

Highways Briefing note - 24th August 2026

25/02775/OUT

Outline planning application, to include access matters only for up to 175 dwellings, site access and highway works, green infrastructure including public open space, sustainable drainage, landscape buffering, amenity green space, and ancillary works

Proposed Residential Development Land Between Aston Road And Church Lane Wem Shropshire

The following note is prepared in response to concerns raised by Members of the North Planning Committee on 21 July 2026 in relation to the above mentioned planning application. The contents of the note is informed by the contents of the Highways Clarification Note prepared by the applicants Transport consultant dated August 2026 and previous comments submitted on behalf of Shropshire Council as Local Highway Authority.

1) Access via Aston Road;

As outlined on the attached note, an Automatic Traffic Count (ATC) was undertaken between Tuesday 18th March – Monday 24th March 2025. This period was outside of the school holiday period and was therefore considered acceptable from a highway's perspective.

Vehicle speeds were recorded as follows;

The 7-day 85th percentile speed results:

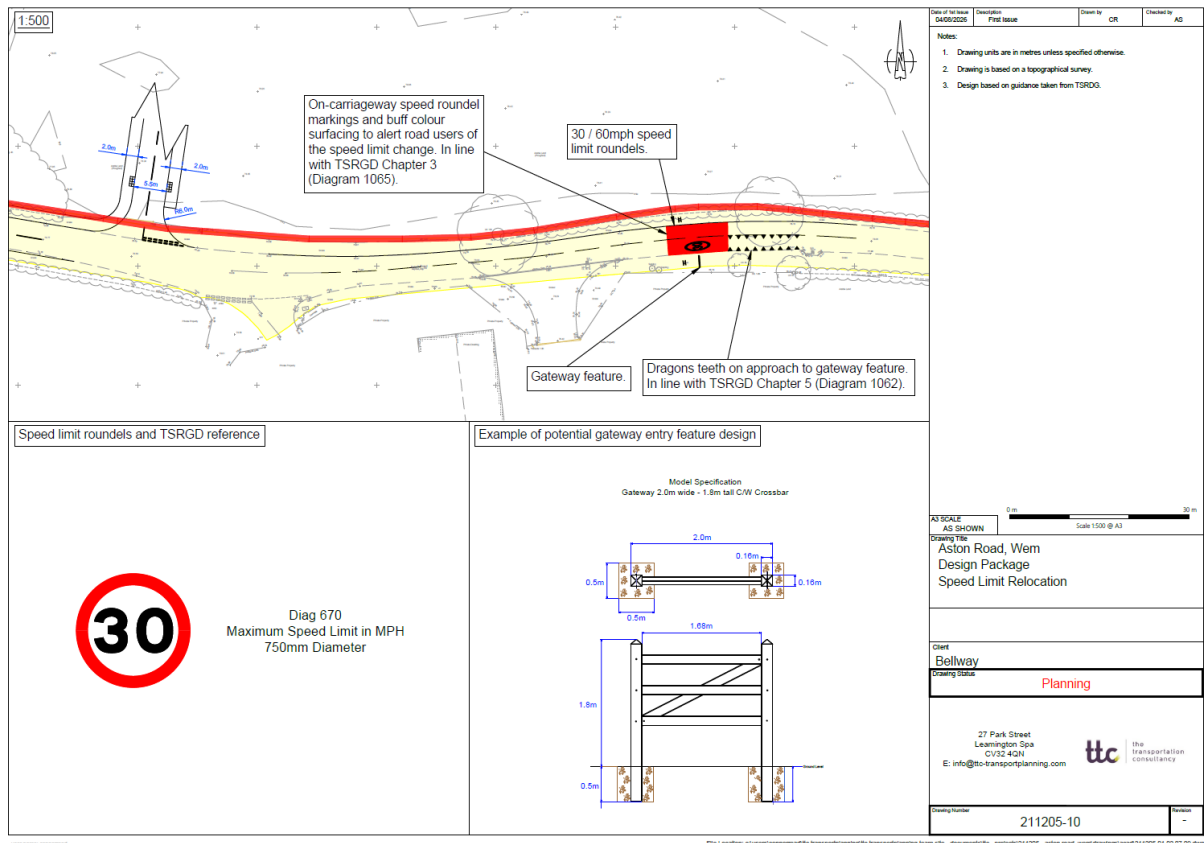
- 33.8mph westbound
- 33.7mph eastbound

Existing vehicle speeds at this location are therefore relatively constrained, from a highway authority perspective no concerns were raised.

