section being paragraph 115 as follows:

““Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

Manual for Streets (2007) (Core Document CD2.10)

2.6 The most relevant sections being as follows:

- Chapter 4: Layout and connectivity
- Chapter 5: Quality places
- Chapter 6: Street users’ needs
- Chapter 7: Street geometry
- Chapter 8: Parking

Manual for Streets 2: Wider Application of the Principles (Core Document CD2.11)

- 2.7 This document forms a companion guide to Manual for Streets 1 and builds upon the guidance set out in MfS1. Section 2 of the document sets out common street types and demonstrates how context and user needs should inform a balanced approach to design.

3.0 POTENTIAL HIGHWAYS RELATED REASON FOR REFUSAL – HIGHWAY SAFETY

3.1 As outlined previously in this Hearing Statement, we are not aware of any specific highways-related reasons for refusal. However, based upon informal comments received from the Planning Officer on 11th April 2025 (**Core Document CD14.47**), and with due regard to Paragraph 115 of the NPPF, we have sought to address the following topics:

- Impact on highway network
- Highway Safety
- Access to sustainable travel modes

Impact on Highway Network

3.2 As part of Transport Statement prepared in support of the planning application, the level of traffic generation was set out. The Transport Statement set out that the proposed development could generate up to 35 two-way vehicle trips during the AM peak period (08:00 to 09:00) and 34 two-way vehicle trips during the PM peak period (17:00 to 18:00). Based on our extensive experience of dealing with planning applications for similar scale developments, we concur that these figures represent a robust estimate of likely peak hour trips generated from the Appeal site.

3.3 In terms of impact along Tilstock Road, in particular, the proposed development would give rise to circa one additional vehicle every two minutes.

3.4 We therefore maintain our position, as set out in the conclusions of the Transport Statement, that the proposed development would not give rise to a severe impact on the operation of the surrounding highway network nor would it fundamentally affect how the highway network currently operates.

Highway Safety- Vehicular Access

3.5 In relation to highway safety, we have sought to review the proposed site access at Tilstock Road taking into account the Road Safety Audit which was undertaken in January 2025 (**Core Document CD7.2**).

3.6 The Transport Statement (**Core Document CD 7.1**) prepared in October 2024 included a detailed review of Personal Injury Accidents in the vicinity of the site for the period of 2018 to 2022. However, in preparation of this Hearing Statement we have revisited the www.crashmap.co.uk website which utilises official data published by the Department for

Transport, which is based upon records submitted to them by the police. The records relate to Personal injury Accidents (PIA) on public roads that are reported to the police and subsequently recorded.

- 3.7 Since the Transport Statement was prepared in October 2024, the www.crashmap.co.uk dataset has been updated to include data for 2023. In order to provide a robust Hearing Statement, and in accordance with the Planning Practice Guidance [PPG] online document 'Travel Plans, Transport Assessments and Statements in decision-taking' (updated March 2014) (**Core Document CD2.12**), we have extracted data for the previous five year period for 2019 – 2023. **Figure 1** below shows that, over the five year period, there was a single incident recorded along Tilstock Road.

