

Public inquiry - Patshull Road, Albrighton, Shropshire
Tuesday 15th September 2026

Interested Party Speakers – Albrighton Community

AM / PM	Order	Speaker	Subject
Evening	1	Lucie Harris	Impact on Albrighton High Street and independent businesses
Evening	2	Phil Ogle	Albrighton Station
Evening	3	Zoe Turner	Shifnal impact
Evening	4	Mark Pritchard	Member of Parliament for The Wrekin
Evening	5	Pank Patel	Proposed Secondary School
Evening	6	Angie Tindall	Medical centre
Evening	7	Sharon Barker	Undesignated heritage asset and Cross Road junction
Evening	8	Diana Whalley	Small Market Town Lived Experience
Evening	9	Dipika Price	Green Belt
Evening	10	Duncan Reeves	Transport
Evening	11	James Pritchard	Sustainability of location for young working people
Evening	12	Jan Asthenidis	Traffic and parking
Evening	13	Matt Lakin	Albrighton's recent and planned development
Evening	14	Michael Treble	Lea Farm Barns Impact
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Evening	18	Bob Watson	Wildlife impact

Lucie Harris – Impact on Albrighton High Street and independent businesses

Good evening, and thank you for giving me the opportunity to speak.

I'm here today as the owner of Crumb, a small independent café in Albrighton. The café has been established for 12 years and we have owned and traded it for the past year. I live and work here and have lived in or around Albrighton for 25 years.

We are part of Albrighton, and every day we see the people who live, work and visit here.

A large proportion of our customers are older people. For some, coming into the café is part of their daily routine – somewhere to meet a friend, have a coffee, talk and feel connected.

That tells us something important about Albrighton.

A small town is not simply a collection of houses. It is the relationships between people, the independent shops and businesses, the familiar faces, and the places where generations meet and people feel they belong.

I'm not opposed to change. Albrighton must evolve, and of course we need appropriate housing. But 800 additional homes is not a small change. For a town like ours, it represents a fundamental change in scale.

The concern is not simply the number of houses, but whether our roads, infrastructure, services and community facilities can cope, and whether the character and sense of community that make Albrighton special can be protected.

The proposed development will have its own centre, supermarket and shops. In the current economic climate, sustaining a small independent business is already difficult. Further competition, combined with the possibility of traffic being drawn away from the High Street, creates genuine concern about the future of existing businesses and amenities.

As a café owner, I see the importance of community every day. I see older customers who value somewhere to talk. I see friendships formed around a table. I see people who might otherwise spend much of their day alone.

Those things do not appear on a planning application, and they cannot easily be valued in a spreadsheet. But they matter.

So we must ask not only, "How many houses can we fit here?" but "What kind of community are we creating?"

Will our roads cope? Will services support an ageing population? Will the High Street remain viable? Will this remain one community, or become two separate centres?

This is not about opposing housing or resisting change. I have worked in social care and housing, so I understand the need.

It is about ensuring development is appropriate, proportionate and properly planned.

We should welcome sensible growth.

But we should also have the courage to say when growth is simply too much.

Philip Ogle - Albrighton Railway Station

My name is Philip Ogle I am the chairperson of The Friends of Albrighton Station, we are a small group of volunteers who meet on a regular basis to enhance the platforms and surrounding areas with trees, plants, and widow boxes.

The station is located on the Shrewsbury–Birmingham railway line, providing access to destinations nationwide via Birmingham New Street. Trains run in both directions approximately every hour, from 7:00 a.m. to 11:00 p.m.

Access to Albrighton railway station is particularly difficult for older and disabled passengers, as well as parents with pushchairs, because the platforms can only be reached by stairs over the footbridge. The station's parking facilities should also be reviewed, including the provision of accessible parking spaces, safe drop-off areas, and convenient pedestrian routes to the entrance. Improving step-free access and parking arrangements would make the station safer and more accessible for everyone.

We have met with train operators on numerous occasions to discuss access and parking. They have stated that the railway stations before and after Albrighton—Cosford and Codsall—already provide facilities for elderly and disabled passengers, as well as parents with pushchairs.

If the proposed development proceeds, additional vehicles may be parked in the small side streets outside residential properties, increasing pressure on local parking capacity.

In conclusion, I believe that neither current nor new residents of Albrighton would benefit from this development for the reasons I have outlined today.

Philip Ogle

12 September 2026

Zoe Turner – Shifnal impact

I am speaking on behalf of residents of Shifnal to outline our traffic-related objections to Boningale Developments' Albrighton South proposal. Although the site sits just beyond our parish boundary, its traffic impacts will fall heavily on Shifnal and the A464 corridor, which is already under significant strain.

Over the past decade, Shifnal has absorbed large volumes of new housing, and two further major developments are currently being built along the A464 between Shifnal and Cosford. These schemes alone will generate thousands of additional daily vehicle movements, feeding directly into a route that is already operating at or beyond capacity at peak times. Residents are already experiencing long queues, slow-moving traffic, and extended journey times, particularly at the key pinch points approaching Shifnal, the M54 junctions, and the Cosford roundabout.

Shropshire Highways has repeatedly highlighted that several sections of the A464 cannot be widened or reconfigured in any meaningful way due to physical constraints, land availability, and the proximity of existing development. Their recent comments emphasise that cumulative impacts from multiple developments along this corridor have not been fully addressed and that the network lacks resilience to absorb further growth. In their own words, key junctions are already “over capacity” and the corridor is “highly constrained,” with limited scope for mitigation.

The Boningale proposal would add yet another large development feeding directly onto this same corridor. The developer's modelling does not adequately reflect real-world congestion already being experienced, nor does it account for the traffic that will arise from the two new A464 developments currently under construction. Without this cumulative assessment, the predicted impacts are fundamentally understated.

For Shifnal, this is not an abstract highways concern. Increased congestion affects emergency response times, school transport, access to employment, and daily life for thousands of residents. The A464 is already struggling; adding further traffic without secured, deliverable mitigation would worsen conditions significantly.

For these reasons, Shifnal respectfully urges the Inspector to dismiss the appeal on highways grounds alone. The cumulative traffic impact is severe, unaddressed, and unsustainable.

The Rt Hon Mark Pritchard MP – Member of Parliament for The Wrekin

Albrighton Planning Inquiry Statement

I am completely opposed to the Boningale Developments plan to develop the Appeal site. Not because I am against housing but because I am against housing in the wrong location – at the wrong scale.

The Site falls **outside** of the Albrighton settlement boundary - and lies entirely **within** the Green Belt. The land is **not** allocated in the current - or emerging Local Plan.

I will focus my remarks on the '**Unsustainable Nature**' of the Appeal Site.

The Local Development Plan provides for **proportionate** housing growth - integrated within the existing settlement of Albrighton. It does not envisage the creation of a **new, independent community with its own local centre**, which is physically **separate** from the centre of Albrighton.

The development would result in an **extended and incongruous spur of development - jutting out into the Green Belt** - which **would not be bordered on its - southern/eastern/ or western sides/ by existing housing**.

The Labour government's new *National Planning Policy Framework* requires significant development to be focused on locations which are, or can be made, sustainable by limiting the need to travel - and offering **agenuine choice** of different transport modes. It is clear, **the Appeal Site does not meet that important sustainability test**.

There are no existing facilities within the recognised 800m walking distance from the centre of the development site – and the promised **new local centre** - is not guaranteed at all.

There is no cycle infrastructure connecting the Appeal Site to the centre of Albrighton - and no evidence has been presented that **current or projected** traffic conditions would support realistic, safe cycling routes - further, local roads are narrow – and cycling lanes are just not viable.

Existing bus stops are not within reasonable walking distance – bus services are very limited in frequency and operating hours – and even if a new bus service were to be temporarily secured through a Section 106 agreement – the lack of safe accessibility to local bus stops still applies.

Further, the local railway station is also beyond what is considered reasonable walking distance from the Appeal Site. **It is well beyond sustainable transport scope**.

Invariably, new residents of a new development, would rely heavily on their cars to make short journeys – something clearly reflected in existing travel patterns in the area.

The Appeal Site is not – and under Boningale Developments' proposals - cannot be made sustainable in transport terms. **It is unsustainable. It is an environmental own goal.**

For these reasons - and the other reasons set out by Albrighton Development Action Group – I respectfully ask the Appeal be refused.

The Rt Hon Mark Pritchard MP

My name is Pank Patel and have lived in Long Croft, Albrighton since 2006. Prior to retiring from education, I was a headteacher in a several secondary schools for 10 years and the West Midlands Regional Schools Commissioner. As a result, I have extensive experience in this field.

I wish to talk about the proposed Secondary School in this development.

Firstly, I find this proposal completely unnecessary and totally unviable.

Bonningale homes (The Developer), is clear that there is a need for a Secondary School and commissioned a report titles “Education Proof of Evidence”.

This report contains information which indicates a need for a Secondary School of around 550 students. It takes no account of the Department for Education Guidance “Opening New Schools – statutory guidance for proposers and decision makers”. You have been bombarded with lots of other documentation but this is the most relevant which puts into question the validity of this report. The report does not reference this guidance at all. Additionally, when looking at report authors, Flinders Chase website portfolio doesn’t indicate any experience of ‘student place planning’.

