

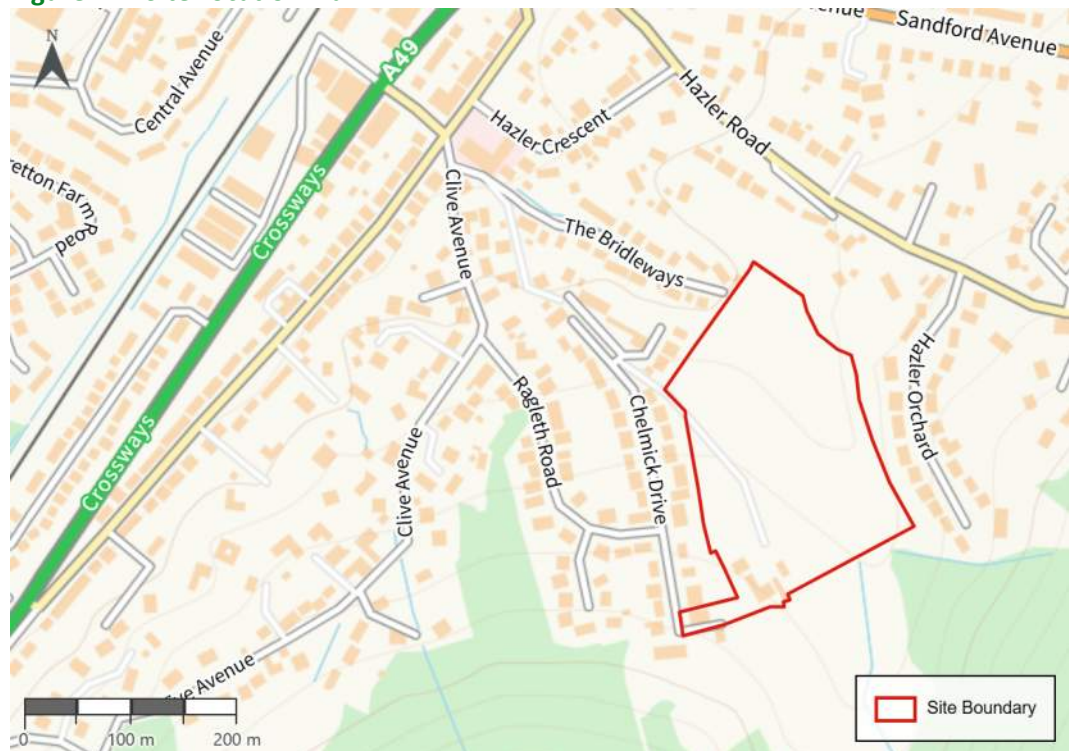
1.0 Introduction

1.1 This Highways Technical Note has been commissioned by Church Stretton Housing Plans Group to review the Transport Assessment (Ref 087559-CUR-XX-XX-T-TP-00001, 13 November 2025) prepared by Curtins in support of:

26/00328/OUT Residential development of up to 75 dwellings (all matters reserved except access), including 33% affordable housing, landscape and biodiversity enhancements (including off-site provision), drainage works, and means of access (including demolition of 23 Chelmick Drive).

1.2 For context and ease of reference **Figure 1.1** below shows the surrounding highway network within the proximity of the development site.

Figure 1.1: Site Location Plan



2.0 Pedestrian Access

2.1 Policy Context

2.1.1 Pedestrian access for a development both within the site and within the neighbouring area is important and is required to ensure that developments are acceptable and sustainable.

2.1.2 National Planning Policy Framework (NPPF) para 115 says:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;”

2.1.3 Further at NPPF para 117 it says:

“Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;”

2.1.4 With the Shropshire Local Transport Plan 2011-2026 policy E11 says:

“We will ensure that new developments are located, designed and served by transport in ways that enhance accessibility and reduce car dependency.”

2.1.5 As noted by policy it is important that sustainable means of transport are prioritised to ensure the developments are sustainable and to encourage the use of non-car modes of transport.

2.2 Issues

2.2.1 At para 3.2.3 of the TA it is said:

Pedestrian and cycle access into the site would be achieved via the vehicular access point on Chelmick Drive, and also via the existing bridleway heading north. There will be footways c.2m throughout the site.

- 2.2.2 We accept that there is a broadly appropriate footway provision on Chelmick Drive which continues on Ragleth Road, however, where Ragleth Road meets Clive Avenue the footway provision ends, see **Figure 2.1** below.

Figure 2.1: Footway provision at Ragleth Road / Clive Avenue



- 2.2.3 At this point pedestrians from the proposed development would need to join the carriageway, Clive Avenue which is narrow. The applicant reports the width to be circa 4.5m wide and has no footway provision for a distance of approximately 170m.
- 2.2.4 The footway provision restarts at the junction with Snatchfields Lane/The Bridleways Lane. This stretch of highway serves some 120 dwellings from Chelmick Drive, Ragleth Road, Popular Drive and Clive Avenue plus the proposed development.
- 2.2.5 Our client advises that this section of Clive Avenue is not suitable for 2 vehicles to safely pass. Below in **Figures 2.2** and **2.3** images provided by our client showing a typical conflict which currently occur on Clive Avenue and parked vehicles reducing the available space.

Figure 2.2 Image demonstrating a typical conflict on Clive Avenue



Figure 2.3 Parked cars on Clive Avenue



2.2.6 In addition to residential use of this road including by school children, see **Figure 2.4**, we understand that this is an important leisure walking route and witnessed on Streetview where ramblers can be seen walking the route and within the selection of client provided images in **Figure 2.5**.