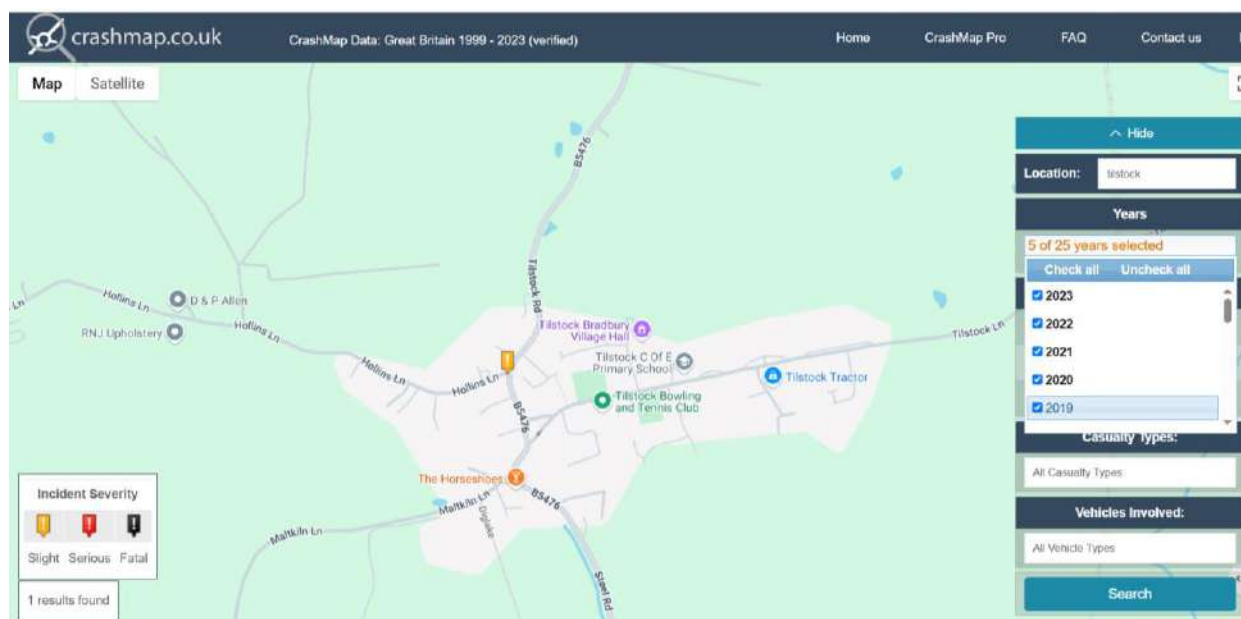


Figure 1: PIA Analysis (2019 to 2023)

- 3.8 As per the conclusions set out in the Transport Statement, there continue to be no accident clusters within the entirety of Tilstock. This indicates to us that there are no existing highway deficiencies that could lead to a safety concern.
- 3.9 In relation to the proposed site access, as set out in the Transport Statement, this has been designed in accordance with Shropshire Council 'SMART' guidance document (2021) and Manual for Streets guidance. As part of the Transport Statement, a seven day Automatic Traffic Count Survey was undertaken in order to gauge existing 85th percentile speeds.

Required visibility splays were then calculated using the detailed Design Manual for Roads and Bridges (DMRB) visibility formula contained at Chapter 10 of the Department for Transport (DfT) Manual for Streets 2 (MfS2) document. **Drawing Number SH5037-10PD-001 Rev C**, as contained within the Transport Statement, shows that the required visibility splays could be achieved based on the existing highway arrangement when taken from a 2.4m setback distance to the nearside carriageway edge, with the existing site frontage hedgerow that is currently restricting visibility to be removed.

3.10 In addition to the above, the Transport Statement also included a forward visibility assessment which assessed the following scenarios:

1) whether drivers travelling northbound along Tilstock Road could see either a stationary vehicle waiting to turn right into the site;

2) whether a stationary vehicle waiting to turn right into the site could see a vehicle travelling southbound along Tilstock Road towards the site.

3.11 Once again **Drawing Number SH5037-10PD-001 Rev C**, as contained within the Transport Statement, showed how both scenarios above were achievable.

3.12 Since the Transport Statement, the Appellant also commissioned an independent Stage 1 Road Safety Audit to review the proposed access strategy. The Road Safety Audit recommended that the existing 30mph speed limit is extended further north along Tilstock Road (with associated gateway features). This would highlight to drivers that they are approaching a residential area at an earlier point. In order to address this, **Drawing Number SH5037-10PD-001 Revision D** as contained in the Designer's Response (**Core Document CD7.5**) was prepared which showed the 30mph speed limit extended further to the north.

3.13 Whilst the Transport Statement had already shown that required visibility splays could be achieved in accordance with existing 85th percentile speeds, the extension of the 30mph speed limit would simply reduce the visibility splay requirements.

3.14 It is therefore our opinion that, whilst the scheme is not reliant on the 30mph speed limit being extended, the Appellant is willing to support a Traffic Regulation Order to be progressed by the local Highway Authority, if they require.

3.15 We therefore maintain our position and see no reason why the proposed vehicle access point

onto Tilstock Road would cause an unacceptable impact on highway safety in accordance with Paragraph 115 of the NPPF.

