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Moving Development Forward

- HEARING STATEMENT -

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EXAMINATION IN PUBLIC OF THE DRAFT TELFORD & WREKIN,
LOCAL PLAN REVIEW (SUBMISSION VERSION)

MATTER 5, ISSUE 1 (SITE ALLOCATIONS)

ON BEHALF OF : F. WALLACE & J.TEMPLETON AND
MONTAGUE LAND (MIDLANDS) LTD

SITE: ALLOCATION HA28 (LONG BARN STABLES)

OUR REF: MON01/1

DATE: JANUARY 2026

WORD COUNT: 1,282

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ID04 Question 43: 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 evidence?

- 1.1. In responding to this question, we provide information in respect of the deliverability of Allocation HA28 (Long Barn Stables, Chetwynd Aston, Newport).

Site promotion status

- 1.2. The Site is proposed for Allocation by the landowners and is subject to an Option Agreement by an experienced local developer who have both invested significantly in the Site's prospects to date. We represent both parties, jointly in progressing the proposed Allocation.
- 1.3. The allocation is fully supported by the landowners and Council, having been promoted throughout the various stages of the Plan. Preliminary discussions between the developer's project team and the LPA have progressed since September 2023 and it is common ground that the site is considered to be deliverable. It is anticipated that a formal planning application submission, or alternatively a pre-application submission, will be progressed later in 2026.

Site capacity and build out rate

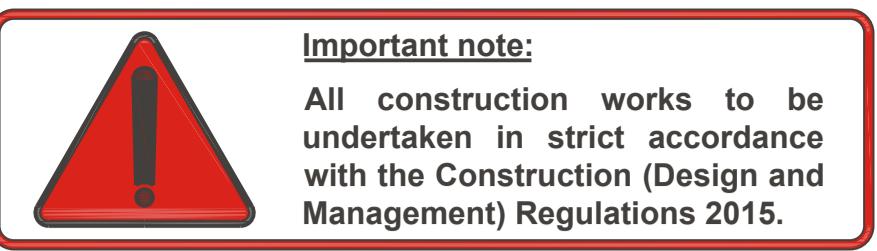
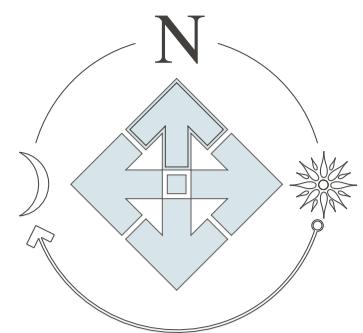
- 1.4. The indicative site capacity shown in Allocation HA29 is 15no. dwellings. It is considered that the site is clearly deliverable for this quantum of development, noting that the concept plans show the minimum expected density (i.e. the allocation amount is a floor, not a ceiling). An updated indicative site layout is provided within Appendix A -Indicative Site Plan 26-001-02-A1.

