

TOWN AND COUNTRY PLANNING ACT 1990**(ENGLAND) RULES 2000****Appeal by: Boningale Developments Ltd****Kingdom****permission for:****Outline application to include access for a mixed-use development****landscaping and drainage.****SHROPSHIRE COUNCIL
STATEMENT OF COMMON GROUND
ACCESSIBILITY V2**

Planning Inspectorate Appeal Reference:	6007402
Shropshire Council Planning Application Reference:	24/02108/OUT
Shropshire Council Appeal Reference:	26/03479/REF

Date: 23rd July 2026

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1.0 Background and Purpose

- 1.1 This Statement of Common Ground for Accessibility (SoCG) has been jointly prepared by Shropshire Council ('the Council'), Marrons on behalf of Boningale Developments Limited (the 'Appellant') and Albrighton Development Action Group (ADAG) ('the Rule 6 Party') in relation to an appeal against the refusal of planning application ref: 24/02108/OUT.
- 1.2 It is agreed that the planning application is an Outline application with all matters reserved with the exception of access which is included in detail. It is proposed to provide 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.
- 1.3 The application was refused planning permission at the Shropshire Council Southern Planning Committee of 16th December 2025 with two reasons cited.
- 1.4 It is agreed that there are no reasons for refusal that specifically relate to accessibility or highways matters. The Council and the Rule 6 Party consider that the benefits of access, public transport and active travel routes are as yet to be fully formed for the proposed development.
- 1.5 The Appellant considers that the application comprehensively addresses matters relating to access, public transport and active travel routes.

2.0 Matters of Agreement Between The Parties

- 2.1 The three parties agree on the following:
 1. That in accordance with paragraph 110 of the NPPF, the planning system should actively manage patterns of growth in support of the objectives set out in paragraph 109 to promote sustainable transport.

2. That in accordance with paragraph 110 of the NPPF, significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. However, parties acknowledge that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. The NPPF provides no definition of rural or urban areas. Active Travel England “Rural Design Guide” (July 2026) states that rural areas include hamlets, villages, small market towns and the countryside between them.
3. That in accordance with paragraph 115 of the NPPF specific applications for development should ensure that a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, b) safe and suitable access to the site can be achieved for all users, and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
4. That the ‘Planning for Walking’ Guidance (CIHT, 2015) and ‘Providing for Journeys on Foot’ Guidance (CIHT, 2000) cited at paragraphs 3.26 and 3.27 of the Transport Assessment are widely recognised as guidance documents for designing and evaluating pedestrian travel.
5. Final consultation comments on the planning application were issued by SC Developing Highways on 28th February 2025 stating 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.’
6. The additional information requested from SC Developing Highways comprised a phasing plan to inform how highways infrastructure will be delivered, and how access will be maintained to existing properties.
7. A phasing plan (Drawing Number PP01 Revision C) was submitted as part of TN01 – Response to ATE Consultation Comments (October 2024)
8. Final consultation comments on the planning application were issued by Active Travel England (ATE) on 6th December 2024 with a formal recommendation for a Conditional Approval, subject to the agreement and implementation of planning conditions and/or obligations as set out in their response.
9. That ATE have identified that a suitable Public Transport Strategy should be brought forward at the earliest opportunity as it will influence travel patterns from the development and dictate how ambitious travel plan targets might be met.
10. That ATE have identified that a revised Travel Plan to include clear provision for ongoing monitoring and setting out affective actions to be taken in preparation for the results of post-occupation baseline surveys can be secured by condition.

11. That revised targets as outlined in TN01 – Response to ATE Consultation Comments (October 2024) should be included in the Travel Plan.
12. That ATE have noted that there is a commitment from the Appellant to the delivery of internal local centre facilities upon completion of Phase 1 to support mode shift targets and that this commitment should be secured by condition.
13. That in the absence of internal local centre facilities residents of the site will be reliant on existing facilities in Albrighton.
14. That SC Developing Highways active travel changes summarised in TN04 – Response to SC Highways Comments (December 2024) have been reviewed by ATE who are content with the amendments made.
15. That SC Developing Highways accept the information provided in paragraph 3.27 of the Transport Assessment referencing the 'Providing for Journeys on Foot' Guidance (CIHT, 2000), with Drawing Number 2530067.61.101 (contained at Appendix A) showing 800m, 1200m, 1600m and 2000m walking catchments.
16. 2,000m is the preferred maximum walking distance for commuting / school / sight-seeing journey purposes¹. The preferred maximum walking distance to town centres is 800m². The preferred maximum walking distance for other destinations is 1,200m³. Within section 6.4 (Traditional compact town layouts) of the CIHT 2015 document it is stated that people will walk up to 800m to a railway station⁴. The document further states that 400m has traditionally been regarded as the cut-off point walking distance to a bus stop.⁵ The CIHT 2015 document also states that the propensity to walk or cycle is not only influenced by distance but also the quality of the experience.
17. There are 57 services / facilities in Albrighton that are accessible within 2,000m from the approximate centre of the proposed development site which is the preferred maximum walking distance for commuting / school / sight-seeing journey purposes (CIHT 2000). A range of these amenities are set out in Table 1 and including indicative walking times from the centre of the site alongside the closest and furthest development parcels.