Highway Safety – Pedestrian Access

- 3.16 As set out in the Transport Statement, the site will make use of a shorter pedestrian desire line towards the centre of the village of Tilstock, by connecting to Public Right of Way (PROW) 0233/28/1 at the southeast corner of the site. This PROW connects to Tilstock Lane (over a distance of circa 65 metres) just to the west of the Tilstock Primary School.
- 3.17 Table 1 within the Transport Statement set out a review of the walking distances from the approximate centre of the site to various services / facilities within Tilstock village. Whilst we accept that ordinarily pedestrians would enter / exit a site at the same location as vehicles would, the dedicated pedestrian access along PROW 0233/28/1 actually represents a more attractive, shorter and more direct route to the majority of services / facilities within Tilstock Village (including Tilstock Primary School, Tilstock Bradbury Village Hall and the bus stops on Tilstock Lane).
- 3.18 The above approach is in accordance with consented developments such as the Sarratt Decision (Core Document CD16.3), the Neston Decision (Core Document 16.4), the Sonning Common Decision (Core Document 16.5) and the Caddington Decision (Core Document CD16.6). These developments demonstrate how there are several instances whereby it has been deemed acceptable for a dedicated off-road pedestrian route to be provided to serve a site. We therefore maintain our position and agree with the findings of the independent Stage 1 RSA, that the provision of a direct dedicated pedestrian route to Tilstock Lane via the PROW offers an acceptable safe and suitable pedestrian route to the village.
- 3.19 As set out earlier in this Hearing Statement, the Road Safety Audit undertaken in January 2025 reviewed the pedestrian access strategy. The only issues raised were that of a requirement to ensure a suitable surface material and lighting should be provided. Such recommendations were accepted in the Designers Response (Core Document CD 7.5) and are incorporated in **Drawing Number SH5037-10PD-001 Rev D** (Core Document CD7.5).
- 3.20 We therefore agree with the findings of the independent RSA and that there are no safety concerns relating to pedestrian activity associated with the site.

Walking Audit

- 3.21 As part of preparing this Highways Hearing Statement, we have also undertaken a Walking Audit. This is included in detail at **Appendix AM2** and includes a detailed review of the proposed pedestrian route from the site to Tilstock Lane via PROW 0233/28/1.
- 3.22 The Walking Audit has included a detailed assessment of the pedestrian link, which forms part of the key desire line from the site to Tilstock Village. The proposed footway within the site would be 2.5 metres in width, which would then connect to the 65 metres long section of PROW which connects to Tilstock Lane.
- 3.23 As part of the proposals, the PROW and adjacent infrastructure would be upgraded as per **Drawing Number SH5037-10PD-001 Rev D** (Core Document CD7.6) and **SH5037-11PD-001** (See **Appendix AM3**). This includes resurfacing of the PROW, lighting to be provided and improved pedestrian crossing facilities on Tilstock Lane.
- 3.24 The Appellant has accepted that further liaison would be required with the Shropshire Council Public Rights of Way team to upgrade the PROW 0233/28/1 to allow for a hard surfaced and lit route to be provided in its entirety between the site and Tilstock Lane. We understand this could be secured by a suitably worded planning condition and Section 106 Agreement.
- 3.25 It is our belief that given the PROW route forms the shortest walking distance to the village of Tilstock, and that improvements would be undertaken in consultation with the Shropshire PROW Team, the route is acceptable from a highway safety perspective in accordance with Paragraph 115 of the NPPF.

Access to Sustainable Travel Modes

Modes of Travel

- 3.26 Within the Transport Statement, Table 1 set out the walking distances to local facilities including the nearest bus stops. This showed that the nearest bus stops are located on Tilstock Lane and represents a 445 metres walking distance from the approximate centre of the site. The CIHT "Buses in Urban Developments" guidance (2018) (**Core Document CD 2.13**) states at Section 4.5 that:

"Custom and practice for many years suggests a maximum walking distance of 400 metres from a bus stop.....These

standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.”

- 3.27 The Transport Statement also sets out within Paragraphs 2.30 to 2.36 how the 85th percentile distance of 800 metres to the nearest bus stop (outside of London) should be used for planning purposes. We therefore deem the bus stops along Tilstock Lane are within an acceptable walking distance, based upon the nature and character of the local village environment.
- 3.28 The bus stops on Tilstock Lane are served by Service Number 511 and 512 which provide routes to Shrewsbury and Whitchurch. Paragraph 2.39 of the Transport Statement sets out that these services run approximately every hour in each direction from Monday to Friday. The service also connects directly to Whitchurch Railway Station.
- 3.29 As part of this Hearing Statement we have undertaken an updated review of these bus services. The Service 511 (Shrewsbury to Whitchurch) runs between 05:35 and 18:15 from Monday to Friday. The two earliest services stop at Whitchurch Railway Station, which has onwards connections to Manchester, Shrewsbury and Crewe. The journey time from the bus stop at Tilstock Lane to Whitchurch Railway Station is just seven minutes. There are also services on a Saturday from the bus stops on Tilstock Lane which also run from 05:35 to 18:15 between Shrewsbury and Whitchurch.
- 3.30 We therefore maintain our position as set out in the Transport Statement that, given the village nature of Tilstock, the service provides a good level of service for future residents to travel to places of employment during peak periods by public transport.
- 3.31 In terms of encouraging further trips by public transport, **Drawing Number SH5037-11PD-001** has also been prepared (see **Appendix AM.2**) which shows how additional pedestrian infrastructure improvements could be provided. These include new tactile paving and dropped kerbs at the Tilstock Lane / Church Close junction. The improvements would also allow for a new informal crossing point on Tilstock Lane in the vicinity of the bus stops. The Appellant is willing to accept a S106 Agreement to also fund bus stop improvements. We understand that such works could be secured by a suitably worded planning condition.
- 3.32 In order to identify the likely level of pedestrian trips that could be generated by the site, we have based this on the National Statistics 2011 Census database relating to the “Method of

