



Marrons



Part of Shakespeare Martineau

Highways Statement of Common Ground

Appeal against the refusal of

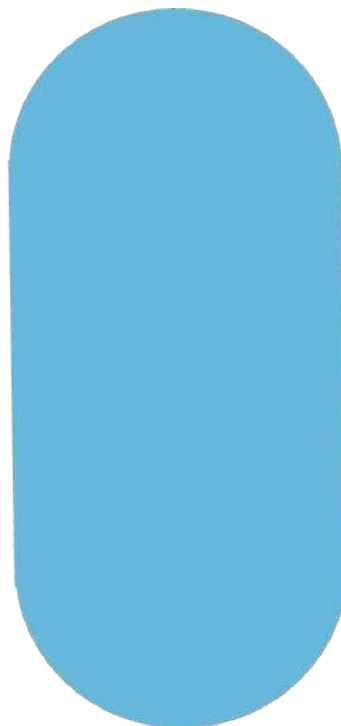
Proposed Residential Development, Patshull Road, Albrighton, Shropshire

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

INSPECTORATE REF: 6007402

PLANNING APPLICATION REF: 24/02108/OUT

For and on behalf of Boningale Developments Ltd





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1. VERSION CONTROL AND APPROVAL

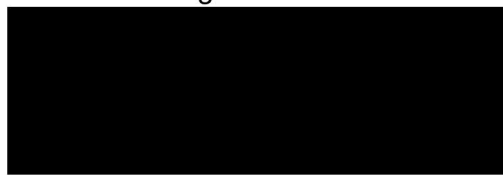
Version	Date	Prepared By	Approved By
Rev A	9 May 2026	Anna Meer	Anna Meer
Rev B	12 th May 2026	Anna Meer	Anna Meer
Rev C	28 th May 2026	Anna Meer	Anna Meer
Rev D	10 th July 2026	Anna Meer	Anna Meer

Prepared for Boningale Developments Ltd

This Highways Statement of Common Ground has been agreed by:

Shropshire Council

Signed:



Name: Lynn Parker

Dated: 10th July 2026

Anna Meer of behalf of Boningale Developments Ltd

Signe



Name: Anna Meer

Dated: 10th July 2026

2. INTRODUCTION

- 2.1. This Statement of Common Ground (“SoCG”) relates to the planning appeal (“the Appeal”) submitted by Boningale Developments Limited (“the Appellant”) against Shropshire Council’s refusal of planning application (reference 24/02108/OUT) at Patshull Road, Albrighton (“the Site”) for:

“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”

- 2.2. This SoCG seeks to clarify matters, which have been agreed between the Appellant and Shropshire Council’s (“SC”) Highway Development Control (“HDC”) in their role as Local Highway Authority in respect of highways and transportation matters.
- 2.3. This SoCG should be read in conjunction with the overarching Planning Statement of Common Ground prepared by Marrons which sets out the context of the Appeal and the areas of agreement / dispute between the Appellant and SC and SoCG prepared by Shropshire Council which sets out the areas of agreement / dispute between the Appellant and S C in relation to accessibility.

3. MATTERS AGREED BETWEEN THE PARTIES

3.1. The following matters are agreed between the Appellant and SC HDC:

1. Final consultation comments were issued by SC HDC on 28th February 2025 stating that a formal objection was not being raised.
2. Paragraph 116 of the NPPF states that the only reasons a development should be refused on highways grounds are related to there being an 'unacceptable impact on highway safety' or the residual cumulative impacts following mitigation are 'severe'. Neither RfR1 or RfR2 cite these issues.
3. The Phasing Plan (drawing reference PP01 Rev C) prepared by Marrons in October 2024 is agreed.
4. The level of vehicular traffic that could be generated by the scheme is a combination of data which was included in the Transport Assessment (May 2024) and Technical Note TN04 (dated December 2024).
5. For the residential element of the site, it was agreed that the trip rates and traffic generation figures as set out in Table 1 of Technical Note TN04 were acceptable.
6. For the proposed elderly care facility, secondary school, GP surgery and local centre shops, the trip rates and traffic generation figures as set out in Tables 7, 8, 10 and 12 of the Transport Assessment respectively are agreed.
7. The Census 2011 based traffic distribution and assignment exercise as set out in Section 6 of the Transport Assessment. is agreed as confirmed in the SC consultation comments dated 28th February 2025.
8. At the time of submitting the planning application in May 2024, capacity assessments were agreed to be undertaken for the Future Design Years of 2029 and 2034 with agreed growth factors set out in Section 9 of Technical Note TN04.
9. The committed developments set out in Section 9 of Technical Note TN04 that were included as part of the capacity assessment works were deemed appropriate.
10. The study area and associated development traffic impact at key off site junctions is agreed. This included an assessment of the 3 site access junctions and 6 off-site

junctions within the jurisdiction of SC HDC contained as contained within Section 9 of Technical Note TN04.

