

INFORMATION RECEIVED SINCE PREPARATION OF REPORT

Application number	TWC/2025/0772
Site address	Land south of, The Dale/The Crescent, Church Aston, Newport, Shropshire
Proposal	Erection of 166no. dwellings (Class C3), means of vehicular access off the A518, open space, landscaping, play area, footpaths, drainage and all other ancillary and enabling works *** Amended plans and information submitted ***
Recommendation	Full Grant

1. CORRECTION

- 1.1 The Local Planning Authority (LPA) would like to correct the name of the Parish Council referenced at Part 7 (para. 7.1 of the report) to Church Aston Parish Council and not Chetwynd Aston Parish Council.

2. ADDITIONAL REPRESENTATIONS

- 2.1 Additional representations have been received following the preparation of the Committee Report.
- 2.2 Comments from Cllr. Eade and the Parish Council representatives raise questions about a formal pedestrian connection across the A518. This is addressed at para. 8.84 of the committee report but further context can be provided for matters of transparency.
- 2.3 The link in question runs down the old Littlehales Road opposite The Dale junction on the A518. At present there is a split crossing here to facilitate a crossing and we have conditioned out the provision of a link up the western flank of the A518 to this point.
- 2.4 Any requirement to enhance crossing infrastructure should be informed by established pedestrian desire lines and the likelihood of regular usage. This is an important principle, as it is not practical or proportionate to design for every theoretical journey that could be made on foot. Instead, infrastructure investment should be focused on routes that demonstrate a clear and ongoing demand, and in line with the Local Cycling and Walking Infrastructure Plan.
- 2.5 There are also considerations associated with the provision of standalone controlled crossings. Where such crossings experience very low levels of use, drivers can become accustomed to the signals remaining green, which may reduce attentiveness and increase the risk of non-compliance when the crossing is activated infrequently. In addition, controlled crossings located close to junctions are typically incorporated into the wider junction signal arrangement, as standalone facilities can adversely affect the safe operation of turning movements into and out of the junction.
- 2.6 In terms of access across the A518, the old Littlehales Road has adopted highway status still and does facilitate access to the public house within Chetwynd Aston. However, the land on either side of the old Littlehales road is agricultural use and not formal public open space. In respect of facilities, these are largely located to the north of the A518 (with the exception of NiPark), with footpath connections being proposed to facilitate pedestrian movement for existing and future residents.

- 2.7 Furthermore, any proposal would need to be considered in the context of both capital installation costs and ongoing maintenance liabilities, and assessed against established cost-benefit criteria to determine whether the level of investment can be justified by the anticipated usage and resulting benefits.
- 2.8 Notwithstanding the above, pedestrian and cycleway connections within and from the site are being enhanced and secured as detailed within para 8.67 of the committee report.
- 2.9 Severn Trent Water provided an additional representation, dated 9th July, confirming no objection, subject to conditions. The comments state that *'the submitted Proposed Drainage Strategy, drawing ref "890756-RSK-ZZ-XX-DR-C-3001-P04," shows that all foul sewage is proposed to discharge to the existing public foul sewer. The submitted information also shows that surface water is proposed to be managed through soakaways, with surface water connection to the public sewerage system subject to S106 and S98 sewer requisition application approval from Severn Trent. Based upon these proposals I can confirm we have no objections to the discharge of the drainage related condition.'*
- 2.10 Three additional public objections have been received raising the following concerns:
- Safe pedestrian crossing over the Dale.
 - Access to the Dale off third party land.
 - Loss of agricultural land and loss of wildlife.
 - Impact over the dwelling on the Dale (nos. 6-10 and those along the Crescent) being at a lower level with issues of overlooking and drainage.
 - Proposal is detrimental to character of the area.
 - Unacceptable access onto the A518 and pedestrian access across the Dale.
- 2.11 The matters raised above are largely covered within the original committee report in respect of impact to wildlife, residential amenity and impact on the character of the area.
- 2.12 However to clarify, the Council own the strip of land next the Dale and agreement has been reached between Telford and Wrekin Council and the Applicant, Bellway Homes, to use this land to access 'The Dale'.
- 2.13 No specific detail is provided with the Application on the matter of the pedestrian crossing across the Dale and it is proposed to be conditioned out as detail to be submitted.
- 2.14 The nature of the railway bridge (width/gradient and bend) means that approach speeds are low. It is already signposted as a 20mph zone alongside other signage associated with the school including advanced warning of pedestrians.
- 2.15 The position of the crossing will be into an already dropped kerb for the private drive opposite and it is this private drive that may limit certain measures. Notwithstanding this, the detail of the measures are proposed to be conditioned and assessed at that time should the application progress.