Travel to Work” dataset (QS701EW). This provides a typical estimate of modal split for a residential development of this nature in ‘Shropshire Middle Super Output Area 002’. We have also gone on to identify the typical mode split for the ‘Tilstock Built Up Area’ (see **Appendix AM.1**).

- 3.33 Our review has identified that, at present, 7.1% of residents travel to work in Shropshire on foot, with 5.6% of residents travelling to work on foot in Tilstock. We have then applied these percentages to the traffic generation figures as set out in Table 2 of the Transport Statement (**Cored Document CD7.1**), to determine the level of pedestrian trips that the site could potentially generate. When applying the Shropshire modal split figures, this would equate to 28 daily pedestrian trips. When applying the more focused Tilstock modal split figures, this equates to a daily figure of 22 pedestrian trips. During the peak periods, there would be up to three commuter pedestrian trips generated. This shows that the site would generate a negligible number of pedestrian trips.
- 3.34 In addition to the above, it is accepted that there would also be a number of non-commuter pedestrian trips generated by the site i.e. trips to the village hall and the Primary School. However, as set out in the Transport Statement, the dedicated route via the PROW offers the shortest and most direct route for future pedestrians to access such facilities.

Travel Plan Measures

- 3.35 Within neither the *Shropshire Manual for Adoptable Roads & Transport (SMART 2021) Guidance* document or the *Shropshire Local Development Framework: Adopted Core Strategy* is there any reference to the threshold for where a Travel Plan is required to support a planning application. However, Paragraph 118 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan.....”

- 3.36 Given the Transport Statement identified that the site could give rise to up to 35 two-way trips during any given peak period, we do not deem this to represent a “*significant*” level of traffic which would require a Travel Plan to be produced.
- 3.37 However, in order to show commitment to a vision-led approach and the future monitoring of

active travel modes, the Appellant is willing to accept a suitably worded planning condition that could relate to the preparation of an outline and subsequent Full Detailed Travel Plan. This would set out the future requirements for surveys, monitoring and review of measures and identification of targets for modal shift.

- 3.38 Such Travel Plan measures could include the provision of free Arriva bus passes to all future residents for a 12 month period, to encourage sustainable travel from the onset of occupation. The Appellant would be willing to accept such a measure to be included in any wording of a future planning condition.
- 3.39 In addition to this, the Appellant is also aware of the community transport organisation North Salop Wheelers Community Bus, which is a charitable organisation providing services to people unable to access regular public transport owing to age / incapacity / isolation or economic hardship. The service picks up passengers at their doorstep at villages throughout Shropshire and provides connections to Market Drayton, Wem and Whitchurch. Shropshire's Community Car Service also provides a services transporting passengers on individual journeys to facilities such as doctors, optician and hospitals.
- 3.40 In light of the fact that the above transport services are already available, the Appellant is willing to offer a contribution towards such service, which we understand could be secured via a S106 Contribution.
- 3.41 In addition to the above, all dwellings would be provided with 'active' Electric Vehicle Charging points. This means that each dwelling would be fully wired with a physical socket provided, and ready for use from initial occupation by future residents. This therefore represents the Appellant's commitment to sustainable modes of travel and, in accordance with NPPF, represents a 'Vision Led' approach by delivering transport considerations at the earliest stage of the scheme.

4.0 CONCLUSIONS

- 4.1 Whilst we are not aware of any formal highway objections relating to the proposed scheme, we have reviewed the scheme against national policy contained within the NPPF as to whether the scheme could be refused on highways grounds. The only two reasons for which the scheme could be refused on highway grounds thus being highway safety or whether the scheme has a severe impact on the highway network.
- 4.2 In terms of highway safety, we have drawn upon the work undertaken in the Transport Statement and also provided up to date evidence to demonstrate how there are no pre-existing safety concerns that could be attributed to the highway network in the vicinity of the site, that could be exacerbated by the scheme. In addition to this, the independent Road Safety Audit found no insurmountable safety concerns and any issues have subsequently been addressed as part of the design stage. We deem that the proposed measures to upgrade the PROW and provide infrastructure improvements along Tilstock Road and Tilstock Lane are of a sufficient level and that these could be secured through a S106 Agreement
- 4.3 In relation to the issue of the additional traffic generated by the development, we have concluded that the level of traffic generated by the site (less than one vehicle every two minutes) would not materially impact how the surrounding road network would operate. We therefore maintain the position as set out in the Transport Statement, that the proposed development would not give rise to a severe impact on the surrounding highway network or fundamentally affect how it currently operates.
- 4.4 Based upon our review of the works undertaken to date in preparation of the planning application, and the additional evidence we have provided as part of this highways Hearing Statement, we find that there are no highways-related reason to refuse this scheme, subject to the agreement of suitably worded planning conditions.