With that all said, Shropshire LA estimate that a development of 800 houses would generate around 112 secondary school students which would be staggered over a period of years whilst the development was being built. Finders Chase, estimate this to be around 550 if **ALL** developments in the surrounding area come to fruition; assuming an even spread in the 11-18 age range. They do not state where these developments are and their proximity to Albrighton, nor do they take account of other schools aside from Idsall who could accommodate this growth, eg. Codsall.

From my experience, a viable secondary school would require at least 1000 students across the 11-16 age range though DfE guidance says a minimum of 600 but only if there is a Sixth Form attached of 200. Using the DfE model, it would mean 120 students in each year group with 200 in Post 16. The Flinders Chase report would mean there would be a maximum of 295 students in the 11 – 16 age range and 144 in Post 16 (years 12 &13). This is well short of the minimum recommended by the DfE.

Current Albrighton resident students going to Idsall equates to around 200. Even with these students, in new school the 11-16 number would still be around 100 below the DfE minimum.

Currently, Idsall has around 30% (300+) of the students from neighbouring local authorities. Priority is always given to students within Shropshire. This means that Idsall could easily accommodate the additional numbers of students. Idsall also has a very large campus with ample room to expand. Having previously spoken to the HT at Idsall and she has clarified that they can easily accommodate additional students from the proposed development.

If a secondary school were to be built in Albrighton and those 200 students who currently do to Idsall were to go elsewhere, it would have a devastating impact on Idsall. Its viability would be questionable.

With regards to Post 16 education, it must be noted that there is huge provision in the area with Sixth Forms (including Idsall) and Colleges such as Telford and Wrekin College, Shrewsbury College and Wolverhampton College. Students choose where they go depending on the provision on offer, i.e. specialist vocational area, etc.

Good evening. My name is Angela Tindall. I live in Albrighton near Bonningale Homes current development – Millfield

This development, after promises to deliver much to our community – sports hall, football pitches, adequate parking, medical centre – has delivered nothing to our high street but a strain upon our services – particularly medical.

Our local – excellent - doctors and practitioners have an increased population to care for and I and my friends of all ages already find appointments harder to access, home visits rare, overworked telephone lines and parking all down Shawe Lane.

If given permission to build over the latest huge tract of farmland, Bonningale Homes – yet again – are promising a new medical centre to benefit us all. If it were delivered, it would be outside the town and certainly not in walking distance for people who cannot drive or do not have access to a car. In my opinion though, Bonningale Homes – or whoever buys the land from them - is unlikely to fulfil this promise.

This - (HOLD UP MAP) – is the map, submitted by Bonningale Homes in October 2008 for planning permission for Millfield. The large area in purple is a medical centre with associated parking. They received permission but this area is now covered in more commuter houses.

Finally – even if they do build it...we assume they won't be staffing it. I quote from a recent letter from Shropshire NHS Patient Services team

IT IS ALSO IMPORTANT TO NOTE THAT REFERENCES WITHIN A DEVELOPER'S PLANNING STATEMENT TO THE PROVISION A GP SURGERY DO NOT, IN THEMSELVES, REPRESENT AN NHS COMMITMENT TO COMMISSION OR OPERATE A NEW GP PRACTICE.

Please listen to us. Gradual expansion of a community is great. But we are expected to lose the services that keep us going, the High Street about to be sacrificed to an out of town shopping centre, green paths to walk on and accessible health care – all for a very private profit. Thank you.

Sharon Barker – Interested Party Speech

Good evening, Inspector. My name is Sharon Barker.

I'm 54 and I've lived on Cross Road for most of my life. I grew up at The Sheiling, which you heard about this morning from my Mum, and for the last 20 years I've lived at Brockley Cottage, where we raised our own family.

I've walked, ridden and driven Cross Road for most of my life, so I know this part of Albrighton really well.

Brockley Cottage

Brockley Cottage is a very old property, believed to date from the 1600s. A Heritage Impact Assessment for our own planning application confirmed that Shropshire Council recognises it as a non-designated heritage asset and that its spacious setting contributes to its significance.

When I read the heritage documents for this appeal, I expected to find Brockley Cottage considered.

I couldn't.

The Heritage Statement of Common Ground says no heritage assets other than Boningale Conservation Area and Lea Hall and Barn would be harmed, and explains why some other listed buildings outside the site were excluded.

But Brockley Cottage isn't mentioned.

If it hasn't been assessed in the first place how was it decided that Brockley Cottage would not be affected?

See 1888 HISTORIC MAP – pg19 - This is one of the appellant's historic maps. I've marked Brockley Cottage so you can see where my home sits.

See New Landscape plan - This is the Landscape Masterplan, with Brockley Cottage just outside the appeal boundary.

I know it is illustrative and there is a lot of green shown. But landscaping a development is not the same as keeping the landscape that is there now.

This is open agricultural countryside — the landscape I grew up with, raised my children beside and now walk with my grandson.

Shropshire Council describes it as a "belt of scenically attractive countryside between Albrighton and Boningale".

You can plant new trees and create green spaces, but you cannot landscape away the fact that this would be a completely different place.

The setting of a heritage asset doesn't stop at a red line on a plan.

Cross Road

My brothers and I walked along Cross Road to Albrighton Primary most days. I remember when it snowed being made to walk along the edge of the field because it was considered safer than the road.

As traffic increased, residents became concerned about speeding. My uncle was involved in the Cross Road Traffic Group, which was set up to address those concerns.

Council records confirm Cross Road had been identified as having particularly high traffic speeds. ([Albrighton and Donington Parish Council](#))

In 2012 the Council's Road Safety Engineer said the 30mph limit was not being well observed, speeds needed reducing on the approaches to the Elm Road mini-roundabout, and the Council considered the arrangement worked well. ([Shropshire Council](#))

Other new traffic calming measures are being proposed, including speed cushions. To me, that means that speed is still an issue and I'm struggling to understand why the mini-roundabout is being removed and replaced with a T-junction.

When my children went to Albrighton Primary, I never allowed them to walk there alone because of the traffic. Now I walk my grandson to school along the same road and, in my opinion, it is far worse.

A lot more parents drive to school now, I've seen near misses at the school crossing, including children's bags being hit and parents having to pull children back when drivers haven't stopped.

I also question the appellant's assumption that only 22% of most development traffic would travel towards Albrighton.

Virtually every journey I make, around 96% go to or through Albrighton first, I know that is my experience, not a traffic survey.

But ADAG's transport expert, using the appellant's own available data and methodology, calculates that around 49% would travel through Albrighton. I believe it will be far more.

Inspector when you do your site visit, please take a look at Brockley Cottage & it's setting, see how sits in relation to these open fields. Take a look at Elm Road Junction particularly for vehicles approaching from the north – Then please consider what the additional traffic this development could mean for a road that residents have been trying to make safer for years.

Thank you.

Documents referred to / supporting documents:

- **Brockley Cottage Heritage Impact Assessment, The Ellerdine Partnership, October 2021 – pp.3, 4 & 6**
Confirms Brockley Cottage is a non-designated heritage asset and that its spacious setting contributes to its significance.
- **Mid West Planning – Planning, Design and Heritage Statement, July 2026 – pp.6–7**
Recent professional assessment confirming Brockley Cottage’s heritage status and the importance of its spacious, low-density setting.
- **CD4.10 – Heritage Statement of Common Ground – pp.3 & 5**
Shows which heritage assets were assessed or excluded, and the reasons given. Brockley Cottage is not identified.
- **CD12.1 – Appellant Heritage Assessment – p.19**
Appellant’s 1888 historic OS map, marked to show the position of Brockley Cottage.
- **CD11.17 – Illustrative Landscape Masterplan – Drawing P24_0225_EN_09D**
Appellant’s current plan showing the proposed development around the area of Brockley Cottage.
- **Shropshire Council Statement of Case – p.17, para.7.4.1**
Council description of the site as a “belt of scenically attractive countryside between Albrighton and Boningale.”

1.0 Introduction

1.1 This HIA is to support a revised proposal submitted under planning application 21/02880/FUL to ensure that the proposal will be fit for purpose and to avoid unnecessary or damaging works.

1.2 The revised proposal is for a single storey double garage and workshop behind with a home office part located within the roof over the workshop. The building is to be brick built with clay tiles. Access to the home office is via an external metal staircase leading to a dormer doorway on the side.

1.3 The proposals considered in this HIA are for an amended and reduced proposal under planning application 21/02880/FUL. The original proposal included a side wing containing a garden store, gym and staircase hall all of which have now been removed from the current proposal following discussions with the Local Planning Authority (LPA) and the Conservation Officers comments over concerns of scale and footprint.

1.3 The purpose of this report is to understand, assess the significance and to analyse the impact of the proposed work, including in order to comply with paragraph 189 of the National Planning Policy Framework (NPPF).

