



Active
Travel
England

Active Travel England

Your Ref: 24/02108/OUT
Our Ref: ATE/24/00794/OUT
Date: 29 July 2024

Active Travel England Planning Response
Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Shropshire Council

Application Ref: 24/02108/OUT

Site Address: PROPOSED RESIDENTIAL DEVELOPMENT, 23 HIGH STREET, ALBRIGHTON, WV7 3JF

Description of development: Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this planning application, which seeks outline planning permission for the erection of up to 800no. dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage. Appearance, landscaping, layout and scale are reserved matters at this stage.

The site sits to the south of the village of Albrighton, adjacent to land which has been safeguarded by the local authority as part of their development plan, however the site itself has no allocation and sits within the general extent of the Green Belt. This is ATE's first involvement with the scheme.

2.0 Summary

Decisions made at this outline stage will have a permanent influence on the long-term success of the development in delivering a healthy, sustainable and integrated new community of up to 2,000 new residents, and it represents a key opportunity to define sustainable active travel layouts and connectivity. Key active travel principles need to be embedded at this stage which cannot be revisited or revised during subsequent stages of the development.

ATE has considered the application against the criteria set out in its planning assessment toolkit, national planning policy and active travel design guidance. Several outstanding matters have been identified, and it is recommended that a decision be deferred until further details of these have been secured and reviewed.

3.0 Areas of Concern

Trip generation and assignment: Area of concern

The submitted Transport Assessment presents a comprehensive breakdown of predicted trips generated by each part of the proposed development, based on a review of Strategic Transport Assessments from comparable allocated sites in the area, TRICS analysis, and with mode share splits informed by census data. Motor vehicle trip figures for the residential development have been reduced through the application of a 15% internalisation factor, however the use of less specific census data to inform predicted the mode share has resulted in the presented cycle and foot trip numbers being somewhat low. This is particularly relevant in relation to the new secondary school, as education uses in particular have strong potential to generate walking and cycling trips, and ATE requires this to be taken into account.

The trip generation figures presented in the Transport Assessment are confined to peak hour trips only. ATE would request that a breakdown is provided across the whole day, to provide a stronger basis from which to forecast active travel needs and build an effective strategy for a healthy and inclusive development, in line with National Planning Policy Guidance on Travel Plans.

ATE would recommend that a 'preferred' range of modal shares be introduced at this early stage in the development, based on the Decide & Provide methodology, with the intention that the introduction of improved infrastructure will encourage and embed active and sustainable travel from the outset.

Policy/Guidance references:

National Planning Policy Framework (2023): 108

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements

Active travel route audit: Pass

The application contains a relatively thorough review of pedestrian routes between the site and key locations in Albrighton, supported by photos of key locations and problem areas. More detailed maps may be useful in further supporting this audit, but ATE nevertheless welcomes the consideration which has been given to the quality of active travel connections in the area. There is a lack of in-depth analysis of existing cycle infrastructure, which ATE acknowledges is more a reflection of the general lack of provision in the area rather than a shortcoming of the application.

The following routes and locations have been assessed:

Route 1 - Site to Albrighton Primary School via Cross Road;

Route 2 – Site to Local Facilities – Albrighton High Street via Cross Road

Route 3 - Site to St Mary's Church of England Primary School and Albrighton Station via Cross Road/Station Road

Cross Road, Station Road and Albrighton High Street are key links in all three of these active travel corridors and there should be a focus on identifying necessary off-site improvements to these routes, particularly with regard to cycle infrastructure.

Pedestrian access to local amenities: Area of concern

The site would sit within rural surrounds, some distance from the existing settlement bounds of Albrighton. ATE notes that the application establishes a 'preferred maximum' walking distance of 2km, based on CIHT guidance from the year 2000, however this is not considered to reflect current national guidance, which has coalesced around a single common 'walkable' range of 800m (National Design Guide, 2021). The peripheral position of the site places it well in excess of 800m from existing key amenities in Albrighton, which places a heavy emphasis on the delivery of new amenities within the development itself.

ATE has significant concerns that, should key local amenities not be delivered at an early phase in the overall development, it may lead to residents choosing to drive rather than undertake unattractive and lengthy trips by foot or bike, and effectively 'bake-in' poor levels of active travel uptake at early stages in the life-cycle of the development, making it more difficult to achieve suitably ambitious Travel Plan targets.

Policy/Guidance references:

NPPF: 114 a), 116 b)

National Design Guide (2021): Section M2 – Active Travel

Inclusive Mobility: Section 4 – Footways, footpaths and pedestrian crossing facilities

Designing for Walking (CIHT)

Cycling accessibility: Area of Concern

The development's peripheral location raises concerns in terms of cycle connectivity. Facilities in Albrighton are within reach of potential cycle trips, however there is a lack of existing cycle infrastructure in the area, as highlighted in the submitted route audit and evident from a desk-based assessment of the area. As it stands, cyclists would be expected to use roads entering Albrighton which feature insufficient protection from motor vehicles, not in accordance with the suitability and segregation standards in LTN 1/20, meaning that potential cyclists would be excluded.

Whilst it is imperative that the development delivers LTN 1/20 compliant cycle infrastructure internally, and the 'stopping off' of existing roads close to the site to motor traffic will certainly improve conditions for cyclists in the immediate vicinity, it is also vital that the applicant takes steps to support the improvement of existing routes further into Albrighton. ATE would request that they work with the LPA/LHA to identify and agree suitable enhancements at an appropriately early stage in the development.

Policy/Guidance references:

NPPF: 108 c), 114 a), 114 c), 116 a)

Local Transport Note (LTN) 1/20 (2020): Section 4.2 – Core design principles, 5 – Geometric requirements, 6 – Space for cycling within highways.

National Design Guide (2021): Section M2 - Active Travel.

Manual for Streets (2007): Chapter 4 – Layout and connectivity.

Access to public transport: Condition / Contribution recommended

Bus

Bus stops serving the single hourly service which connects Albrighton to Telford and Wolverhampton are located approximately 1.2km from the site. To overcome this, a shuttle bus is proposed to link the development to Albrighton, with the applicant suggesting that a full bus service could be provided at a later stage. ATE considers it essential that such a service is provided, given the location of the development, and that this is secured at an early stage in the lifetime of the development. The applicant should provide details of the minimum service or any financial contributions to any future bus route, to be approved and conditioned by the local planning authority.

Future bus stops within the site should be located centrally and within 400m of most dwellings, featuring adequate passenger facilities such shelters, seating, raised kerbs, and real-time passenger information, with details of these being secured via obligation and/or condition as appropriate.

Rail

Albrighton train station would serve as the nearest rail link to the development. Improvements to active travel routes to this part of Albrighton, particularly for cyclists, will be important in ensuring that residents of the new development can access regional public transport links without needing to drive to the station. Immediate pedestrian access to the station itself appears to be somewhat lacking (which has not been picked up in the submitted TA) – the applicant should work with the relevant authorities to support sufficient improvements to this access as part of wider off-site improvements linked to the development. Cycle rack parking is currently available at the station; as part of these

discussions, it should be ascertained whether an appropriate contribution to expand cycle parking capacity might be required, to account for any increase in use related to the development. For example, a contribution to provide non-standard Sheffield stand cycle parking alongside the existing racks would be welcome.

Policy/Guidance references:

NPPF: 108 c), 116 a).

National Design Guide: 81

National Model Design Code (2021), Part 2 – Guidance Notes: M.1:ii

Inclusive Mobility: Chapter 9

Off-site transport infrastructure: Condition / Contribution recommended

Off-site improvements to be made in relation to the development are set out in the submitted TA, mainly focusing on the immediate surroundings of the site, such as the expansion of pedestrian provision on Cross Road, new crossings, and the closing off of existing routes to motor traffic, which will instead use the new spine roads. Enhancements of the wider network would mainly consist of the introduction of tactile paving at a number of side road crossings on the main routes into Albrighton, which ATE welcomes. Despite these positive aspects, the opportunity to address wider deficiencies in local walking and cycling networks risks being missed, including a lack of detail of how cycle infrastructure in the area will be extended or enhanced. As such, the development risks providing sections of good coverage within an otherwise disjointed network, to the detriment of active travel uptake.

ATE recommends that the applicant and LPA enter into dialogue to agree an appropriately expanded package of measures, secured via condition or through Section 106 contributions, which are directly relevant to improving links between the site and local facilities in Albrighton. The development represents a clear opportunity to influence active travel improvements in the area outside of those currently proposed, in line with the aims of Shropshire's LCWIP.

A particular focus should be connectivity with NCN Route 81, which connects Wolverhampton and Telford but is significantly disjointed in the vicinity of Albrighton. There is a clear opportunity for cycle access to the development to be extended to connect with this important long-distance route, and for the route itself to be enhanced, and targeted off-site improvements to facilitate this would be welcomed.

Policy/Guidance references:

NPPF: 96 c), 108 c), 114 b), 116 a).

PPG: Planning Obligations

LTN 1/20: Section 14 – Integrating cycling with highway improvements and new developments.

Shropshire LCWIP (2023)

Site permeability and placemaking: Pass (at outline stage)

Provisional details of layout and landscaping show that the development has the capability to provide continuous and legible routes for active travel and that green infrastructure and open spaces with play facilities can be provided.

Several connecting lanes around the site are to be 'downgraded' to prevent vehicle movements but allow for active travel, changes which are welcomed and which will improve the permeability of the site for pedestrians and cyclists. It is important that these changes are accompanied by the provision of a permeable internal street layout, and supported by appropriate off-site improvements as discussed above. Accesses to the low-traffic sections of Patshull Road, Cross Road and Newhouse Lane should be provided at regular intervals from within the development, in order to facilitate direct and convenient access for pedestrians and cyclists to outside connections.

Further details of the design and layout of the development should include specific reference to traffic calming measures, the location and type of wayfinding signage, the intended surface for footways and cycleways, and a lighting strategy for all attributes of the development. The latter is particularly important to ensure the safety and attractiveness of routes along the rural margins of the site. Seating should be provided at regular intervals, including along off-street routes, and the design should incorporate measures to prevent inconsiderate parking. The main spine road should be designed for 20mph and details will be required as to how this will be achieved.

ATE expects all relevant infrastructure within the development to conform to LTN 1/20 and the principles of the National Model Design Code, and would recommend that these requirements are incorporated into a Design Code for the development, which can be secured at an early stage and used to influence design for active travel across the site, as well as set a precedent for future developments nearby.

Policy/Guidance references:

NPPF: 96 a)

NMDC: Part 1; Part 2 – Guidance Notes.

LTN 1/20: Section 4.2 – Core design principles

Inclusive Mobility: 4.5, 5.1

Cycle parking: Condition / Contribution recommended

Specific details of cycle parking have not been provided at this outline stage. It does not appear that Shropshire Council have specific adopted cycle parking standards, and ATE would advise that secure cycle facilities for residential dwellings, care facilities, the secondary school and any commercial premises in the 'local centre' should all be provided at capacities in line with the figures set out in Table 11-1 of LTN 1/20, including the provision of an adequate number of spaces for non-standard cycles and supported by appropriate trip-end facilities in any workplaces.

Short stay spaces should be easy to locate and visible in relation to building frontages, with LTN 1/20 favouring the use of Sheffield stands, and Table 11-2 should be referred to when setting out the dimensions of these spaces. Where garages and sheds may be utilised for residential cycle storage, these must be externally accessible from the front of properties, and ATE advises that racks or hooks for cycles can also improve overall convenience in this regard.