Appendix AM1 Pedestrian Trip Calculations

Tilstock - National Statistics 'Method of Travel to Work' 2011 dataset (QS701EW) for Middle Super Output Area & Built Up Areas

Mode	MSOA Shropshire 002		Peak	Daily	BUA Tilstock		Peak	Daily
Underground, Metro, Light Rail, Tram	3	0.1%	0	0	0	0.0%	0	0
Train	46	1.4%	1	6	7	2.0%	1	8
Bus, Minibus or Coach	23	0.7%	0	3	2	0.6%	0	2
Taxi	6	0.2%	0	1	0	0.0%	0	0
Motorcycle, Scooter or Moped	26	0.8%	0	3	1	0.3%	0	1
Driving a Car or Van	2,645	82.6%	35	328	303	85.1%	35	328
Passenger in a Car or Van	145	4.5%	2	18	11	3.1%	1	12
Bicycle	53	1.7%	1	7	8	2.2%	1	9
On Foot	228	7.1%	3	28	20	5.6%	2	22
Other Method of Travel to Work	29	0.9%	0	4	4	1.1%	0	4
Of those who Travel (Total)	3204	100.0%			356	100.0%		

MSOA Shropshire 002	
Max Peak	35
Vehicle %	82.6%
Total Vehicle Trips	328

Built Up Area Tilstock	
Max Peak	35
Vehicle %	85.1%
Total Vehicle Trips	328



Appendix AM2 Walking Audit

TECHNICAL NOTE

Re: SH5037/11PD Land north of Tilstock
Date: May 2025
Subject: Walking Audit
Client: Boningale Developments Ltd

1.0 Introduction

- 1.1 A Walking Audit was undertaken on 12th May 2025 between the hours of 11:50 and 13:15 (daylight hours) to understand the quality and condition of the existing (and proposed) pedestrian infrastructure capable of providing accessibility for pedestrian journeys between the proposed site (Shropshire Council planning reference 24/04176/FUL) and the local facilities contained within Tilstock Village. It also provides some potential measures which could be provided to ensure accessible access for all users between the proposed development site and the key facilities.
- 1.2 Whilst a full Walking, cycling and horse-riding assessment and review (WCHAR) in line with the DMRB GG 142 document was not undertaken, it has provided a useful input source to this audit. The walking route audited is shown in **Figure 1**.



Figure 1. Walking Audit Route

- 1.3 The route would connect the proposed development sites internal footway network to an existing public right of way (PRoW 0233/28/1) via a proposed 2.5 metre wide footpath connection. The footpath connection crosses agricultural land that is understood to be across 'very boggy ground' as described by the topographical surveys, although at the time of the site visit a prolonged period of warm weather had occurred with little rainfall and the ground conditions were solid (**Photo 1**).
- 1.4 As part of the planning submission, drainage requirements of the surrounding land and footpath have already been undertaken by third party consultants to ensure any new footpath is usable in all weather conditions. Street lighting for the proposed footpath section is also recommended to

TECHNICAL NOTE

ensure suitable illumination levels for pedestrians during all hours of potential use.