1.4 This draft Heritage Impact Assessment (HIA) should be read in conjunction with the following documents:

Drawings PC412/02E Block Plan, 03B floor plans, 04B elevations and 05A street scene.

1.5 Brockley Cottage is deemed by the LPA to be an historical dwelling, a non-designated heritage asset as defined under Annex 2 of the NPPF. The property is semi-detached and located on the outskirts of Albrighton within the Green Belt. The pair of dwellings are evident on the 1st edition OS map dated 1882 with the LHS (Brockley Cottage) larger than the RHS.

The 1960 edition OS map shows the building as one property with the property number 12.

A former owner of No. 12 obtained planning permission to convert the single storey RHS into an annex which later became a separate dwelling with attached garage (planning reference 06/0240).

1.6 The cottages are linear in form with their principle elevations facing south-east, parallel and slightly set back from Cross Road. Both are brick built with dark clay tiled roof with white painted brick chimneys to No. 12.

No. 12 is two storied, presenting a brick gable to the front LHS, slightly lower eaves to the middle section with brick stacks at each end. To the RHS is the adjoining dwelling which is single storey. The side and rear elevations of Brockley Cottage have a white rendered finish. Brick detailing generally is simple with single brick arches to openings and stepped brickwork at the eaves and verge.

1.7 Brockley Cottage does not fall within a Conservation Area nor are there adjacent listed buildings.

1.8 The area is of mixed low density housing of various ages.

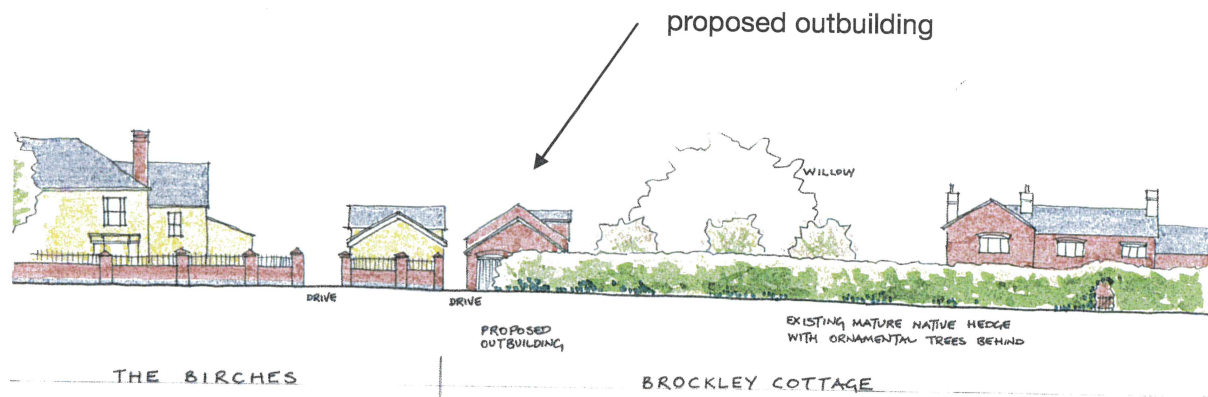


Figure 2 Proposed street scene

3.0 Material Palette

3.1 The materials are to match as close as possible the brick and clay tiles of Brockley Cottage. Brick samples will be provided for conditional approval to match the colour, size and texture of the original bricks of the cottage. Staffordshire blue clay tiles are proposed to achieve the low pitch as shown.

4.0 Planning Policy

4.1 This application is submitted in the context of the following legislative, planning policy and guidance:

- National Planning Policy Framework (NPPF) (2019) *'The Framework'*
- National Planning Practice Guidance: *Conserving and enhancing the historic environment (2019)*
- Conservation Principles: *Policies and Guidance for the sustainable Management of the Historic Environment (2008)*

4.2 Section 16 of the NPPF contains policies for conserving and enhancing the historic environment.

4.3 Historic England Advice Note 12 (HEAN12) Statement of Heritage Significance analysing significance in heritage assets.

4.4 The following policies from the Shropshire SAMDev are relevant:

- Policy CS6 Sustainable Design and Development Principles of the Shropshire Council Local Development Framework Core Strategy states that development should conserve and enhance the built environment and be appropriate in its scale and design taking account of local character and context. With respect to domestic development this should be designed to be of a scale and sited so as not to overwhelm or dominate the appearance of the original dwelling and does not have any detrimental impact on the level of residential amenity or harm visual amenity.
- Policy MD2 Sustainable Design of the SAMDev Plan builds on Policy CS6 providing additional detail on how sustainable design will be achieved. For a development to be considered acceptable it is required to contribute to and respect locally distinctive or valued character and existing amenity value.

3.0 AMOUNT AND SCALE

- 3.1 The proposal is to raise the lower section of the roof by approx. 3 metres, creating approximately 18 square metres of additional floorspace (with some reduction internally due to the sloping roof). The inclusion of rooflights will introduce further natural light, improving the usability of the space as a home office and studio. Importantly, the overall roof height will remain consistent with the existing structure.
- 3.2 The roof tiles will match the existing roof, and the new windows will be consistent with the current fenestration.

4.0 HERITAGE CONSIDERATIONS

- 4.1 The host dwelling, Brockley Cottage, is identified by the Local Planning Authority as a non-designated Heritage Asset as defined in Annex 2 of the National Planning Policy Framework (NPPF). The dwelling is not statutorily listed, does not lie within a Conservation Area, and there are no listed buildings in the vicinity. The property is evident on the 1st edition Ordnance Survey map of 1882 and its significance derives principally from its age, its simple vernacular character (brick construction with dark clay tiled roof, single brick arches to openings and stepped brickwork detailing at eaves and verge), and its setting within a spacious, low-density plot on the outskirts of Albrighton.
- 4.2 The outbuilding to which this application relates is a modern structure, approved under planning permission 21/02880/FUL. That application was supported by a Heritage Impact Assessment prepared by The Ellerdine Partnership (October 2021), which is appended to this statement. The HIA established that the significance of the heritage asset lies in the cottage itself and in the sense of spaciousness between Brockley Cottage and the

I. Introduction

- 1.1. This Statement of Common Ground (SoCG) is agreed between Gail Stoten (for Boningale Developments Ltd), and Shropshire Council, and relates to application 24/02108/OUT, Land at Patshull Road, Albrighton, Shropshire.
- 1.2. This Statement of Common Ground relates to Heritage.

2. Areas of Agreement

2.1. It is agreed that:

- (i) The Conservation Consultee to the LPA did not object to the proposed development, and largely agreed with the contents of the Heritage Statement produced by Pegasus Group (June 2024).
- (ii) The proposed development would result in less than substantial harm at the low end of that spectrum to the heritage significance of the Boningale Conservation Area through changes in setting.
- (iii) The significance, setting, contribution of the site to significance and impacts for Boningale Conservation Area, Lea Hall and Barn, Old Cottage and Old Farmhouse with Matlhouse attached to the Rear are as set out in Appendix 1
- (iv) The proposed development would result in less than substantial harm which is low to moderate on that spectrum to the Grade II Listed Lea Hall and Barn through changes in setting.
- (v) No heritage assets other than the Boningale Conservation Area and Lea Hall and Barn would be harmed by the proposed development.
- (vi) The reasoning behind the exclusion of The Elms and Barn about 60m south-east of The Elms, the designated heritage assets within the Boningale Conservation Area and the Albrighton Conservation Area from detailed assessment is set out at Appendix 1 and agreed.
- (vii) The impact of the proposed development on 'assets of particular importance', in this case designated heritage assets, could be appropriately mitigated, as stated by the Planning Officer in the Committee Report (paragraph 6.112).
- (viii) Modest weight should be given to heritage harm in the planning balance, in line with the assessment of the Planning Officer who wrote the committee report (paragraph 6.4.5).
- (ix) Matters relating to heritage did not form a stand-alone reason for refusal or restriction of planning permission.

Appendix I: Areas of Agreement – Detail

THE ELMS AND BARN ABOUT 60m SOUTH EAST OF THE ELMS

The Elms and Barn about 60 metres south east of the Elms, both Grade II Listed, are located c.270m and c.240m to the north-west of the western parcel, respectively.

The Elms is a Grade II Listed 16th- or 17th-century house which was subject to remodelling during the early 18th century, alongside later additions and alterations. The building has a double-gabled form with red-brick principal north elevation and pebbledash-rendered flanking wings. It is understood to have historically been the farmhouse associated with The Elms Farm estate but was converted to two dwellings during the 1990s.

The Grade II Listed 18th-century barn to the south-east is also understood to have been associated with The Elms Farm estate but was again converted to four residential dwellings during the 1990s. The barn is timber-framed with red brick infilling and a plain-tiled hipped roof. Only part of the original barn, comprising three structural bays with square panelling and straight tension braces, survives.

Intervisibility between the Site and assets is wholly screened by virtue of spatial separation and intervening vegetation and built form. No further assessment is warranted and no harm would be caused to the assets by the proposed development.