Once specific details have been submitted to show cycle parking of an adequate quantity and quality, these plans should be secured by condition, ideally at this stage of the development.

Policy/Guidance references:

LTN 1/20: Chapter 11 - Cycle parking and other equipment.

Trip Generation and Travel Planning: Critical Issue

The Framework Travel Plan sets out a targeted 10% reduction in single occupancy vehicle trips to/from the development over 5 years, to a level of 62%, which falls well short of Government objectives for half of all trips within towns and cities to be walked, wheeled or cycled by 2030. Although initial mode shares are set out based on census data, the 10% target is not accompanied by any detailed mode share targets, with the FTP stating that these will be set for each section of the development at the reserved matters stage. This is disappointing; while it is acknowledged that targets may be adjusted at later stages of the development and as baseline surveys are carried out, ATE requests that specific and ambitious initial targets for all modes are set at this early stage of the development. Appropriate mode share targets for the development must be provided before ATE can support the application, with details incorporated into the Action Plan of effective and influential actions which will be taken if these targets are not met. These should then be secured and monitored (if triggered) through planning conditions and obligations.

Policy/Guidance references:

NPPF: 108 114, 117

PPG: Travel Plans, Transport Assessments and Statements

4.0 Next Steps

ATE recommends that a decision on this application be deferred until:

Dialogue is entered into between the applicant and the LPA/LHA with the aim of defining whether the development can support further suitable off-site improvements, allowing better access for cyclists to amenities and public transport links in Albrighton, to overcome deficiencies identified in the active travel route audit and secured via condition or S106 contributions. ATE is happy to be involved in these discussions.

The Travel Plan has been updated to include clear and ambitious targets for active travel trips to and from the development, informed by a robust trip generation analysis covering all times of day.

These targets must be supported by provision of appropriate amenities within the 'local centre' of the development, and the securing of adequate, long-term public transport provision specifically serving the site.

ATE requests that the LPA share this correspondence with the applicant and their agents. ATE would be content to review further submitted information to help address the deficiencies identified above, with a view to providing a further response and recommended wording for planning conditions, as appropriate.



Staffordshire County Council
Town and Country Planning Act 1990
Development Management Procedure Order 2015

To:
Shropshire Council
Southern Planning Team

Applicant:
Boningale Homes Ltd
C/O Marrons,
Waterfront House,
Waterfront Plaza,
23 Station Street,
Nottingham

Application Type: OUTLINE

Officer: Kristie Goffe

Our Reference: 2402108OUT

District Reference: 24/02108/OUT

Date Received: 18-Jul-2024

Date Responded: 06-Aug-2024

Particulars of Development:

Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage.

Location of Development:

Proposed Residential Development ,Patshull Road, Albrighton, Shropshire.

Recommendation Summary: Refusal

Site Visit Conducted on: 23-07-2024

On review of the submitted Transport Assessment, It is evident that the proposed development traffic flow distribution and assignment in the AM and PM period will materially impact (54% as per Appendix N) the A41 and A464 which are managed by Staffordshire County Highway Authority.

The scope of the submitted Transport Assessment fails to assess the development impact on the A41/ A464 Signalised Junction and the A41 corridor towards Wolverhampton. It should be noted that the development impact on the A41/ Heath House Lane / Wrottesley Park Road Junction is of particular concern due to the critical junction currently operating near to/ above its practical capacity.

Recommendation

Accordingly, Staffordshire County Council as Highway Authority would recommend that the application is refused at this time for failing to provide a satisfactory Transport Assessment that fully assesses significant traffic impact on the A464 and A41 as a direct result of the proposal and failing to demonstrate highway safety and residual cumulative impacts on the A464 and A41 road network would not be severe contrary to para 108 (a), 114 (d), 115 and 117 of the NPPF (2023).

Assistant Director, Highways and the Built County
On behalf of the County Council as
Highway Authority

Application Number: 24/02108/OUT

Site location: Patshull Road, Albrighton, Shropshire.

Proposal: Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping, and drainage.

Scope of Response

This is a review of the following documents associated with the above planning application:

- Sustainable Development and Delivery, DLP Planning Ltd, South Albrighton, Shropshire, *Transport Assessment (TA), May 2024.*

Executive Summary

The key outstanding concerns are as follows and are provided in more detail within this response note:

- Further information requested regarding internal layout when this becomes available
- Further information requested regarding refuse and recycling arrangements when this becomes available
- Trip generation numbers to be checked and confirmed in relation to arrivals and departures not adding up to the two-way trips in all instances
- Further information requested regarding the additional seven junction capacity assessment locations, in terms of providing the results of these assessments as these become available to inform the appraisal process.
- Further information with regard to timing of development in terms of allocation within Local Plan review and assessment of other allocations within the Local Plan that may have a material impact.

Review of Transport Assessment

Existing Conditions

Highway Network

Paragraph 3.1 states the site lies of land 1km to the southwest of the centre of the village of Albrighton, bound by Cross Roads to the west; The A464 to the south; and Newhouse Lane to the east. **It is noted that four key roads outline the existing context for the site: A464 Holyhead Road; Cross Road; Patshull Road; and Newhouse Lane.**

Paragraph 3.7 states the A464 Holyhead Road running along the southern edge of the site is subject to the nation speed limit; is approximately 6.7m wide; has a single footway extending west from the northern side of the road from the A464/Cross Road junction; and features no street lighting. **It is noted that the footway stretching along the A464 to the Cross Road junction terminates at this site to recommence on the northern side of the carriageway at the A464/Patshull Road junction running adjacent to the southern boundary of the site. Along the northern edge of the A464 there is a grass verge ranging in width from 2 to 12 metres.**

Paragraph 3.10 states Cross Road runs northeast from the A464/Cross Road junction and is 5 to 6 metres wide with no provision of footways. **It is noted that the majority of Cross Road is subject to the national speed limit however this is reduced to 40mph 600 metres northeast of the A464/Cross Road junction and 30mph 700 metres northeast of the A464/Cross Road junction. The**

street lighting along Cross Road runs from 40 metres east of the national limit, continuing throughout the village. There is also a grass verge running adjacent to the southern and northern edges of the carriageway ranging from 0.5 to 4 metres wide.

Paragraph 3.18 states Patshull Road is an unclassified road forming the southern arm of the Cross Road/Elm Road junction. Patshull Road is between 4.5 and 5 metres wide and is subject to a 30mph speed limit increasing to the national speed limit 140 metres south of the Cross Road/Elm Road junction inception of the road. **It is noted that there is no provision for footways along Patshull Road except for a 25m long section located at the A464/Patshull Road junction.**

Paragraph 3.21 states Newhouse Lane is an unclassified road forming the southern arm of the Cross Road/Newhouse Lane priority junction on the north eastern boundary of the site with a width ranging from 3 to 3.7 metres for the majority of its length with a small northern section widening to 4.5 metres between Cross Road junction and the southern boundary of the Albrighton Primary School site. **It is noted that Newhouse Lane is subject to the national speed limit from Newhouse Lane/A464 junction, changing to a 30mph speed limit 315 metres south of the Newhouse Lane/Cross junction. There is a 1.5 to 2 metres wide footway on the east side of Newhouse Lane running from Cross Road/Newhouse Lane junction to the southern Albrighton Primary School vehicular access set back from the carriageway by a 2-metre-wide grass verge. Streetlighting is present along the entirety of the footway with no other section of Newhouse Lane having a footway or streetlighting.**

Accessibility

Pedestrian Accessibility

Paragraph 3.29 outlines the 14 services that are accessible within the 2,000 metre maximum walking distance from the town centre. **Shropshire Council as Local Highway Authority have reviewed the information and considers acceptable.**

Paragraph 3.30 states there is a dropped kerb and tactile paving crossing on the northern arm of the Cross Road/Elm Road/ Patshull Road Mini-Roundabout connecting the footway on the western side of Elm Road to the footway eastwards on Cross Road. **It is noted that between the Cross Road/Elm Road/ Patshull Road mini-roundabout and the Cross Road/Albert Road mini-roundabout there is a 2m wide footway along the northern side of Cross Road separated from the carriageway by a 1 – 2-metre-wide grass verge. There is also an existing footway on the southern side of Cross Road between Patshull Road and the Albert Road mini roundabout however this has been almost entirely overgrown.**

Paragraph 3.32 outlines the dropped kerb and tactile paving crossing provided on the northern arm of the Albert Road mini roundabout providing a link to the footway on the eastern side of the junction. **It is further noted that a Zebra crossing is provided to the east of the Cross Road/Newhouse Lane junction providing a crossing point to and from Albrighton Primary School from Newhouse Lane.**

Paragraph 3.35 states there are dropped kerbs and tactile paving crossings at the Cross Road/Whiston Close; Cross Road/Ash Grove; Cross Road; Manor Gardens junction and the Cross Road/The Orchard mini roundabout running towards the High Street. **There is also a dropped kerb and tactile paving crossing at the Newhouse Lane/Garridge Close junction.**

Paragraph 3.40 outlines the Public Rights of Way (PROWs) located within the area. PROW 0111/4/1 runs through the south eastern edge of the site. A further three PROWs connect to Newhouse Lane

at the eastern boundary of the site, PROW 0102/9/1. PROW 0111/3/1, and PROW 0111/4/1. **Shropshire Council as Local Highway Authority have reviewed the information and considers acceptable subject to any consideration by Shropshire Council outdoor recreation team.**

Cycle Accessibility

Paragraph 3.49 states NCN Route 81 passes through Albrighton along the high street. **Observation is noted.**

Audit of Active Travel Routes

Paragraph 3.53 lists the audited routes highlighting three key active travel routes and desire lines between the site and key local facilities.

The audit of Route 1, between the site and Albrighton Road via Cross Road, in Paragraph 3.55 states that the footways are provided along the full length of the route with widths varying between 1.2 and 2 metres. Most of the footway provision along the route is set back from the carriageway by a grass verge. There is a 30mph speed limit along the carriageway. Paragraph 3.56 outlines the provision of a footway along the southern side of Cross Road and paragraph 3.58 notes the provision of a zebra pedestrian crossing across Cross Road north east of Newhouse Lane Junction. Paragraph 3.59 states that the audit has concluded the only necessary measure to provide pedestrian improvements to the route is clearing the vegetation encroaching onto the southern footway.

Paragraph 3.62 states, the audit of Route 2, between the site and local facilities on Albrighton High Street via Cross Road, assess the quality of the route between the Zebra pedestrian crossing on Cross Road and Highstreet. Paragraph 3.63 states, the audit confirmed the provision of footways along both sides of the carriageway the full length of the route with width ranging from 1.2 to 2 metres. The carriageway is also subject to a 30mph speed limit making it an “appropriate walking route between the site and local facilities”.

Paragraph 3.65 states dropped kerb tactile paving crossings are provided at the majority of existing junctions along the route. However, paragraph 3.66 sites: the Cross Road junction with The Courts/Albrighton Table Tennis Club; The Cross Road junction with High Steet; and The Ashfields access road junction with High Street as sites without dropped kerb or tactile paving crossings, requiring these improvements. Paragraph 3.68 states no further pedestrian deficiencies were noted.

Paragraph 3.70 states the audit of Route 3, Site to St Mary’s Church of England Primary School and Albrighton Station via Station Road, confirmed the provision of footways along both sides of the carriageway the full length of this route with width varying between 1.2 to 2 metres with the entirety of the carriageway subject to a 30mph speed limit making the route “an appropriate walking route between the site and the facilities to the north east”.