- 1.5 A section of PRow 0233/28/1 extends some sixty-five metres north of Tilstock Lane and bisects Tilstock C of E Primary School site (the school building to the east and its playground area to the west). At its northernmost end, the PRow provides a stile and a gate both of which are in poor condition (**Photo 2**). An electric fence is also installed to the rear of the crossing. As part of the proposals step free access will be provided, without any obstruction from the electronic fences, whilst still maintaining a gated arrangement for field access purposes.
- 1.6 A nine metre length of the PRow immediately to the south of the stile/gate is unsurfaced and two trees are located within the PRow (**Photo 3**). The PRow at this location is approximately 4.6 metres wide and there is a 2.1 metre width between the fence and the tree. Further to the south of this unsurfaced section the PRow has an unbound gravel surface, is flat and is bound along on both sides by wire fence that provides security to the adjacent school but allows a good level of natural light through and with passive surveillance provided from the surrounding properties (**Photo 4**).
- 1.7 There are pedestrian gates provided on each side of the boundary fence to allow for the controlled movement of school children between the school sites on either side of the PRow. The PRow provides a minimum width of 2.0 metres between its adjacent boundary fences. In consultation with the Shropshire Council PROW Team, street lighting and improvements of the surface quality, to include a bound aggregate finish, would assist increased year round pedestrian use. The upgraded footpath work will need to consider the tree roots which may entail raising the level of the finished footway level slightly to avoid impact on the tree root system.
- 1.8 The existing PRow section connects to the northern footway of Tilstock Lane at its southernmost end. Tilstock Lane is subject to a 30mph speed limit and provides school “keep clear” markings adjacent to the school site to the east of the PRow. There are streetlights provided but no further kerbside waiting or unloading traffic regulation orders on Tilstock Lane. There is a continuous footway along its northern side which connects between Tilstock Road to the west and extends to the residential properties towards the eastern extent of the built-up area.
- 1.9 Adjacent to the main school building (east of the PRow) the Tilstock Lane northern footway is 2.0 metres wide (**Photo 5**), and to west of the PRow the footway narrows to between 1.3 to 1.5 metres with some sections providing a hedge / grass verge to the rear to provide suitable informal passing opportunities. The surface condition is satisfactory with evidence of lengths of utility footway reinstatements.
- 1.10 On the southern side of Tilstock Lane the footway is discontinuous, and a newly established residential development to the south of the school site has provided a short section of 2.0 metre wide footway along the frontage of that development (circa 40 metres in length). However, whilst the new section of footway provides a dropped kerb and tactile paving on the southern side, there is only a full upstand kerb on the opposite northern side of the longer established footway (**Photo 6**).
- 1.11 The footway crossing at the junction of Tilstock Lane and Crabmill Meadow has dropped kerbs and buff coloured blister style tactile paving installed (**Photo 7**).
- 1.12 Pedestrian access to Tilstock Bradbury Village Hall can be taken from the purple route using the footway along Crabmill Meadow which is of good surface condition and 2.0 metres wide (**Photo 8**). Step free pedestrian access to Tilstock Bowling and Tennis Club would involve pedestrians crossing at a residential driveway from the northern side footway using dropped kerbs with a slight diagonal crossing of Tilstock Lane to access the driveway (**Photo 9**). Pedestrian access to Tilstock Christ Church is taken directly from the northern footway (**Photo 10**) at this point the footway width is . The bus stop on the northern side of Tilstock Road is also accessible straight from the northern

TECHNICAL NOTE

footway and a brick bus shelter provides additional waiting space to prevent waiting pedestrian crowding the footway (**photo 11**).

- 1.13 The footway along the southern side of Tilstock Lane re-commences opposite Tilstock Christ Church. This section of footway is about 3.5 metres in width. There are dropped kerbs installed across the side road of Church Close although these do not have any tactile paving installed (**Photo 13**). The bus stop on the southern side of Tilstock Lane is located within the one-way road system connecting to Tilstock Road on the westbound section and is simply a bus stop flag on a pole although the adjacent footway is wider to enable people waiting to access bus services do not obstruct the free flow of pedestrians along the footway.
- 1.14 There is no dropped kerb crossing for pedestrian access from the northern footway of Tilstock Lane to the southern westernmost section and southern side bus stop. However, there are a number of driveways with dropped kerbs that could be used for step free crossing.

2.0 Potential Tilstock Lane Pedestrian Improvements

- 2.1 **Drawing Number SH5037-11PD-001** shows some potential improvements to ensure pedestrians can satisfactorily access the southern side of Tilstock Lane for the bus stop and the Horseshoes Public House. The proposals show a proposed uncontrolled pedestrian crossing to include dropped kerbs and tactile paving some 13 metres to the east of Church Close. The resultant kerb arrangement will not affect the existing driveway or car park accesses.
- 2.2 The existing dropped kerb crossing of Church Close would also allow for tactile paving to be installed.