DESIGNATED HERITAGE ASSETS WITHIN BONINGALE CONSERVATION AREA

The Boningale Conservation Area contains ten Listed Buildings (including the Grade II* Listed Church of St Chad) and one Scheduled Monument (churchyard cross at the Church of St Chad). The most proximate is the Grade II Listed Old Cottage, which lies c.145m south of the eastern parcel.

Glimpsed intervisibility exists between the Grade II Listed Old Cottage and Farmhouse and Malthouse and the southern extent of the eastern parcel. Intervisibility between the Site and all other assets within the designation boundary is wholly screened by virtue of spatial separation and intervening vegetation and built form. With the exception of the Grade II Listed Farmhouse and Malthouse, all other assets within the Boningale Conservation Area do not warrant detailed assessment and no harm would be caused to their heritage significance.

ALBRIGHTON CONSERVATION AREA

The Albrighton Conservation Area lies c.500m to the north-east of the Site (the eastern parcel) at its closest point.

The Conservation Area is centred upon the historic village of Albrighton, with the western section following the High Street and encompassing the known extent of the Medieval settlement. The eastern half, to the east of Meadow Road, predominantly comprises the northern section of the parkland associated with Albrighton Hall and Meeson Hall.

Views towards the Site from the southern designation boundary are wholly screened by virtue of spatial separation in combination with intervening vegetation and undulating topography. Views from all other areas are screened by built form. The Albrighton Conservation Area does not warrant detailed assessment and no harm would be caused to its heritage significance.

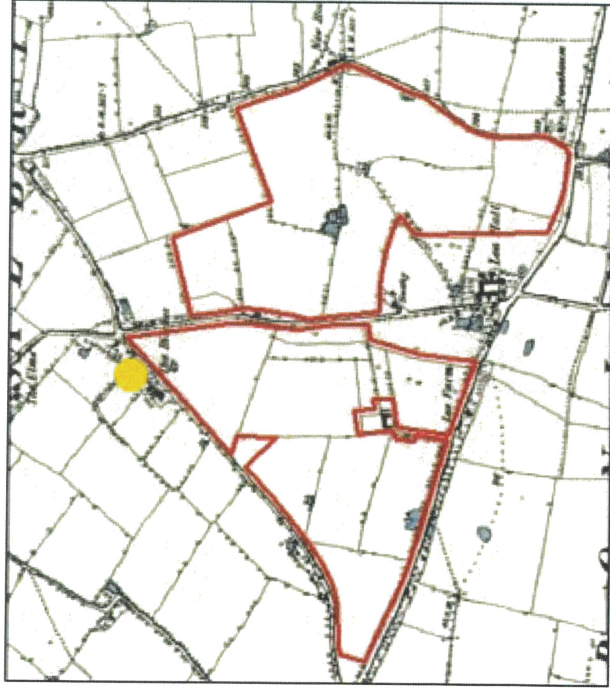


Plate 23: Extract from OS map, 1888.

- 4.10. The 1903 OS map²⁴ (Plate 24) recorded no changes within the Site when compared to the 1888 edition. The map recorded Meere House, to the west of Newhouse Lane, which is surrounded by the Site to the north, west and south.

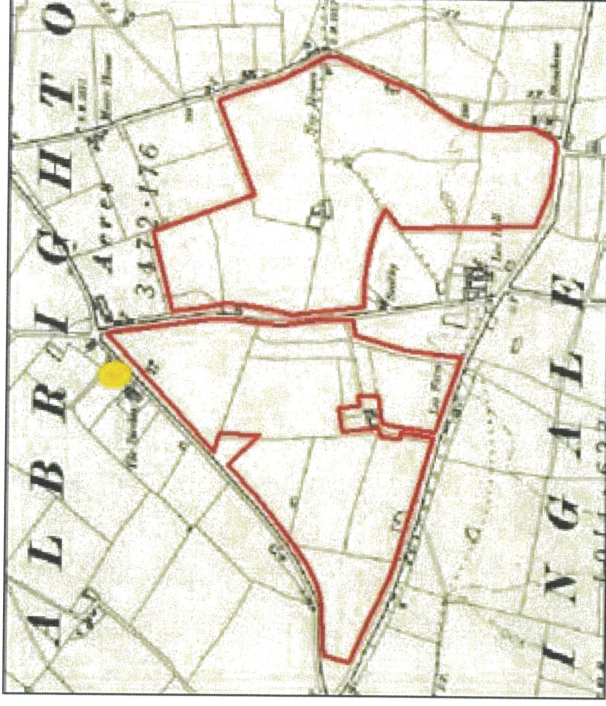


Plate 24: Extract from OS map, 1903.

- 4.11. The 1924 OS map²⁵ (Plate 25); the 1948 OS map²⁶ do not record any changes when compared to the 1903 edition.

²⁴ OS – Shropshire XLIV.SE, 1903
²⁵ OS – Staffordshire LV.SW, 1924

²⁶ OS – Shropshire XLIV.SE, 1948



Brockley Cottage

- KEY**

EXISTING

 - Application boundary
 - Existing vegetation
 - Existing tree cover (over 100m²)
 - Existing vegetation to be removed
 - Existing contours
 - PROPOSED
 - Residential parcels
 - Serve road
 - Secondary street
 - Tertiary street
 - Shared surface / private drives
 - Pedestrian footpath
 - Proposed mature trees to be determined as part of reserved mature application
- NEAP**

 - Native tree with native shrub understorey
 - Infilling of existing tree coverage with native tree and shrub understorey
 - Native hedgerow
 - Wet tolerant native shrub
 - Ornamental shrub
 - Marginal planting
 - Arboreal grass
 - Wildflower meadow
 - Tussocky meadow
 - Wet-tolerant meadow to SuDS basins
- Public art opportunity**

 - Feature tree
 - Native tree
 - Street tree
 - Orchard tree
- Informal play/irrigation opportunity**

 - Feature tree
 - Native tree
 - Street tree
 - Orchard tree
- NEAP**

 - Native tree with native shrub understorey
 - Infilling of existing tree coverage with native tree and shrub understorey
 - Native hedgerow
 - Wet tolerant native shrub
 - Ornamental shrub
 - Marginal planting
 - Arboreal grass
 - Wildflower meadow
 - Tussocky meadow
 - Wet-tolerant meadow to SuDS basins

the appropriate mechanism to secure relevant contributions, improvements and provision of relevant affordable housing and infrastructure.

- 7.3.8 The Council will provide evidence to demonstrate that, as the proposed site is within the Green Belt, the scale and type of development proposed is considered to represent inappropriate development which is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The Council will present evidence that the impact of the development would cause permanent substantial harm to the openness of the Green Belt.
- 7.3.9 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. The 'other considerations' relied on by the Appellant for the proposed development are presented within Chapter 7 of their Planning Statement (June 2024). The Council will evidence their view that the 'other considerations' presented by the Appellant are not considered to clearly outweigh the harms to the Green Belt and other harms caused by the proposal. The Council does not consider the 'very special circumstances' required to comply with Green Belt policy exist.

7.4 Landscape

- 7.4.1 The site forms part of a belt of scenically attractive countryside between Albrighton and Boningale. Paragraph 187b) of the NPPF requires that the intrinsic character and beauty of the countryside, and wider benefits from natural capital and ecosystem services are recognised in planning decisions. In line with this requirement, SAMDev Policy MD12 seeks the avoidance of harm to Shropshire's natural assets and Core Strategy Policies CS6 and CS17 seek to conserve and enhance the natural, built and historic environment.
- 7.4.2 The Council will provide evidence that the proposed development would result in significant harm to the character and appearance of the area and that the Appellant's LVIA and Landscape and Visual Clarification Note (Pegasus Group, 13th August 2024) are not sufficiently robust in their identification of significant adverse landscape and visual effects.
- 7.4.3 The proposed development is of a major scale that would have significant adverse effects on visual amenity and the landscape character of the area. The Council will evidence, if not common ground, that the harm to visual amenity and landscape character carries substantial weight. The Council will refute that the social and economic benefits put forward by the Appellant outweigh this harm.
- #### 7.5 Access
- 7.5.1 Access is included for consideration in this proposed outline development and information was updated during the application process. The Council have no in principle objection to the proposed access, transport and active travel routes strategy, however it has been identified that the matter of active travel and suitable mitigation currently remains incomplete subject to appropriate conditions and S106

Cross Road / Highways supporting documents

- 2004 Parish Plan – Cross Road Traffic Group / speeding concerns.
- 2012 Council LJC record – Road Safety Engineer comments on speeds and Elm Road mini-roundabout.
- Appellant Drawing **2530067.61.04** – proposed removal of the mini-roundabout and replacement priority T-junction.

Indoor computer-based learning, sports and outdoor recreation facilities for all children's age groups (particularly in the evenings and at weekends) was given high priority by all age groups responding.

Housing Need:

Pressure to rollback the greenbelt to allow residential housing development is being experienced. The draft Bridgnorth District Council Local Plan anticipates 75 - 80 housing units being built within the next ten years and allocation of space for further future development has also been included. 40% of housing built should be defined as "affordable housing" for local people.