11. The proposed scheme would not result in a significant or severe impact on the surrounding highway network following mitigation.
12. It is agreed that the LHA has no objection to the scheme in relation to highway capacity, and that the capacity assessments undertaken as part of the Transport Assessment and TN04. This included future assessment years of 2029 and 2034.
13. It has been agreed that the principal of the proposed site access strategy as set out in Technical Note TN04 containing the following drawings (all dated December 2024) are agreed
 - a. SH5034-4PD-001 Revision B – Overview
 - b. SH5034-4PD-002 Revision B – Southwestern Site Access
 - c. SH5034-4PD-003 Revision B – Southeastern Site Access
 - d. SH5034-4PD-004 Revision B – Northern Site Access
 - e. SH5034-4PD-005 Revision B – Cross Road Improvements
14. It is agreed that as set out in Drawing Number SH5034-4PD-006 Revision B and SH5034-4PD-007 Revision B, Patshull Road and Newhouse Lane will no longer allow for 'through' traffic movements, and that these would become 'Green Routes' to encourage active travel movements. Access for residents, including vehicular access, would be maintained. It is agreed that as set out in the consultation comments received from SC HDC on 28th February 2025, a suitably worded planning condition would be required to ensure that the engagement of this process is adequately dealt with through a dedicated formal process. It is agreed that the Traffic Regulation Order (TRO) to secure such traffic restrictions would follow a dedicated statutory process outside of this appeal. The TRO would seek to prohibit motor vehicles with the exception of those required for access. The TRO is the subject of a dedicated separate application process to be led by the Local Highway Authority and funded by Boningale Developments Ltd. A suitably worded planning condition shall be agreed in relation to the trigger / threshold for the TRO being in place.
15. Drawing Number SH5034-4PD-001 Rev B also shows how a circa 170 metres section of Cross Road to the east of the A464 / Cross Road junction would form part of a 'Green Route' for pedestrians / cyclists only, with access for through traffic prohibited. As part of these works, turning provision and access to existing properties along Cross Road would be maintained at each end. Similar to the above point, a Traffic Regulation Order would be required to secure this traffic

restriction, with the obligation on Boningale Developments Ltd to fund the TRO. A suitably worded planning condition shall be agreed in relation to the trigger / threshold for the TRO being in place.

16. It is agreed in the consultation comments received from SC HDC on 15th October 2024 and on 28th February 2025 that the reduction in speed limit along the A464 to 40mph in the vicinity of the site would be supported by the LHA. This is as set out in Drawing Number SH5034-4PD-011 Revision B.
17. A number of active travel improvements were set out in Section 8 of the Transport Assessment and Section 10 of Technical Note TN04 which are deemed to be agreed in principle as being acceptable, as shown on Drawing Number SH5034-4PD-010 Revision B (overview and sheets 1 to 4).
18. It is agreed that as set out in the Transport Assessment, there are no material safety concerns which have been identified within the agreed study area, during the 5 year period of 2018 to 2022.
19. It is agreed that the Stage 1 Road Safety Audit was undertaken and included within Technical Note TN04. This included an audit of the proposed site access strategy and also all proposed off-site improvements as set out in the Transport Assessment. Subsequent to this and as part of the RSA Designers Response, revised drawings were prepared to allow for changes to the design and provided to SC HDC with no further amendments at this time.
20. It is agreed that Active Travel England are content with the proposals and have recommended conditional approval of the scheme on 6th December 2024.
21. It is agreed that future detailed drawings of off-site improvements would fall under a subsequent S278 Agreement and would require Technical Approval following any subsequent appeal being allowed.
22. It is agreed that there are currently 30 cycle parking spaces at Albrighton rail station. The proposals could allow for an additional 30 cycle parking spaces.
23. The Transport Assessment included reference to improving public transport services by the provision of a new or rerouted version of the service number 891 through the site. Within the comments raised by SC HDC on 28th February 2025, this was considered acceptable in principle, and that if the application was to be taken forward this would require further consideration.
24. It is agreed that prior to determination details of proposed phasing of the development should be submitted for consideration.
25. A design code will be required for highway elements that would inform any future reserved matters applications.



4. MATTERS OF DISAGREEMENT BETWEEN THE PARTIES

4.1. The following matters are in disagreement between the Appellant and SC HDC:

1. Whether the likely impact of the proposed scheme has been fully assessed.
2. The level of mitigation in relation to Active Travel is sufficient to mitigate the likely impact of the development.

5. AREAS OF MATTERS OUTSTANDING

- 5.1. Comments were received from SC HDC dated (28th February 2025) which stated that whilst there was no formal objection to the scheme, details were still required to be agreed in relation to planning conditions, S106 contributions towards passenger transport, and Travel Plan contributions. Prior to the start of the Public Inquiry, the appellant shall liaise with Banga Bus (and other providers) regarding the potential routing of the diverted bus service 891 (or new service), and what level of financial subsidy would be required from Boningale Developments Ltd to provide either a third bus to service the diverted Route 891 or a new route by a separate provider. These discussions would also include at what threshold of dwellings being occupied, would the diverted bus into the site be required. These discussions would be separate from any Section 106 contribution secured by Shropshire Council.
- 5.2. It is agreed that as set out in the final consultation comments received from SC HDC on 28th February 2025, further consultation with SC HDC is required in relation to relevant highways related planning conditions. These shall be prepared prior to commencement of the Public Inquiry.
- 5.3. Matters relating to traffic regulation of access only on existing highway Patshull Road and Newhouse Lane is agreed in principle, however the mechanism for the delivery of this and full strategy is to be agreed.



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