



For and on behalf of
Boningale Developments Ltd

HIGHWAYS STATEMENT OF COMMON GROUND

**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 REF: 24/04176/FUL**

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August 2025

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1.0 VERSION CONTROL AND APPROVAL

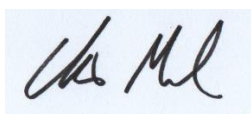
Version	Date	Prepared By	Approved By
Rev A	July 2025	Kurt Hardy	Anna Meer
Rev B	July 2025	Kurt Hardy	Anna Meer
Rev C	6 th August 2025	Kurt Hardy	Anna Meer
Rev D	7 th August 2025	Kurt Hardy	Anna Meer
Rev E	18 th August 2025	Kurt Hardy	Anna Meer
Rev F	20 th August 2025	Kurt Hardy	Anna Meer

Prepared for Boningale Developments Ltd

This Highways Statement of Common Ground has been agreed by:

Shropshire Council

Signed:



Name: Chris Mead

Dated: 20th August 2025

Anna Meer of behalf of Boningale Developments Limited

Signed:



Name: Anna Meer

Dated: 20th August 2025

2.0 INTRODUCTION

- 2.1 This Statement of Common Ground (“SoCG”) relates to the planning appeal (“the Appeal”) submitted by Boningale Developments Limited (“the Appellant”) 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 consists of 70 dwellings, with a proposed vehicular access point provided off Tilstock Road and a pedestrian link onto Tilstock Lane.
- 2.2 This SoCG seeks to clarify matters, which have been agreed between the Appellant and Shropshire Council’s (“SC”) Highway Development Control (“HDC”) in their role as Local Highway Authority, in respect of highways and transportation matters.
- 2.3 This SoCG should be read in conjunction with the overarching Planning Statement of Common Ground prepared by Marrons, which sets out the context of the Appeal and the areas of agreement / dispute between the Appellant and SC.

3.0 MATTERS AGREED BETWEEN THE PARTIES

3.1 The following matters are agreed between the Appellant and SC HDC:

- 1) The level of traffic that could be generated by the scheme of 70 residential dwellings, is 35 two-way vehicle trips during the AM peak period (0800-0900) and 34 two-way vehicle trips during the PM Peak period (1700-1800);
- 2) There are no highway capacity concerns associated with the impact of the proposed development at key junctions within Tilstock;
- 3) At the request of the LHA in their consultation comments, a PICADY capacity assessment has now be undertaken at the Tilstock Road / Proposed site access for the weekday period of 0800 – 0900 and 1700 – 1800. The results are included in the Technical Note dated July 2025 and show that there is no forecast queuing of vehicles on Tilstock Road turning right into the site. As such there are no capacity concerns at the site access junction.
- 4) The overall geometry of the proposed site access at Tilstock Road is acceptable;
- 5) There have been no recorded Personal Injury Accidents clusters or trends recorded in the vicinity of the Site for the previous 5 year period, and hence there is no pre-existing safety concern along the roads in the vicinity of the site;
- 6) The proposed site access drawing under consideration as part of this appeal is Drawing Number SH5037-11PD-002, as submitted as part of the Technical Note dated July 2025 (i.e. not Drawing Number SH5037-10PD-001 Revision D which formed part of the RSA Designers Response);
- 7) Based on recorded ATC survey results (undertaken between 16th and 22nd March 2024 which was located approximately 10 metres to the south of the proposed access location) as set out in the Appellant's submitted Transport Statement (October 2024), existing 85th percentile speeds along Tilstock Road in the vicinity of the proposed site access are 33mph northbound and 34.6mph southbound. These results are agreed;
- 8) In accordance with the results of the above ATC recorded speed survey results from March 2024, visibility splays of 53 metres to the north and 49 metres to the south would be required, taken from a 2.4 metres setback distance, to the nearside carriageway edge, from the proposed vehicle site access. It is agreed that based upon these particular ATC results, these visibility splays could be achieved based upon hedgerow under control of the appellant (or highways maintainable at public expense) being removed / replanted to the rear of the visibility envelope;
- 9) A further four ATC surveys were undertaken in the vicinity of the proposed site access between 1st July 2025 and 7th July 2025. ATC2 (as set out in the Technical Note July 2025) was located at the extent of the anticipated achievable visibility towards the proposed site access i.e. 40 metres to the north of the existing speed limit change. This identified southbound 85th percentile speeds towards the proposed access of 40mph which equates to an 82 metres visibility splay requirement using the DMRB

deceleration rate of 0.375g. Drawing Number SH5037-11PD-002 shows the updated extent of hedgerow that would require removal / replanting in order to achieve the extended required visibility splays of 82 metres to the north.