See Plan ref. 26-001-02 Indicative Site Plan A1

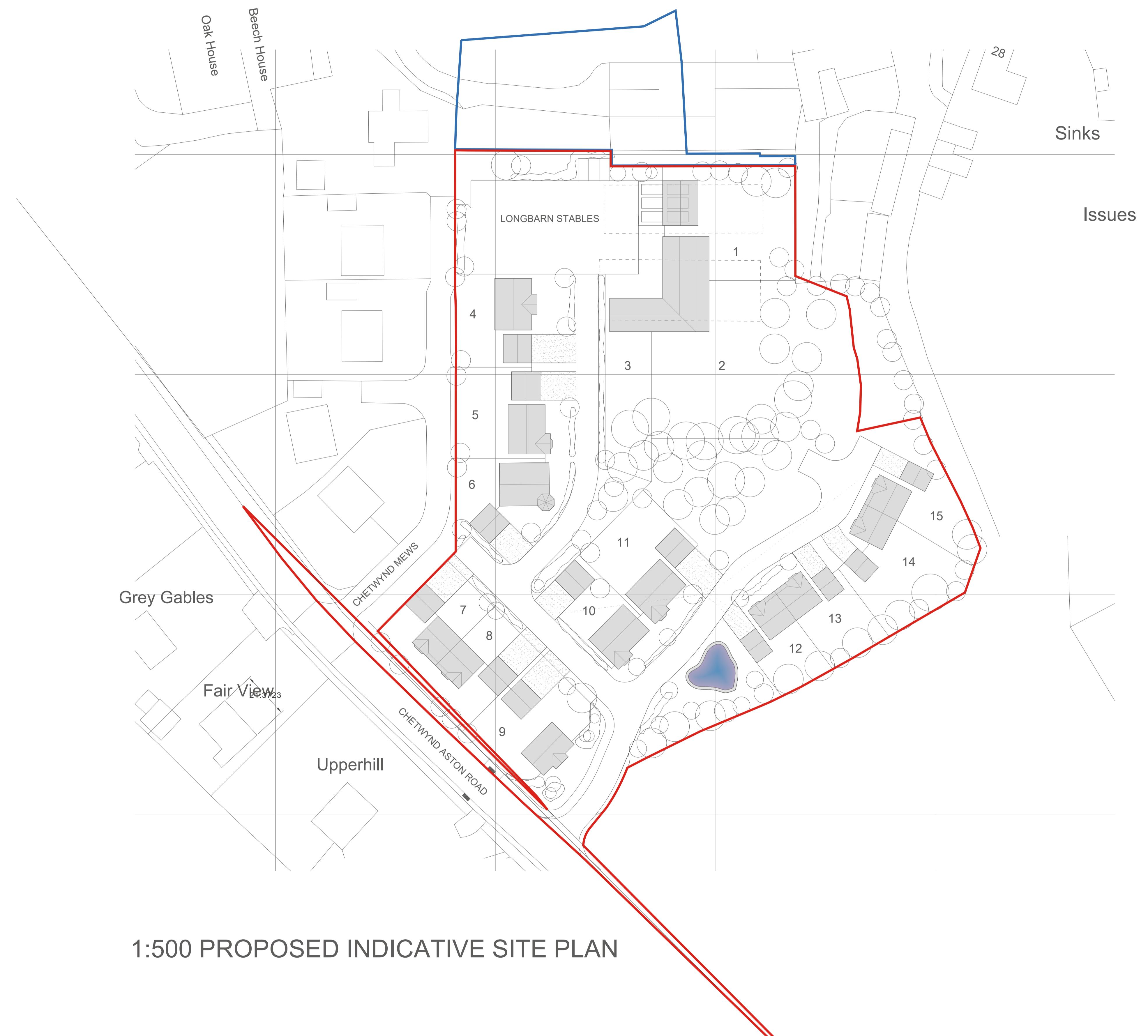
- 1.5. As a small site, with a modest number of constraints and no known contamination or remediation issues, the Site is considered to be deliverable within the first 5 years of the Plan period. Subject to achieving planning permission, construction could commence as early as late 2028 to early 2029, with an estimated build-out period of 12-18 months from inception.

Topographical survey