The applicant has submitted details of the proposed access to include visibility splays of 2.4m x 54.3m and 2.4m x 55.6m, these are based on the speed of vehicles approaching and are considered acceptable from a highway perspective.

Access proposals have been submitted and are shown on Drawing no.211205-06 Rev A the proposals include the extension of the existing 30mph speed limit to incorporate the proposed access, a 5.5 metre carriageway with 2 metre footways on both sides that will extend to the west of the proposed access along Aston Road,

linking up with the existing footway, providing a continuous link between the site and the existing infrastructure.



It is the recommendation of the highway authority that a planning condition is placed upon any permission granted that requires details of the access to be submitted and approved prior to commencement. Suggested wording is as follows;

Highway Condition 1 - Access details

Prior to the commencement of development hereby permitted full engineering details of the proposed site access junction improvements, footway connection and associated works to include the extension to the existing speed limit on Aston Road, Wem as shown on Drawing no.211205-06-Rev A. shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details before the occupation of the 1st dwelling.

Reason: To ensure a satisfactory means of access to the highway.

In addition to the planning condition, it is also recommended that a Section 106 contribution of £5000.00 is secured to cover the cost of all legal changes to the

Traffic Regulation order. This does not include the cost of the associated signing and lining, which will be delivered by the Developer as part of the access and offsite highway works proposed.

2) Access via Church Lane

Section 3 of the submitted Highways Clarification Note sets out the rationale for not providing an access onto Church Lane. It is recognised from a Local Highway Authority perspective that an access onto Church Lane would provide an alternative point of access and egress that would provide access on to B5065 Soulton Road, leading to the A49.

However, as outlined within the submitted Highways Clarification Note, Church Lane is constrained and therefore the feasibility of providing an alternative access onto the Church Lane limited for the reasons set out within the clarification note.

In addition to the reasons set out within the note, there is also a requirement to determine the application put forward. The application under determination is outline planning application, to include access, there is requirement to make an assessment if the proposed development is acceptable and if the lack of access onto the Church Lane is a reason for refusal. An assessment has been undertaken in relation to the likely impact of the proposed development with access on to Aston Road. It has been determined that the proposed development would not result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. On this basis no highway objection has been raised.

