



For and on behalf of
Boningale Developments Ltd

**HIGHWAYS EXECUTIVE SUMMARY PROOF OF EVIDENCE OF MISS ANNA MEER BA (Hons)
CMILT**

**Appeal by Boningale Homes Ltd against the non-determination of Full Planning Permission
for 70 dwellings on Land to the east of Tilstock Road, Tilstock, Shropshire**

**Land at Tilstock Road
Tilstock
Shropshire**

LOCAL PLANNING AUTHORITY REFERENCE 24/04176/FUL

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

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September 2025

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0.0 EXPERIENCE

- 0.1 My name is Anna Meer. I have a BA Honours Degree in Geography and am a Chartered Member of the Institute of Logistics and Transport (CMILT). I also hold the Road Safety Engineering (RoSPA) accreditation.
- 0.2 I am currently a Director working for DLP Planning Ltd, which is a national planning consultancy. More specifically, I work within the Transport & Infrastructure (T&I) team within DLP, which specialises in highways and transportation planning. I head up the T&I team across offices in both Sheffield and Nottingham, whilst also providing support to our T&I team in Bristol. I have worked as a Transport Planner for over 18 years at multi-disciplinary companies and highway consultancies. This has included undertaking work on behalf of both private and public sector clients on highways and transportation jobs across the UK.
- 0.3 The evidence I have prepared and provided for this appeal against the non-determination of Planning Permission for 70 dwellings on land East of Tilstock Road in Tilstock has been prepared and is given in accordance with the guidance of my professional institution, and I confirm that the opinions expressed are my true and professional opinions.

Signed	
Name	Anna Meer BA (Hons) CMILT
Position	Director, DLP Planning Ltd
Date	19 th September 2025

1.0 SUMMARY OF EVIDENCE

- 1.1 My evidence seeks to address the highways and transport related issues associated with the proposed scheme.
- 1.2 Putative Reason for Refusal 3 relates to whether a safe and suitable access strategy has been provided, that the site is in an unsustainable location, and concerns relating to the internal layout. Putative Reason for Refusal 4 is broadly a repetition of the issues set out in Reason for Refusal 3 in terms of the site having a high dependency on private car use.
- 1.3 In relation to the above, it is worth noting that there is an agreed Highways Statement of Common Ground between the Appellant and Shropshire County Council (acting as the Local Highway Authority) which now addresses and satisfies several of the points set out in Reason for Refusal 3.
- 1.4 Firstly in relation to the proposed site access, the Highways SoCG confirms that there are no outstanding concerns in this regard, including use of PROW 0233/28/1 acting as the sole pedestrian access. It is also agreed that there are no highway capacity concerns associated with the proposed development.
- 1.5 In relation to whether the site is in a sustainable location, my Proof of Evidence has shown how all the key facilities within Tilstock village are within an acceptable walking distance. This accords with the Shropshire Council Site Allocations and Management of Development (SAMDev) Plan (2015) which sets out that Tilstock is a sustainable location.
- 1.6 Within my Proof of Evidence I have highlighted how the NPPF recognises that sustainable transport solutions will vary between urban and rural areas. Furthermore I have also highlighted key appeal decisions whereby the Planning Inspector concluded that residents of rural sites within similar characteristics to that of Tilstock, would still likely use private car to access facilities such as schools and supermarkets by private car. I agree with this principal, insofar as residents may still choose to use the car for certain journeys, however there is a genuine choice of non-car modes for trips both within and outside of the village.
- 1.7 In relation to concerns about the internal site layout, my Proof of Evidence has addressed all technical highway issues relating to the street layout and parking. I have also provided evidence of a similar scale of development within Shropshire, whereby the same street hierarchy and design principles has been deemed acceptable. I therefore fail to see why the

stance and position of the LHA has changed since this date, given there has been no change in local policy or guidance. I have also provided evidence of appeal decisions whereby design speeds below 20mph have been deemed acceptable at certain locations within a site development to encourage reduced vehicle speeds.

- 1.8 To conclude, based upon the work undertaken in preparation of the planning application, and also the additional evidence prepared as part of this appeal. I see no highways related concerns relating to the scheme (subject to the agreement of suitably worded planning conditions) and would respectfully request that the appeal is allowed.

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