TECHNICAL NOTE

Appendix A Photographs

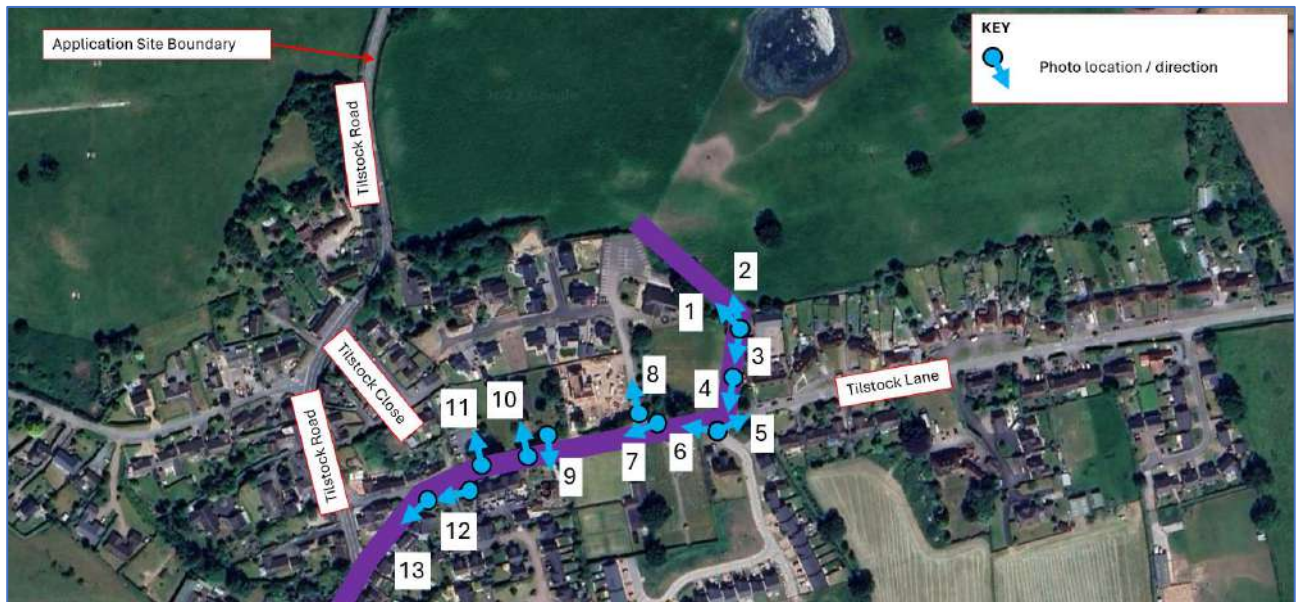


Figure A1 - Photograph Location Plan



Photo 1 – Current ground conditions for footpath link to site

TECHNICAL NOTE



Photo 2 – Gate and stile access at access to gravelled section of PROW 0233/28/1



Photo 3 – Unsurfaced section of PROW 0233/28/1

TECHNICAL NOTE



Photo 4 – Gravelled section of PROW 0233/28/1



Photo 5 – Tilstock Lane footways east of PROW 0233/28/1

TECHNICAL NOTE



Photo 6 – Tilstock Lane footways west of PROW 0233/28/1



Photo 7 – Misaligned tactile paving at the Tilstock Road / Crabwell Meadow junction