3. RECOMMENDATION

- 3.1 Based on the conclusions above, the recommendation to the Planning

Committee on this application is that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** (with the authority to finalise any matter including Condition(s), Legal Agreement Terms, or any later variations) subject to the following:

A) The applicant/landowners entering into a Section 106 agreement with the Local Planning Authority (item i. subject to indexation from the date of committee), with terms to be agreed by the Development Management Service Delivery Manager, relating to:

- I. Strategic Highway Contribution: £233,229.84
- II. Travel Plan: £5,000
- III. Public Rights of Way Improvements : £75,000
- IV. Education Contribution: £1,286,091
- V. NHS (ICB) Contribution: £181,555
- VI. Public Open Space and Recreation: £738,825
- VII. Sports and Recreation: £207,795
- VIII. Public Transport Improvements: £10,000
- IX. S106 Monitoring: £20,000
- X. Affordable Housing at 35%
- XI. Biodiversity Net Gain Monitoring for 30 years

B) The following conditions (with authority to finalise Condition(s) and reasons for approval to be delegated to Development Management Service Delivery Manager):

Condition(s):

Time Limit Full
Material Samples
Foul and Surface Water Drainage Scheme
SUDs Management
Method Statement for Interim/Temporary Drainage
Exceedance Flow Routing Plan
Ensuring No Off-site Flows to the Land Drainage System
Engineering Details of Estate Roads (Highways)
Management and Maintenance of Proposed Streets (Highways)
Off-site Highway Works (Highways, including roundabout and connections)
Parking, Roads and Drives Prior to Occupation of Plots (Highways)
Street Trees (Highway)
Travel Plan
Site Environmental Management Plan
Dust Management Plan
Archaeological Investigations and Reporting
Replacement TPOs
Habitat Monitoring and Management Plan (Ecology)
European Protected Species (EPS) District Level Licence – Great Crested Newts
Ecological Mitigation Strategy and Method Statement
Development Greening Factor
Installation of Artificial Wildlife Features
Compliance with Acoustic Report
Ventilation and Noise Mitigation Strategy
Boundary Treatments (incl. Acoustic Fencing)
Compliance with Air Quality Assessment

Compliance with AIA and AMS
Retaining Wall Detail, Levels and Verification Report
Landscaping (Minor) incl. Bin Provision On-site
Landscape Management Plan
Lighting Control
M4(1) Requirement of Level Access on all Properties
Delivery of M4(2) and M4(3) Units
Soft and Hard Landscaping (Compliance)
Delivery of LEAP and Prior to Occupation of any Overlooking Dwellings
Solar Panels – Positioning to be Provided
Electric Vehicle Charging Prior to Occupation
Permitted Development Rights (Removed for Tandem Car Parking Spaces)
Development in Accordance with Plans

Informative(s):

Biodiversity Net Gain
ASPHs are Not Approved and Subject to Permitted Development
Ecological Report – Lifespan
Ecology – Bats and Trees
Ecology – Badgers
Ecology – Great Crested Newts
Ecology – Hedgehog
Ecology – Nesting Birds
Ecology – Site Clearance
Ecology – Trenches and Pipework
Ecology – Hedgerows
Ecology – Storage of Materials
Fire Authority
Conditions
Reason for Grant
Approval Following Amendments – NPPF