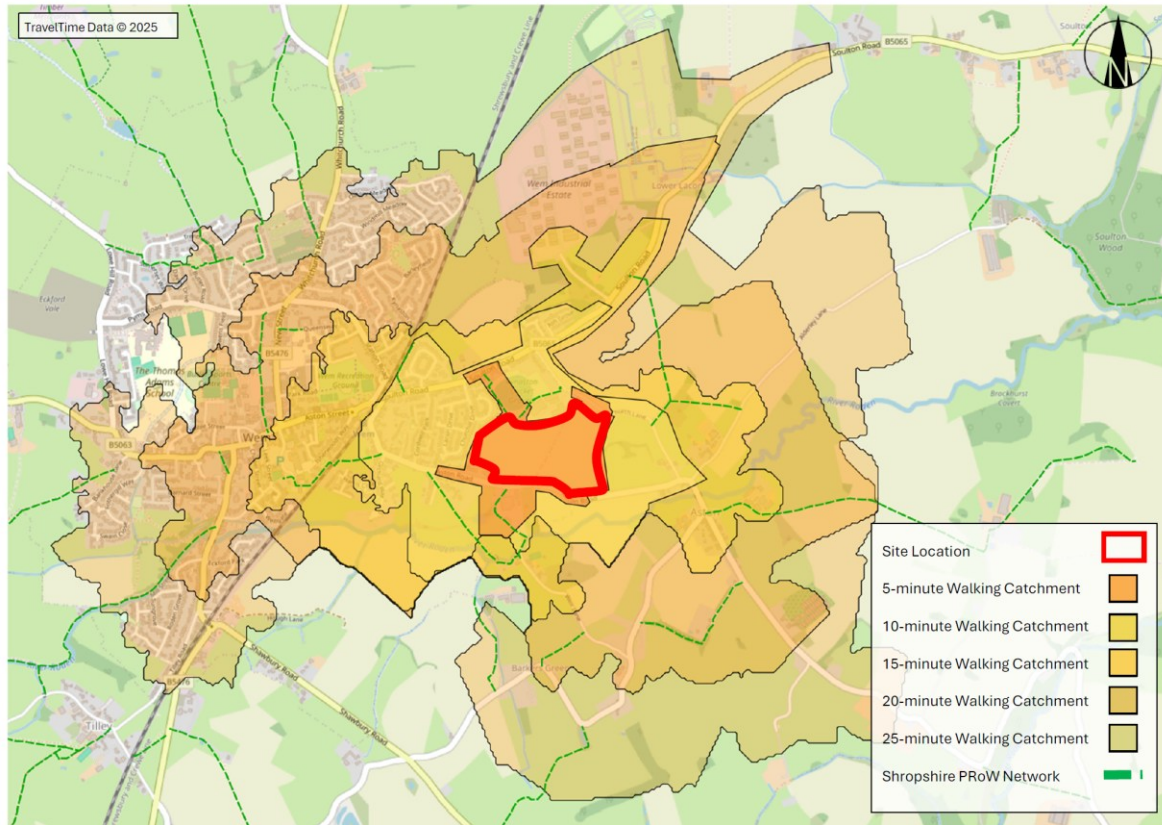
3) Active Travel routes and improvements

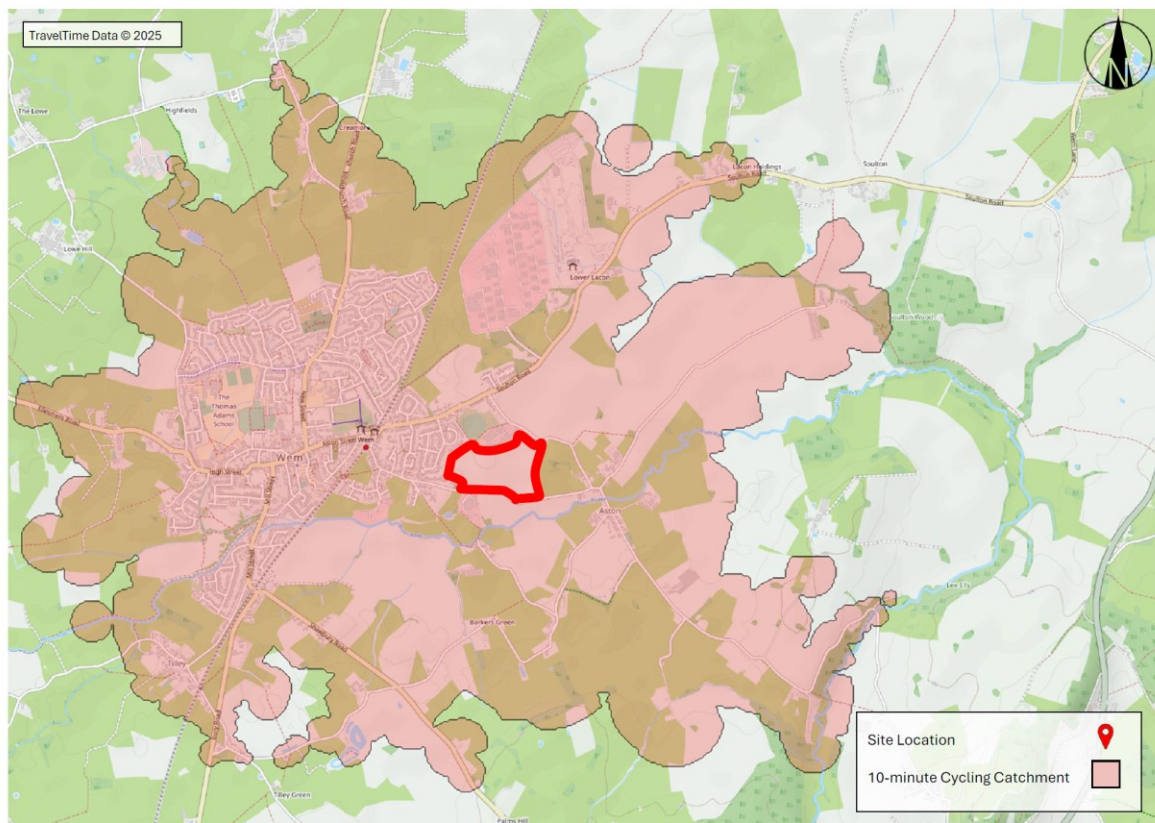
Section 4 of the submitted Highways Clarification Note sets out sustainable credentials and outlines the walking/cycling journey times to key amenities. It also confirms the agreed off-site active travel improvements.