Table 1: Indicative walking distances and journey times to services and facilities

Facility	Walking Distance and Time (at 1.5m/s)
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¹ CIHT 2000

² CIHT 2000

³ CIHT 2000

⁴ CIHT 2015

⁵ CIHT 2015

	Centre of Site		Closest Parcel		Furthest Parcel	
	Metres	Mins	Metres	Mins	Metres	Mins
Albrighton Table Tennis Club	830	9	500	6	1480	16
Albert Road Play Park	880	10	550	6	1530	17
Albrighton Primary School & District Swimming Club	920	10	450	5	1570	17
Nearest Bus Stops (Located on High Street)	1140	13	810	9	1790	20
The Red House (Village Hall)	1150	13	820	9	1800	20
Albrighton Library	1210	13	880	10	1860	21
Albrighton High Street (Co-op, Post Office, Chemist)	1250	14	920	10	1900	21
Albrighton Dental Surgery	1250	14	920	10	1900	21
Albrighton Bowling & Football Clubs	1280	14	950	11	1930	21
Albrighton Tennis & Cricket Clubs	1430	16	730	8	1900	21
Saint Mary's C of E Primary School	1780	20	1450	16	2430	27
Albrighton Medical Practice	1830	20	1500	17	2480	28
Albrighton Railway Station	1840	20	1510	17	2490	28
1st Albrighton Scout Group	1870	21	1540	17	2520	28

18. That the preferred maximum walking distance of 800m to town centres and 1200m elsewhere set out in the CIHT Guidance is not achievable for all of the facilities/services listed in Albrighton from the approximate centre of the proposed development site.
19. It is agreed that Manual for Streets (MfS) states at Paragraph 4.4.1 that 800m walking distance is not an upper limit and states that PPS13 guidance in respect of walking replacing short car trips particularly those under 2.0km. It is agreed that PPS13 was withdrawn by Government in 2012 and is no longer Government policy. MfS remains current Government guidance.
20. That distances from the southern parts of the proposed development site to some facilities in Albrighton, including Albrighton Railway Station and Medical Practice, would be over 2km.

21. The proposals include the provision of a local centre which will provide land for a GP surgery and pharmacy, supermarket, and flexible employment, space. The location of the local centre can be secured through a condition requiring future development accords with the Parameters Plan.
22. The proposals include the provision of land for a secondary school.
23. A package of measures to encourage sustainable travel measures as set out in Section 6 of the Travel Plan will be provided.
24. That there is a total of 3 Public Rights of Way adjacent to the proposed development site, of which PROW 0102/9/1 connects Newhouse Lane to the High Street, and 0111/3/1 and 0111/4/1 connects Newhouse Lane to the A464 and the settlement of Boningale.
25. That National Cycle Network Route 81 passes through Albrighton, as a loop off the A41 including Albrighton High Street. There is currently no formal cycle infrastructure provided between the site and Albrighton High Street.
26. As demonstrated in Table 2 below, Albrighton, Cosford, Codsall and Pattingham are all within an 8km cycle distance of the centre of the site.
27. Albrighton Railway Station is an approximate 4 minute cycle journey from the centre of the site.