Paragraph 3.72 the audit has concluded a number of junctions were dropped kerbs and tactile paving is not provided, requiring improvements to the provision of them. These sites include: The Cross Road junction with Station Road; The Station Road junction with Bushfield Road; The Station Road junction with Fairlawn; Station Road – 2 dropped kerb crossings to facilitate crossing movements; The Station Road junction with Redford Drive; The Station Road junction with Cotswold Drive; The Station Road junction with Windsor Road; The Station Road junction with Brooklands Road; and The Station Road junction with Shaw Lane.

Paragraph 3.73 states no further pedestrian deficiencies were noted along Route 3.

SC has reviewed the audit of active travel routes presented and considers this acceptable at this stage subject to further review and identification of infrastructure.

Bus Accessibility

Paragraph 3.76 states that the nearest bus stops are located to the northeast of the site on High Street in the centre of Albrighton. The bus stops are located 750 metres walking distance from the northern corner of the site 1.2 kilometres walking distance from the centre of the site. Paragraph 3.77 notes that these bus stops would be accessible via a combination of the proposed and existing footways and crossing. **It is noted that both the eastbound and westbound bus stops consist of shelter and seating in addition to the flag pole with timetable being located within the shelter. Furthermore, the service 891 runs every 60 minutes on weekdays between 06:38-17:03 westbound and 07:50-18:07 eastbound. The Saturday 891 service runs every 2 hours from 07:48-15:58 westbound and 08:55-17:06 eastbound. There is no Sunday service running to or from either of the bus stops.**

Paragraph 3.81 states the improvements to existing public transport services inclusive of bus routes and bus infrastructure include the ability for new or re-routed bus services to travel through the site and link with key facilities in Albrighton. There is also a proposed shuttle service facilitating mass transport movements between the site and Albrighton Village and the Rail Station. **SC notes this and considers it acceptable in principle if the application is taken forward this will require further consideration in terms of likely infrastructure required and level of contributions to be secured through a Section 106 agreement.**

Rail Accessibility

Paragraph 3.83 states the nearest railway station to the site is Albrighton Railway Station located 1.5km walking distance from the northern corner of the site and 1.9km from the centre of the site. **It is noted that access to the station is via existing footway infrastructure and crossing points.**

Paragraph 3.85 notes the station is operated by West Midland Railway featuring two platforms, a 17-space car park and 32 cycle store spaces monitored by CCTV. **It is noted that Albrighton Railway Station provides an hourly express service in east and westbound directions operating between Shrewsbury and Telford to the west and Wolverhampton and Birmingham New Street to the east, passing through and stopping at a number of smaller stations. The weekday service to Birmingham New Street operates twice hourly between 06:00-09:00 and 17:00-18:00 with an hourly service in the remaining part of the day. On the weekend there is an hourly service running to Birmingham New Street. The weekday service to Shrewsbury operates twice hourly between 06:00-09:00 and 17:00-19:00 with an hourly service running in the remainder of the day. There is also an hourly service running on the weekend.**

Personal Injury Accident Data

Paragraph 3.94 states there has been 5 Personal Injury Accidents (PIA) within the 5 year period 2018-2022. Three of these PIAs were recorded as slight and two as serious with no PIAs recorded as involving a fatality. **It is noted that none of the 5 PIAs involved a pedestrian or pedal cycle casualty, additionally with five collisions recorded over the 5 year period the average rate of one collision per year means the study area is not considered to have a high collision rate.**

Paragraph 3.96 states 2 PIAs have been recorded near the A464/Newhouse Lane Junction with one being slight and one serious. Both PIAs at this location occurred in 2020 with the slight PIA involving one vehicle resulting in two casualties and the serious PIA involving two vehicles resulting in one casualty. **SC has reviewed and considers acceptable.**

Paragraph 3.97 states one serious PIA has been recorded near the A464/Patshull Road junction occurring in 2020 involving two vehicles resulting in two casualties. One slight PIA was recorded near the A464/Cross Road junction occurring in 2019 involving two vehicles resulting in two casualties. One slight PIA was recorded at an unknown date along the stretch of road between the A464/Cross Road and A464/Patshull Road junctions involving two vehicles, one car and one motorcycle, resulting in a motorcyclist casualty. **It is further noted that a wider PIA assessment was also undertaken for the wider Albrighton Road network in the same 5-year period from 2018-2022 with no recorded PIAs occurring in that stretch.**

Paragraph 3.101 concludes the PIA review suggests there are no material PIA safety concerns that could be exacerbated by the development proposals. **SC has reviewed and considers acceptable in principle based on current vehicle movements and travel behaviour. As part of any application further consideration will need to be given to ensure the number of PIA where possible remains minimal.**

Existing Traffic Flows

Paragraph 3.102 states Automatic Traffic Surveys (ATCs) and Manual Classified Counts (MCCs) were undertaken on key road links and junctions on the site. The ATCs were undertaken over a seven-day period starting on Thursday 14th March 2024 while the MCCs were undertaken on Tuesday 19th March 2024. The surveys were undertaken in a period with no significant roadworks or constraints to traffic flows that could materially impact the results meaning the surveys are considered as providing appropriate traffic data of vehicle speed and quantum assessments. **SC notes this and considers it acceptable in principle.**

Paragraph 3.105 notes both ATCs located along the A464 Holyhead Road counted 85th percentile speeds of less than the 60mph speed limited. ATC 1 posted an eastbound 85th percentile speed of 56.3mph while westbound 85th percentile speed was 59.9mph. ATC 3 posted an eastbound 85th percentile speed of 54.5mph and a westbound 85th percentile speed of 55.4mph.

Paragraph 3.106 notes ATC 2, placed along the A464 Holyhead Road between ATC 1 and ATC 3, was located at a site where speed limits changed from 40mph to 60mph with the ATC 2 northbound recording an 85th percentile speed of 43.7mph where vehicles are decelerating from a 60mph zone to a 40mph zone. The ATC 2 Southbound recorded an 85th percentile speed of 46.7mph where vehicles were accelerating from a 40mph zone to a 60mph zone.

It is noted that these 85th percentile speeds are in line with what would be anticipated with ATCs located at a speed limit change of 40-60 mph.

Development Proposals

Overview of Proposals

Paragraph 4.1 outlines the development proposals comprising of: up to 800 residential dwellings; an 80 bed care home facility; a 2FE Secondary School (up to 750 students); a retail/food store (up to 1,700 sqm); a GP and Pharmacy (circa 950 sqm); a flexible E Class space for community uses (circa;150 sqm); a shuttle bus service; and associated car and cycle parking, landscaping and open space. **It is noted that, in accordance with the Shropshire Local Plan, the residential element of the development will be a mixture of market and affordable dwellings of varying sizes.**

Paragraph 4.5 outlines further detail of the development proposals. The proposed secondary school would be located towards the northeastern boundary of the site to be close to the main population

centre of Albrighton. The care facility, doctors' surgery and retail/employment facilities are to be provided more centrally within the site with access to a new walking/cycling 'green route' provided on Patshull Road and the new pedestrian provision on Cross Road to the west of the Patshull Road junction, two new junctions are proposed into the site from the A464 Holyhead Road. A spine road is to be provided between the two new access junctions on to the A464 Holyhead Road crossing Patshull Road and Newhouse Lane. **SC notes this and considers it acceptable in principle. However, it is unclear from the masterplan layout submitted how the school will be accessed.**

Bus stops would be provided along the spine road subject to discussions with the local bus companies to provide a new route or divert an existing route. A new north/south spine road link would be provided between the main east/west spine road to link with Cross Road to the north. **SC notes this and considers it acceptable in principle.**

Both Patshull Road and Newhouse Lane would be downgraded to 'access only.'
Further consideration should be given to this proposals, specifically Patshull Road as vehicular access to residential properties needs to be maintained and it is unclear how the proposed secondary school will be accessed.

And the speed limit on the A464 along the frontage of the site would also be reduced from 60mph to 40mph.
SC notes this and considers it acceptable in principle subject to further assessment and details being submitted.

Proposed Access

Paragraph 4.14 outlines the overall access strategy for the area, removing vehicle through movements from Patshull Road and Newhouse Lane and improving existing vehicle routes on Cross Road. Paragraph 4.16 states, the overall access strategy includes the provision of a new north/south spine road extending from Cross Road to the east/west spine road connecting into the A464 Holyhead Road to the southwest. **SC has reviewed and considers information acceptable subject to further detailed design and road safety audits.**

Paragraph 4.23 describes the proposed southwestern site access for A464 Holyhead Road Roundabout, stating it was designed in accordance with the Design Manual for Roads and Bridges CD 116, comprising of an inscribed circle diameter of 40 metres, a circulatory carriageway of 8 metres with all three approach arms comprising a single lane approach that widen to a two-lane entry. **It is further noted the spine road arm of the roundabout entering the site would comprise of a carriageway width of 6.5 metres bound by 0.5 metres wide verges and a 2-metre-wide footway at the western edge, a 3-metre-wide shared footway/cycleway at the eastern edge that reduces to 2 metres wide extending south to the A464 Holyhead Road. The roundabout provides a stopping sight distance of 120 metres and a speed limit of 40mph along the A464 Holyhead Road. This reduces to 43 metres of visibility and a 30mph speed limit along the spine road. It is recommended that visibility is maximised where possible.**

Paragraph 4.29 describes the proposed southeastern site access for A464 Holyhead Road Ghost Island, comprising of a 3 metre wide right turn with three metre wide through lanes with the ghost-island deceleration length in accordance with Design Manual for Roads and Bridges CD 123 Document. **It is noted that the spine road of the roundabout entering the site comprises of a carriageway width of 6.5 metres bound by a 3.5 metre wide verge at the western edge and 0.5 metre wide verge followed by a 2 metre wide footway at the eastern edge. The T junction has a**

dropped kerb and tactile paving crossings on the minor arm. The roundabout has a stopping distance of 120 metres and a speed limit of 40 mph along the A464 Holyhead Road

Paragraph 4.34 outlines the proposed speed limit reduction measures along the A464 Holyhead Road to create a new 1.6km stretch with a 40mph speed limit, speed limit repeaters, lining to visually reduce the width of the A464 through carriageway, lighting at either side of the junction, carriageway treatments on the approach to the proposed access junctions, and advance junction warning signage. **SC has reviewed and considers information acceptable subject to further detailed design and road safety audits.**

Paragraph 4.37 outlines the proposed improvements to the Cross Road/Patshull Road/Elm Road roundabout. **It is noted, to the east of the junction with Elm Road the carriageway width would be 6.5 metres, bound by existing footways on both edges. There is a proposed zebra crossing 70 metres east of the junction with Elm Road and a widening of the existing footway on the northern side of Cross Road to three metres to become a shared footway/cycleway for 280 metres to the junction with Albert Road. To the west of the junction with Elm Road, Cross Road's carriageway width would be increased to 6.5 metres bound by 0.5 metres wide verges followed by a 2 metre wide footway at the western edge and a 3 metre wide shared footway/cycleway at the eastern edge. There is also a stopping distance of 43 metres and a 30mph speed limit. It is recommended that visibility is maximised where possible and an assessment is undertaken that a zebra crossing is suitable intervention at this location.**

Paragraph 4.43 outlines the proposed 6.5 metre carriageway to facilitate two way movements by busses along Spine Road including a 3 metre footway/cycleway at one edge and a 2 metre footway on the other edge, traffic calming measures, limited frontage access, bus stops, internal junctions designed in accordance with Manual for Streets, and regular pedestrian and cycle crossings. **SC has reviewed and considers information acceptable at this stage.**

