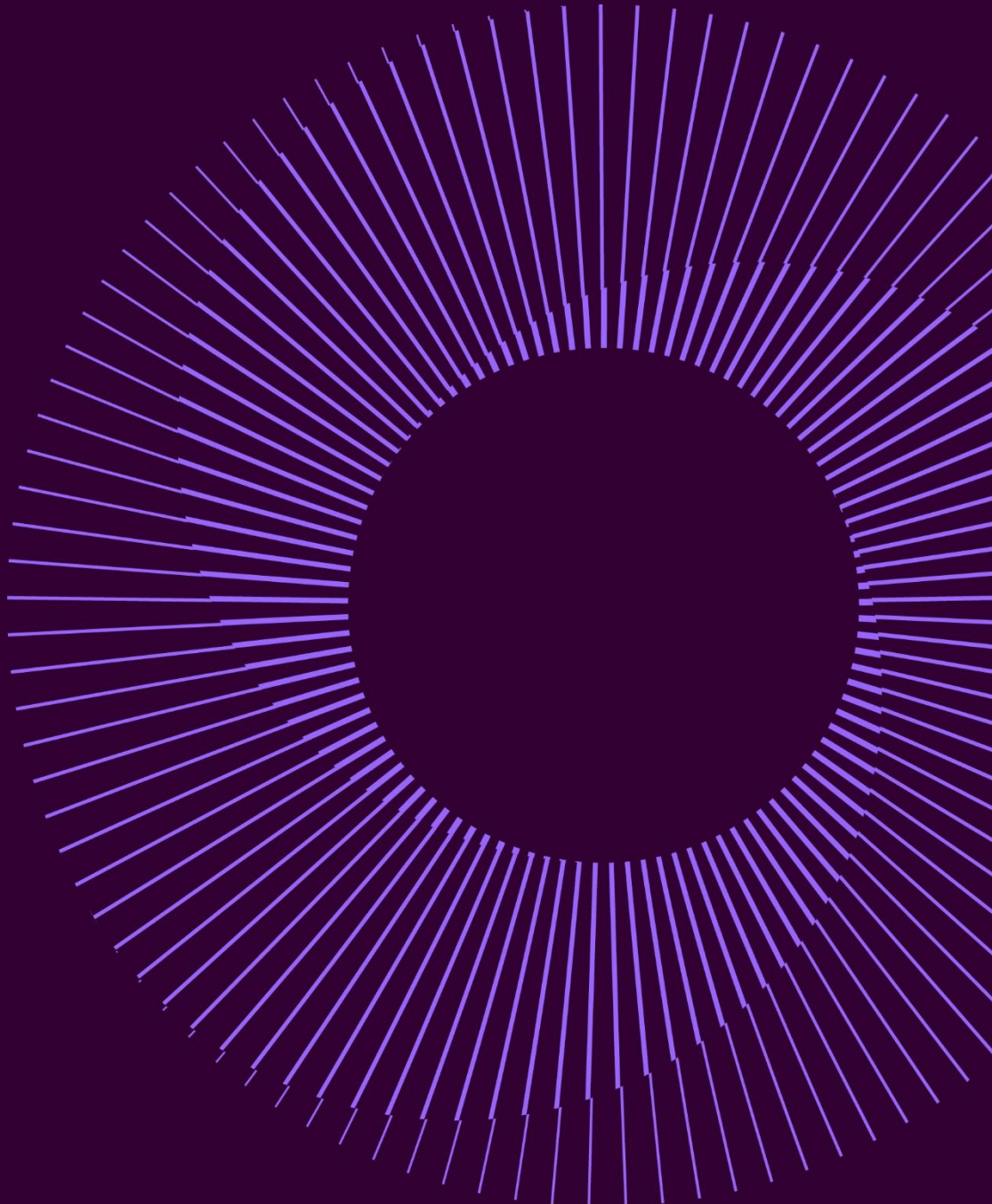


Traffic and Transport Supplementary Proof of Evidence of Philip
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1 Introduction

- 1.1.1 A new National Planning Policy Framework (NPPF) was adopted on 17 August 2026. This supersedes the previous version published in December 2024 which was correct at the time of the drafting of my Traffic and Transport Proof of Evidence [CD6.6].
- 1.1.2 This supplementary evidence provides a review of the new NPPF in relation to relevant transport and highways policy and provides a commentary in respect my evidence.
- 1.1.3 In summary, the changes to the NPPF do not change my conclusions as the site will be in a sustainable location (and prioritise sustainable modes) when the package of sustainable transport measures is delivered.