Figure 2.4: School Children Using Clive Avenue



Figure 2.5: Runners and cyclists using Clive Avenue



- 2.2.7 With respect to Clive Avenue whilst we acknowledge this is an existing situation the addition of 75 dwellings would increase the risk to existing pedestrians on Clive Avenue and does not provide a safe route for all road users of the new development and would therefore not encourage the use of sustainable forms of transport and would in fact encourage car use. This is contrary to policy.
- 2.2.8 The applicant has identified an alternative walking route which is reliant on the use of the Bridleway (0516/32/1) which connects the development site with Snatchfields Lane. Photographs of this Bridleway are shown in **Appendix A** this shows that this is a leisure route. It is not overlooked for its entire length, is not street lit and does not have a bound surface. Therefore, whilst it could offer some use it is not suitable for all users and would not be suitable at night. Therefore, this route is also not suitable to encourage people to walk to and from the site and would be contrary to policy.

- 2.2.9 The proposed development does not have a suitable pedestrian route which would be suitable for all users especially the vulnerable. Therefore, the site would not encourage walking as a means of transport whilst encouraging car use. Therefore, the proposed development is contrary to best practice and planning policy.

3.0 Accessibility

3.1 Issue

- 3.1.1 It is demonstrated above that pedestrian access is sub-standard and not suitable for all users of the new development.
- 3.1.2 The proposed development is located at the top of the big hill so whilst journeys leaving the site on a bike would be relatively simple return journeys would be less so.
- 3.1.3 The applicant has stated that the nearest bus stop is “approximately 1,000m northwest of the site via the bridleway” this is much further than the 400m recommended by Active Travel England and the only options to access these is on foot which as shown is not possible for all.
- 3.1.4 The site has very poor pedestrian and public transport connectivity and has some cycling access although the gradient of any return journey would be off putting to all but very experienced and fit cyclists.
- 3.1.5 We would assess the site accessibility to be sub-standard and would lead to a car dominated development where private vehicle is the only realistic option for the majority of proposed residents to access the site.

4.0 Carriageway suitability

4.1 Policy Context

- 4.1.1 The Shropshire Manual for Adoptable Roads and Transport (SMART 2021) defines the geometric standards the Local Highway Authority (LHA) expect developments to comply with. For the purposes of this development the following guidance is important:

Para 45

“Access Road – a loop road or connecting street serving up to 200 dwellings, or cul-de-sac serving up to 100 dwellings which gains access directly to either a Major Residential Access Road or a Road (Higher Order Road).”

- 4.1.2 There is no higher standard for a cul-de-sac and therefore the upper limit for the number of dwellings accessed from a cul-de-sac is 100.

4.2 Issue

- 4.2.1 The proposed development which is accessed off Chelmick Drive comprise one of a series of roads which includes Ragleth Road, Popular Drive, Clive Avenue and Snachfields Lane/The Bridleways Lane combined these streets already serve 140 dwellings from a cul-de-sac.
- 4.2.2 Therefore adding an additional 75 dwellings which is predicted to generate at least 450 new vehicle trips, on to a highway which has a lack of appropriate footway provision would not be acceptable and against the LHA’s guidance. This could create an issue should a road be blocked due to an emergency or for highway maintenance.
- 4.2.3 Whilst there is no local guidance on carriageway width it is typical for residential roads to be served by 5.5m wide carriageways. Carriageway widths less than this can create difficulties for cars and large vehicles to pass but also increases the risk to pedestrians who then need to walk in the carriageway due to a lack of footway provision.
- 4.2.4 From the applicant’s own assessment in section 2.3 of the Transport Assessment Chelmick Drive, Ragleth Road, Snatchfield Lane/The Bridleways Lane and Clive Avenue all fall short of this standard.
- 4.2.5 On modern developments footways are provided with a width of 2.0m. Again from the applicants own assessment some footways fall below this with widths as low as 1.5m.
- 4.2.6 The existing roads which would serve the development fall below current guidance on what is suitable for residential development.

5.0 Other issues

- 5.1 It is not possible to independently verify the results of the junction capacity assessments as the following information is missing:
- Traffic count data
 - Locations of the nodes to aid understanding of the census data
 - Junction geometry drawings
- 5.2 It is also worth highlighting that the TRICS data includes surveys completed during Covid restrictions as such travel patterns and trip rates would not be normal. These should be removed.
- 5.3 The bridleway which runs through the site forms part of the 100-mile Jack Mytton Way. It also forms part of the Marcher Castles cycling route, currently being heavily promoted by UK cycling. It is well used by locals, individual tourists and commercial companies who organise walking holidays in Church Stretton. The illustrative masterplan of the site shows that all vehicles entering the site by the proposed access would have to cross the bridleway at least once (a small number twice).
- 5.4 The junction of Clive Avenue and Watling Street has flooded in the past, adding additional dwellings would increase the risk to people needing to pass through this flooding. The flooding is shown in **Figure 5.1** below.

Figure 2.5: Flooding at Clive Avenue / Watling Street junction



6.0 Conclusion

- 6.1 A review of pedestrian accessibility for the site shows that this is substandard and would be contrary to policy and would encourage car use.
- 6.2 The existing highway infrastructure that would be used to access the site falls below current geometric guidance and would result in over 200 dwellings being accessed off a cul-de-sac.
- 6.3 The proposed development would have a significant adverse impact on highway safety and would not be accessible for most residents via non-car forms of transport. For these reasons the development should be refused.



Appendix A
Bridleway Images



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16



Figure 17



Figure 18



Figure 19



Figure 20



Figure 21



Figure 22



Figure 23



Figure 24