Traffic and Transport:

Speed restrictions of 20mph in areas around schools are recommended and the issue of heavy goods vehicle traffic through the village needs to be addressed. The Highway Authority should consider measures to alleviate this problem in conjunction from the neighbouring authority in Staffordshire.

A laser speed detection device has been purchased by Albrighton Parish Council for use in the Bridgnorth District area but competing operational requirements have restricted its use by police officers. The Police should be requested to consider authorising the controlled civilian use of the speed-gun recording offenders at agreed locations (e.g. Cross Road, School Patrol Crossing). The parish would benefit from the regular availability of a "traffic warden" issuing fixed penalty fines for obstruction of pavements and highways.



Following the Annual Parish Meeting in 2003 a group of residents from Cross Road and its feeder roads established the Cross Road Traffic Group to liaise with the Highway Authority over the development of acceptable traffic calming measures in Cross Road which had been identified in previous traffic surveys as an area of particularly high traffic speeds.

Albrighton and Donington with Boscobel Parish Plan – Action Plan

Action/ Task (Low cost or local action)	How it will be done	Priority	Timescale	Lead Responsibility	Resource Implications
Promotion of Parish Plan findings	Organize an event with information about community activities as a local consultation opportunity and distribute copies of action plan to all households	High	2004	Parish Councils	Venue and refreshment costs. Invite and encourage stakeholders and public services active in the locality to attend
Enhancing the local landscape and build environment	Print and distribute copies of Village Design Statement to interested agencies and make available to members of the public	High	Immediate	Bridgnorth District Council has adopted the Village Design Statement as supplementary planning guidance	Printing of Village Design Statement funded by Bridgnorth District Council
Speed Control	Negotiate regular use of the mobile speed gun, including use by local volunteers and use of speed visor in Cross Road and elsewhere	High	Potential to commence very shortly	Road Safety Group to continue to campaign and work with Beat Manager	Methods have proved effective at locations in Herefordshire and elsewhere
Community Safety Issues: Street lighting	Provide illumination in alleyway which is intimidating for pedestrians at night and where damage has been caused to adjacent properties	High	Autumn 2004	Albrighton Parish Council	Budget provision has been made for 2004/2005. Application to be made to Bridgnorth District Council for a Community Safety Grant

Action / Task (Strategic Action)	How will it be done	Priority	Timescale	Lead Responsibility	Resource Implications
Traffic Calming	Traffic calming incorporating mini-roundabouts in Cross Road. Installation of speed visor point in Cross Road. Consider traffic calming in Newport Road	High	2004/2005 Speed visor point already installed	Shropshire County Council	Revised proposals agreed by Cross Road Traffic Group, Albrighton Parish Council, Albrighton and District Road Safety Group and Shropshire County Council. Subject to funding available in 2004/2005.
Flooding/Sewerage problems, confirmed by identified incidents and survey to establish extent	Capital bid by Severn Trent Water Ltd for scheme to alleviate flooding problems and discharge of foul sewage into Nature Reserve stream	High	2005/2006	Severn Trent Water Ltd., Shropshire County Council, Bridgnorth District Council and Environment Agency	Further funding required to address problem storm water backing up through outfalls and need to divert excess water to point below Donington Pool. Need for the various agencies to agree sharing of funding
Improving Green Spaces	Existing Volunteers to plan further improvements to the natural environment. Consider possible extension of Local Nature Reserve footpath into Clockmills and alongside the stream together with the creation of a community orchard	Medium	2004/2005	Parish Councils to pursue possibilities with District Council, Severn Trent Water Ltd and Defence Estates	Albrighton Parish Council to seek co-operation of selected landowners and partnership with Bridgnorth District Council. Various charitable/community grants could be sought

COMMENTS, QUESTIONS AND SUGGESTIONS from 23 November 2011 meeting

Albrighton Area Local Joint Committee

Ref	Comments/Questions/Suggestions	Response From	Response/Action
1	A local resident expressed concern about the amount of traffic and the speed at which it is entering Albrighton from the A464 and the amount which enters from the A41. He asked whether a counter could be used so that statistical information could be available. The Chairman added that some heavy vehicles use those roads following sat nav instructions and suggested a sign might resolve the issue.	Alice Dilly – Principal Engineer Road Safety	When the mini roundabout was installed a couple of years ago at the Elm Road junction, discussions were undertaken between the Police and Council Officers. It was deemed that the existing 30mph speed limit was not well adhered to by motorists and that speeds needed to be reduced further on the approaches to the new miniroundabout. The introduction of a 40mph “buffer” zone was implemented to allow drivers to slow down significantly before they reached the 30mph limit rather than going from a 60mph to a 30mph limit in one step, as the situation previously. A buffer zone is a recognised method of slowing speeds progressively to achieve an overall speed reduction where a speed limit changes from a high speed limit to a much lower limit. The fact that the driver can see the 30mph limit approaching enables them to continue slowing down to the appropriate speed before the 30mph terminal signs and the miniroundabout. In view of this we have no proposals to amend the current situation which we believe works well.
2	A question was asked as to whether the speed restriction from the A464 into Albrighton could be	Alice Dilly – Principal	See comment above.

Revision Note: -

Notes

- KEY
- INDICATIVE SPINE ROAD ALIGNMENT
 - 'GREEN ROUTE' CORRIDOR (MOTOR VEHICLE PROHIBITED EXCEPT FOR ACCESS)
 - PROPOSED CARRIAGEWAY
 - PROPOSED FOOTWAY
 - PROPOSED SHARED FOOTWAY / CYCLEWAY
 - PROPOSED VERGE
 - HIGHWAY BOUNDARY

Scale: 1:500

Status: PLANNING

Client Name & Project Number: 2530067.61

Project Title: Boningale Developments Ltd

Location: Albrighton South

Drawing Title: Proposed Site Access Strategy

- Northern Site Access with Cross Road

Scale: 1:500
Drawing No: 04
Revision:
Drawn by: KH
Checked by: AM
Date: 07.07.26



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Diana Whalley – Small Market Town Lived Experience

My Name is Diana Whalley I have lived in Bowling Green Lane, Albrighton for 43 years, and I would like to speak today from that lived experience and about the practical impact that a further 800 houses would have on our community.

We chose Albrighton as it was a small Market Town with two primary schools, a good range of shops, a railway station, community facilities, local businesses, a doctors' surgery and a range of other services, a lot more than a village has to offer. The word "village" has continued to be used colloquially by many people who live here, factually it is a small Market Town.

What matters to me is the community and the services that exist here today.

Like many small Market Towns, Albrighton has developed over time.

I am aware that the Council had plans for additional housing and understood that some level of future growth was both necessary and expected.

Albrighton currently functions well. It has excellent schools, a highly valued doctors' surgery, a library, and a range of local shops. These are not simply services on a map, I and others use them regularly.

My concern is specifically with the scale and location of the proposed development. Adding 800 houses is not simply a matter of adding 800 buildings.

My question is whether the existing infrastructure can accommodate that level of growth without reducing the quality and accessibility of those services?

In my view, the scale of this proposal would have a significant and negative impact on the community and services that currently exist.

I find it difficult to understand why this particular location should be selected for development on this scale.

My argument is about proportion, location and the consequences to our community of that growth.

After 43 years of living here, my conclusion is straight forward: **The small well functioning Market Town Albrighton should not be required to absorb 800 additional houses on prime green belt land which is not in the local plan, it will place additional demands on an existing community, its infrastructure, its services and the good-quality agricultural land around it, they all have value. Growth should be proportionate and properly located, and development should not come at the expense of a community that currently functions well. As our MP has said, the development is in the wrong place.**

Kind regards

Diana Whalley

Dipika Price - Green Belt Statement

My name is Dipika Price. I have lived in Boningale for four decades, directly opposite the land proposed for development. My home is in the Boningale Conservation Area, among its many listed buildings.

Boningale has very little light pollution. Its usual soundtrack is birds, tractors and the harvest.

For forty years, I have seen the farming activity and changing crops on this land. I know from direct experience that it is neither vacant nor neglected. It is actively farmed and productive.

I knew Gilbert Robinson, who farmed it before it was sold at auction in October 1996. Since then, it has continued to be actively farmed by Richard Pepler, Michael Kavanagh and other agricultural contractors.

Only about three years ago, I watched quinoa growing there—an unusual crop to see locally. Michael's award-winning approach to farming received national recognition for its sustainable methods and improvement of the soil. Soil organic matter increased from 2.5% to 3.25%.

These facts matter because this Green Belt is sometimes spoken about as though it were empty space waiting to be used. It is not. It is open, productive countryside which has been farmed, cared for and improved.

Most importantly, it provides a clear open separation between the town of Albrighton and the historic rural village of Boningale. When leaving Albrighton, the built-up area gives way to open countryside before Boningale and the surrounding villages are reached.

That separation is part of Boningale's heritage and preserves the historic pattern of open countryside between the settlements. It should not be lost to speculative urbanisation outside the established form of Albrighton.

This land also forms part of the wider Green Belt between Shifnal, Wolverhampton and Bridgnorth. The proposal would significantly narrow that wider open gap, turning productive Green Belt farmland into a substantial urban area.