Paragraph 4.44 outlines the proposals for the stopping up of Patshull Road, Cross Road and Newhouse Lane. Paragraph 4.45 states Cross Road to the west is proposed to be stopped up for 170 metres between 90 and 260 metres northeast of the A464 Holyhead Road/Cross Road junction retaining pedestrian and cyclist access. **It is noted that Newhouse Lane would be stopped up for 340 metres between 160 and 500 metres north of the A464 Holyhead Road/Newhouse Lane junction.**

Swept Path Analysis

Swept path analysis has been undertaken for the proposed accesses, confirming large vehicles such as a 16.5 metres articulated lorry passing a 7.5 tonnes box van, or two single deck buses, could suitably pass each other. **SC has reviewed and considers information acceptable.**

Internal Layout

Paragraph 4.43 of the TA notes that the spine road throughout the site is not for determination currently, yet some expected features are presented including carriageway width, the inclusion of footways/cycleways alongside the road, traffic calming, limited frontage access and provision of bus stops. **SC has reviewed and considers information acceptable, and requests further information as and when this is available for consideration. Similarly, further information is requested regarding refuse and recycling arrangements for the proposed development.**

Trip Generation

Residential

Vehicle trip rates have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 358 with the arrivals being 87 and the departures being 271. The reviewed 17:00-18:00 two-way PM trip generation was 388 with the arrivals being 262 and the departures being 126. **WSP have reviewed trip rates on Shropshire Councils behalf against those derived from the latest version of TRICS (7.11.2) which considered more recent survey sites and site-specific selection with regards to population and car ownership. There was a slight discrepancy between these results and table 4 as the reviewed 08:00-09:00 two-way AM trip generation was 450 with the arrivals being 134 and the departures being 316. The reviewed 17:00-18:00 two-way PM trip generation was 411 with the arrivals being 282 and the departures being 129. The AM Trip Generation numbers are unlikely to be robust and acceptable, however the PM numbers are likely robust and acceptable.**

Care Facility

Vehicle trip rates for the care home have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 12 with the arrivals being 7 and the departures being 4. The reviewed 17:00-18:00 two-way PM trip generation was 6 with the arrivals being 2 and the departures being 5. These numbers include a 15% internalisation factor, which is proposed as there are opportunities for staff and visitors to live within the development. **SC notes the information provided. Please may the developer confirm why the arrivals and departures do not match the two-way trips. Trips and internalisation are otherwise at an acceptable level, based on methodology used.**

Secondary School

Vehicle trip rates for the secondary school have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 172 with the arrivals being 92 and the departures being 80. The reviewed 17:00-18:00 two-way PM trip generation was 30 with the arrivals being 17 and the departures being 13. A 15:00-16:00 two-way trip generation was also presented, with 69 trips comprising 24 arrivals and 45 departures. **SC notes the information provided and considers acceptable.**

GP Surgery / Pharmacy

Vehicle trip rates for the GP / pharmacy have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 29 with the arrivals being 19 and the departures being 11. The reviewed 17:00-18:00 two-way PM trip generation was 23 with the arrivals being 14 and the departures being 9. These numbers include a 25% internalisation factor, which is proposed as there will be patients and potentially staff associated with this element. **SC notes the information provided. Please may the developer confirm why the arrivals and departures do not match the two-way trips. Trips and internalisation are otherwise at an acceptable level, based on methodology used.**

Supermarket

Vehicle trip rates for the supermarket have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 34 with the arrivals being 17 and the departures being 17. The reviewed 17:00-18:00 two-way PM trip generation was 78 with the arrivals being 40 and the departures being 38. These numbers include a 25% internalisation factor, which is proposed as there will be customers and potentially staff associated with this element **SC notes the information provided and considers acceptable.**

Trip Distribution and Assignment

Paragraphs 6.1 to 6.3 set out the methodology used for trip distribution and assignment, rooted in Census 2011 journey to work data using the Shropshire 027 Middle Super Output Area (MSOA). Whilst the census suggests that 36.7% of all future residents would work within the Shropshire area, the Planning Statement and Economic Benefit Assessment prepared in support of the planning application identified this will be lower, and that a reassignment to larger neighbouring areas of employment is required. It concluded that of the current Shropshire dataset, only 13% would be retained within the Shopshire area, with the 87% travelling external to Wolverhampton (67%), Telford and Wrekin (12%), Walsall (4%), and Dudley (4%). **SC notes the information provided and considers acceptable.**

A separate exercise has been undertaken for school traffic distribution, as set out across paragraphs 6.5 to 6.8. This examines nearby settlements and existing secondary schools, and concludes that *“75% of future pupils located outside the development would arrive in the morning and depart in the evening from the north via the northern access at the Cross Road junction. The remaining 25% of future pupils located outside the development would arrive in the morning and depart in the evening from the south via the southwestern access at the A464 junction.”* **SC notes the information provided and considers acceptable, however would raise the issue with regard to timing of the development coming forward. We would seek further clarification from the applicant with regard to whether the site is being promoted within the Local Plan Review, and on that basis needs to take into account proposed allocations with the Local Plan review to include proposed development in Shifnal place plan area.**

Junction Capacity Assessments

Paragraph 7.1 sets out that a future design year five years post-registration of application is to be considered, and a further ten year future design year sensitivity test is considered. TEMPRO factors have been presented in relation to this and are as follows:

- 2024 to 2029 AM Peak = 1.0407
- 2024 to 2029 PM Peak = 1.0397
- 2024 to 2034 AM Peak = 1.0760
- 2024 to 2034 PM Peak = 1.0740

SC notes the information provided on assessment years and TEMPRO factors and considers these acceptable.

A464 Holyhead Road / Spine Road Ghost Island Right Turn Junction

The results presented in the main body of the TA, and detailed at Appendix P of the TA, show that this junction operates within capacity on all arms for the 2029 and 2034 ‘Base + Development’ scenarios and for the 2029 and 2034 ‘Base + Development + Sensitivity’ scenarios. **SC has reviewed these junction capacity assessment scenarios and considers these acceptable.**

A464 Holyhead Road / Spine Road Roundabout

The results presented in the main body of the TA, and detailed at Appendix P of the TA, show that this junction operates within capacity on all arms for the 2029 and 2034 ‘Base + Development’ scenarios and for the 2029 and 2034 ‘Base + Development + Sensitivity’ scenarios. **SC has reviewed these junction capacity assessment scenarios and considers these acceptable in principle based on the information submitted but would be subject to further assessment in relation to the timing of the development.**

Cross Road / Elm Road priority junction

The results presented in the main body of the TA, and detailed at Appendix P of the TA, show that this junction operates within capacity on all arms for the 2029 and 2034 'Base + Development' scenarios and for the 2029 and 2034 'Base + Development + Sensitivity' scenarios. **SC has reviewed these junction capacity assessment scenarios and considers these acceptable in principle based on the information submitted but would be subject to further assessment in relation to the timing of the development.**

Additional Locations

Further junction capacity assessments will be undertaken at seven junctions around the site location, following submission of the TA, for the following location specifically:

- J1 – M54 J3 / A41 Newport Road roundabout;
- J2 – A41 Albrighton-By-Pass / Newport Road priority junction;
- J3 – A41 Albrighton-By-Pass / Station Road / Cordy Lane priority junction;
- J4 – Station Road / High Street / Cross Road priority junction;
- J5 - A464 Holyhead Road / A41 Newport Road signal junction;
- J6 – Haughton Lane / Shrewsbury Road / Victoria Road / Innage Road / Priorslee Road Roundabout; and
- J7 – M54 J4 / Castle Farm Road / Priorslee Road / A464 roundabout.

SC notes the information provided on assessment locations and considers this acceptable, and requests these results are presented to inform further appraisal of the transport impacts of the development.

Sustainable Travel Promotion / Accessibility Improvements

Section 8 of the TA sets out how the development might promote accessibility by all modes of travel, with an emphasis on active travel and public transport. **Further consideration is required in terms of the promotion of sustainable travel to and from the site.**



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: [REDACTED]

Your Ref: 24/02108/OUT
Our Ref: ATE/24/00794/OUT
Date: 04 November 2024

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Shropshire Council

Application Ref: 24/02108/OUT

Site Address: PROPOSED RESIDENTIAL DEVELOPMENT, 23 HIGH STREET, ALBRIGHTON, WV7 3JF

Description of development: Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

1.1 ATE has reviewed the additional submitted information, and wishes to highlight the following issues.

2.0 Key Issues

2.1 A more robust trip generation analysis has been submitted, but it is vital that this improved evidence base is used to set ambitious and meaningful targets for active travel uptake. Whilst acknowledging the semi-rural location of the site, the targeted 2%/3% increases in walking, wheeling and cycling trips for the residential element of the scheme do not align with current policy expectations and should nevertheless be revised upwards.

2.2 The applicant has committed to the delivery of internal local centre facilities upon completion of Phase 1, in order to support mode shift targets, and it should be ensured that this commitment is secured by condition, with ATE's previous comments taken into account.

2.3 A suitable Public Transport Strategy should be brought forward at the earliest opportunity, and conditioned as appropriate, as it will influence travel patterns from the development and dictate how ambitious travel plan targets might be met. Discussions with Network Rail to improve pedestrian access to Albrighton Station are welcomed, and should form a key part of the overall public transport/off-site commitments of the development.

2.4 Traffic calming measures along Cross Road would be welcomed, however ATE would not favour speed cushions as they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three-wheeled cycles (paragraph 7.6.8 of LTN 1/20). The potential for built-out horizontal deflection features with cycle bypasses might instead be explored. This should form part of continued discussions with the LHA to identify appropriate enhancements to the cycling environment along Cross Road as well as any further interventions to improve active travel infrastructure in Albrighton as a whole.

3.0 Conclusion

3.1 ATE requests that the local planning authority shares this response with the applicant's agent and LHA. We would welcome amendments in line with the above comments, and would be happy to provide recommended wording for planning conditions as appropriate.



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 24/02108/OUT
Our Ref: ATE/24/00794/OUT
Date: 06 December 2024

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Shropshire Council

Application Ref: 24/02108/OUT

Site Address: PROPOSED RESIDENTIAL DEVELOPMENT, 23 HIGH STREET,
ALBRIGHTON, WV7 3JF

Description of development: Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.
- c. ~~**Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.~~
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Summary

1.1 This is ATE's third response to this application. Having reviewed the latest information provided by the applicant, ATE is prepared to support the application in its updated form, providing that the following can be secured via the use of appropriate planning conditions/obligations:

- Revised Travel Plan targets, as outlined in the latest response.
- The delivery of internal local centre facilities upon completion of Phase 1, as per ATE's previous comments.
- A suitable Public Transport Strategy, as per ATE's previous comments.

2.0 Comments

2.1 Further upwards revisions to active travel mode share targets are welcomed. ATE requests that a revised Travel Plan be secured by condition, to include clear provisions for ongoing monitoring, and setting out effective actions to be taken in preparation for the results of post-occupation baseline surveys.

2.2 ATE accepts the rationale set out with regard to the provision of speed cushions along Cross Road, and would again encourage continued discussions between the applicant and LHA to identify appropriate further enhancements to the cycling environment in Albrighton that may support the positive measures already identified.

3.0 Conclusion

3.1 ATE requests that the LPA share this correspondence with the applicant and their agents. ATE would be content to review any further submitted information and provide recommended wording for planning conditions, as appropriate.

