



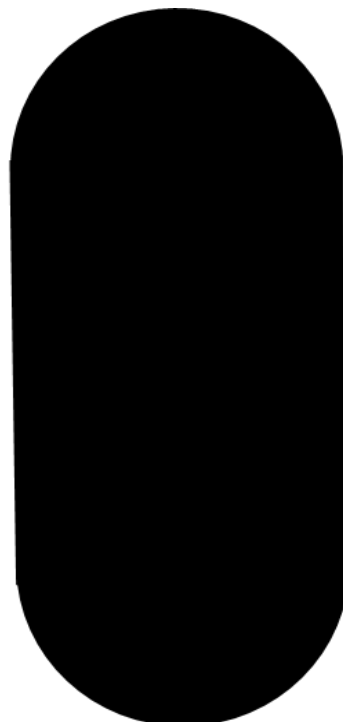
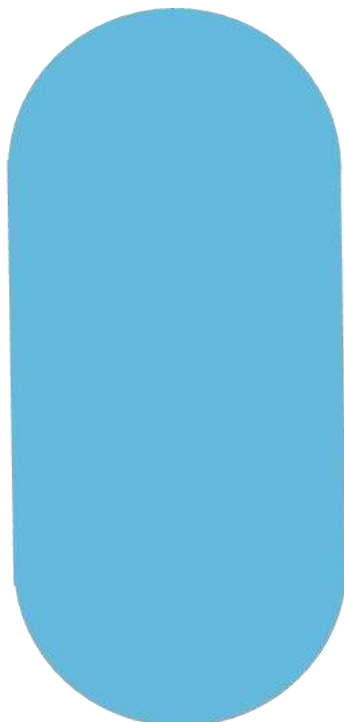
Supplementary Proof of Evidence (Highways): 2026 NPPF

Miss Anna Meer BA (Hons) CMILT

**Appeal by Boningale Developments Ltd against the refusal
of Shropshire Council to grant permission for up to 800
dwellings, a care home, secondary school and local centre**

**Land at Patshull Road, Albrighton, Shropshire WV7 3BH
LPA Reference: 24/02108/OUT
Inspectorate Reference: 6007402**

August 2026



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0. EXPERIENCE

- 0.0 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.
- 0.1 I am a Transport Director working for Marrons, which is a national multi-disciplinary planning consultancy. I head up the Transport Planning Team at Marrons which provides support to Marrons offices across the UK. I have worked in the private sector as a Transport Planner for over 20 years. This has included undertaking work on behalf of both private and public sector clients on highways and transportation jobs across the UK.
- 0.2 The supplementary evidence I have prepared and provided for this appeal against the refusal of Planning Permission Application Reference 24/02108/OUT for 800 dwellings / 80-unit care home / secondary school / local centre on land off Patshull Road in Albrighton is true and is given in accordance with the guidance of my professional institution. I confirm that the opinions expressed are my true and professional opinions.

Signed	
Name	Anna Meer BA (Hons) CMILT
Position	Director, Marrons
Date	26 th August 2026

1. ADDENDUM – REVISED NPPF REVIEW

- 1.1 Noting that the new National Planning Policy Framework (NPPF) was released on 17th August 2026, I have now sought to identify the key policy changes that may have a bearing on my evidence.
- 1.2 Below I shall discuss the extent to which the changes to the NPPF are the same, similar to the previous NPPF policies, or where they may be viewed as materially different. I will also set out where my conclusions remain the same.

Section 15 – Promoting Sustainable Transport

- 1.3 Section 15 of the new August 2026 NPPF largely replaces Section 9 of the now superseded December 2024 NPPF. Table 1 below sets out the key changes in relation to this appeal:

Table 1: Key Changes to NPPF

December 2024 Version	Subject	August 2024 Version	Key Change / Comment
109	Vision-led approach to design	TR3, TR4	More emphasis on early stage development. Use of DfT Connectivity Tool. Make use of existing or proposed transport infrastructure.
110	Opportunities to maximise sustainable travel / genuine choice	TR3	Development in sustainable locations – or those that can be made sustainable. Limiting the need to travel. In rural areas – opportunities “<i>where they exist and can be supported</i>”. Rural sites still benefit from proportionality.
115	Site assessment –	TR3, TR4	Opportunities to utilise

	sustainable travel, safe & suitable access, design, impact on network		existing or proposed transport. Safe and suitable access replaced with safe and attractive routes for all users. Physical layout and masterplanning given increased emphasis to demonstrate sustainable travel.
116	Reasons for highway refusal	TR6	Reference to “transport” network now replaces “road” network. Assessment now linked to sustainable travel and future scenarios. Reference to mitigation measures to support sustainable travel patterns. Require assessment at relevant times of the day and multi-modal trip generation.
117	Priority to pedestrians /	TR4	No material change.

	cyclists, safe & secure places		Reference to vulnerable user groups. Masterplanning given more recognition.
118	Requirement for vision-led TA / TS and Travel Plan to assess and monitor impact	TR6	Requires become more explicit for a TA / TS. Move away from purely traffic-based assessment. Assessment at relevant times of the day, multi-modal trip generation and sustainable travel opportunities. Empasis on delivery and monitoring.