The proposed H-shaped development appears almost like another town in the making—incongruous in both its shape and location.

I am not a planning expert. However, the characteristics I have described show that this site makes a strong contribution to Green Belt purposes. It maintains openness, checks urban sprawl and safeguards the countryside from encroachment.

Once this soil is buried beneath roads and buildings, the Green Belt between Albrighton and Boningale will be lost forever. At a time of climate change and growing concern about food security, we would also lose a local source of food—grown, not flown.

That is why I ask you to consider very carefully what would be lost here.

Albrighton South (Boningale Homes) Planning Appeal

Interested Party Statement — Transport

My name is Duncan Reeves, and I've lived on Windmill Lane in Albrighton for 16 years, 1.2 miles and a 25 minute walk from the railway station — a similar distance to this proposed development site.

I want to speak about transport: our reliance on the A41, road condition, rail capacity and accessibility, and parking.

First, the A41. At peak times, queuing at the junction to the A41 means it can take 15 minutes just to reach the M54 junction from my house. Adding the trip of 800 more homes onto a 2 mile route that already takes 15 minutes to clear is a road capacity problem the planning proposal doesn't solve.

Second, road condition. Since moving here, I've noticed how frequently temporary traffic lights appear on our roads and rather than proper resurfacing, repairs tend to be patch jobs. That tells me the road network is already under strain from current traffic levels, well before any additional vehicles from this development are added to it.

Third, rail. We live a similar distance away from the train station as this development and both my daughter and I regularly use the train, we never walk to the station — we always drive. The trains run only once an hour, are already very full, and are becoming less reliable with frequent cancellations. Any bus service proposed to support the development would need to be timed precisely around those hourly trains to be of any use.

Rail accessibility is also a real gap. The station has no disabled access so anyone with a disability needing to travel east for example would need to travel west to Telford first and change trains there. Adding 800 more homes without addressing this means a growing number of residents, including future ones, will face that same barrier.

Fourth, parking. Yellow lines near the station haven't reduced the number of cars — they've simply pushed parking further down surrounding streets and into the only free public car parks in the town centre. The problem has been relocated, not solved.

Taken together: roads already patched rather than resurfaced, A41 junctions already taking 15 minutes to clear, an hourly and inaccessible train service already at capacity, and station parking already overflowing into the centre — this development adds directly onto an existing transport capacity problem with almost no spare capacity to cope.

That is the factual transport impact I wanted to bring to the Inspector's attention today.

James Pritchard - Sustainability of location for young working people

I'm James Prichard I am 22 & I live in Vicarage Fields Albrighton and I work in Wolverhampton.

I wanted to say something because a lot is said about this development being good for younger people and being in a sustainable place.

I'm probably exactly the sort of person they mean.

I've got a decent job, I'm working, and at some point, I'll want my own place.

But I still don't think that means 800 houses in this location is the right answer.

I live in the middle of Albrighton now, and I could get the train to Wolverhampton for work.

But I don't. I drive.

It's just easier for me and it works better with my day.

So when I hear people say this site is sustainable because Albrighton has a train station, I don't think it's as simple as that.

I already live closer to the station than people on this development would, and I still use my car.

If I lived even further out, I can't see why I'd suddenly be more likely to leave the car at home.

I'm not against new houses and I do get that younger people need somewhere to live.

But we need the right houses, in the right place, with the roads, services and everything else to go with them.

It's no good just saying "young people need homes" and using that as a reason for building something this big.

Please don't assume people my age automatically support it just because we might need houses in the future.

I'd rather see homes that actually meet local need without changing Albrighton beyond recognition.

For me, that's why I don't think having a train station nearby is enough on its own to make this a sustainable location.

I already live closer to the station than people on this development would, and I still drive to work because that's what works for me in real life.

Jan Asthenidis – Traffic and Parking

Good evening. Thank you for allowing me to speak to you today.

My name is Jan Asthenidis, and I live in Albert Road. I grew up on Bishton Road, and my father still lives there today.

I work for Royal Mail in Wolverhampton, and part of my job involves driving into Albrighton to carry out collections. Because of this, I see the village roads at different times of the day, not just at commuting time.

Traffic and parking in Albrighton are already difficult. One of the clearest examples is around the railway station. A lot of people using the train don't park in the station car park; they park in the surrounding streets instead.

The new parking restrictions on Station Road appear to have helped, but in reality, all it means is that parking has simply moved into nearby roads, such as Brooklands Road and Shaw Lane, which is already a very, very busy road because of the school and the doctors' surgery.

It is incredibly difficult to get through when cars are parked on both sides of the road and delivery or work vehicles are trying to pass. I see this regularly through my job.

The High Street can be just as difficult. I have to collect from the Post Office, and finding somewhere suitable to stop can be a nightmare. There are parked cars, delivery vans, people stopping at the shops and traffic trying to get through at the same time. It takes very little for everything to start backing up.

Cross Road and Albert Road is another area that becomes very congested, particularly around school times, with parents dropping off their children, cars parked in some very dangerous places and normal traffic trying to get through the road at the same time. Again, it can become busy very quickly.

These are not occasional problems to me. They are things I see every day as part of my normal working life.

This is why I am so concerned about adding a development of up to 800 homes onto the edge of Albrighton.

People living there will still need to travel to work, take their children to school, go shopping, use the railway station and receive deliveries. Not all of these journeys are going to be made by walking, cycling or public transport. In fact, I believe many of them will be made by car.

Hundreds more homes also means more delivery vans, Royal Mail vehicles, tradespeople and service vehicles travelling into and through the village. That is something I do understand through the work I do.

I grew up here. I have family here. I live here now, and I drive around Albrighton as part of my job.

So, when I hear that the extra traffic from a development of this size can be accommodated, that does not match what I see every day.

The parking around the station is a good example. You can solve a problem on one road, but sometimes you simply move it onto the next one.

My concern is what happens when hundreds more households are added to roads that are already under pressure.

I would ask you, when you visit Albrighton, to look at the station area, Shaw Lane, Brooklands Road, the High Street and Cross Road at busy times, and see how these roads actually work in everyday life.

Thank you.

Matt Lakin - Albrighton's recent and planned development

Inspector,

I'm Matt Lakin, and I have lived on Windmill Lane, Albrighton for 17 years. I am talking about Albrighton's recent and planned development; as I strongly believe that this is key to decide what additional speculative development the town can sustainably cope with.

Local Plan Processes

When I first moved to Albrighton, I took part in the Shropshire Local Plan Call for Sites, and was pleased to see the sensible, sustainable housebuilding plan and Neighbourhood Plan which emerged from this democratic process.

Interestingly, this process included this Developer commenting in 2005, through Mason Richards, that the Appeal site was unsuitable for development when compared to the Shaw Lane site (Millfields). These arguments still stand today;

- "entirely inappropriate to develop beyond these limits"
- "Green Belt boundaries need to endure in the long term"
- "Cross Roads... [is] away from Station and poorly served by bus"

Why did they responded in this way to the democratic plan process, but now argue the opposite for a speculative development?

Historic expansion of Albrighton green belt

There is a long history of the founder of Boningale Homes, David Thompson, fighting to extend the Green Belt boundary of Albrighton - with the "Boningale Consortia" (Stirk, Guy & David Thompson); which was allowed following Judgements in the High Court, 10th July 1995 (CO/3210/94) and Court of Appeal, 11th October 1996 (QBCOF 95/1170/D). This ultimately resulted in the Shaw Lane site (Millfields).

Recent Local Plan

More recently, Boningale Homes and Marrons played an active role in urging the Planning Inspector to withdraw the emerging Shropshire Local Plan in the Hearings in 2025.

This was disappointing given the substantial house building which is planned and ongoing in Albrighton:

- 257 houses built and being built at Boningale Homes Shaw Lane / Millfields site
- 150 houses approved at the Wain Estates site east of Millfield
- Further 30 houses planned at ALB021 adjacent
- 24 houses approved at White Acres
- 310 houses safeguarded for future development at Cross Road and Kingswood Road

771 houses total being built, approved, or in Albrighton's housing plan

Albrighton's adopted housing guideline was in comparison around 250 dwellings between 2006 and 2026, intended mainly to meet local needs.

New National Housing Requirement

I understand that Shropshire Council tested future growth against today's much higher national housing requirement and identified an illustrative figure of 372 homes over the entire 20 years from 2026 to 2046.

The appeal's 800 homes would therefore be:

- More than three times Albrighton's adopted 250-home guideline
- More than twice Shropshire's illustrative 20-year figure of 372
- More than the combined 622 homes represented by both figures across approximately 40 years

Clearly the proposals are disproportionate for Albrighton, and would impose more than an entire generation's expected housing growth on one unallocated Green Belt site.

The Appellant clearly has a very long history of successfully driving development in Albrighton, and I ask the Inspector to consider very carefully whether it is right to continue to allow this, when the community already has such successful house building being delivered already?