Application Number: 24/02108/OUT

Site location: Patshull Road, Albrighton, Shropshire.

Proposal: Outline application to include access for a mixed-use development comprising up to 800 no. dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping, and drainage.

Date: 28-02-25

Scope of Response

This is a review of the following documents associated with the above planning application:

- Sustainable Development and Delivery, DLP Planning Ltd, South Albrighton, Shropshire, *Transport Assessment (TA), May 2024.*

Further to an initial response from SC Highways, the applicant's consultant has provided responses to the points raised in the review of the Transport Assessment.

- *Response to SC Highways Comments, DLP Planning Ltd, Albrighton South Technical Note 4 (TN04), December 2024*

The original points were responded to using bold text, whilst any further information forthcoming from TN04 will be presented italicised and the subsequent responses from SC Highways will be italicised and bolded.

Shropshire Council as Local Highway Authority for Shropshire have reviewed the submitted application and the details submitted. It is noted that whilst a formal highway objection is not being raised at this stage based on the information submitted, we consider that in order to fully understand the likely impact of the development further information should be submitted prior to determination.

It does not appear that any phasing of the development has been submitted, it is therefore recommended that if permitted a phasing plan is submitted and approved which will inform the delivery of highway infrastructure and provide an indication with regard to how access to existing properties will be maintained without having a detrimental impact on the surrounding highway network.

As part of this response to the details submitted, no planning conditions or Section 106 highway, passenger transport and travel plan contributions have been identified. In the event this application is put forward for approval Shropshire Councils Highway team request further consultation is undertaken to establish any relevant planning conditions, and contributions need to be attached to permission granted.

Planning conditions likely to included but not restricted to;

- Details of phasing
- Details of phasing of highway infrastructure delivery
- Details of stopping up and downgrading of routes within and adjacent to the site.
- Engineering details for each point of access.
- Engineering details of offsite works.
- Details of construction management plan
- Submission of walking and cycling audit for the site.
- Travel plan submission and monitoring.
- Overall strategy for passenger transport infrastructure within the site.
- Details of road construction and engineering details for each reserve matters.

- Overall strategy for street lighting.

Review of Transport Assessment

Existing Conditions

Highway Network

Paragraph 3.1 states the site lies of land 1km to the southwest of the centre of the village of Albrighton, bound by Cross Roads to the west; The A464 to the south; and Newhouse Lane to the east. **It is noted that four key roads outline the existing context for the site: A464 Holyhead Road; Cross Road; Patshull Road; and Newhouse Lane.**

Paragraph 3.7 states the A464 Holyhead Road running along the southern edge of the site is subject to the nation speed limit; is approximately 6.7m wide; has a single footway extending west from the northern side of the road from the A464/Cross Road junction; and features no street lighting. **It is noted that the footway stretching along the A464 to the Cross Road junction terminates at this site to recommence on the northern side of the carriageway at the A464/Patshull Road junction running adjacent to the southern boundary of the site. Along the northern edge of the A464 there is a grass verge ranging in width from 2 to 12 metres.**

Paragraph 3.10 states Cross Road runs northeast from the A464/Cross Road junction and is 5 to 6 metres wide with no provision of footways. **It is noted that the majority of Cross Road is subject to the national speed limit however this is reduced to 40mph 600 metres northeast of the A464/Cross Road junction and 30mph 700 metres northeast of the A464/Cross Road junction. The street lighting along Cross Road runs from 40 metres east of the national limit, continuing throughout the village. There is also a grass verge running adjacent to the southern and northern edges of the carriageway ranging from 0.5 to 4 metres wide.**

Paragraph 3.18 states Patshull Road is an unclassified road forming the southern arm of the Cross Road/Elm Road junction. Patshull Road is between 4.5 and 5 metres wide and is subject to a 30mph speed limit increasing to the national speed limit 140 metres south of the Cross Road/Elm Road junction inception of the road. **It is noted that there is no provision for footways along Patshull Road except for a 25m long section located at the A464/Patshull Road junction.**

Paragraph 3.21 states Newhouse Lane is an unclassified road forming the southern arm of the Cross Road/Newhouse Lane priority junction on the north eastern boundary of the site with a width ranging from 3 to 3.7 metres for the majority of its length width a small northern section widening to 4.5 metres between Cross Road junction and the southern boundary of the Albrighton Primary School site. **It is noted that Newhouse Lane is subject to the national speed limit from Newhouse Lane/A464 junction, changing to a 30mph speed limit 315 metres south of the Newhouse Lane/Cross junction. There is a 1.5 to 2 metres wide footway on the east side of Newhouse Lane running from Cross Road/Newhouse Lane junction to the southern Albrighton Primary School vehicular access set back from the carriageway by a 2-metre-wide grass verge. Streetlighting is present along the entirety of the footway with no other section of Newhouse Lane having a footway or streetlighting.**

No additional information was required, or provided in TN04, for any of the content reviewed in the 'Existing Conditions – Highway Network' section of the TA. Consideration should be given to the future use of these routes and any amendments and improvements that are required to make

them suitable for the intended use. This will be dependant on the phasing of the development and the use of these routes as the development if permitted is constructed.

Accessibility

Pedestrian Accessibility

Paragraph 3.29 outlines the 14 services that are accessible within the 2,000 metre maximum walking distance from the town centre. **Shropshire Council as Local Highway Authority have reviewed the information and considers acceptable. TN04 notes the acceptance of this information. No further action required at this time.**

Paragraph 3.30 states there is a dropped kerb and tactile paving crossing on the northern arm of the Cross Road/Elm Road/ Patshull Road Mini-Roundabout connecting the footway on the western side of Elm Road to the footway eastwards on Cross Road. **It is noted that between the Cross Road/Elm Road/ Patshull Road mini-roundabout and the Cross Road/Albert Road mini-roundabout there is a 2m wide footway along the northern side of Cross Road separated from the carriageway by a 1 – 2-metre-wide grass verge. There is also an existing footway on the southern wide of Cross Road between Patshull Road and the Albert Road mini roundabout however this has been almost entirely overgrown. TN04 notes the summary information provided. No further action required at this time.**

Paragraph 3.32 outlines the dropped kerb and tactile paving crossing provided on the northern arm of the Albert Road mini roundabout providing a link to the footway on the eastern side of the junction. **It is further noted that a Zebra crossing is provided to the east of the Cross Road/Newhouse Lane junction providing a crossing point to and from Albrighton Primary School from Newhouse Lane. TN04 notes the summary information provided.. No further action required at this time but if application is permitted details of any improvements need to be submitted for approval and timescale agreed for implementation.**

Paragraph 3.35 states there are dropped kerbs and tactile paving crossings at the Cross Road/Whiston Close; Cross Road/Ash Grove; Cross Road; Manor Gardens junction and the Cross Road/The Orchard mini roundabout running towards the High Street. **There is also a dropped kerb and tactile paving crossing at the Newhouse Lane/Garridge Close junction. TN04 notes the summary information provided. No further action required.**

Paragraph 3.40 outlines the Public Rights of Way (PROWs) located within the area. PROW 0111/4/1 runs through the south eastern edge of the site. A further three PROWs connect to Newhouse Lane at the eastern boundary of the site, PROW 0102/9/1. PROW 0111/3/1, and PROW 0111/4/1. **Shropshire Council as Local Highway Authority have reviewed the information and considers acceptable subject to any consideration by Shropshire Council outdoor recreation team. TN04 notes the summary information provided. No further action required at this time.**

Cycle Accessibility

Paragraph 3.49 states NCN Route 81 passes through Albrighton along the high street. **Observation is noted. TN04 notes the summary information provided. No further action required at this time.**

Audit of Active Travel Routes

Paragraph 3.53 lists the audited routes highlighting three key active travel routes and desire lines between the site and key local facilities.

The audit of Route 1, between the site and Albrighton Road via Cross Road, in Paragraph 3.55 states that the footways are provided along the full length of the route with widths varying between 1.2 and 2 metres. Most of the footway provision along the route is set back from the carriageway by a grass verge. There is a 30mph speed limit along the carriageway. Paragraph 3.56 outlines the provision of a footway along the southern side of Cross Road and paragraph 3.58 notes the provision of a zebra pedestrian crossing across Cross Road north east of Newhouse Lane Junction. Paragraph 3.59 states that the audit has concluded the only necessary measure to provide pedestrian improvements to the route is clearing the vegetation encroaching onto the southern footway.

Paragraph 3.62 states, the audit of Route 2, between the site and local facilities on Albrighton High Street via Cross Road, assess the quality of the route between the Zebra pedestrian crossing on Cross Road and Highstreet. Paragraph 3.63 states, the audit confirmed the provision of footways along both sides of the carriageway the full length of the route with width ranging from 1.2 to 2 metres. The carriageway is also subject to a 30mph speed limit making it an “appropriate walking route between the site and local facilities”.

Paragraph 3.65 states dropped kerb tactile paving crossings are provided at the majority of existing junctions along the route. However, paragraph 3.66 sites: the Cross Road junction with The Courts/Albrighton Table Tennis Club; The Cross Road junction with High Steet; and The Ashfields access road junction with High Street as sites without dropped kerb or tactile paving crossings, requiring these improvements. Paragraph 3.68 states no further pedestrian deficiencies were noted.

Paragraph 3.70 states the audit of Route 3, Site to St Mary’s Church of England Primary School and Albrighton Station via Station Road, confirmed the provision of footways along both sides of the carriageway the full length of this route with width varying between 1.2 to 2 metres with the entirety of the carriageway subject to a 30mph speed limit making the route “an appropriate walking route between the site and the facilities to the north east”.

Paragraph 3.72 the audit has concluded a number of junctions were dropped kerbs and tactile paving is not provided, requiring improvements to the provision of them. These sites include: The Cross Road junction with Station Road; The Station Road junction with Bushfield Road; The Station Road junction with Fairlawn; Station Road – 2 dropped kerb crossings to facilitate crossing movements; The Station Road junction with Redford Drive; The Station Road junction with Cotswold Drive; The Station Road junction with Windsor Road; The Station Road junction with Brooklands Road; and The Station Road junction with Shaw Lane.

Paragraph 3.73 states no further pedestrian deficiencies were noted along Route 3.

SC has reviewed the audit of active travel routes presented and considers this acceptable at this stage subject to further review and identification of infrastructure improvements.