It is acknowledged that some local amenities are outside the established industry guidance (IHT, Guidelines for Providing for Journeys on Foot, 2000) which identifies 2km as the preferred maximum walking distance for commuting and similar purposeful journeys, with 500m and 1km representing 'desirable' and 'acceptable' distances respectively.

Appendix C of the Highways Clarification Note outlines the Active Travel – Isochrones, which does demonstrate that the majority of local amenities can be reached within 25 minutes walk. This does not include the local secondary school. It should be noted that the site does fall within a 10 minute cycle catchment of the local secondary school, Thomas Adams.

On this basis whilst some local amenities do fall outside the desirable walking distances, it was not considered that a highways objection could be sustained on this basis.





The applicant where possible has identified localised improvements, which are outlined within Appendix D of the submitted clarification note.

It is the recommendation of the highway authority that a planning condition is placed upon any permission granted that requires details of the proposed pedestrian improvements to be submitted and approved prior to commencement. Suggested wording is as follows;

Highway Condition 3 – Pedestrian infrastructure improvements

Prior to the commencement of development hereby permitted full engineering details of the proposed pedestrian improvements on Aston Road, Orchard Way, Ash Grove, Prince William Court, and Cordwell Park Wem shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details before the occupation of the 20th dwelling.

Reason: To ensure a satisfactory means of access to the highway.

In addition to the above planning condition, a Section 106 contribution towards the upgrade of the Public Rights of Way has also been proposed and subject to agreement with Shropshire Councils Public Rights of Way team.

There will also be a requirement for the developer to submit a Travel Plan prior to the first residential dwelling being occupied. The Travel plan will require annual surveys

to be submitted by the Developer, demonstrating progress in promoting sustainable transport measures for approval for a period of a minimum of five years and two years from the final occupation of the development. This will be included as a requirement within the proposed Section 106 legal agreement and a travel plan monitoring contribution will be secured to ensure that Shropshire Councils cost to monitor the travel plan are covered.

Suggest planning condition is as follows;

Highway Condition 6 – Travel Plan

Notwithstanding the submitted Framework Travel Plan, before the first residential dwelling is occupied details of a new Travel Plan for the development including an implementation timetable shall be approved in writing by the Local Planning Authority in consultation with the Local Authority Travel Plan Co-ordinator. This is in accordance with the legal agreement accompanying this permission. The Travel Plan shall set out proposals, including a timetable to promote travel by sustainable modes which are acceptable to the Local Planning Authority and proposed annual travel surveys. The Travel Plan shall be implemented in accordance with the approved details and timetable unless the Local Planning Authority has previously provided written approval for proposed changes to the plan. Reports demonstrating progress in promoting sustainable transport measures shall be submitted annually to Local Planning Authority for approval for a period of a minimum of five years and two years from the final occupation of the development.

Reason: To promote sustainable modes of transport in line with both local and national objectives and to accord with Policy CS6 of the adopted Core Strategy.

4) Passenger Transport

Section 5 of the submitted Highways Clarification Note sets out the current position in relation to passenger transport in relation to the site. It is considered that passenger transport connections to the site will be a key element of promoting sustainable travel to and from the site. The exact level of Section 106 contribution is to be agreed. However, the following level has been suggested by Shropshire Council as Local Highway Authority in accordance with Shropshire Councils draft policy.