Ref: Mason Richards Planning Objection, 2005:

Obj. No. 1311

Policy omission ALB1A – **objection** to the identification of land at Cross Roads for residential development and for its future development potential as safeguarded land (as referred to under the objections submitted under Policy S5)

Shaw Lane – more sustainable

Green belt boundaries need to endure in the long term. No guarantee that Cross Road field boundaries will be sustainable in the long term.

Conversely – the land at Shaw Lane is clearly defined by the railway line to the north and east and by Kingswood Road to the south. 'The site is contained within this envelope and it would be entirely inappropriate to develop beyond these limits. The site is however of sufficient scale to ensure the Green Belt would endure around Albrighton for a significant period, probably beyond current RPG review period to 2021.

In terms of the two sites' appropriateness for residential development, both are located within walking distance of the main retail area, namely the High Street. The Shaw Lane site does however, have the advantage of being accessed without having to increase the level of traffic through the High Street. Land at Shaw Lane would be accessed predominantly off Kingswood Road and could thus be accessed off the A41 via Shaw Lane, a route that does not currently carry a heavy burden of traffic. Conversely, residents of the proposed development site at Cross Road would use Station/Cross Road which passes directly through the High Street'

Schools – St. Mary's best served to accommodate any expansion

Railway – Shaw Lane best placed to maximise the encouragement of public transport modal shift and sustainable means of transport. Conversely Cross Roads at other end of village – away from Station and poorly served by bus service.

In event of Shaw Lane being preferred site – development brief or framework would be drafted to ensure a comprehensive approach to the development of the site – range of community facilities for new and existing community – quality areas of open space, employment provision, etc.

Proposed Modification

Shaw Lane instead of Cross Road safeguarding a reserve of land in the adjoining area from the Green Belt to meet future development needs.

Obj. No. F1311

Same arguments as before – railway, buses, protection of Green Belt elsewhere in the village and defensible boundaries for the development.

Micheal Treble - Lea Farm Barns Impact

My name is Micheal Treble. I am 53 years old. I work as a PE Instructor in His Majesty's Prison service, and I was born and have lived all of my life in Albrighton, so I know this area well.

I currently live at Lea Farm Barns, moving here in 2018. One of the main reasons that drew me to buying here in the first place was the setting.

It's a small group of 3 converted barns, surrounded by fields and open countryside, and that was a huge part of what made it feel special to us, still being part of Albrighton but being out in an idyllic rural setting. That's the home we chose to buy.

And that wasn't just us seeing it that way.

The original sales details talked about the rural setting and the open countryside, and the architects even said the windows and doors were designed to make the most of the views over the surrounding countryside.

Ironically we bought the property from Boningale Homes. Now the same company is putting forward a development that would completely change that same countryside around us.

I use that countryside all the time.

I walk my dog down the lanes, I run, I cycle, and being outside is just part of my everyday life.

That's why I find this proposal quite hard to accept.

If you look at the appeal plan, Lea Farm Barns is just left there as a small group of existing homes inside this much bigger development area. On all of the plans so far, the area directly to the front of our property has just been shaded out, with no plan of what would be there. There is also no clear illustration of where our access is proposed to be. I know this is only an outline application and some of the exact details would come later, but that worries me because we already live there.

The Council itself describes Lea Farm Barns as one of the existing residential plots that has been cut out of the appeal site.

So, our homes themselves aren't being built on, but everything around us would change.

At the moment, we live next to fields.

If this development goes ahead, we'd be living with houses, roads, cars, lighting and a lot more noise and activity around us. It feels like we're being asked to accept a massive change around our homes when some of the details about exactly how it would all fit around us still isn't settled.

And this isn't a small development.

It's up to 800 homes, along with the other things that are being proposed across what is now farmland.

I'm a fitness coach, so I understand why people talk about open space, exercise and wellbeing.

I can see the developer is talking about open spaces, play areas and walking routes, and I've got nothing against any of that.

But to me, there's a big difference between putting green spaces into a housing development and having proper open countryside on your doorstep.

You can plant trees and create landscaped areas, but it's not the same as open fields and a proper rural setting.

The appellant's own evidence accepts that the development would cause a major change to the landscape and character of the site.

For me, that isn't just something written in a planning report, It's where I live.

I would ask that during this process if any officials visit the site, I'd really like you to come and have a look at Lea Farm Barns.

See the barns as they are now, built around 150 years ago sitting in the middle of the fields and wildlife rich countryside.

Then have a look at the plans and imagine what it would be like for the people already living there if all of that changed around them.

The whole process has had a huge negative impact on my mental health. This was to be our forever home, somewhere for us to see out our lives in the place I love and grew up. Now the stress and anxiety caused means I have nowhere to turn. Uncertain if I can stay during a long period of building work and upheaval, only to be left in a place I never chose to be.

The developer talks a lot about creating a new place.

But there's already a place here, a beautiful place and for me it's my home.

Thank you.

Nicola Richardson - Disabled and elderly impact

Good evening, Inspector.

My name is Nicola Richardson, and I live in one of the bungalows on Cross Road.

I am disabled, and I want to explain what this development, and particularly the proposed shared pedestrian and cycle path could actually mean for the people who already live here.

Firstly, I would like to tell you a little about me, my family, my neighbours and the health challenges we face, because I feel it is really important that you understand the people who live here.

I have lived in Albrighton my whole life and have lived in my bungalow for almost eight years. All of my family live here too, my mum lives just a few doors away from me.

I am disabled and have several health conditions, including fibromyalgia, arthritis and cirrhosis of the liver. These conditions have a significant impact on my mobility and everyday life. I use crutches and a mobility scooter to help me get around.

My husband also has arthritis and diabetes, amongst other illnesses. He uses a walking stick and a mobility scooter because he too has difficulty getting around.

My mum has pulmonary fibrosis. She is a wheelchair user and relies on oxygen 24 hours a day. Being able to get her safely to the car for important medical appointments is something we simply do not take for granted.

And it isn't just my family who would be affected.

My neighbours are also elderly and have significant health and mobility difficulties. One of my neighbours has Alzheimer's disease. Another walks with two crutches, and another uses a walking frame.

So when I look at the proposed shared path, I don't just see a line on a plan.

I see real people's lives being affected.

People who are already vulnerable. People who don't always move quickly. People who rely on walking aids, wheelchairs, mobility scooters and cars simply to maintain some independence.

One of my biggest concerns is how we are actually supposed to access our cars and get our mobility scooters in and out safely.

I have to load my mobility scooter into my car when I need to travel further afield. My car and my mobility scooter are not luxuries. They are essential to my independence. They allow me to attend appointments, go shopping, visit family and live my life.

I understand that cycling is important, and I fully support encouraging people to walk and cycle.

But I ask you to consider the safety of the people who already live here too.

For someone like me, a cyclist coming quickly from behind can be frightening. If I am using crutches, concentrating on where I am walking, or trying to get something from my car, I cannot simply move out of the way quickly.

Our bungalows are set back from Cross Road behind a large green. We don't have driveways directly outside our homes. We rely on the parking bays on Cross Road and then have to cross the pavement and the green to get home.

Those parking bays are not just spare spaces.

They are how we access our homes.

The proposed three-metre shared path would run alongside these parking bays, and I am struggling to understand how this will work safely alongside the way the area is actually used.

Cars are constantly pulling in and out. People open doors, unload shopping and help elderly or disabled residents get out of vehicles.

And then there are school times.

The parking bays become extremely busy, with parents arriving and young children getting out of cars and walking to and from the primary school.

Some of these children are toddlers.

Imagine a four-year-old opening a car door and stepping out, completely unaware that a cyclist is approaching.

As a parent, that possibility would frighten me.

We should be creating the safest possible environment around our children's school, not introducing another potential hazard into an already busy area.

There is another part of this shared path and the whole proposal that concerns me.

The shared path appears to finish part-way along our row of bungalows, beside the parking bays near the large oak tree, with cyclists then expected to rejoin the carriageway between

parked cars, with any vehicle coming along let alone one of the many tractors or large lorries would be an accident waiting to happen. Or is the developer saying we can no longer use these parking bays.

Cars also regularly park further along Cross Road towards the post box by the small island, so I genuinely can't see how a shared path is going to work.

I struggle to see how this has been designed with the safety of everyone in mind.

Inspector, I would ask you not just to look at this proposal on paper.

Please look at the people who actually live here.

Please look at me, my husband, my mum and my neighbours.

Look at how we use these parking bays every single day. Look at how difficult mobility already is for some of us. Look at the children and parents using this area at school times.

And please look carefully at where the proposed shared path finishes and where cyclists are expected to rejoin the road.

Because what may look perfectly straightforward as a three-metre line on a plan is very different when you actually stand there and see how this space is used.

For us, this isn't simply about a cycleway.

It is about our homes.

It is about our independence.

It is about our safety.

And it is about being able to continue living our lives safely and independently in the place we have called home for so many years.

I respectfully ask you to take that into consideration when making your decision.

Thank you for listening.