2 National Planning Policy Framework

- 2.1.1 The NPPF sets out the government's policies for plan making and for making decisions on development proposals in England.
- 2.1.2 Section 15 of the NPPF is related to 'Promoting sustainable transport' with relevant national decision-making policies including:
- TR3: Locating development in sustainable locations.
 - TR4: Street design, access and parking.
 - TR6: Assessing transport impacts.
 - TR8: Public rights of way.
- 2.1.3 Each of the above policies are detailed below along with an analysis of the changes and the relevance to the appeal. Policies TR1: Vision-led approach to planning for transport and TR2: Local parking standards relate to the plan-making process. Policies TR5: Roadside facilities, TR7: Marine ports, airports and other aviation facilities are not relevant to the appeal scheme.

TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

- a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, 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, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;***
- b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;***
- c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;***

- d. ***The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and***
- e. ***In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.***

2. The Connectivity Tool should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

- 2.1.4 Policy TR3 contains elements of text that is similar to sections within the 2024 [NPPF CD5.1] at paragraphs 110 and 115. As set out in my evidence [CD6.6] the appeal scheme is assessed against these previous policies and there is no change in the wording that affects the conclusions reached. I note that the TR3 1a refers to “proposals which could generate a significant amount of movement” rather than “significant development” (paragraph 110 of the 2024 NPPF) but this change does not affect my conclusion that the requirements of the NPPF are met.
- 2.1.5 TR3 1e – ‘*in rural areas...*’ is a newly added requirement. The improvements to footways along Langley Vale Road and within Langley Vale [CD6.6 paragraph 4.5.2] meet this policy, even if the Site is regarded as being in a rural area.
- 2.1.6 TR3 2 – relates to the connectivity tool. My evidence [CD6.6 paragraphs 4.6.1 TO 4.6.10] addresses the use of the connectivity tool in anticipation of this policy section.
- 2.1.7 Consequently, the appeal scheme is considered to be in accordance with policy TR3.

TR4: Street design, access and parking

- 1. ***To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:***
 - a. ***Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;***
 - b. ***Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;***

c. ***Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:***

i. ***Minimise the scope for conflict between pedestrians, cyclists and vehicles;***

ii. ***Meet the needs of disabled people, older people and children in relation to all modes of transport, and***

iii. ***Avoid unnecessary street clutter.***

d. ***Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and***

e. ***Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.***

2. ***The principles set out in national design guidance should be used to inform how this policy is applied.***

2.1.8 TR4 1a is the only section of TR4 which is relevant to the scheme as the internal layout will be subject to reserved matters. This section of text is almost identical to the previous NPPF [CD5.1] paragraph 117a. In relation to the requirements of TR4 1a, the principal of prioritising walking, wheeling and cycle movements is inherent in the design through the provision of a shared footway/cycleway access for pedestrians and cycles (extending along the site frontage to Langley Vale Road) and a dedicated connection to bridleway.

2.1.9 The appeal scheme is therefore considered to be in accordance with policy TR4 1a, with the remainder of the policy elements capable of being addressed during reserved matters submissions.

TR6: Assessing transport impacts

1 Development proposals that are likely to generate significant amounts of movement should be supported by:

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- a A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*
 - b A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.*
 - 2** *Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).*
 - 3** *In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).*
 - 4** *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 applies both during the construction phase and following completion.*

2.1.10 TR6 1 and 2 are considered to be a re-write of the previous NPPF [CD5.1] paragraph 118. A transport assessment and travel plan were prepared to accompany the planning application [CD1.10 and CD1.11].

2.1.11 TR6 3 and 4 are considered to be a re-write of the previous NPPF [CD5.1] paragraph 116. There is agreement with Surrey County Council that there is not a severe impact and that there is not an unacceptable impact on safety is set out in the Transport & Highways Statement of Common Ground [CD9.6].

2.1.12 The appeal scheme is therefore considered to be in accordance with policy TR6.

TR8: Public rights of way

1 Development proposals should:

- a Protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and*

b Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:

- iv. Improved access to green spaces and the countryside;***
- v. New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;***
- vi. The provision of accessible, safe and convenient links to services and facilities; and***
- vii. Improved connections with public transport stops and interchanges.***

2.1.13 This policy is a new addition to the NPPF. The scheme would maintain the public right of way network and not impact upon its continued use by all users, thus the public right of way network would be protected. A new link to Bridleway 33 would improve access to the countryside and connections to public transport at Tattenham Corner Railway Station.

2.1.14 The appeal scheme is therefore considered to be in accordance with policy TR8.

3 Conclusions

- 3.1 The content of the updated NPPF has been reviewed against the appeal scheme with regard to transport and highways matters. The main thrust of the NPPF policies in relation to transport remains similar to the previous NPPF version, but there has been some re-ordering of policies to differentiate plan making and decision-making elements. The use of the DfT connectivity tool and strengthening of policies on walking and cycling were anticipated following the issue of the draft policies in late 2025.
- 3.2 The scheme and submitted documentation to the appeal are considered to be in line with the newly issued policies as set out in the sections above.
- 3.3 The conclusions of my proof of evidence [CD6.6] remain unchanged.