*TN04 noted that no further action was required regarding active travel routes. However, it is also noted that the active travel improvements proposed as part of the TA were reviewed by Active Travel England (ATE), which concluded that further off-site improvements should be proposed to further encourage active travel. **TN04 summarises travel changes to the design, such as additional dropped kerbs and tactile paving on desire lines to the station and local amenities, speed cushions on Cross Road. The changes have been reviewed by ATE, who are content with the amendments made. The information set out is accepted by SC Highways and no further action is required at this time.***

Bus Accessibility

Paragraph 3.76 states that the nearest bus stops are located to the northeast of the site on High Street in the centre of Albrighton. The bus stops are located 750 metres walking distance from the northern corner of the site 1.2 kilometres walking distance from the centre of the site. Paragraph 3.77 notes that these bus stops would be accessible via a combination of the proposed and existing footways and crossing. **It is noted that both the eastbound and westbound bus stops consist of shelter and seating in addition to the flag pole with timetable being located within the shelter. Furthermore, the service 891 runs every 60 minutes on weekdays between 06:38-17:03 westbound and 07:50-18:07 eastbound. The Saturday 891 service runs every 2 hours from 07:48-15:58 westbound and 08:55-17:06 eastbound. There is no Sunday service running to or from either of the bus stops. Not commented on in TN04. However, no further action required at this time.**

Paragraph 3.81 states the improvements to existing public transport services inclusive of bus routes and bus infrastructure include the ability for new or re-routed bus services to travel through the site and link with key facilities in Albrighton. There is also a proposed shuttle service facilitating mass transport movements between the site and Albrighton Village and the Rail Station. **SC notes this and considers it acceptable in principle if the application is taken forward this will require further consideration in terms of likely infrastructure required and level of contributions to be secured through a Section 106 agreement. Within TN04, the applicant's consultant states, "it is concluded that subject to S106 contributions being agreed as part of the planning process, no further work is required at this time." No further action is required at this time, in the event the application is permitted then permission would be granted subject to a Section 106 passenger transport contribution. If permitted it is recommended that a bus infrastructure plan is submitted for approval to ensure that each phase of the development takes into account access to bus infrastructure.**

Rail Accessibility

Paragraph 3.83 states the nearest railway station to the site is Albrighton Railway Station located 1.5km walking distance from the northern corner of the site and 1.9km from the centre of the site. **It is noted that access to the station is via existing footway infrastructure and crossing points.**

Paragraph 3.85 notes the station is operated by West Midland Railway featuring two platforms, a 17-space car park and 32 cycle store spaces monitored by CCTV. **It is noted that Albrighton Railway Station provides an hourly express service in east and westbound directions operating between Shrewsbury and Telford to the west and Wolverhampton and Birmingham New Street to the east, passing through and stopping at a number of smaller stations. The weekday service to Birmingham New Street operates twice hourly between 06:00-09:00 and 17:00-18:00 with an hourly service in the remaining part of the day. On the weekend there is an hourly service running to Birmingham New Street. The weekday service to Shrewsbury operates twice hourly between 06:00-09:00 and 17:00-19:00 with an hourly service running in the remainder of the day. There is also an hourly service running on the weekend.**

*TN04 notes the summary information provided for the rail accessibility section. **No further action required at this time.***

Personal Injury Accident Data

Paragraph 3.94 states there has been 5 Personal Injury Accidents (PIA) within the 5 year period 2018-2022. Three of these PIAs were recorded as slight and two as serious with no PIAs recorded as involving a fatality. **It is noted that none of the 5 PIAs involved a pedestrian or pedal cycle casualty,**

additionally with five collisions recorded over the 5 year period the average rate of one collision per year means the study area is not considered to have a high collision rate.

Paragraph 3.96 states 2 PIAs have been recorded near the A464/Newhouse Lane Junction with one being slight and one serious. Both PIAs at this location occurred in 2020 with the slight PIA involving one vehicle resulting in two casualties and the serious PIA involving two vehicles resulting in one casualty. **SC has reviewed and considers acceptable.**

Paragraph 3.97 states one serious PIA has been recorded near the A464/Patshull Road junction occurring in 2020 involving two vehicles resulting in two casualties. One slight PIA was recorded near the A464/Cross Road junction occurring in 2019 involving two vehicles resulting in two casualties. One slight PIA was recorded at an unknown date along the stretch of road between the A464/Cross Road and A464/Patshull Road junctions involving two vehicles, one car and one motorcycle, resulting in a motorcyclist casualty. **It is further noted that a wider PIA assessment was also undertaken for the wider Albrighton Road network in the same 5-year period from 2018-2022 with no recorded PIAs occurring in that stretch.**

Paragraph 3.101 concludes the PIA review suggests there are no material PIA safety concerns that could be exacerbated by the development proposals. **SC has reviewed and considers acceptable in principle based on current vehicle movements and travel behaviour. As part of any application further consideration will need to be given to ensure the number of PIA where possible remains minimal.**

*Regarding the 'Personal Injury Accident Data' section of the TA, TN04 notes the acceptance from SC Highways in the initial response. Additionally, TN 04 notes that all access junctions, roads and active travel measures have been designed with due consideration to road safety, national and local design guidance and industry best practise, and have been subject to a stage 1 RSA. **SC Highways accepts the information set out. No further action is required.***

Existing Traffic Flows

Paragraph 3.102 states Automatic Traffic Surveys (ATCs) and Manual Classified Counts (MCCs) were undertaken on key road links and junctions on the site. The ATCs were undertaken over a seven-day period starting on Thursday 14th March 2024 while the MCCs were undertaken on Tuesday 19th March 2024. The surveys were undertaken in a period with no significant roadworks or constraints to traffic flows that could materially impact the results meaning the surveys are considered as providing appropriate traffic data of vehicle speed and quantum assessments. **SC notes this and considers it acceptable in principle. TN04 notes the acceptance in the initial response. No further action is required at this time.**

Paragraph 3.105 notes both ATCs located along the A464 Holyhead Road counted 85th percentile speeds of less than the 60mph speed limited. ATC 1 posted an eastbound 85th percentile speed of 56.3mph while westbound 85th percentile speed was 59.9mph. ATC 3 posted an eastbound 85th percentile speed of 54.5mph and a westbound 85th percentile speed of 55.4mph.

Paragraph 3.106 notes ATC 2, placed along the A464 Holyhead Road between ATC 1 and ATC 3, was located at a site where speed limits changed from 40mph to 60mph with the ATC 2 northbound recording an 85th percentile speed of 43.7mph where vehicles are decelerating from a 60mph zone to a 40mph zone. The ATC 2 Southbound recorded an 85th percentile speed of 46.7mph where vehicles were accelerating from a 40mph zone to a 60mph zone.

It is noted that these 85th percentile speeds are in line with what would be anticipated with ATCs located at a speed limit change of 40-60 mph. TN04 notes the acceptance in the initial response. No further action is required.

Development Proposals

Overview of Proposals

Paragraph 4.1 outlines the development proposals comprising of: up to 800 residential dwellings; an 80 bed care home facility; a 2FE Secondary School (up to 750 students); a retail/food store (up to 1,700 sqm); a GP and Pharmacy (circa 950 sqm); a flexible E Class space for community uses (circa;150 sqm); a shuttle bus service; and associated car and cycle parking, landscaping and open space. **It is noted that, in accordance with the Shropshire Local Plan, the residential element of the development will be a mixture of market and affordable dwellings of varying sizes. No further action required at this time.**

Paragraph 4.5 outlines further detail of the development proposals. The proposed secondary school would be located towards the northeastern boundary of the site to be close to the main population centre of Albrighton. The care facility, doctors' surgery and retail/employment facilities are to be provided more centrally within the site with access to a new walking/cycling 'green route' provided on Patshull Road and the new pedestrian provision on Cross Road to the west of the Patshull Road junction, two new junctions are proposed into the site from the A464 Holyhead Road. A spine road is to be provided between the two new access junctions on to the A464 Holyhead Road crossing Patshull Road and Newhouse Lane. **SC notes this and considers it acceptable in principle. However, it is unclear from the masterplan layout submitted how the school will be accessed. TN04 notes that the internal layout of the site is reserved for future determination, and further information will be provided on the access strategy for the school at the appropriate time. However, the applicant notes that it is anticipated that the school will be accessed by an internal road rather than from the public highway. SC accepts this, with further detail to be provided at reserved matters stage, the masterplan layout 2503213.24.03 currently indicates that access will be provided across the public open space, this will need to be reviewed and agreed as part of any future reserve matters application. Within the submitted design and access statement details have been submitted with regard to highway infrastructure which does not include the provision of access to the school.**

Bus stops would be provided along the spine road subject to discussions with the local bus companies to provide a new route or divert an existing route. A new north/south spine road link would be provided between the main east/west spine road to link with Cross Road to the north. **SC notes this and considers it acceptable in principle. Acceptance noted in TN04. No further action required at this time, however it is recommended that all discussions with regard to infrastructure or routes is undertaken with Shropshire Councils Passenger Transport team rather than local bus operators.**

Both Patshull Road and Newhouse Lane would be downgraded to 'access only.'

Further consideration should be given to this proposals, specifically Patshull Road as vehicular access to residential properties needs to be maintained and it is unclear how the proposed secondary school will be accessed. TN04 reiterates the point regarding school access being from the internal road network rather than the public highway, to be confirmed at reserved matters stage. SC accepts this, with further detail to be provided at reserved matters stage as outlined above with regard to access to the school. In terms of downgrading existing highway with carriageway status, it is recommended that a full strategy is submitted for approval with regard to the intended mechanisms for downgrading and stopping up the highway.

And the speed limit on the A464 along the frontage of the site would also be reduced from 60mph to 40mph. **SC notes this and considers it acceptable in principle subject to further assessment and details being submitted.** *Within TN04, the applicant's consultant has provided further information. Measures are proposed to facilitate a speed limit reduction from 60mph to 40mph, with details provided in 'Drawing Number SH5034-4PD-011 Revision A'. This includes speed repeater signage, roundels on the road, gateway features, rumble strips, lining to reduce the visual width of the road and potential (subject to S278 requirements) lighting to reduce vehicle speeds. SC Highways has reviewed the additional information provided and is accepting of it. No further action is required at this stage but details of any works need to be agreed and submitted for approval.*

Proposed Access

Paragraph 4.14 outlines the overall access strategy for the area, removing vehicle through movements from Patshull Road and Newhouse Lane and improving existing vehicle routes on Cross Road. Paragraph 4.16 states, the overall access strategy includes the provision of a new north/south spine road extending from Cross Road to the east/west spine road connecting into the A464 Holyhead Road to the southwest. **SC has reviewed and considers information acceptable subject to further detailed design and road safety audits.** *TN04 notes that the initial response, alongside discussions held with SC Highways Officers on 28th August 2024, indicate that the access strategy is acceptable further to the detailed design and associated RSA work. SC Highways accepts this, and that further review work shall be undertaken following detailed design and RSA work.*

Paragraph 4.23 describes the proposed southwestern site access for A464 Holyhead Road Roundabout, stating it was designed in accordance with the Design Manual for Roads and Bridges CD 116, comprising of an inscribed circle diameter of 40 metres, a circulatory carriageway of 8 metres with all three approach arms comprising a single lane approach that widen to a two-lane entry. **It is further noted the spine road arm of the roundabout entering the site would comprise of a carriageway width of 6.5 metres bound by 0.5 metres wide verges and a 2-metre-wide footway at the western edge, a 3-metre-wide shared footway/cycleway at the eastern edge that reduces to 2 metres wide extending south to the A464 Holyhead Road. The roundabout provides a stopping sight distance of 120 metres and a speed limit of 40mph along the A464 Holyhead Road. This reduces to 43 metres of visibility and a 30mph speed limit along the spine road. It is recommended that visibility is maximised where possible.** *TN04 notes that this request will be a material consideration during reserved matters applications for the site come forward. SC Highways accepts this, and that further review work shall be carried out at reserved matters stage with regard to the design speed of the spine road and suitable forward visibility splays.*

Paragraph 4.29 describes the proposed southeastern site access for A464 Holyhead Road Ghost Island, comprising of a 3 metre wide right turn with three metre wide through lanes with the ghost-island deceleration length in accordance with Design Manual for Roads and Bridges CD 123 Document. **It is noted that the spine road of the roundabout entering the site comprises of a carriageway width of 6.5 metres bound by a 3.5 metre wide verge at the western edge and 0.5 metre wide verge followed by a 2 metre wide footway at the eastern edge. The T junction has a dropped kerb and tactile paving crossings on the minor arm. The roundabout has a stopping distance of 120 metres and a speed limit of 40 mph along the A464 Holyhead Road.** *TN04 comments as above. SC Highways response as above, however it should be noted that whilst a verge is currently provided, it is expected that the spine road will be LTN1/20 compliant and make necessary provision for both pedestrians and cyclist.*