Table 2: Indicative cycling distances and journey times to services and facilities

Facility	Cycling Distance and Time (at 7.5m/s)					
	Centre of Site		Closest Parcel		Furthest Parcel	
	Metres	Mins	Metres	Mins	Metres	Mins
Albrighton Table Tennis Club	830	2	500	1	1480	4
Albert Road Play Park	880	2	550	1	1530	4
Albrighton Primary School & District Swimming Club	920	2	450	1	1570	4
Nearest Bus Stops (Located on High Street)	1140	3	810	2	1790	4
The Red House (Village Hall)	1150	3	820	2	1800	4
Albrighton Library	1210	3	880	2	1860	4
Albrighton High Street (Co-op, Post Office, Chemist)	1250	3	920	2	1900	5
Albrighton Dental Surgery	1250	3	920	2	1900	5
Albrighton Bowling & Football Clubs	1280	3	950	2	1930	5
Albrighton Tennis & Cricket Clubs	1430	3	730	2	1900	5
Saint Mary's C of E	1780	4	1450	3	2430	6

Primary School						
Albrighton Medical Practice	1830	4	1500	4	2480	6
Albrighton Railway Station	1840	4	1510	4	2490	6
1st Albrighton Scout Group	1870	4	1540	4	2520	6
Cosford	3350	8	3000	7	3700	9
Codsall	7600	18	7250	17	7950	19
Shifnal	7800	19	7450	18	8150	19

28. That existing eastbound and westbound bus stops on Albrighton High Street are located 810m walking distance from the closest development parcel, and 1140m from the centre of the site.
29. That the existing 891 Bus Service between Wolverhampton and Telford currently travels via the Albrighton High Street bus stops every 60 minutes in each direction on weekdays, every 120 minutes on Saturdays, and there is no service on Sundays.
30. That the nearest rail link is at Albrighton Railway Station located 1510m walking distance from the closest development parcel, and 1840m from the centre of the site.
31. Cosford railway station can be accessed from Albrighton via National Cycle Route 81.
32. That currently, the weekday train service east to Birmingham New Street and west to Shrewsbury stopping in Albrighton operates hourly.
33. That SC Developing Highways stated improvements to existing public transport services including bus routes require further consideration in terms of likely necessary infrastructure, phasing of the development and level of financial contribution to be secured through a S106 Agreement. There are currently no public transport services serving the site.
34. A plan providing an overview of walking routes and distances to facilities shown in the Connectivity and Accessibility Plan is included at Appendix 1.

2.2 The Council and the Appellant, agree on the following:

1. That in accordance with NPPF paragraph 115 point b), the proposed development would provide safe and suitable access for all modes.

3.0 Matters of Disagreement Between the Parties

3.1 The three parties disagree on the following:

- a) That the proposed development site is well-related to the existing built up area of Albrighton.
- b) That in accordance with NPPF paragraph 110, the proposed development is located in a location which is or can be made sustainable.
- c) That the relationship with Albrighton results in the credible prospect of future residents accessing Albrighton, the existing range of services and facilities via walking or cycling is reduced, and that residents are offered a genuine choice of transport modes.
- d) That acceptable travel distances from the proposed development site to a range of services and facilities within Albrighton itself can be suitably achieved from the whole site.
- e) That in accordance with NPPF paragraph 115 point a), the proposed development prioritises sustainable transport modes.
- f) That it has been demonstrated in terms of active travel that the significant impacts of the proposed development can be acceptably mitigated, as the Council and the Rule 6 Party do not consider that the full impacts have been fully assessed.
- g) The weight that can be afforded to a new or re-routed bus service to travel through the site and link with key facilities.
- h) That the benefits of transport and active travel routes for the proposed development are yet to be fully formed.
- i) The level of mitigation in relation to Active Travel is sufficient to mitigate the likely impact of the development. Shropshire Council Developing Highways note that the ATE have agreed a package of off-site works to support active travel, and the Council agree this package in principle. However, the scope and scale of this package of mitigation does not appear to be commensurate with the scale of the proposed development.
- j) That the off-site attraction of the site as a safe route to school has been fully addressed.

3.2 The Rule 6 Party disagrees with the following:

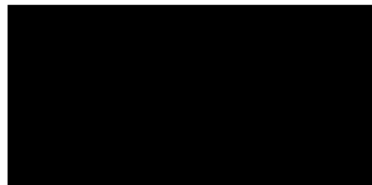
- a) That in accordance with NPPF paragraph 115 point b), the proposed development would provide safe and suitable access for all modes.

4.0 Confirmation of Agreement

- 4.1 This Statement of Common Ground for Accessibility is jointly agreed upon by all three parties:

Shropshire Council:

Signe



Name: Lynn Parker

Dated: 23rd July 2026

on behalf of Boningale Developments Limited

Signed:



Name: Megan Wilson

Dated: 23rd July 2026

on behalf of ADAG ('the Rule 6 Party')

Signed:



Name: John Norman Russell

Dated: 23/07/2026