Alan Henderson – Arboriculture Impact

Tree talk notes

The speaker Alan Henderson RFS Cert Arb NC Arb LANTRA PTI Arborist and consultant 38 years experience retired. Formally Berkshire Council Arborist 1990-1994, Sheffield City Council lead arborist/ climber Tree officer housing 1994- 2010 The University of Sheffield Arboricultural consultant Landscape manager 2010- 2021. Freelance Arboricultural consultant 2021-2023

Very unusual to see no name and credentials of the tree surveys author. Good survey but seems to be generic.

I agree with Martin Sutons County Arboriculturalist Tree Team, Natural & Historic Environment Place Directorate comments made on 14th August 2026

New rev B tree assessment submitted July 2026 no method statement Is there sufficient information and certainty now to demonstrate that the required roads, paths, drainage, levels and services can be constructed without unacceptable effects on retained trees and hedgerows?

National planning policy frame work Aug 2026 NPPF states the following

- **N3 – Trees in new development:** appropriate planting, arboricultural advice and long-term maintenance of retained and newly planted trees.
 - **N6(2):** proposals involving loss or deterioration of irreplaceable habitats, including ancient or veteran trees, should be refused unless the specified exceptional test is met
1. **Is there a tree planting and maintenance regime or Landscape Management plan. Whether retained trees can genuinely be protected alongside roads, drainage and services.**

93 (c) ‘development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons (footnote 70) and a suitable compensation strategy exists’.

193 (d) ‘development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate’.

Hedge rows

- **Has a Hedgerows Regulations assessment been completed?**
- **Which hedgerows qualify as “important”?**
- **How do the ecological, historic and landscape assessments treat H1 and H13?**
- **Where is the replacement hedgerow planting shown and quantified?**
- **Does the latest BNG calculation include all proposed hedgerow losses?**

Hedgerow’s are identified as a Habitat of Principal Importance (HPI) as listed within Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. The tree survey conducted, in accordance with BS5837, does not assess hedgerows against the Hedgerow

Regulations 1997 or specifically from an ecological perspective, and is outside the scope of this assessment.

Twenty hedgerows were recorded during the assessment, and all contained a mix of native species. These had been regularly maintained by flail to a height of 2-3 metres and regarded as category C in terms of their arboricultural value.

Catogary U x 3 T6 T31 T79

T1 and T2 were of note for being located away from field boundaries. Both were mature English oak with notable features such as quantities of deadwood, crown retrenchment and branch socket cavities. The condition of these trees is likely caused by close cultivation of the ground surrounding them.

G2 and G9 were tree groups located off site within residential gardens. These were recorded during the assessment due to their proximity to the site boundaries and for any conflicts that could arise.

TPOs are there any has this been checked since May 2024 for the revised survey

The presence of any Tree Preservation Orders that may affect the site has yet to be confirmed by Shropshire Council. Before any tree works are undertaken confirmation of the presence of the statutory constraints should be sought from the Local Planning Authority.

Have the developers had any meetings regarding the trees and hedgerows with SC arboricultural officers highways

The complete removal of H13 would be required to facilitate the construction of residential housing and a new internal road layout H13 was regarded as category C in terms of its arboricultural value

To facilitate highway improvements and a proposed section of footway/cycleway would require that the majority of H1 is removed a length of around 250 metres.

Hedgerows are identified as a Habitat of Principal Importance (HPI) as listed within Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Consequently, it is important that the proposed scheme delivers a net gain in terms of linear hedgerows through new planting to compensate for any losses. Species should be native, and characteristic of the locality.

New tree planting any plans and if so what size and number.

As part of the subsequent reserved matters application, should the application be approved, an adequate quantity of structured tree planting should be provided to mitigate for any tree removal necessary to implement the development. The purpose

and function of this new tree planting should be understood from the start of any design stages so that key objectives from a landscape perspective can also be achieved.

Tree management plan is there one? Is there VTI Visual tree inspection to assess the overall condition and safety of all existing trees

All retained trees should be subjected to sound arboricultural management as recommended within section 8.8.3 of BS5837 Post Development Management of Existing Trees, where there is a potential for public access to satisfy the landowner's duty of care.

Landowners responsible for trees, especially those within the public domain, have a legal 'duty of care' to ensure that visitors and neighbours of their land are reasonably safe and that nobody comes to harm or injury, by his or her negligence, through taking measures to reduce risks as far as is 'reasonably practical

To ensure that risks are reduced as far as is 'reasonably practicable' it will be necessary that, a review of the relationship between retained trees and the new development should be undertaken by a qualified arboriculturist to assess the retained tree cover and prepare a schedule of tree works.

Rachel McEntee – Bowling Green Lane and Elm Road Impact

Good evening. My name is Rachel McEntee. I was born at Cosford 54 years ago and have lived in Albrighton for most of my life. I've lived on Bowling Green Lane for six years.

I want to focus on the single-lane section that runs directly alongside my home. Bowling Green Lane and Elm Road provide a quick route north towards the M54, making this an obvious shortcut for residents of the proposed development.

My house and garden run the length of this narrow section, with a side gate onto the lane, so I see and hear how it operates every day.

It is genuinely single lane. Two cars cannot pass. It narrows because of the position of existing properties, including my own, so this is a permanent physical constraint.

Drivers who know the road generally wait. But if two vehicles meet in the narrow section, one has to reverse, sometimes into my neighbour's private driveway. We regularly hear horns and altercations when this happens.

There is no pavement and only one streetlight along the whole single-lane section, so at night it is extremely dark.

Children walking to school, older residents, dog walkers, cyclists and people with pushchairs all use this lane, sharing the same narrow space with vehicles. They often have to move into single file against the wall. At night, someone in dark clothing can be very difficult for a driver to see.

The lane leads into a large residential area and is already used by cars, vans, farm vehicles and HGVs heading to David Austin Roses. When traffic is diverted this way, the increased congestion is immediately noticeable. We experience reversing vehicles, horns, engine noise and sometimes traffic fumes in our garden.

The appellant predicts 18 additional vehicles using Bowling Green Lane and Elm Road during a peak period — approximately one extra vehicle every three minutes.

Averaged out, that perhaps doesn't sound significant.

But that isn't how this road works.

Vehicles don't arrive neatly every three minutes. If two meet here, somebody has to stop or reverse, while pedestrians may be sharing that same restricted space.

The appellant acknowledges these constraints, yet the proposed highway improvements do nothing to remove this bottleneck.

For me, this also demonstrates the problem with the location of the proposed development. The site is so far from Albrighton centre, the railway station and the M54 that it puts additional pressure on already constrained local roads like this one.

So I ask the Inspector to look beyond the traffic figures and consider what those extra vehicles will actually mean on Bowling Green Lane as it exists today.

Even a relatively small increase in traffic will have a very real impact on those who live here and use it every day.

Thank you.

Bob Watson – Wildlife

Building 800 new houses on one site will have a massive negative effect on Albrighton. Environmentally there will be problems, as local lanes and roads will be overloaded, and the natural wildlife of the area will be decimated. 800 houses will increase the area of Albrighton by about 50% and the population by about 40% which will change it completely.

To the few who think that every insect, fungus, bird and mammal is a pest then the loss of habitat and associated Lapwings, Yellow Hammers, Sky Larks, Woodcock, Fieldfares, Snipe, Magpies, Buzzards, Jackdaws, frogs, toads, newts, bats, foxes, badgers, hedgehogs, dormice, field voles, weasels, stoats etc. they will consider no loss at all. Likewise, to those who consider all native plants to be weeds and have no importance (even though they are essential as food and host plants for butterflies, moths and insects), then again, the loss of a massive tract of natural land will not worry them. However, most realise their importance. With definite growing evidence of climate change our wildlife is already suffering and becoming more endangered. It is essential therefore that we retain as many areas for wildlife as is practically possible. A development site of 800 houses with the associated destruction of habitat would be exceptionally detrimental. Displaced animals and insects can move away from small developments and re-colonise. The new proposal would be looking at a project approximately three to four times the size of the entire four phases of Millfields. This would destroy so much local wildlife habitat and change the whole feel of Albrighton.

The benefits to human beings of open, wild areas, and forests has been well researched and documented. Wildlife areas and 'forest bathing' are excellent for human physical, mental and psychological health. As well as the tactile, visual and psychological benefits of trees and other plants they also give off pheromones and phytoncides that we find beneficial to inhale – besides the essential oxygen which they give off during photosynthesis. We now know that tree root-plates are shallow and wide and reach out way past the drip line of the canopy. We also know that roots of trees will interact with one another via mycorrhiza (beneficial, not pathogenic fungi) that interconnect chemically and allow transference of chemical messages from one tree to the next. Soil compaction and Physical damage via trenching destroys this important feature. The existence, retention and management of local wildlife areas is essential and needs to be encouraged not rode rough-shod over. Why wreck valuable farmland, rural edges, rural hedges etc. when other sites are more suitable for development. One thing for sure is that building great swaths of houses with little room between them is not going to be the answer. As much as increases in housing numbers is a very necessary thing, gradual increases (not 800 houses) allow wildlife to adjust and move to adjacent areas, to perhaps survive and re-establish. It is very difficult to see how a development of this size can possibly leave a 10% net gain in biodiversity compared to the pre-development base line. Bob Watson.