Paragraph 4.34 outlines the proposed speed limit reduction measures along the A464 Holyhead Road to create a new 1.6km stretch with a 40mph speed limit, speed limit repeaters, lining to

visually reduce the width of the A464 through carriageway, lighting at either side of the junction, carriageway treatments on the approach to the proposed access junctions, and advance junction warning signage. **SC has reviewed and considers information acceptable subject to further detailed design and road safety audits.** *TN04 highlights the additional details around speed limits which have been presented as part of the Stage 1 RSA. SC Highways has reviewed the additional information provided as is accepting of it. No further action is required at this stage. All drawings should be updated to reflect the recommendations for the Stage 1 RSA.*

Paragraph 4.37 outlines the proposed improvements to the Cross Road/Patshull Road/Elm Road roundabout. **It is noted, to the east of the junction with Elm Road the carriageway width would be 6.5 metres, bound by existing footways on both edges. There is a proposed zebra crossing 70 metres east of the junction with Elm Road and a widening of the existing footway on the northern side of Cross Road to three metres to become a shared footway/cycleway for 280 metres to the junction with Albert Road. To the west of the junction with Elm Road, Cross Road's carriageway width would be increased to 6.5 metres bound by 0.5 metres wide verges followed by a 2 metre wide footway at the western edge and a 3 metre wide shared footway/cycleway at the eastern edge. There is also a stopping distance of 43 metres and a 30mph speed limit. It is recommended that visibility is maximised where possible and an assessment is undertaken that a zebra crossing is suitable intervention at this location. TN04 states that further to the Stage 1 RSA comments the design has been altered to a parallel pedestrian and cyclist crossing, with the previously proposed footway to the south west upgraded to a shared footway/cycleway. SC Highways accepts the additional information provided. No further action is required.**

Paragraph 4.43 outlines the proposed 6.5 metre carriageway to facilitate two way movements by busses along Spine Road including a 3 metre footway/cycleway at one edge and a 2 metre footway on the other edge, traffic calming measures, limited frontage access, bus stops, internal junctions designed in accordance with Manual for Streets, and regular pedestrian and cycle crossings. **SC has reviewed and considers information acceptable at this stage. TN04 acknowledges SC Highways' acceptance. No further action required. All drawings should be updated to reflect the recommendations for the Stage 1 RSA.**

Paragraph 4.44 outlines the proposals for the stopping up of Patshull Road, Cross Road and Newhouse Lane. Paragraph 4.45 states Cross Road to the west is proposed to be stopped up for 170 metres between 90 and 260 metres northeast of the A464 Holyhead Road/Cross Road junction retaining pedestrian and cyclist access. **It is noted that Newhouse Lane would be stopped up for 340 metres between 160 and 500 metres north of the A464 Holyhead Road/Newhouse Lane junction. No further action required, however if the application is taken forward further consideration will need to be given to ensure that the stopping up and downgrading of routes is adequately dealt with through formal stopping up process and planning conditions attached to any permission granted that is linked to the phasing of the development and access.**

Swept Path Analysis

Swept path analysis has been undertaken for the proposed accesses, confirming large vehicles such as a 16.5 metres articulated lorry passing a 7.5 tonnes box van, or two single deck buses, could suitably pass each other. **SC has reviewed and considers information acceptable. TN04 notes that the information was accepted, also noting that RSA Appendix B provides the latest swept path analysis based on the latest highway arrangement. SC Highways has reviewed the additional information provided as is accepting of it. No further action is required at this stage.**

Internal Layout

Paragraph 4.43 of the TA notes that the spine road throughout the site is not for determination currently, yet some expected features are presented including carriageway width, the inclusion of footways/cycleways alongside the road, traffic calming, limited frontage access and provision of bus stops. **SC has reviewed and considers information acceptable, and requests further information as and when this is available for consideration. Similarly, further information is requested regarding refuse and recycling arrangements for the proposed development. TN04 notes the acceptance in the initial response. No further action is required at this time but it is recommended that if permission is granted the applicant is required to submit a Design code for the site and a Pedestrian and cycle infrastructure plan to ensure that the internal layout make provision within the site and links to the wider network and provides access to local amenities.**

Trip Generation

Residential

Vehicle trip rates have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 358 with the arrivals being 87 and the departures being 271. The reviewed 17:00-18:00 two-way PM trip generation was 388 with the arrivals being 262 and the departures being 126. **WSP have reviewed trip rates on Shropshire Councils behalf against those derived from the latest version of TRICS (7.11.2) which considered more recent survey sites and site-specific selection with regards to population and car ownership. There was a slight discrepancy between these results and table 4 as the reviewed 08:00-09:00 two-way AM trip generation was 450 with the arrivals being 134 and the departures being 316. The reviewed 17:00-18:00 two-way PM trip generation was 411 with the arrivals being 282 and the departures being 129. The AM Trip Generation numbers are unlikely to be robust and acceptable, however the PM numbers are likely robust and acceptable. To write up TN04 points in detail here, followed by SC Highways response. TN04 notes the points raised regarding the AM peak residential trip rates. A revised TRICS process has been undertaken, using the following parameters: Residential - Houses privately owned; Multi-modal surveys only; Sites between 550 and 1200 dwellings; Weekday surveys only; and, sites in edge of town locations. The revised TRICS and outputs detailed in TN04 result in 425 vehicle trips in the AM peak and 388 in the PM peak. TN04 notes that these results produce a PM peak number of trips which is broadly similar to the LHA outputs, whilst the AM peak trips are slightly lower. Following consideration of the rates and outputs presented, SC Highways accepts the revised approach and outputs. No further action is required at this time.**

Care Facility

Vehicle trip rates for the care home have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 12 with the arrivals being 7 and the departures being 4. The reviewed 17:00-18:00 two-way PM trip generation was 6 with the arrivals being 2 and the departures being 5. These numbers include a 15% internalisation factor, which is proposed as there are opportunities for staff and visitors to live within the development. **SC notes the information provided. Please may the developer confirm why the arrivals and departures do not match the two-way trips. Trips and internalisation are otherwise at an acceptable level, based on methodology used. TN04 notes that the discrepancies identified in the initial review are due to rounding effects. No further action is required at this time..**

Secondary School

Vehicle trip rates for the secondary school have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 172 with the arrivals being 92 and the departures being 80. The reviewed 17:00-18:00 two-way PM trip generation was 30 with the arrivals being 17 and the

departures being 13. A 15:00-16:00 two-way trip generation was also presented, with 69 trips comprising 24 arrivals and 45 departures. **SC notes the information provided and considers acceptable. TN04 notes the acceptance of these trip rates. No further action required at this time.**

GP Surgery / Pharmacy

Vehicle trip rates for the GP / pharmacy have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 29 with the arrivals being 19 and the departures being 11. The reviewed 17:00-18:00 two-way PM trip generation was 23 with the arrivals being 14 and the departures being 9. These numbers include a 25% internalisation factor, which is proposed as there will be patients and potentially staff associated with this element. **SC notes the information provided. Please may the developer confirm why the arrivals and departures do not match the two-way trips. Trips and internalisation are otherwise at an acceptable level, based on methodology used. TN04 notes that the discrepancies identified in the initial review are due to rounding effects. No further action is required this time.**

Supermarket

Vehicle trip rates for the supermarket have been delivered using TRICS. The 08:00-09:00 two-way AM trip generation was 34 with the arrivals being 17 and the departures being 17. The reviewed 17:00-18:00 two-way PM trip generation was 78 with the arrivals being 40 and the departures being 38. These numbers include a 25% internalisation factor, which is proposed as there will be customers and potentially staff associated with this element **SC notes the information provided and considers acceptable. TN04 notes the acceptance of these trip rates. No further action required at this time.**

Trip Distribution and Assignment

Paragraphs 6.1 to 6.3 set out the methodology used for trip distribution and assignment, rooted in Census 2011 journey to work data using the Shropshire 027 Middle Super Output Area (MSOA). Whilst the census suggests that 36.7% of all future residents would work within the Shropshire area, the Planning Statement and Economic Benefit Assessment prepared in support of the planning application identified this will be lower, and that a reassignment to larger neighbouring areas of employment is required. It concluded that of the current Shropshire dataset, only 13% would be retained within the Shopshire area, with the 87% travelling external to Wolverhampton (67%), Telford and Wrekin (12%), Walsall (4%), and Dudley (4%). **SC notes the information provided and considers acceptable. TN04 notes the acceptance of these points. No further action required at this time.**

A separate exercise has been undertaken for school traffic distribution, as set out across paragraphs 6.5 to 6.8. This examines nearby settlements and existing secondary schools, and concludes that *“75% of future pupils located outside the development would arrive in the morning and depart in the evening from the north via the northern access at the Cross Road junction. The remaining 25% of future pupils located outside the development would arrive in the morning and depart in the evening from the south via the southwestern access at the A464 junction.”* **SC notes the information provided and considers acceptable, however would raise the issue with regard to timing of the development coming forward. We would seek further clarification from the applicant with regard to whether the site is being promoted within the Local Plan Review, and on that basis needs to take into account proposed allocations with the Local Plan review to include proposed development in Shifnal place plan area. TN04 notes the acceptance of these points. No further action required at this time.**

Junction Capacity Assessments

Paragraph 7.1 sets out that a future design year five years post-registration of application is to be considered, and a further ten year future design year sensitivity test is considered. TEMPRO factors have been presented in relation to this and are as follows:

- 2024 to 2029 AM Peak = 1.0407
- 2024 to 2029 PM Peak = 1.0397
- 2024 to 2034 AM Peak = 1.0760
- 2024 to 2034 PM Peak = 1.0740

SC notes the information provided on assessment years and TEMPRO factors and considers these acceptable. TN04 notes the acceptance of these points. No further action required at this time.

A464 Holyhead Road / Spine Road Ghost Island Right Turn Junction

The results presented in the main body of the TA, and detailed at Appendix P of the TA, show that this junction operates within capacity on all arms for the 2029 and 2034 'Base + Development' scenarios and for the 2029 and 2034 'Base + Development + Sensitivity' scenarios. **SC has reviewed these junction capacity assessment scenarios and considers these acceptable. Re-presented in TN04. No further action required at this time.**

A464 Holyhead Road / Spine Road Roundabout

The results presented in the main body of the TA, and detailed at Appendix P of the TA, show that this junction operates within capacity on all arms for the 2029 and 2034 'Base + Development' scenarios and for the 2029 and 2034 'Base + Development + Sensitivity' scenarios. **SC has reviewed these junction capacity assessment scenarios and considers these acceptable in principle based on the information submitted but would be subject to further assessment in relation to the timing of the development. Re-presented in TN04. No further action required at this time.**

Cross Road / Elm Road priority junction

The results presented in the main body of the TA, and detailed at Appendix P of the TA, show that this junction operates within capacity on all arms for the 2029 and 2034 'Base + Development' scenarios and for the 2029 and 2034 'Base + Development + Sensitivity' scenarios. **SC has reviewed these junction capacity assessment scenarios and considers these acceptable in principle based on the information submitted but would be subject to further assessment in relation to the timing of the development. Re-presented in TN04. No further action required at this time.**

Additional Locations

Further junction capacity assessments will be undertaken at seven junctions around the site location, following submission of the TA, for the following location specifically:

- J1 – M54 J3 / A41 Newport Road roundabout;
- J2 – A41 Albrighton-By-Pass / Newport Road priority junction;
- J3 – A41 Albrighton-By-Pass / Station Road / Cordy Lane priority junction;
- J4 – Station Road / High Street / Cross Road priority junction;
- J5 - A464 Holyhead Road / A41 Newport Road signal junction;
- J6 – Haughton Lane / Shrewsbury Road / Victoria Road / Innage Road / Priorslee Road Roundabout; and
- J7 – M54 J4 / Castle Farm Road / Priorslee Road / A464 roundabout.