Passenger Transport (subject to indexation)

- £1,500 per dwelling
- Bus stop allocation £1500 per asset
- Bus shelter allocation £10,000 per asset
- Real time information £7000 per asset

- Local interchange contribution £150.00 per dwelling.

Trigger points to be;

- Prior to commencement - 35% of overall contribution
- Year two 35% of overall contribution
- Year three 30% of overall contribution

5) The operation of the Level Crossing.

Section 6 of the submitted Highways Clarification Note provides a summary of the assessments undertaken in relation to the level crossing and the potential impact the proposed development will have on the operation and safety of the level crossing.

Section 6.1 of the submitted note, concludes that;

‘When considering the development traffic flows, it is anticipated that one left turning vehicle from Aston Road would be added to the network every 2-minutes. Applying this to the duration of the level crossing closure results in approximately 4 additional vehicles queued on Aston Road’.

In view of the likely impact of the development, it is not considered that a highway objection could be sustained on the grounds of likely impact or safety concerns in relation to the level crossing.

6) Highway Planning conditions previously mentioned

It is recommended that in addition to the planning conditions outlined above the following conditions are attached to any permission granted;

Highway Condition 2 – Church Lane Wayfinding advisory signage

Prior to the commencement of development hereby permitted full engineering details of the proposed wayfinding and advisory signage along Church Lane shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details before the occupation of the 20th dwelling.

Reason: To promote sustainable travel to and from the site.

Highway Condition 4- Completion of Streets / Estate Street Phasing Plan

The construction of any new estate street shall not be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.

Reason: - To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policy CS6.

Highway Condition 5 - Submission of Details – Adoptable Streets

The construction of any new estate street shall not be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

Reason: - In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

Highway Condition 6 – Management plan for on-site construction

No development shall take place on that phase until a construction management plan incorporating a method statement has been submitted to and approved in writing by the

Local Planning Authority. The approved plan shall be based on the approved outline construction management plan submitted in support of the application and shall provide

for:

- i. A construction programme including phasing of works;
- ii. A 24-hour emergency contact number;
- iii. Expected number and type of vehicles accessing the site:
 - Deliveries, waste, cranes, equipment, plant, works, visitors;
 - Size of construction vehicles;
 - The use of a consolidation operation or scheme for the delivery of materials and goods;
 - Phasing of works;
- iv. Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - Programming;
 - Waste management;

- Construction methodology;
 - Shared deliveries;
 - Car sharing;
 - Travel planning;
 - Local workforce;
 - Parking facilities for staff and visitors;
 - On-site facilities;
 - A scheme to encourage the use of public transport and cycling
- vi. Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- vii. Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- viii. Locations for storage of plant/waste/construction materials;
- ix. Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- x. Arrangements to receive abnormal loads or unusually large vehicles;
- xi. Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- xii. Any necessary temporary traffic management measures;
- xiii. Measures to protect vulnerable road users (cyclists and pedestrians);
- xiv. Arrangements for temporary facilities for any bus stops or routes;
- xv. Method of preventing mud being carried onto the highway;
- xvi. Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

The plan shall be adhered to throughout the construction period

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

Section 106 contributions

It is recommended that the following Section 106 contributions should be secured in association with the any planning permission granted;

Section 106 definition	Level of contribution	Trigger point	Comments
Travel Plan Monitoring Contribution	£14,000 (£2000 per year)	Paid on completion of Section 106	Reference to annual surveys to be submitted as per planning condition
Traffic Regulation Order	£5000.00	Paid on completion of Section 106	£5000 to cover changes to legal order only. All associated signing to be covered by Developer.
Passenger transport	Passenger Transport (subject to indexation) • £1,500 per dwelling • Bus stop allocation £1500 per asset • Bus shelter allocation £10,000 per asset • Real time information £7000 per asset • Local interchange contribution	<u>Prior to commencement 35%</u> <u>Year two 35%</u> <u>Year three 30%</u>	<u>In accordance with Shropshire Councils draft policy.</u>

	£150.00 per dwelling.		
PROW	TBC	<u>TBC</u>	<u>To be agreed with PROW Team</u>