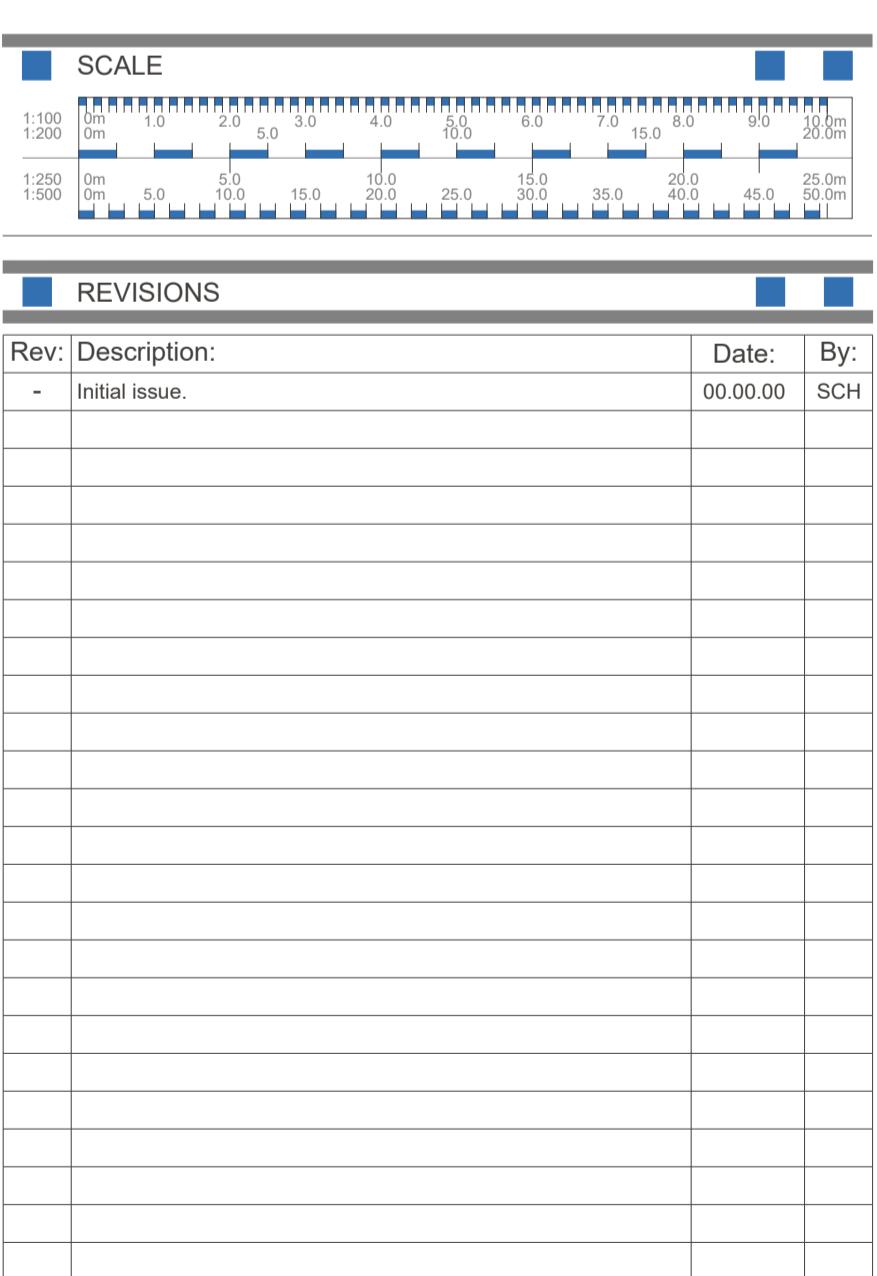
- 1.6. The site has been topographically surveyed. The site is generally level with an average fall in gradient of 1:26, generally sloping from south to north. A level of 93.40mAOD recorded at the junction location with Pave Lane with a lowest level of 87.30mAOD is recorded at the land to the north of the Site. It is considered that site levels are ideal for a residential development and only minor earth works / ground features are required between the plots.