Policy TR3: Locating development in sustainable locations

1.4 Policy TR3.1a states that development should be in locations that:

“are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car..... “

- 1.5 Policy TR3.1e references that in rural areas opportunities should be identified to improve sustainable modes of travel:
“where they exist and can be supported by the development”.
- 1.6 This aligns with the former Paragraph 110 of the NPPF which also stated that opportunities to maximise sustainable travel solutions will vary between urban and rural areas.
- 1.7 The proposed development also affords the opportunity to provide infrastructure improvements (in accordance with Policy TR3.1a) for wheeling, cycling and public transport – as supported by Active Travel England and the Local Highway Authority and set out in my initial proof.
- 1.8 In addition the Bus Strategy allows for a provision of a shuttle bus to serve the initial phases of development, followed by a regular bus service, which demonstrates how the development will support sustainable travel options that can also be utilised by the existing residents in the surrounding areas.
- 1.9 Therefore the conclusions as set out in my initial proof remain the same in terms of opportunities available for future residents to travel by sustainable modes of travel, and that the planned improvements as part of the scheme align with Policy TR3.1a.

Policy TR4: Street design, access and parking

- 1.10 The implications of Policy TR4 have also been addressed in the Masterplanning Supplementary Statement prepared by Mr Luke Hillson.
- 1.11 Policy TR4 broadly accords with the former NPPF Paragraphs 109, 115 and 117 insofar as aiming to prioritise sustainable travel modes.
- 1.12 Policy TR4.1a refers to prioritising pedestrian and cycle movements both within the scheme and the neighbouring areas. This aligns directly with the former Paragraph 117a) and therefore my conclusions remain the same insofar as the internal site layout prioritises walking and cycling. The provision of off-site infrastructure improvements as set out in the drawing 2530067.61.102 contained at Appendix AM.2 of my initial proof, also align with the requirements set out in TR4.1a.
- 1.13 Policy TR4.1b refers to incorporating or contributing towards appropriate features to support this prioritisation. The proposals include prohibiting through traffic along Newhouse Lane and Patshull Road as shown in Drawing 2530067.61.01. This

inherently aligns with the revised NPPF wording insofar as creating routes that facilitate direct links towards the centre of Albrighton for non-car modes of travel.

- 1.14 Policy TR4.1b also now introduces new wording relating to regularly spaced public seating as an example (“such as”) of what might be appropriate. Drawing Number 2530067.61.102 highlights the provision of such rest areas along the routes between the proposed site and Albrighton Rail Station. This demonstrates how the proposals align with the revised wording of the NPPF in this regard.
- 1.15 Policy TR4.1c expands upon the former Paragraph 115b relating to the provision of a safe and suitable access for all users. Policy TR4.1c provides much more detail in relation to ensuring routes help to create places that are safe and attractive for all users. This includes minimising the scope for conflict between road users. The proposals as set out in Drawing Number 2530067.61.01 show how Green Routes will be provided along Newhouse Lane and Patshull Road, and additional pedestrian / cycle infrastructure towards the centre of Albrighton would be provided. Therefore the proposals align with Policy TR4.1C, as per the former NPPF Paragraph 115b. Indeed as set out in my initial proof, ATE have supported the proposals put forward as being attractive for all users.

Policy TR6: Assessing transport impacts

- 1.16 Policy TR6 refers to assessing transport impacts as per the former Paragraph 116. Policy TR6.3 refers to assessing potential impacts of a development and whether they are considered to be severe. However the policy is now extended to include wording relating to assessment of reasonable future scenarios, cumulative impact and multi-modal trip generation.
- 1.17 My conclusion remains the same as those set out in my initial proof, in that it is agreed with the Local Highway Authority that no concerns have been raised in relation to highway capacity, and that adequate mitigation measures have been identified where required. Such assessments were based upon agreed levels of multi-modal trip generation, internalisation factors, traffic assignment and agreed future year scenarios. These methodologies are also set out as being agreed within the Highways Statement of Common Ground (CD4.2). I therefore do not see Policy TR6.3 as having any material bearing on my previous conclusions.
- 1.18 Point 4 of Policy TR6 states that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity

and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This wording also broadly aligns with the former Paragraph 116.

- 1.19 Consultation comments received from ATE on 6th December 2024 confirmed their recommendation for approval subject to planning conditions and / or obligations which are accepted by the appellant. I maintain my position that sustainable travel options have been fully assessed and adequate mitigation provided.
- 1.20 The Highways Statement of Common Ground (CD4.2) sets out how it is agreed that the proposed scheme would not result in a significant or severe impact following mitigation, and that there was no objection to the capacity assessment work. Nor would there be an unacceptable impact on highway safety.
- 1.21 Given there were no highway related reasons for refusal, my conclusions remain unchanged insofar as there being no reason to refuse the scheme on highway grounds and Policy TR6 is therefore accorded with.



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