- 10) All ATC survey data submitted by the Appellant to date is accepted and agreed by both parties;
- 11) The forward visibility for a car travelling north along Tilstock Road, to a car waiting to turn into the proposed development, is acceptable at 59 metres.
- 12) The access drawing proposal under consideration as part of this appeal does not include an extension to the existing 30mph speed limit. This was a measure considered under Drawing Number SH5037-10PD-001 Revision D as part of the RSA Designers Response, yet did not form part of the initial planning application;
- 13) Based on recorded ATC survey results as set out in the Appellant's submitted Transport Statement (October 2024), there is an average existing weekday AM Peak period (0800-0900) two-way flow of 325 vehicles and 273 in the PM Peak (1700-0800) along Tilstock Road;
- 14) The superseded Drawing Number SH5037-10PD-001 Revision D showed a proposed "road narrows on both sides ahead" sign (Diagram 516). The additional signage was to alert southbound drivers of the existing carriageway narrowing adjacent to New House Farm. It is agreed that such works would form part of a S278 Agreement following any subsequent appeal decision. The precise detail of the signage would be subject to Technical Approval by the LHA.
- 15) The proposed pedestrian access route via PROW 0233/28/1 represents a shorter walking distance to the nearest bus stops on Tilstock Lane for future residents of the site, when compared to future residents / pedestrians using the main vehicle access onto Tilstock Road;
- 16) The proposed pedestrian access route via PROW 0233/28/1 represents a shorter walking distance to Tilstock Bradbury Village Hall & Play Park, Tilstock Christ Church, Tilstock Primary School and Tilstock Bowling & Tennis Club for future residents, when compared to pedestrians using the main vehicle access onto Tilstock Road. It is agreed that existing residents of Tilstock village are unlikely to use the PROW through the proposed site to access such facilities;
- 17) The principle of a pedestrian access, which is separate to the main vehicular access is agreed and should not be a matter for consideration during the appeal;
- 18) The proposed pedestrian footpath route via PROW 0233/28/1 would not be upgraded to a bridleway / allow for cycle access. It is understood this would remain a public footpath with a legal right of way for pedestrians only.;
- 19) The details as shown in Drawing Number SH5037-11PD-004 (included in July 2025 Technical Note) show how the PROW 0233/28/1 could be improved, and would be undertaken in consultation with Shropshire Council PROW Team;

- 20) It has been agreed that the proposed pedestrian access onto Tilstock Lane via PROW 0233/28/1 would be safe and suitable to provide pedestrian access to serve the Site;
- 21) Drawing Number SH5037-11PD-001 (included in the Highways Hearing Statement May 2025) shows additional off-site pedestrian mitigation measures to include an informal pedestrian crossing point on Tilstock Lane. These off-site works would form part of a S278 Agreement following any subsequent appeal decision. The principle of these works are agreed by both parties, however the extent, timing and precise detail of these works would be subject to Technical Approval by the LHA.
- 22) The nearest bus stops are approximately 445 metres walking distance from the approximate centre of the Site. This represents an extra journey time of circa 35 seconds when compared to a walking distance of 400m - which is the distance to which the LHA deem to be an acceptable walking distance.
- 23) The local bus services run at up to a 1 hour frequency between Monday and Friday. The first morning service (Number 511 / 512) departs Tilstock at 0640 towards Whitchurch and departs Tilstock at 0708 towards Shrewsbury. For return journeys, the last bus departing Shrewsbury to Tilstock is at 1715 and departing Whitchurch to Tilstock is at 1857. The bus service runs on a Saturday at a 1 hour frequency, yet does not run on a Sunday.
- 24) There is a dedicated school mini-bus service which collects secondary school pupils from outside Tilstock CoE Primary School on Tilstock Lane, and takes pupils to Sir John Talbot's School, which lies approximately 2 miles to the north of the site.
- 25) The proposed scheme would not result in a significant or severe cumulative impact on the surrounding highway network.
- 26) Shropshire Council guidance for road hierarchy is set out in the "SMART" guidance document (2021). This guidance document draws upon the principles set out in Manual for Streets and Manual for Streets 2. It is agreed that the Shropshire Councils "SMART" guidance document does not give specific geometric parameters or width requirements for each road type.
- 27) Section 2, Paragraph 7 of the Shropshire Council "SMART" guidance document states that the concept of shared vehicle and pedestrian streets where safe and appropriate is now generally accepted. The design should be fully inclusive and consider the needs of all potential users of the shared street.
- 28) It is agreed that in accordance with Paragraph 114 of the Shropshire Council "SMART" guidance, the development must be designed to ensure that the average speed of traffic is maintained at no greater than the design speed of 20mph. This is a 'Design' speed, as opposed to a posted speed limit which is legally enforceable.
- 29) It is agreed that forward visibility at bends along the Primary Street within the site is based upon a 20mph design speed.
- 30) It is agreed that Shropshire Council do not currently have any adopted car parking standards for residential land uses, in terms of the overall number of parking spaces

required.

- 31) In addition to allocated parking provided within the curtilage of each plot, there would be an additional 17 shared / visitor bays. The LHA only supports visitor parking in areas that will be public highway and accessible to all users.
- 32) It is agreed that the issues of permeability, placemaking, health and structure of the layout shall be addressed as part of a Design round table during the Public Inquiry, as these do not form part of highways technical design issues.

4.0 MATTERS OF DISAGREEMENT BETWEEN THE PARTIES

4.1 The matters not agreed between the Appellant and SC HDC are as follows:

- 1) The site is in an unsustainable location.
- 2) The LHA maintains that the scheme would be car-reliant and that no Travel Plan could successfully achieve modal shift.
- 3) Internal hierarchy of streets and whether:
 - The internal street system provides priority first for sustainable modes.
 - The LHA maintains that the entire internal layout should be based on 20mph Design Speed.
 - Visitor parking in private areas would be accessible for all.

5.0 AREAS UNDER CONSIDERATION

5.1 The following matters are to be addressed prior to the commencement of the Public Inquiry:

- 1) Reason for Refusal 3 as set out in the Shopshire Councils Appeal Statement cites issues in relation to the internal street arrangement and layout, and how these do not give priority first to pedestrians. Further to this, the LHA set out further detail in their consultation comments relating to internal layout. As part of the Design Proof of Evidence, the issues of permeability, placemaking, health and structure of the layout shall be addressed.

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