TECHNICAL NOTE



Photo 8 – Footway along eastern side of Crabwell Meadow

TECHNICAL NOTE



Photo 9 – Tilstock Bowling and Tennis Club Access

TECHNICAL NOTE



Photo 10 – Tilstock Christ Church Access

TECHNICAL NOTE



Photo 11 – Tilstock Lane northern side bus stop shelter and seating



Photo 12 – Church Close dropped kerbs

TECHNICAL NOTE



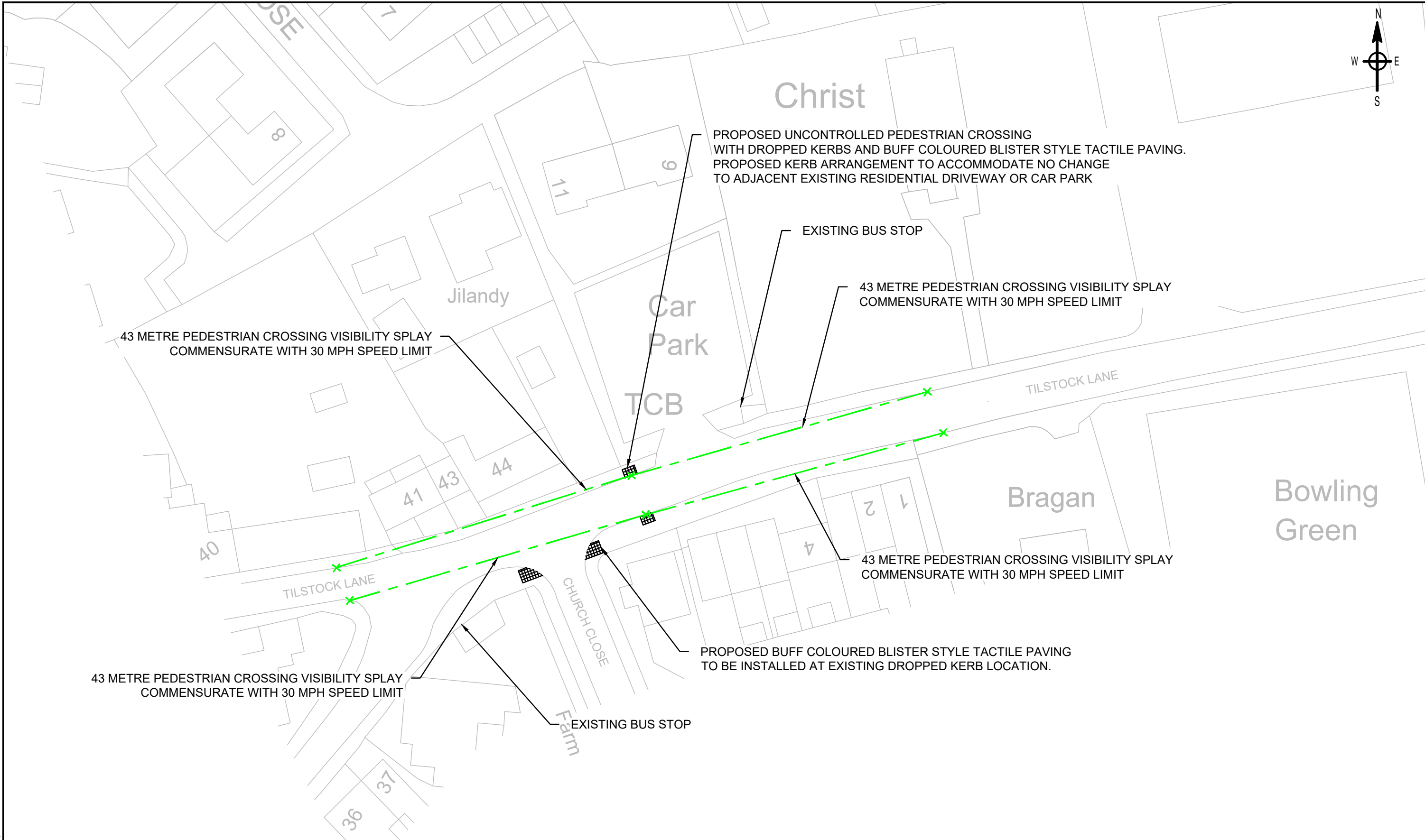
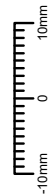
Photo 13 – Tilstock Lane southern side bus stop flag and pole and wide footway



SH5037/11PD Land north of Tilstock
Boningale Developments Ltd
Hearing Statement
May 2025

Appendix AM3

Drawing Number SH5037-11PD-001



						NOTES: 1. TACTILE PAVING LAYOUT INDICATIVE AND SUBJECT TO DETAIL DESIGN TO TO BE IN ACCORDANCE WITH THE DFT GUIDANCE ON THE USE OF TACTILE PAVING SURFACES AND SHROPSHIRE COUNCIL REQUIRMENTS	PROJECT LAND AT TILSTOCK ROAD, TILSTOCK						CLIENT BONINGALE DEVELOPMENTS LTD	
							DRAWING TITLE PROPOSED PEDESTRIAN IMPROVEMENTS						 e: transportandinfrastructure@tpconsultants.co.uk w: www.tpconsultants.co.uk	
							DRAWN BY AB	CHECKED BY KH	APPROVED BY AM	DATE 14.05.25	SCALES @ A3 SIZE 1:500	ISSUE STATUS PLANNING	DRAWING NUMBER SH5037-11PD-001	REV. -
REV		DR	CH	AP	DATE									

CAD FILE NAME : SH5037-11PD-001 pedestrian improvements

Bedford

Planning | Research & Analysis | Transport & Infrastructure
bedford@dlpconsultants.co.uk

Bristol

Planning | Transport & Infrastructure
bristol@dlpconsultants.co.uk

Liverpool

Planning
liverpool@dlpconsultants.co.uk

London

Planning
london@dlpconsultants.co.uk

Nottingham

Planning | Transport & Infrastructure
nottingham@dlpconsultants.co.uk

Rugby

Planning
rugby@dlpconsultants.co.uk

Sheffield

Planning | Research & Analysis | Transport & Infrastructure
sheffield@dlpconsultants.co.uk

IEMA Transforming the world
to sustainability

**URBAN
DESIGN
GROUP** REGISTERED
PRACTICE

CIHT
Partnerships Network

 **RTPI**
Chartered Town Planners

Established in 1991

Employee Owned Trust