

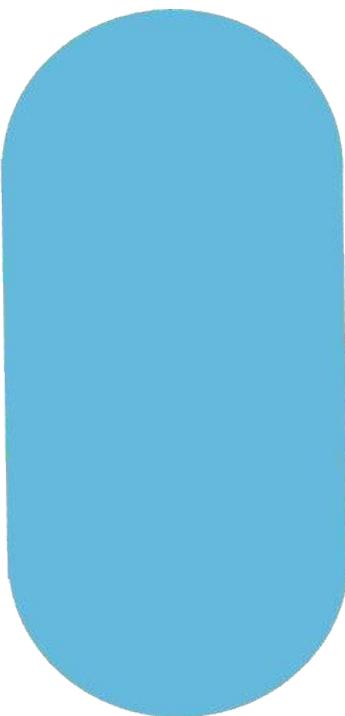
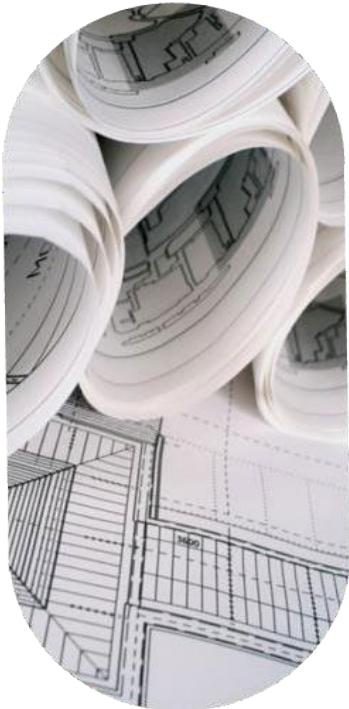


Statement in Respect of the Telford and Wrekin Local Plan Examination

Matter 5 – Allocations

On Behalf of Bellway Homes Limited

January 2026



1. INTRODUCTION

1.1 This Hearing Statement has been prepared by Marrons on behalf of Bellway Homes Limited (Bellway) with respect to Matter 5 – Allocations. Bellway control land within HO3 Land South of the Dale Church Aston and have submitted a full planning application (ref: TWC/2025/0772) for the following description of development:

Full planning application for 166 dwellings (Class C3), means of vehicular access off the A518, open space, landscaping, play area, footpaths, drainage and all other ancillary and enabling works at The Dale, Newport.

1.2 The application is supported by a Planning Performance Agreement with the Council.

1.3 Bellway is a national housebuilder with a proven track record of delivering high quality residential development in the local area, and intend to bring the Site forward for development.

1. MATTER 5 – ALLOCATIONS

Issue 1: Whether the allocations and their requirements are justified, effective, and consistent with national policy.

Q43 Are the site allocations in Appendix 15 justified? Do they accord with the development strategy? Are they deliverable/developable and supported by the evidence? Is the estimated housing number for each site a reasonable figure based upon the evidence?

1.1 The allocation of Land South of the Dale Church Aston (HO3/HA3) is justified, deliverable/developable, consistent with national policy, and supported by the evidence prepared to support the Local Plan. It also accords with the development strategy of the Plan being immediately adjacent to the urban area of Newport. Newport is a sustainable location for significant growth given its range of jobs and services, and the development strategy is therefore sound.

- 1.2 The proposed allocation is justified and supported by the Integrated Impact Assessment (IIA) Report (CD06, December 2024). Within the IIA Site Appraisal Matrix, Land South of the Dale (HO3) scores highly, specifically the Site's access to green space, employment, active travel modes, local centres and education, demonstrating its suitability for housing. Further, Bellway submitted with their Regulation 19 representations a Vision Document that illustrates on page 5 why this Site is the most appropriate for allocation compared to alternatives around Newport.
- 1.3 As set out in Paragraph 33 of the Framework, significant adverse impacts identified in a Sustainability Appraisal should be avoided, and if unavoidable then appropriate mitigation measures should be pursued. Many of the sites assessed by the IIA, including draft allocations, have multiple major negatives identified. In so far as HO3, the only major negatives identified are development's potential impact on trees, efficient use of land, and access to railway stations. These matters are commented on below:

Impact on trees and hedgerows

As demonstrated within the Vision Document (page 8/9) and the submitted planning application, the quantum of development proposed in the Local Plan can come forward without adversely impacting existing trees and hedgerows and without the removal of veteran trees and those protected by Tree Protection Orders in accordance with Policy NE2.

Efficient use of land

The land is fully greenfield, however the loss is unavoidable but compensated for due to the benefits arising from the development, the sustainable credentials of the Site due to its location and connectivity, and will be mitigated through substantial improvements to biodiversity and habitats, including the achievement of at least 10% Biodiversity Net Gain.

Access to railway station

There are no railway stations located within Newport. The closest railway station, Oakengates, is located approximately 7 miles from the Site. This station can be accessed via bus routes 5, 5A or 5E accessed from the bus stop on Wallshead

Way which is a short walk from the Site, facilitated by the proposed pedestrian and cycle access onto The Dale. This station offers access to Birmingham New Street, Shrewsbury, Wolverhampton, Telford central and Wellington.

- 1.4 The allocation is therefore justified and supported by the evidence.
- 1.5 Finally, the allocation of the Land South of the Dale, Church Aston (HO3) is consistent with the NPPF, in particular paragraph 77 which supports planning for larger scale developments that are well located and well designed, supported by sufficient access to services, employment opportunities and genuine choice of modes of travel offered by Newport.
- 1.6 The Transport Technical Note (Section 3) submitted as part of the Regulation 19 representations demonstrates how 'well related' the Site is to the urban area and its services and facilities. This shows the various local amenities, education facilities, medical facilities and bus stops are accessible within 800m and 2km of the Site. It will be noted that the existing built form wraps around the northern and western boundaries of the Site, and that there are no significant barriers between the existing urban area and the proposed allocation.
- 1.7 In relation to design, the Vision Document and Design and Access Statement submitted as part of application TWC/2025/0772 articulates Bellway's intentions in terms of high quality design that will:
 - Provide high levels of connectivity within and beyond the development for sustainable active travel modes, connecting into the existing built form on The Dale by active travel means only, and to existing Public Rights of Way;
 - Not impact upon nearby heritage assets located to the north and west of the Site (noting the Council's Heritage Impact Assessment (TW02) only considers minor impacts on the significance of Church Aston Manor to the west);
 - Make space for ecological enhancements and the achievement of a biodiversity net gain;
 - Incorporate sustainable drainage systems to manage flood risk, accounting for future climate change predictions; and
 - Respect the Tree Protection Orders and incorporate existing landscape features and enhance through extensive green infrastructure and planting.

- 1.8 Bellway's vision alongside the design policies within the Local Plan will ensure the development will be 'well designed', sustainable and seamlessly integrate with the existing built form of the urban area.
- 1.9 The Site is 'deliverable' and there is a reasonable prospect housing will be delivered within five years as a full application is being determined. Bellway will start immediately on site following determination and discharge of any necessary conditions.
- 1.10 The estimated housing number (160) is considered too low based on the detailed work undertaken by Bellway to inform its application for 166 dwellings.

Q44 Are the requirements within Policy HO1 justified, sufficiently clear and unambiguous?

- 1.11 Bellway's application is consistent with Policy HO1 in addressing each of the criteria under 2.

Q45 Do any of the proposed site allocations in Appendix 15 have specific requirements which should be set out in the Plan?

- 1.12 No, land South of the Dale, Church Aston (HO3) does not have any specific requirements which need to be set out in the Plan that are not already covered by other policies of the Local Plan..

Marrons

23rd January 2026

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