Important note:
All construction works to be undertaken in strict accordance with the Construction (Design and Management) Regulations 2015.



1:500 PROPOSED INDICATIVE SITE PLAN

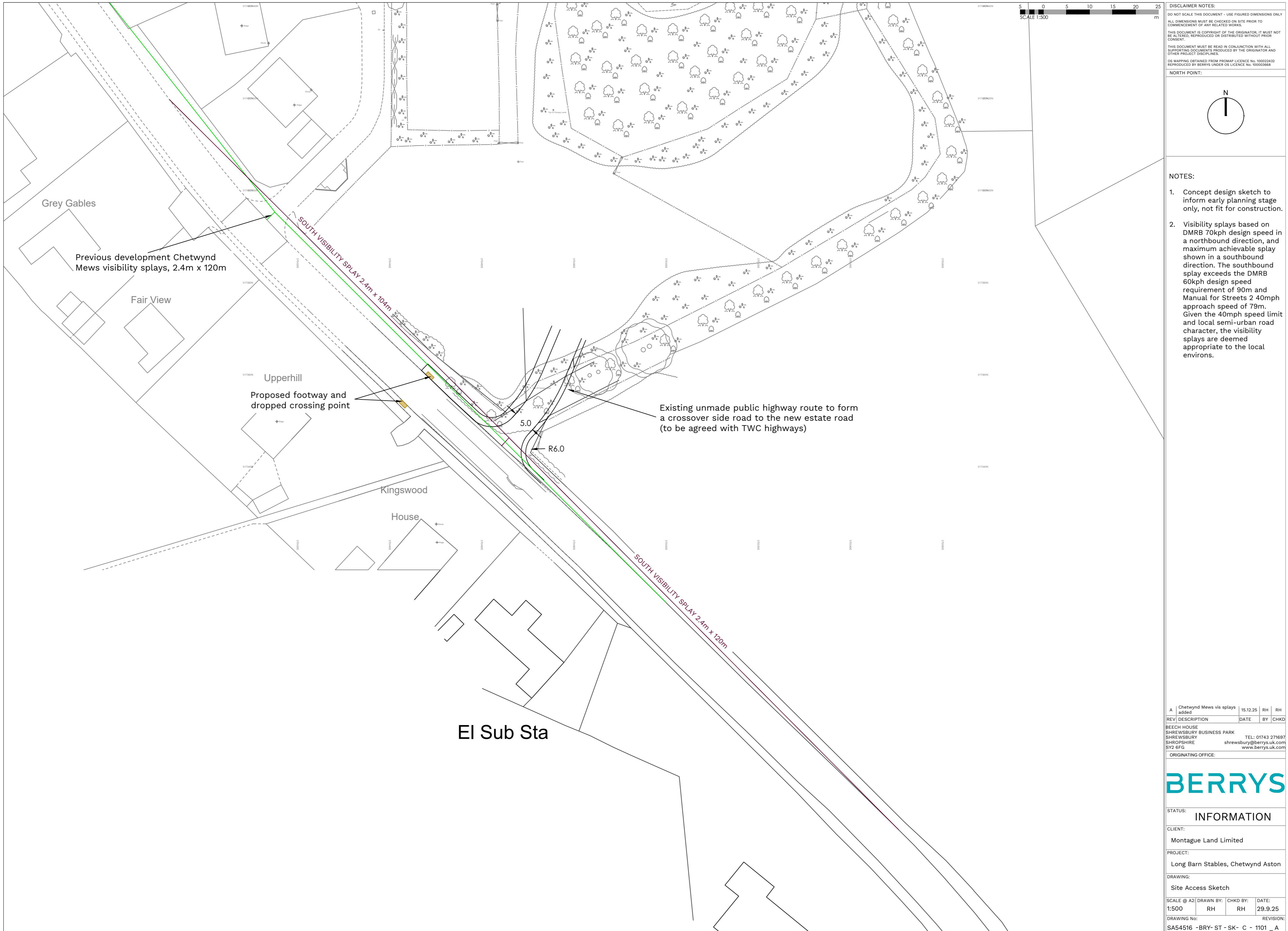


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Highways Access and road safety considerations

- 1.7. Access to the development Site will be attained via the Chetwynd Aston main road into Newport known as Pave Lane, which has a local speed limit of 40mph with 'slow' road markings and good forward visibility in the vicinity of the Site.
- 1.8. It is proposed that the Site access will be situated partially on the corridor of an unmade and presently unused section of Council owned unclassified public highway. Whilst this land is not within the Long Barn ownership, as it is public highway land; this can be used to create an updated section of public road, via an appropriate S278 or S38 agreement. The proposed site access has been positioned at the location of the lane at its junction with Pave Lane.
- 1.9. It is intended that the internal roads would be constructed to adoptable standards (in-line with emerging policy ST4) and incorporating a carriageway width of 5metres, plus a 2m footway and a 1m service strip. This arrangement has been appraised by the developer's highways consultant, clarification has been obtained on the extent of the public highway and the main parameters of this have been submitted in principle to the LHA.
- 1.10. A visibility splay length of 120m is available to the south on the junction, which is considered compliant with the Design Manual for Roads and Bridges (DMRB). Visibility to the north of the egress is presently marginally restricted by a boundary fence feature located on the southern corner of the Chetwynd Mews junction. However, there is a planning condition appended to the Chetwynd Mews development under planning condition No.9 on TWC/2014/0716 and/or condition No.4 on TWC/2016/1138 which requires that land in question to remain permanently open and free of obstruction for emerging traffic. It is therefore anticipated that this could be improved by seeking adherence with that condition. This notwithstanding, a distance of 104m is achieved now - which is still in excess of a DMRB 60kph 90m visibility splay length, and a Manual for Streets 2 (40mph zone) which recommends splay length of 79m. We are therefore content that the level of visibility available within the highway verges is suitable for the local road environment.
- 1.11. It is further noted that the visibility splays for the proposed Site and those which serve the existing Chetwynd Mews junction are complimentary to one another, keeping the service strip free of obstruction as shown in the attached plan ref. "SA54516_1101_A Access Sketch-A2". It is considered appropriate and it would represent good practice for these visibility splays to be added to the Allocation HA28 on the proposed Policy Map.

See Plan ref. SA54516_1101_A Access Sketch-A2



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Active travel and sustainable transport

- 1.12. A proposed footway connection has been shown on the attached access design and indicative site layout, which links to the existing footway located on the west side of Pave Lane. This footway continues south to link with the village and Newport; thereby connecting the Site with several pubs, access to the National Sports Centre, and a number of local businesses. Within Newport, approx. 1.2km away is a full range of services and amenities.
- 1.13. The footway also continues northwards to connect with Newport and therefore the various services and employment opportunities available. From here, onward bus routes provide public transport connectivity with Telford, Wellington, Stafford and Shrewsbury.
- 1.14. Secure cycle storage will be provided for each new dwelling, at an appropriate ratio relative to the size of the properties and in-line with the LHA's guidance and recommendations.

Utilities and drainage

- 1.15. A foul sewer connection can be made to the shared sewer chamber referenced 5504 located under Field Aston Lane and an absolute right of connections exists.
- 1.16. Severn Trent, as the Statutory Undertaker for waste water and clean water, have added the Site to their demand modelling programme in August 2025 for consideration in the Asset Management Plan period (2025-2030) and beyond. Agreement has been reached for them to keep us up-to-date as their modelling work progresses.
- 1.17. In regard to other services and utility provision, there does not appear to be any significant engineering constraints to constructing a residential development on the site. The main issues which require further work is surveying and investigating the surface water drainage outfall route. Some further topo survey work is needed and a preliminary drainage strategy will be developed prior to a planning application being submitted. This additional investigation work is presently underway.

ID04 Question 45: Do any of the proposed site allocations in Appendix 15 have specific requirements which should be set out in the Plan?

- 1.18. In regard to Allocation HA28, we do not consider that any additional stipulations are required in the policy wording itself, as the requirements can be dealt with through the planning application process. However, we would ask that the Policies Map is updated to include the section of unmade public highway and visibility splays within the Allocation area.