SC notes the information provided on assessment locations and considers this acceptable, and requests these results are presented to inform further appraisal of the transport impacts of the development. TN04 notes that the above list is broadly agreeable, except for the A41 Albrighton-By-

*Pass / Station Road / Cordy Lane priority junction. This is because the proposed development distribution does not result in any trips at that location. **SC Highways accepts this, and no further action is required for this junction unless changes to methodology were to result in trips at this junction, subject to further assessment in relation to the timing of the development.***

SC Highways has reviewed the additional junction capacity assessments presented in TN04.

M54 Junction 3 Tong Interchange

*The results presented in TN04, and detailed at Appendix E of TN04, show that this junction operates within capacity on all arms for the 2034 'Base + Development + Sensitivity' scenario. **SC Highways has reviewed and accepted these outputs, subject to further assessment in relation to the timing of the development.***

A41 Albrighton-By-Pass / Newport Road Ghost Island Right Turn Junction

*The results presented in TN04, and detailed at Appendix E of TN04, show that this junction operates within capacity on all arms for the 2034 'Base + Development + Sensitivity' scenario. **SC Highways has reviewed and accepted these outputs, subject to further assessment in relation to the timing of the development.***

Station Road / High Street / Cross Road Staggered Crossroads

*The results presented in TN04, and detailed at Appendix E of TN04, show that this junction operates within capacity on all arms for the 2034 'Base + Development + Sensitivity' scenario. **SC Highways has reviewed and accepted these outputs, subject to further assessment in relation to the timing of the development.***

Haughton Lane / Shrewsbury Road / Victoria Road / Innage Road / Priorslee Road Roundabout

*The results presented in TN04, and detailed at Appendix E of TN04, show that this junction operates within capacity on all arms for the 2034 'Base + Development + Sensitivity' scenario. **SC Highways has reviewed and accepted these outputs, subject to further assessment in relation to the timing of the development.***

Cross Road / Newhouse Lane Priority Junction

*The results presented in TN04, and detailed at Appendix E of TN04, show that this junction operates within capacity on all arms for the 2034 'Base + Development + Sensitivity' scenario. **SC Highways has reviewed and accepted these outputs, subject to further assessment in relation to the timing of the development.***

M54 J4 / Castle Farm Road / Priorslee Road / A464 roundabout

TN04 notes that this junction is located approximately 10km to the northwest of the site. Queuing at the junction is known from the MCCs undertaken, with an average maximum queue of 4.9 vehicles on the A464 entry arm in the AM peak and 0.4 vehicles in the PM peak. Based on the methodology applied, the proposed development would generate an additional 77 movements through the junction in the AM Peak and an additional 68 movements through the junction in the PM Peak. This represents an impact of 1.8% and 1.5% in the morning and evening peaks, respectively, and is within the typical 10% variation in traffic flows. **SC Highways accepts this, and no further action is required for this junction unless changes to methodology were to result in trips at this junction which would exceed 10% impact; subject to further assessment in relation to the timing of the development.**

A41 / A464 signal junction

*TN04 sets out that this junction resides within the LHA jurisdiction of Staffordshire County Council (SCC), and due to the impacts at this location a mitigation scheme is being put in place to achieve nil detriment. **SC Highways has no comment, as this junction is overseen by another LHA.***

A41 / Heath House Lane / Wrottesley Park Road signal junction

*TN04 sets out that this junction resides within the LHA jurisdiction of Staffordshire County Council (SCC), and due to the impacts at this location a mitigation scheme is being put in place to achieve nil detriment. **SC Highways has no comment, as this junction is overseen by another LHA.***

Sustainable Travel Promotion / Accessibility Improvements

Section 8 of the TA sets out how the development might promote accessibility by all modes of travel, with an emphasis on active travel and public transport. **Further consideration is required in terms of the promotion of sustainable travel to and from the site.** *TN04 notes further sustainable and active travel improvements have been proposed in addition to those already proposed as part of the TA and TP submitted with the application. In summary, these proposals include speed reducing measures on Cross Road, a signalised pedestrian crossing over High Street and wider tactile/drop kerb pedestrian improvements on the key walking links between the site and the wider Albrighton village facilities and rail station. Additionally, mode split targets have been prepared which could be used for any Framework Travel Plan going forward. **SC Highways welcomes the additional consideration given to active and sustainable travel modes and measures, and no further action is required at this time. In the event the application is permitted further consideration will be required with regard the strategic Travel Plan for the site and the Travel plan requirements for each phase/reserve matter application. A Travel Plan contribution will be required through any Section 106.***

Sustainable Travel Promotion / Accessibility Improvements

*TN04 also refers to the Stage 1 RSA which has been undertaken, in relation to the site access proposals and off-site active travel and walking/cycling improvements proposed as part of the TA and updated following ATE comments. The matters raised within the Stage 1 RSA are addressed in part amongst the design changes and updated drawing package, with the remaining points to be addressed in the S278 detailed design process following granting of any planning consent. **SC Highways has reviewed the information presented and is accepting of this information/approach. All planning drawings should be updated to reflect any changes to the highways related works.***



Staffordshire County Council
Town and Country Planning Act 1990
Development Management Procedure Order 2015

To: Shropshire Council
 Southern Planning Team

Applicant: Boningale Homes Limited
 C/O Marrons, Waterfront House, Waterfront Plaza,
 23 Station Street, Nottingham

Application Type: OUTLINE

Officer: Amrit Piechocki

Our Reference: 2402108OUTV3

District Reference: 24/02108/OUT

Date Received: 03-Jun-2025

Date Responded: 10-Jun-2025

Particulars of Development:

Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage

Location of Development:

Proposed Residential Development Patshull Road Albrighton Shropshire

Recommendation Summary: Conditional

PROPOSED DEVELOPMENT:

This is an outline planning application to include access for a mixed-use development comprising up to 800 dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage at land to the east and west of Patshull Road to the south of Albrighton, Shropshire.

REVIEW OF THE PLANNING APPLICATION DOCUMENTS:

Although the proposed development is located within Shropshire, the Transport Assessment showed that there would be a material impact from development trips through two junctions which come under the jurisdiction of Staffordshire County Council as the Local Highway Authority (SCC Highways); these being:

1. A41/ A464 Holyhead Road/ A41 Newport Road signalised junction; and
2. Heath House Lane/ A41 Holyhead Road/ Wrottesley Park Road signalised junction.

Following a series of discussions and provision of additional information, SCC Highways is satisfied that the development trip impact at the two above junctions can be suitably mitigated.

A41/ A464 Holyhead Road/ A41 Newport Road signalised junction

A mitigation scheme was proposed for the A41/ A464 Holyhead Road/ A41 Newport Road signalised junction. However, after further review of development trip impact through this junction in terms of queuing and capacity, the proposed mitigation scheme would offer little benefit and would also result in the loss of the safety scheme previously implemented. Therefore, it was agreed that the MOVA at this junction would instead be validated on a neutral morning and evening peak at 400 and 800 housing occupations. As it may be difficult to enforce 800 housing occupations due to changes in the number of houses that are actually consented and built-out under any reserved matters applications, and fluctuations in resident occupations, SCC Highways would like flexibility for the points at which the validation is undertaken during the site build-out as it sees appropriate. MOVA validation is to be dealt with via S106 contribution.

Heath House Lane/ A41 Holyhead Road/ Wrottesley Park Road signalised junction

The performance of the Heath House Lane/ A41 Holyhead Road/ Wrottesley Park Road signalised junction has historically been kept under review by SCC Highways so that it can continue to operate within acceptable capacity whilst being able to accommodate Local Plan sites in the surrounding areas.

A concept mitigation scheme to increase capacity at the junction had previously been modelled by JCT on behalf of SCC Highways based on the existing speed limits of the carriageways. This scheme has been reviewed by the applicant and amended so that it is deliverable within the adopted highway and in accordance with the 85th percentile and mean speeds recorded along the A41 corridor either side of the junction.

Although the modelling outputs show that the junction is anticipated to operate over capacity in the 2034 forecast year with development (i.e. Do Something), the implementation of the mitigation scheme provides a betterment to the operation of the junction anticipated without the mitigation scheme in the 2034 forecast year without development (i.e. Do Minimum). The proposed junction modifications will be supported by a package of speed reducing measures along the A41 corridor which include:

- Reducing the speed limit to 50mph from the national speed limit along the 1.6km stretch of the A41 to the west of the junction, supported by 50mph repeater signs every 200m. This would provide a continuation of the 50mph speed limit along the A41 through the A41/ A464 Holyhead Road/ A41 Newport Road signalised junction.
- Reducing the speed limit to 40mph from 50mph through the junction to the east to the point at which the existing speed limit is signposted as 40mph; supported by 40mph repeater signs every 200m over this 1.0km stretch of the A41, a new 40mph gateway feature including dragons' teeth markings, and SLOW road markings.

The proposed mitigation scheme is acceptable in principle; however, would be subject to a Road Safety Audit and granting of technical approval by SCC Highways.

RECOMMENDATION:

There are no objections on highways grounds to the proposed development subject to the following condition being included on any approval:

1. Prior to first occupation of the development hereby permitted, the proposed off-site highway works, broadly indicated on submitted Plans **SH5034-4PD-012 Rev C** PROPOSED MODIFICATIONS TO HEATH HOUSE LANE / A41 / WROTTESLEY PARK ROAD SIGNAL JUNCTION (SHEET 1 OF 2) and **SH5034-4PD-014** PROPOSED TRAFFIC CALMING & SPEED LIMIT REDUCTION STRATEGY ON THE A41, shall be completed within the limits of the public highway, in accordance with details first to be submitted and approved in writing by Staffordshire County Council.

INFORMATIVES TO BE INCLUDED ON THE DECISION NOTICE:

The proposed off-site highway works shall require a Highway Works Agreement with Staffordshire County Council. The applicant is requested to contact Staffordshire County Council to secure the Agreement. The link below is to the Highway Works Information Pack including an application form. Please complete and send via email to highway.agreements@staffordshire.gov.uk. The applicant is advised to begin this process well in advance of any works taking place to meet any potential timescales. <https://www.staffordshire.gov.uk/Highways/highwayscontrol/HighwaysWorkAgreements.aspx>

This Form X has been issued on the following assumptions:

1. The developer secures the Traffic Regulation Orders necessary to implement the proposed speed reductions along the A41. The applicant is advised to contact Staffordshire County Council (trafficandnetwork@staffordshire.gov.uk) in order to discuss the options available for enforcement of Traffic Regulation Orders.
2. The developer enters into a Section 106 Agreement to secure a financial contribution of £3, 000 (index linked) for the MOVA validation at the A41/ A464 Holyhead Road/ A41 Newport Road signalised junction.

Assistant Director, Highways and the Built County
On behalf of the County Council as
Highway Authority